

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 SECOND SESSION OF THE FORTY-FIFTH CONGRESS.

---

WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1877.



# REPORT OF THE POSTMASTER-GENERAL.

---

WASHINGTON, D. C., *November 9, 1877.*

SIR: The total expenditures of this department during the fiscal year ended June 30, 1877, were .....\$33,486,322 44

The revenues were as follows:

Ordinary receipts .....	\$26,988,444 94
Receipts from money-order business....	172,409 85
Receipts for official stamps and stamped envelopes .....	370,730 47
	27,531,585 26
Excess of expenditures over receipts .....	5,954,737 18

In addition to the receipts shown above, there was realized on grants from the Treasury for various purposes, hereinafter detailed, the sum of \$7,013,300.00, making the total amount received from all sources \$34,544,885.26, an excess over the expenditures of \$1,058,562.82. Included in the above statement of expenditures is the sum of \$1,163,818.20, paid on liabilities incurred in previous fiscal years, and not properly chargeable to the expenditures of the last fiscal year. Deducting this sum from the aggregate amount leaves \$32,322,504.24, as the actual expenditures for the year.

In the receipts from money-order business is included the sum of \$63,261.84, received from international money-orders for the year ended June 30, 1875, which, deducted from the total receipts in the above statement, leaves the sum of \$109,148.01 as the actual receipts from that source, and reduces the amount of revenues for the year to \$27,468,323.42.

The expenditures and receipts of the department therefore, on account of and appertaining to the business of the last fiscal year, (excluding expenditures and receipts on account of previous years,) are as follows, viz:

Expenditures .....	\$32,322,504 24
Receipts, ordinary, from money-order business and from official stamps .....	27,468,323 42
Leaving an excess of expenditures over receipts of.....	4,854,180 82

The expenditures during the fiscal year were \$222,834.86 more than those of the preceding year, and \$3,353,483.55 less than the estimates therefor.

The total receipts for the year were \$1,112,612.24 (or 4.0 + per cent.) less than those of the preceding year, and \$1,126,618.54 (or 4.0 + per cent.) less than the estimates therefor.

The decrease is largely in the item of official postage-stamps, the amount derived from which, during the last fiscal year, was only \$370,730.47, while in the previous year it was \$1,281,389.43. Excluding official postage-stamps and money-order receipts from both fiscal years the reduction in ordinary receipts was only \$183,592.29, or about three-fifths of one per cent.

As explained by note appended to the summary of receipts and expenditures in the accompanying report of the auditor, the appropriation for official postage-stamps for the Post Office Department was not available as revenue, because of the terms of the act making the appropriation, and accordingly the amount of such stamps used by this department during the last fiscal year (\$656,095.50) does not appear either in the aggregate receipts or in the receipts from official postage-stamps.

The expenditures and receipts by fiscal quarters, and the increase or decrease therein, as compared with the corresponding quarters of 1874-'75 and 1875-'76, are shown by table No. 3, which accompanies the report of the Third Assistant Postmaster-General.

The following amounts were drawn from the Treasury during the fiscal year, on appropriations:

For steamship service to China and Japan.....	\$250,000 00
To supply deficiencies in the revenues for the year ended June 30, 1877.....	5,250,000 00
To meet deficiencies of previous fiscal years.....	1,450,000 0
To supply a deficiency in the appropriation for postal cards for fiscal year ended June 30, 1876.....	62,300 00
In pursuance of act of Congress (Statutes, chap. 105, p. 355,) of March 3, 1877.....	1,000 00
Total .....	<u>7,013,300 00</u>

The estimated expenditures for the fiscal year ending June 30, 1879, are. \$36,427,771 00

The ordinary revenues are estimated at 3 per cent. over

the last fiscal year, making .....	\$27,798,098 28
Estimated revenue from money-order business.....	200,000 00
Estimated revenue from official postages.....	1,036,000 00

Total estimated revenue for the fiscal year ending June 30, 1879. 29,034,098 28

Estimated excess of expenditures to be appropriated out of the general Treasury, as a deficiency..... 7,393,672 72

Of the appropriations for deficiencies, there were unexpended on June 30, 1876, the following amounts:

For fiscal year ended June 30, 1875.....	\$564,353 13
For fiscal year ended June 30, 1876.....	2,852,705 00
	<u>3,417,058 13</u>
Amount appropriated for fiscal year of 1876-'77.....	5,667,498 00

Making a total of unexpended appropriations for deficiencies, undrawn and available, of ..... \$9,084,556 13

# REPORT OF THE POSTMASTER-GENERAL.

V

During the last fiscal year the following amounts were drawn on account of payments for previous fiscal years, viz :

For fiscal year of 1874-'75 .....	\$450,000 00
For fiscal year of 1875-'76 .....	1,000,000 00
For fiscal year of 1876-'77 .....	5,250,000 00
	<u>6,700,000 00</u>

Add amount of balance of appropriation for 1874-'75, carried to surplus-fund of the Treasury .....	114,353 13
---	------------

A total of..... \$6,814,353 13

Amount of deficiency-appropriations undrawn and available for payments of indebtedness to June 30, 1877 .....	2,270,203 00
---	--------------

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

Mail-service under contract, or recognized, not yet reported for payment .....	\$122,354 43
Mail-service unrecognized .....	<u>522,719 03</u>

Total ..... 645,073 46

Leaving, after settlement of all liabilities to June 30, 1877, a net balance on deficiency-appropriations, of .....	1,625,129 54
---	--------------

## POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS ISSUED.

The number of ordinary stamps issued during the past fiscal year was

689,580,670, valued at .....	\$18,181,676 00
Newspaper and periodical stamps, 1,388,709 .....	1,000,605 10
Stamped envelopes, plain, 84,285,700 .....	2,281,574 11
Stamped envelopes, request, 64,374,500 .....	2,069,995 65
Newspaper-wrappers, 21,991,250 .....	265,362 00
Postal-cards, 170,015,500 .....	1,700,155 00
Official postage-stamps 13,867,145 .....	614,107 20
Official stamped envelopes and wrappers, 14,750,445 .....	<u>412,361 41</u>
Aggregating, 1,060,253,919 .....	26,525,836 47

There has been a general decrease in the issues of these articles from those of last year, as shown by the following table:

Description.	Fiscal year ended June 30, 1876.	Fiscal year ended June 30, 1877.	Decrease.	
			Value.	Per cent.
Ordinary postage-stamps .....	\$18,773,454 00	\$18,181,676 00	\$591,778 00	3.15+
Newspaper and periodical stamps .....	945,254 75	1,000,605 10	*55,350 35	*5.85+
Stamped envelopes, plain .....	2,280,318 74	2,281,574 11	*1,255 37	*.05+
Stamped envelopes, request .....	2,079,578 30	2,069,995 65	9,582 65	.46+
Newspaper-wrappers .....	273,723 50	265,362 00	8,361 50	3.05+
Postal cards .....	1,508,150 00	1,700,155 00	*192,005 00	*12.73+
Total decrease, (allowing for increase in items of newspaper-stamps, plain stamped envelopes, and postal cards) .....			361,111 43	1.39+
Official stamps and stamped envelopes and wrappers .....	1,092,942 43	1,026,468 61	66,473 82	6.08+
Aggregate .....	26,953,421 72	26,525,836 47	427,585 25	1.58+

\*Increase.

In transmitting the above supplies, there have been lost in the mails but two packages, of the aggregate value of \$82.15; an unprecedentedly small loss.

Under the present system of collecting postage on newspaper and periodical publications mailed to regular subscribers from the offices of publication, (which system originated in the act of Congress approved June 23, 1874,) there has been collected during the year on this class of matter the sum of \$1,024,719.16, derived from 40,865,246 pounds at 2 cents per pound, and 6,913,808 pounds at 3 cents per pound. The increase in the whole amount collected over that for the preceding year was \$10,564.89, or 1.04+ per cent.

The operations of the Dead-Letter Office are fully stated in the report of the Third Assistant Postmaster-General, and tables Nos. 10, 11, 12, 13, and 14, appended thereto. This business may be briefly summarized as follows: Total number of letters received during the year 3,288,290, an average of 10,676 for each working day, and classified thus: ordinary mail letters, 2,113,827; local or drop, 411,600; of domestic origin returned from foreign countries, 108,486; foreign origin, 186,181; returned to post offices by proprietors of hotels, 57,186; held for postage, 313,464; misdirected, 67,301; fictitious, 16,794; containing unmailable matter, 2,094; ship, 2,261; without address, 7,020; and 5,909 registered letters. They are further classified according to their contents as follows: 24,580 contained \$40,062.41 in money; 11,421 contained commercial paper to the value of \$1,301,780.49; 804 contained deeds, mortgages, leases, railroad and other passage tickets, pension-certificates, and bank-books; 38,265 contained postage-stamps; 27,185 contained photographs; 26,348 contained jewelry, clothing, books, chromos, music, merchandise, &c.; 23,025 contained receipts, bills of lading, affidavits, abstracts of title, paid notes, and cancelled obligations of all sorts.

The amount of money taken from letters which could not be restored to the owners and deposited in the Treasury was \$4,754.

A comparison of the gross receipts of all classes of dead letters with that of last year shows a reduction of 296,454, or about eight per cent; which is accounted for by the fact that a less number of letters was mailed during the year and the increased efficiency of the delivery service.

The number of registered letters and packages forwarded through the mails during the year was 4,378,127, of which 145,908 were addressed to foreign countries. The amount of fees collected (exclusive of postage) was \$367,438.80; an increase over the previous year of \$32,022.20, or nearly 11 per cent. The number of registered packages of postage-stamps, stamped envelopes, postal cards, United States bonds, currency, and internal-revenue stamps carried for the Post Office and Treasury Departments was 375,453, valued at \$150,677,877.01, of which only one package of postage-stamps, valued at \$74, and one of stamped envelopes, valued at \$8.15, were lost in transit. In the light of such

evidence as this, the public may safely rely upon the registry system as a sure means of conveyance for valuable matter.

#### CONTRACTS.

There were in the service of the department on the 30th of June, 1877, 6,018 contractors for the transportation of the mails on public routes.

There were at the close of the year 1,653 special offices, each with a mail-carrier, whose pay from the department is not allowed to exceed the net postal yield of the office.

Of public mail-routes in operation, there were 9,234, (of which 958 were railroad; being an increase of 46 routes of this class over the previous year,) aggregating in length 292,820 miles; in annual transportation, 147,353,251 miles; in annual cost, \$15,384,895. Adding the compensation of railway post-office clerks, route-agents, mail-route messengers, local agents, and mail-messengers, amounting to \$3,144,343, the aggregate annual cost will be \$18,529,238.

The service was divided as follows:

Railroad-routes: length, 74,546 miles; annual transportation, 85,358,710 miles; annual cost, \$9,053,936; about 10.5 cents per mile.

Steamboat-routes: length, 17,685 miles; annual transportation, 4,038,238 miles; annual cost, \$666,989; about 16.5 cents per mile.

Other routes, upon which the mails are required to be conveyed with "celerity, certainty, and security:" length, 200,589 miles; annual transportation, 57,956,303 miles; annual cost, \$5,663,970; about 9.77 cents per mile.

There were at the close of the year 4,098 offices supplied by mail-messengers, at an annual cost of \$659,497.

There was an increase over the preceding year in length of routes of 11,022 miles; in annual transportation, 11,083,543 miles; and in cost \$183,755. Deducting the decrease in cost for railway post-office clerks, route, local, and other agents, \$15,565, the total increase in cost was \$168,190.

The railroad routes have been increased in length 2,198 miles, while the cost has been decreased \$489,198. This decrease is attributable to the operation of the act of July 12, 1876, reducing the compensation to all railroads for the transportation of the mails ten per centum per annum on allowances for weight of mails, and the allowance of eighty per centum per annum, after such reduction, where the railroad was constructed in whole or in part by a land-grant made by Congress.

These reductions do not (under the decision of the Attorney-General) affect railroads carrying the mails under contract, except where endowed with a grant of land, nor allowances for railway post-office cars.

The readjustment of pay (table F) in New England and the States of New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia, for the regular contract term of four years commencing July 1, 1877, and on certain routes in other States and Territo-

ries, as far as complete returns have been received, shows a reduction of \$2,078.17 per annum against the cost to June 30, 1877. The amount deducted under the act of July 12, 1876, is \$465,851.29 per annum. Of this amount, the sum of \$38,673.02 was not deducted prior to the 30th June, 1877, because of service under contract to that date. The actual result is, therefore, an increase of \$36,594.82 over the cost to June 30, 1877.

The cost of railroad service to June 30, 1877, was \$9,053,936. The appropriation for the current fiscal year is \$9,250,000. The increase in the cost of the service to June 30, 1877, was 4.67 per centum; this rate of increase applied to the \$9,053,936, would make the cost for the current year \$9,476,754.81. This sum is used as the basis upon which to cast the estimate for 1879, and anticipating a marked revival of business, the rate of increase is placed at 7 per centum, making the estimate for 1879 \$10,140,126.

Of the \$260,714 given in the last annual report as the reduction under the 13th or land-grant section of the act of July 12, 1876, \$51,274 has been decided by the law-officer to have been improperly deducted, and has therefore been refunded.

Within a comparatively recent period many cases have been presented in which compensation is claimed under the act of March 3, 1873, as for separate and independent routes, over different railroad-tracks, for mails carried in different trains, run by one or more companies over the same track.

If this course were adopted, instead of aggregating the weight of mails carried over one track, as has been the custom of the department, the cost of carrying the mails would be largely increased. And in view of this the case is presented for consideration.

Under postal regulations railroad companies are required to deliver the mails to terminal offices as well as all intermediate offices located within eighty rods of the stations. It is believed that this service should be performed by the government. For some time past negotiations have been made with railroad companies to deliver mails to offices to which they were not required by the regulations to take the mails. This service has been thrown open to competition from July 1, 1877, which has resulted in an annual saving of \$23,197.58 to the department.

The amount of fines imposed upon contractors and deductions made from their pay for failures and other delinquencies for the fiscal year ending June 30, 1877, was \$89,755.46, and the amount remitted for the same period was \$25,473.32, leaving the net amount of fines and deductions \$64,282.14.

A table (H) appended hereto 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 last fiscal year.

The total number of new mail-bags purchased and put into service was 93,700, of which 79,000 were for the transmission of printed and third-class matter, and 14,700 were chiefly for letters.

The total cost of mail-bags and mail-catchers, including repairs, labels, &c., amounted to \$165,641.29. Compared with the previous year, there was a decrease in the quantities purchased of 10,094 mail-bags and 450 mail-catchers, and a decrease in expense of \$43,206.20.

This reduction of expense is due in a great measure to an economical and judicious system of repairs inaugurated by my immediate predecessor, and still in successful operation. By the system referred to, the cost of repairing damaged mail-bags during the year was \$37,389.71. Exactly the same repairs, had they been made by the former methods, would have cost about 92 per cent. more, or the sum of \$72,926.66. Largely increased quantities of damaged mail-bags repaired at the lowest cost and put into service during the year curtailed both the quantities and expenses of *new* mail-bags which it would otherwise have been necessary to have purchased and paid for at contract prices.

The total cost of mail locks and keys during the fiscal year was \$13,475. The total cost during the preceding year was \$16,720.95.

The special agents of this department have performed their duties with efficiency and an intelligent understanding of the responsibilities of their several positions. Their success during the past year, under the improved system of postal surveillance now in operation, in arresting and bringing to justice violators of the law, has increased the security of the mails. In addition to their regular duties in connection with mail depredations, much of their time has been devoted to the service of the several bureaus, and especially to the examination of the genuineness and sufficiency of postmasters' bonds a practice recently adopted to protect the government from losses which have occurred in former years from insufficient or fraudulent bonds of postmasters.

The number of persons arrested for offenses against the postal laws during the year ended June 30, 1877, was 543; an increase of 104 over the previous year. Of these, 371 were held for trial in the United States courts, with the following results, viz: Convicted, 157; acquitted, 16; not yet tried, 198. In addition, 172 persons, whose offenses it was deemed advisable to prosecute in the State courts, such as burglaries of post-offices, highway robberies, murder of mail-riders, &c., have been surrendered to the State authorities for trial.

The total number of complaints was 7,039, of which 2,289 were for registered letters, of the reported value of \$54,410.82; ordinary letters, 3,928, reported to contain in money, drafts, &c., \$258,072.78; making an aggregate of losses amounting to \$312,483.80, and miscellaneous cases numbering 822. Of the registered letters, 714 were recovered; 266 lost and rifled, with inclosures valued at \$10,510.60, were made good; and 899, of the reported value of \$43,900.22, were irrecoverably lost, leaving 410 still under investigation. This statement includes the destruction of registered letters by railroad accidents, &c., except those destroyed in March, 1877, by the burning of the postal car at Sedan, Ind.

The percentage of actual losses, compared with the number of letters

reported registered during the year—1,348,127—is about one-fiftieth of one per cent., or one in five thousand sent through the mails.

A tabular statement hereto appended shows that the number of railway post-office lines in operation on the 30th of June, 1877, was 64, extending over 17,761 miles of railroad-routes; an increase of one line and 48 miles compared with the preceding year.

The number of clerks in the service at the end of the fiscal year ending June 30, 1876, was 1,042, representing an annual expenditure of \$1,278,340.

The number of clerks in the service at the end of the fiscal year ending June 30, 1877, was 1,046, representing an annual expenditure of \$1,222,690; showing an increase of 4 clerks and a decrease in salaries of \$55,650.

The actual expenditures for railway post-office clerks for 1876 were \$1,223,750.19. The actual expenditures for 1877 were \$1,223,569.41; a decrease of \$180.78.

The annual mileage of service performed by railway post-offices was 16,898,040 miles; an increase of 1,688,125 over that of last year.

The work of preparing and publishing post-route maps has been delayed in consequence of inadequate appropriations. All that has been accomplished during the year with the sum appropriated for this work has been the preparation of new editions of most of the maps previously issued. To enable the department to prepare and issue post-route maps in permanent form of the Pacific States and Territories, Kentucky, Tennessee, Georgia, Texas, Arkansas, and the Indian Territory, I recommend an increased appropriation of a sufficient amount to insure their execution.

#### FOREIGN MAILS.

The total weights of the mails dispatched from the United States to postal-union countries during the year were as follows: Letters, 91,401,230 grams, equal to 3,224,427 ounces; printed matter and samples, 377,260,364 grams, equal to 13,308,887 ounces; being an increased weight over 1876 of 74,518 ounces of letters and 1,289,205 ounces of printed matter and samples. A statement is appended of the weight of mails dispatched to each postal-union country.

The cost of the United States transatlantic mail-steamship service for the year 1877 was \$159,742.48, being a reduction of \$12,600.61 from the cost of the same service for the year 1876. The payments made of the sea-postages, at the rates of 6 francs 50 centimes per kilogram of letters and 50 centimes per kilogram of other mail matter, to the foreign lines, and of \$3.25 per kilogram of letters and 10 cents per kilogram of other mail matter to the American line from Philadelphia, were as follows:

The Cunard Line, for 52 trips from New York and 46 trips from Boston to Queenstown and Liverpool.....	\$33,337 21
The Hamburg American Packet Company, for 51 trips from New York to Plymouth, Cherbourg, and Hamburg.....	35,220 68

The North German Lloyd of Bremen, for 53 trips from New York and 25 trips from Baltimore to Southampton and Bremen.....	\$24,838 13
The Liverpool and Great Western, (Williams & Guion,) for 41 trips from New York to Queenstown and Liverpool.....	24,381 56
The White Star Line, for 27 trips from New York to Queenstown and Liverpool.....	15,156 15
The Inman Line, for 26 trips from New York to Queenstown and Liverpool.....	12,747 35
The Canadian Line, for 52 trips to Liverpool.....	3,357 57
The Anchor Line, for 53 trips from New York to Glasgow.....	1,820 07
The French Line, for 42 trips from New York to Havre.....	2,291 60
The American Steamship Company, for 46 trips from Philadelphia to Queenstown and Liverpool.....	1,592 16
The Netherlands Steamship Company.....	3 56
Total.....	159,746 04

The payments made to the respective steamship lines on account of transportation of the British and French closed mails from New York to Europe were as follows:

To the Cunard Line.....	\$8,102 36
To the Liverpool and Great Western Line.....	1,226 06
To the Inman Line.....	928 16
To the White Star Line.....	761 93
To the Hamburg American Packet Company.....	331 07
To the North German Lloyd of Bremen.....	18 72
Total.....	11,368 30

The United States postages on mails conveyed to and from the West Indies, Panama, Central America, Brazil, Mexico, Bermuda, Nova Scotia, New Granada, Venezuela, Honolulu, the Australian colonies, Japan, and China amounted to \$107,363.55, and the cost of the sea conveyance thereof was \$47,840.49.

The total cost of the United States ocean mail steamship service for the year 1877 (including \$250,000 paid from special appropriation for steamship service to Japan and China) was \$457,586.53. In addition to this, the sum of \$11,368.30 was paid on account of foreign closed mails transported from New York to Europe, and reimbursed to this department in the settlement of the quarterly accounts with the British and French post departments.

The territory of the General Postal Union, formed by the treaty of Berne, has been enlarged by the accession of the following countries and colonies, under the provisions of the special arrangement signed at Berne the 27th of January, 1876, viz:

The British colonies of Hong-Kong, Ceylon, the establishments of Detroit, (Straits Settlements,) Labuan, Mauritius and its dependencies, British Guiana, Trinidad, Jamaica, and the Bermuda Islands, admitted from April 1, 1877.

The Spanish colonies in Africa, America, and Oceanica, and the Netherlands colonies in the East Indies, Netherland Guiana, Curaçoa and dependencies, admitted from May 1, 1877.

The Empires of Japan and Brazil, and the Portuguese colonies, admitted from June 1, 1877.

Persia, Greenland, and the Danish colonies of St. Thomas, Ste. Croix, and St. Jean, admitted from September 1, 1877.

Copies of the several diplomatic acts confirming the admission into the General Postal Union of these several countries and colonies are appended to this report.

Application has been made by the British post department for the admission of the colonies of Gold Coast, Senegambia, Lagos, and Sierra Leone, in Western Africa, and the Falkland Islands and British Honduras, from January 1, 1878.

The original postal-union territory comprised the United States of America, the continent of Europe, Asiatic Russia, Asiatic Turkey, Egypt, Algeria, the Faroe Islands, Heligoland, the Island of Malta and its dependencies, the Ionian Isles, Madeira and the Azores, the Balearic Isles, the Canary Islands, the Spanish possessions on the north coast of Africa, and the Spanish postal establishments on the west coast of Morocco. This territory has been extended by the addition of Aden, (Arabia,) the Empire of Brazil, the Bermudas, British Guiana, British India, Ceylon, the Danish colonies of St. Thomas, Ste. Croix, and St. Jean, the French colonies in Asia, Africa, America, and Oceanica, Greenland, Hong-Kong, Jamaica, Japan, Labuan, Mauritius and its dependencies, the Netherland colonies in Asia, Oceanica, and America, Persia, the Portuguese colonies in Asia and Africa, the Spanish colonies in Asia, Africa, America, and Oceanica, the Straits Settlements, (Singapore, Penang, and Malacca,) and Trinidad, West Indies.

The principal countries and colonies of the world having an organized postal service, and not yet embraced in the postal union, are the British North American Provinces, Mexico, all Central and South American countries except Brazil and British, French, and Dutch Guiana, the Sandwich Islands, and the British Australian colonies. When these shall have been admitted to the union, the international postal service of the entire world will be organized on a single basis of uniform postage rates, with the most liberal facilities for mail exchanges between the peoples of all nations.

An adjourned meeting of the international postal congress will be convened at Paris in the spring of 1878, agreeably to the provisions of Article XVIII of the Berne treaty, for the purpose of perfecting the system of the union by introducing into it such improvements as experience of its practical workings has shown to be necessary to complete the system. Many important modifications of the provisions of the present treaty are proposed for consideration and decision by that congress, some of which are of special interest to this country, and it is my purpose to send as delegates experienced officers of this department to represent the United States.

The island of Cuba having been admitted to the General Postal Union,

the United States resident mail-agency at Havana was discontinued on the 30th of June, 1877.

Additional articles of agreement have been concluded with the post-office departments of the Dominion of Canada and of Newfoundland, copies of which are annexed, providing that all money-orders mailed at the exchange offices in the United States and addressed to payees in the Dominion of Canada and Newfoundland shall be transmissible in the mails free of postage.

The negotiations for postal conventions with Peru, Victoria, and Chili, referred to in the last report, have been unsuccessful; but it is hoped that improved postal facilities will soon be established with those countries by their adhesion to the General Postal Union treaty. There is no portion of the world with which the United States has as unsatisfactory mail arrangements as with South America. The correspondence for Brazil and other countries on the east coast, in the absence of any regular, direct mail-steamship communication, is forwarded via England; and the correspondence for countries on the west coast, sent via Panama, can only be prepaid to the ports of debarkation on that coast, with no assurance of its being forwarded to interior destinations, and always leaving a local postage charge, excessive in amount, to be collected from the addressees on its delivery. The adhesion of all the South American countries to the postal union would greatly liberalize and perfect our postal intercourse with them; and it is hoped that the special effort which is being made by the "Associated Industries of the United States," an organization of the leading merchants and manufacturers of the city of Philadelphia, to urge those countries to join the Postal Union may be attended with success.

The exchange of correspondence with other countries under the provisions of the General Postal Union treaty is greatly embarrassed by the fact that, under the laws of the United States, customs duties are chargeable on all books received in the mail from foreign countries, which have not been printed more than twenty years. The stipulations of that treaty provide for the exchange of books of limited weight in the mails between the respective countries of the Union, and also that any article whatever liable to customs duties shall not be admitted for conveyance by the post. It has been the practice to deliver dutiable books received in the mails from foreign countries to officers of the customs for the collection of the customs duties chargeable thereon by our revenue laws; but, as the International Bureau has recently construed the provisions of the Postal Union treaty as not authorizing the collection of customs duties on books sent by mail within the limits of the Union, and as requiring the postal administrations which cannot give circulation free from duty to the books sent to them from foreign countries, to return them as articles of undeliverable correspondence, it has been found necessary to modify the post-office regulations governing the treatment of dutiable books received in the mails from other countries, by directing their return in future to the country of origin.

Books are universally admitted as mailable matter in the postal exchanges between all enlightened nations, and although in most countries of Europe they are liable to customs duties, such duties are never claimed for books admitted to circulation by the post. It seems desirable, therefore, in the interest of authors and other private correspondents receiving books of small size and value by the international mails, without any purpose of evading customs duties, that provision should be made by law, under such safeguards against fraud as may be deemed proper, authorizing their delivery free of duty.

#### APPOINTMENTS.

The report of the appointment office shows the following :

Number of post-offices established during the year.....	1,825
Number discontinued.....	863
Increase .....	962
Number in operation June 30, 1876.....	36,383
Number in operation June 30, 1877 .....	37,345
Number filled by appointments of the President .....	1,397
Number filled by appointments of the Postmaster-General... ..	35,948

#### Appointments were made during the year—

On resignations and commissions expired.....	4,800
On removals .....	711
On changes of names and sites.....	215
On deaths of postmasters .....	397
On establishment of new offices.....	1,825

Total appointments .....	7,948
--------------------------	-------

Number of cases acted on during the year .....	8,914
--	-------

The number and aggregate compensation of special agents, railway-post-office clerks, route-agents, mail-route messengers, and local agents in service during the year ended June 30, 1877, were:

*38 special agents.....	\$146,043 40
1,051 railway post-office clerks .....	1,222,690 00
1,065 route-agents.....	994,540 00
248 mail-route messengers.....	162,086 00
136 local agents.....	105,530 00

Total .....	2,630,889 40
-------------	--------------

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 June 30, 1876, and June 30, 1877, respectively:

#### Departmental officers and employés:

	1876.	1877.
Postmaster-General.....	1	1
Assistant Postmasters-General.....	3	3
Superintendent of money-order system .....	1	1

\* Other special agents charged to separate appropriations.

	1876.	1877.
Superintendent of foreign mails .....	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	1
Chief of division of free-delivery service .....	..	1
Topographer for department .....	1	1
Chief clerks of bureaus .....	5	5
Disbursing-officer and superintendent of building .....	1	1
Stenographer .....	1	1
Clerks, messengers, watchmen, &c .....	363	354
	<hr/> 381	<hr/> 373

## Other officers and agents:

Postmasters .....	36,383	37,345
Contractors .....	6,126	6,018
Clerks in post-offices .....	4,718	4,465
Letter-carriers .....	2,269	2,265
Route-agents .....	1,017	1,065
Railway-post-office clerks .....	1,042	1,051
Mail-route messengers .....	219	248
Local agents .....	137	136
Special agents .....	62	61
Total in service .....	<hr/> 52,354	<hr/> 52,654

No increase in the number of free-delivery offices and no extensions to additional territory in cities where the service is already established were made during the year, for want of sufficient appropriations. The service was, however, better systematized and made more thorough and reliable.

The general results during the year are highly satisfactory, showing a large increase in postage on local matter, and a decrease in the cost of the service.

The increase in postage over last year was 9 per cent., and the decrease in expenses 4.4 per cent. The postage on local matter exceeded the entire expense by \$360,977.98. The average cost per piece of handling the matter was 2.83 mills, a reduction of .3 of a mill as compared with the last year. These results were reached by increasing the work and reducing the pay of the carriers.

The aggregate results for the fiscal year were as follows:

*Aggregate results of free-delivery service for the fiscal year ending June 30, 1877.*

		Increase over last year.	Decrease over last year.
Number of offices .....	87		
Number of letter-carriers .....	2,265		
Mail letters delivered .....	197,375,847	7,716,404	4
Mail postal cards delivered .....	28,965,946	5,013,565	
Local letters delivered .....	57,017,443	3,243,490	
Local postal cards delivered .....	23,654,728	3,691,438	
Registered letters delivered .....	1,149,682	79,984	
Newspapers delivered .....	87,848,807	7,173,767	
Letters collected .....	199,566,433		713,646
Postal cards collected .....	40,237,597	6,287,094	
Newspapers collected .....	30,746,995	2,293,909	
Whole number of pieces handled .....	666,563,478	34,786,005	
Pieces handled per carrier .....	294,244	15,806	
Total cost of service, including pay of special agent .....	\$1,893,619.85		\$87,566.66 (or 4.4 + p. c.)
Average cost per piece in mills* .....	2.83		.30
Average cost per carrier* .....	\$834.66		\$36.42
Amount of postage on local matter .....	\$2,254,597.83	\$189,036.10 (or 9 p. c.)	
Excess of postage on local matter over the total cost of service .....	\$360,977.98		

\* Based on the aggregate (\$1,890,487.95) paid carriers, including incidental expenses at the several offices.

In consequence of the reduction made by Congress at its last session in the appropriation for this service, I was compelled to still further reduce the pay of letter-carriers, a class of postal employes performing an exacting and arduous service at a very small compensation. The reduction made in this appropriation rendered it impracticable to extend this service to meet the requirements of business and keep pace with the growth of cities, several of which have already outgrown the existing carriers' bounds. I therefore recommend that Congress fix the pay of carriers by law, or make sufficient appropriations to enable the Postmaster-General to compensate them fairly and make such extensions as the growth of cities and their business interests demand.

A tabular statement, exhibiting in detail the operations of the free-delivery service for the past fiscal year, will be found on pages 2-5 of the appendix.

#### POSTAL MONEY-ORDER SYSTEM.

The number of domestic money-order offices in operation at the commencement of the last fiscal year was 3,697. On account of the insufficiency of the appropriation for clerks in the office of the Auditor of the Treasury for the Post Office Department, no new domestic offices were established, with the exception of three at stations of the post-office at San Francisco, Cal., while fourteen were discontinued, leaving 3,686 in operation June 30, 1877.

Since then, 458 new offices have been established, making the whole number of money-order offices 4,144 in operation at the date of this report.

The number of domestic money-orders issued during the year, was 4,925,931, amounting to \$72,820,509.70, and the number paid was 4,769,673, amounting to \$72,448,156.53. The domestic orders repaid

amounted in value to \$460,318.72, which sum is to be added to the amount of the orders paid, making the total payments \$72,908,475.25, and the excess of the payments over the issues \$87,965.55.

Fees amounting to \$623,748.95 were received by postmasters for the issue of domestic orders.

A decrease is shown by the foregoing statement of the year's transactions, when compared with that of the previous year, amounting to \$4,215,463.08, or 5.48 per cent., in the orders issued; \$4,184,414.92, or 5.46 per cent., in the orders paid; and \$21,956.55, or 3.40 per cent., in the fees received.

The chief cause of this notable decrease in the amount of the money-order business during the last year, was the continued financial depression, which has seriously affected the business of the country, and diminished the number of remittances for various purposes. Among the working-classes especially the scarcity of money resulting from lack of employment has of necessity very much restricted the habitual use of the money-order system for the transmission of small sums by one member of a family to another, and for making small purchases.

Throughout the previous year the decrease in the business of the old offices was partially compensated for by the additional transactions, resulting from an increase of 296 in the number of offices. It is believed that if the usual number of new offices had been established at the commencement of the year, the diminution in the amount of business would have been considerably less.

The domestic money-orders issued during the year averaged \$14.78, the average being 63 cents smaller than that of the previous year; and the average fee upon each order was 12.66 cents, being 0.26 cent less than the average of the previous year.

During the year 16,283 duplicate money-orders were issued, of which number 148 were afterwards cancelled, leaving 16,135 as the number actually used; of these 15,132 were issued in lieu of orders lost in the mails, or which, by reason of imperfect address or change of residence, or from some unknown cause, had failed to reach the payee; 475 were in lieu of orders alleged to have been lost while in the possession of the remitters, payees, or indorsees; 30 were issued to remitters in lieu of orders, payment of which had been prohibited in pursuance of the provisions of section 3,929 of the Revised Statutes of the United States, because drawn in favor of the proprietors or agents of fraudulent lotteries, gift enterprises, or other "schemes or devices for obtaining money through the mails by means of false or fraudulent pretenses, representations, or promises;" 238 were in lieu of orders which had become invalid because not presented for payment within one year after the date of their issue; 175 in lieu of orders supposed to have been burned in the mails, and 85 in lieu of orders mutilated while in the hands of remitters, payees, or indorsees.

The following statement showing the revenue which accrued on

domestic money-order transactions during the fiscal year ended June 30, 1877, has been reported by the Auditor:

Fees received on domestic money orders issued .....	\$623,748 95
Premiums, &c.....	660 71
Total.....	624,409 66
Commissions and clerk-hire.....	\$434,576 32
Incidental expenses .....	22,963 70
Lost remittances.....	4,523 00
Bad debts .....	62,415 45
Net revenue .....	99,931 19
	624,409 66

To the amount of net revenue should be added an amount not less than \$8,500, being the estimated net proceeds of the money-order business with foreign countries during the last year, not yet ascertained by the Auditor.

The amount of revenue from the domestic business is \$90,839.65 below that of the previous year, being a falling off of nearly 48 per cent.

In the item of "bad debts" is included the sum of \$53,632.87, a loss occasioned by a compromise, made December 29, 1876, with the sureties of James Kelley and Patrick H. Jones, late postmasters at New York, N. Y., in the matter of the defalcation, in 1871, of John W. Norton, a money-order clerk in the New York office, being a portion of \$115,428.71, money-order funds, embezzled by said Norton, \$35,000 prior to May 1, 1869, during the administration of James Kelley, and \$80,428.71 under that of Patrick H. Jones.

Had it been possible to debit the amount of this loss at the time when and to the years in which it occurred, the amount of net revenue for the past fiscal year, when added to the estimated revenue of the foreign business, would have been \$162,064.06.

Out of general appropriations the following items of expense were paid, which are fairly chargeable to the money-order system, viz:

Salaries of superintendent's office .....	\$34,099 15
Salaries in the Auditor's office .....	103,240 00
Books, blanks, and printing furnished by the Public Printer for the money-order system.....	33,101 62
Books, blanks, and stationery not included in the last item, estimated at..	4,500 00
Being a total of .....	174,940 77

This amount is greater by \$66,509.56 than the net revenue of the domestic and foreign business, and \$12,876.71 greater than would have been the net revenue had there been no losses of previous years charged to the account of the last year.

Allowances for clerk-hire, amounting to \$168,238, were paid during the last year at post-offices where the amount of commissions on money-order business, when added to the salary of the postmaster, exceeded \$4,000 per annum.

A number of the larger post-offices are denominated "money-order

offices of the first class," or depositories for surplus funds which accumulate at offices which issue money-orders to an amount greater than they pay. When it is impossible for postmasters to procure drafts of national banks or of United States disbursing-officers, whereby to make the remittances of their surplus funds to the designated first-class office for deposit, they are instructed to make such remittances in registered letters by mail.

A total of \$51,893,329.58 of such remittances was received on deposit during the year by postmasters at money-order offices of the first class, exclusive of the amount of postmasters' drafts paid by the postmaster at New York, and of the sums advanced to postmasters in the Pacific States by the postmasters at San Francisco, Cal., and Portland, Oreg.

During the year sixty-eight cases of such remittances, amounting to \$16,380.80, reported as lost, were under investigation. Twenty-four of these, amounting to \$4,963, as stated in the last year's annual report, were pending at the close of the previous fiscal year; six, amounting to \$1,551, alleged to have occurred during that year, were not brought to the knowledge of the department until after the publication of the last annual report; two, amounting to \$241, reported in previous years as recovered, were reopened, and thirty-six cases, amounting to \$9,625, occurred within the year. In twenty-one of these cases the amount, \$4,476, was allowed to the postmasters by whom the remittances were made; in another case \$129, being 64.5 per cent. of the amount lost, and in another, \$0.80, being 0.2 per cent. of the amount lost, was so allowed. In twenty-five cases the amount, \$6,380, was recovered by special agents of this department; in another case, \$430, being 99.8 per cent. of the amount lost, and in another, \$71, being 35.5 per cent. of the amount lost, was so recovered, and twenty cases, amounting to \$4,894, remained unsettled at the close of the year.

Certain postmasters east of the Rocky Mountains, whose receipts from the sale of orders occasionally or habitually fell short of the sums required by them to pay orders when presented, were allowed credits with the postmaster at New York to a definite amount in each case. To such postmasters a limited supply of blank drafts was furnished to be drawn against their credits from time to time, as the exigencies of the business might demand. The postmaster at New York has paid drafts of this class amounting to \$6,491,541.53 during the last fiscal year.

In the Pacific States and Territories postmasters have been furnished by the postmaster at San Francisco, Cal., with funds amounting to \$71,729, and by the postmaster at Portland, Oreg., with \$34,206, to meet like requirements in that section.

Money-order offices which require funds to meet the deficiency, caused either habitually or occasionally by an excess of disbursements over receipts, are authorized to make transfers from their postage account to their money-order account to meet such deficiency. On the other hand, at certain post-offices, where large sums are required to meet payments

of mail-contractors and other creditors, the transfer of funds from money-order to postage account is specially authorized by the department.

During the last year the sum of \$537,885.39 has been transferred from the money-order to the postage account, and \$536,276.80 from the postage to the money-order account, leaving a balance of \$1,608.59 due the latter account.

In seventy cases, amounting to \$1,959.18, out of the total number of domestic orders paid during the year, it was alleged that the payments were made to persons fraudulently representing themselves to be the payees or their indorsees or agents, and who were enabled to obtain payment by forging the signature of such payees or indorsees or by other irregular or unlawful means, being at the rate of one erroneous payment in 68,138.

One hundred and fourteen claims for reimbursement, growing out of such alleged erroneous payments, amounting to \$3,270.05, were under investigation during the year, thirty-two of which, amounting to \$992.66, were cases which remained unsettled at the close of the previous fiscal year; twelve, amounting to \$318.21, occurred during the previous fiscal year, but were not brought to the notice of the department until after its close; and seventy, amounting to \$1,959.18, as above stated, occurred during the year.

In three of these cases the amount, \$60.04, was ascertained to have been paid to the rightful claimant; in three cases the amount, \$97, was charged against the remitters, and in another case \$5, being 5 per cent. of the amount alleged to have been erroneously paid, was so charged; in four cases the amount, \$125, was charged against the payees; in thirty-three cases the amount, \$843.89, was collected from the paying postmaster, or, through him, from the clerk in his office to whom the error was chargeable; in another case \$29.80, being 20.9 per cent. of the amount erroneously paid, and in another \$5, being 50 per cent. of such amount, was so collected; in one case, \$0.19, being 1 per cent. of the amount erroneously paid, the loss was assumed by the department; in twelve cases the amount, \$202.97, was recovered by special agents of this department; in another case, \$19.81, being 99 per cent. of the loss, and in another, \$113.08, being 79.1 per cent. of the loss, was so recovered; and fifty-six cases, amounting to \$1,768.27, remained unsettled at the close of the year.

On the 30th day of June, 1876, there were 179 money-order offices in the United States authorized to issue money-orders payable in Switzerland, and to pay orders drawn in that country. During the year three of these offices were discontinued, leaving 176 in operation at its close. The number of orders issued in the United States, payable in Switzerland, was 3,802, amounting to \$79,625.33, and the number of Swiss orders paid in the United States was 1,725, amounting to \$40,424.95. The amount of Swiss orders issued in the United States and afterward repaid was \$593.18. The fees received for orders issued amounted to \$2,296.25.

A comparison of this business with that of the previous year shows a decrease of \$3,631.29, or 4.36 per cent., in the amount of orders issued, an increase of \$2,030.66, or 5.29 per cent., in the amount of orders paid, and a decrease of \$51, or 0.22 per cent., in the amount of fees received.

On the 30th day of June, 1876, the number of money-order offices in the United States authorized to issue orders payable in the United Kingdom of Great Britain and Ireland, and to pay orders drawn in that country, was 1,013. During the year 10 of these offices were discontinued, leaving 1,003 in operation at its close. The number of orders issued in the United States payable in Great Britain was 51,797, amounting to \$805,338.63, and the number of British orders paid in the United States was 22,844, amounting to \$392,766.19. The amount of British orders issued in the United States and afterward repaid was \$2,588.74. The amount of the fees received for orders issued was \$25,656.75.

A comparison of this business with that of the previous year shows a decrease of \$213,016.52, or 20.92 per cent., in the amount of orders issued; an increase of \$20,477.56, or 5.50 per cent., in the amount of orders paid, and a decrease of \$5,599.35, or 17.91 per cent., in the amount of fees received.

June 30, 1876, the number of money-order offices in the United States authorized to issue orders payable in the German Empire, and to pay orders drawn in that country, was 631. During the year 3 of these offices were discontinued, leaving 628 in operation at its close. The number of orders issued in the United States, payable in Germany, was 38,455, amounting to \$731,873.80, and the number of German orders paid in the United States was 29,889, amounting to \$703,836.36. The amount of German orders issued in the United States and afterwards repaid was \$2,602.09. The amount of fees received for orders issued was \$20,135.80.

A comparison of this business with that of the previous year shows a decrease of \$48,186.72, or 6.18 per cent., in the amount of orders issued; \$25,836.30, or 3.54 per cent., in the amount of orders paid; and of \$1,312.30, or 6.12 per cent., in the amount of fees received.

The number of money-order offices in the United States on the 30th day of June, 1876, authorized to issue orders payable in the Dominion of Canada, and to pay orders drawn in that country, was 316. During the year 37 offices were added to this number and 1 was discontinued, leaving 352 in operation at its close. The number of orders issued in the United States, payable in the Dominion, was 10,768, amounting to \$227,216.22, and the number of Canadian orders paid in the United States was 16,231, amounting to \$297,838. The amount of Canadian orders issued in the United States and afterward repaid was \$1,167.84. The amount of fees received for orders issued was \$5,233.60.

A comparison of this business with that of the previous year shows an increase of \$40,220.48, or 21.51 per cent., in the amount of orders issued; of \$65,212.43, or 28.03 per cent., in the amount of orders paid; and of \$948.75, or 22.14 per cent., in the amount of fees received.

A postal convention for the exchange of money-orders between the United States and the kingdom of Italy, a copy of which is hereto annexed, was concluded at Washington on the 31st day of March, 1877. In pursuance of the provisions of this convention the exchange of orders with that country commenced July 2, 1877.

The gross number of domestic and international money-orders issued during the year was 5,030,747, amounting to \$74,664,563.68, and the gross number paid was 4,840,362, amounting to \$73,883,022.03.

Previously to 1876 no part of the net proceeds of the money-order business with foreign countries had been paid over for the service of the Post Office Department. During the last fiscal year the aggregate net proceeds of that business for all years prior to and including the fiscal year ended June 30, 1875, as reported by the Auditor, were \$63,261.84, which amount was deposited on the 31st day of October, 1876, with the assistant treasurer of the United States at New York, to the credit of the United States for that service.

A final adjustment of the accounts of the last quarter of the fiscal year ended June 30, 1877, to be made by the Auditor and the proper accounting-officers of the foreign countries with which money-order conventions are in force, has not been reached. He is, therefore, unable at present to furnish an exact statement of the revenue of that year derived from the exchange of money-orders with those countries.

The revenue of the previous year derived from the British business is reported by the Auditor at \$542.44; that from the German, at \$8,588.30; and from the Canadian, at \$194.52. In the transaction of the Swiss business a net loss of \$108.44 was sustained, which, when deducted from the aggregate revenue from the British, German, and Canadian business, leaves a balance of net revenue derived from the exchange of money-orders with foreign countries during that year, amounting to \$9,216.82.

The sum of \$172,409.85, being the aggregate net proceeds of the money-order business of the United States, as reported by the Auditor, has been deposited during the last fiscal year with the Treasury Department to the credit of the United States for the service of the Post Office Department. Of this amount, \$99,931.19 represented the net proceeds of the domestic money-order business for the last fiscal year; \$9,216.82 the net proceeds of the money-order business with foreign countries for the previous year; and \$63,261.84, as before stated, the net proceeds of the business with foreign countries from the establishment of the system to the close of the year ended June 30, 1875.

#### MISCELLANEOUS.

I desire especially to call attention to a matter which has been earnestly dwelt upon by my two immediate predecessors, and to insist, as they did, upon the urgent necessity for a change in the method of adjusting the salaries of postmasters at fourth-class offices. In this

class are embraced all offices to which appointment is not Presidential, or more than 96 per cent. of the whole number, so that it must be evident that any evil and mischievous influences affecting the management of fourth-class offices must be potent and far-reaching in their effects. Under existing law, postmasters in charge of this class of offices derive their salaries almost entirely from a very large percentage on their sales of postage-stamps, while the salaries of Presidential offices having once been adjusted according to law, remain unchanged until a new adjustment is ordered. Postmasters of the first three classes appointed by the President, receiving fixed salaries of from one thousand to four thousand dollars, (except the postmaster at New York, whose salary is eight thousand dollars,) must account for all stamps sold by them at their face value, and their salaries would not be increased by the sale of an immense number of stamps nor diminished by the failure to sell any. Whether the sales of stamps at Presidential offices amount to ten thousand or one hundred dollars, the government receives the entire amount.

But with offices of the fourth class the opposite is the case. A postmaster at a fourth-class office receives 60 per cent. of the amount of stamps sold by him in each quarter, up to one hundred dollars; on all over one hundred and not over three hundred dollars per quarter, 50 per cent., and on all over three hundred dollars per quarter, 40 per cent., until the amount reaches one thousand dollars or over, when the office becomes Presidential and has a fixed salary under the method of adjustment prescribed by law. If a postmaster of the fourth class sells quarterly one hundred dollars' worth of stamps, or four hundred dollars annually, he receives of the proceeds two hundred and forty dollars, and the government one hundred and sixty dollars. If he sells three hundred dollars' worth quarterly, or twelve hundred dollars' worth a year, the postmaster would receive six hundred and forty dollars, and the government five hundred and sixty dollars. He may go further, and, in addition to the amount stated, may sell annually stamps to the value of eight hundred and ninety-five dollars, of which his share will be three hundred and fifty-eight dollars, and that of the government five hundred and thirty-seven dollars. That is, under existing law, twenty-five out of every twenty-six postmasters may sell annually, in quarterly installments, postage-stamps to the amount of two thousand and ninety-five dollars, of which each will receive nine hundred and ninety-eight dollars, and the government one thousand and ninety-seven dollars, while in only one office out of every twenty-six do the entire proceeds from the sales of stamps accrue to the benefit of the government.

It thus plainly appears that the law now in force has created a direct antagonism between the interest of the government and that of 96 per cent. of the postmasters. The postmasters of the fourth class are interested in selling as many stamps as possible, but the larger their sales

become, the smaller in proportion are the revenues of the department; and, on the contrary, the greater the sales by Presidential offices, the greater the revenues of the department, for the country can only use a certain amount of stamps, and an increase of sales at fourth-class offices necessarily causes a decrease of the receipts from Presidential offices.

When the government thus offers a premium to its officers for defrauding its revenues, it is not surprising that the temptation to speculations at its expense proves, in many cases, too strong to be resisted. Many postmasters are retail merchants, and are accustomed to pay in part or wholly for goods with postage-stamps. Complaints are frequently made to the department by postmasters of cities that they sell no stamps to wholesale merchants, and the merchants in many instances have frankly admitted that they obtained their stamps from their country retail customers. This, however, is but a single instance of the proportions to which the speculative trade in stamps has grown. The excellent opportunities afforded by this law have not escaped the attention of that class of persons who are always ready to turn an honest penny at the expense of the government, and they have spared no efforts to demoralize those postmasters who were not disposed to take that advantage of the government which the law allows.

Sewing-machine agents, dealers in bogus jewelry, and in musical instruments, books, periodicals, &c., have tempted postmasters with printed circulars, urging them to buy their goods, and pay for them in stamps. These circulars estimate the cost in cash to the postmaster of the goods advertised, when paid for in stamps at par, so that he cannot fail to see the profit to himself; and, to quiet any scruples of conscience, recite that "able attorneys have been consulted who state" (and, I must admit, with truth) "that no law is violated by the postmaster in making such trades; that the only thing in his way is an order of the Postmaster-General declaring it cause for removal from office, of which there is little danger, as the postmaster and the party sending the circular can deal confidentially."

A large amount of valuable information concerning the manner in which the revenues of the Department are defrauded through these schemes will be found in the accompanying report of the Third Assistant Postmaster-General, to which especial attention is invited.

The consequence is, and must continue to be so long as the law remains unchanged, that the sales from these offices increase far beyond the legitimate wants of the people served by them, and they supply to a large extent our cities, while the sales from the city offices correspondingly diminish, and the net revenues of the department are thereby reduced.

That this evil needs correction can hardly be denied. The remedy is not so apparent. The business of a post-office is best indicated by the number and value of the stamps cancelled at it, and the best method, in my opinion, of correcting the mischief to which attention has been called,

is to make the value of the stamps cancelled at the office the basis of compensation to postmasters in all cases in which the sale of stamps is at present the basis. It is true that this plan has its objections and was abandoned for the present system, but experience has demonstrated that the original method is better than the present. I do not see how any basis of compensation can be devised which will not be subject to abuse. Something must be left to the fidelity and diligence of the postmaster. All that can be done is to provide the best means possible of detecting him should he prove careless or dishonest. The amount of stamps cancelled at an office would afford a pretty fair test of the demand for them in the neighborhood, and of the legitimate sales therein; and should the postmaster be required to state under oath that his report of the cancellation of stamps at his office is accurate, it will be far more likely to give a true statement of the legitimate business of the office than the present system, which furnishes nothing in the nature of a check, save the number and value of the stamps received for sale, which the postmaster may sell everywhere and for anything, and the more of them he sells, the larger his compensation.

If Congress should decline to change the present basis of compensation, there ought, at least, to be some security provided against the perpetuation of the great abuses which have grown up, by providing penalties against both buyer and seller in cases of trading and speculating in stamps; and it might be required of postmasters to make report under oath of the stamps sold, and that none had been sold in trade or on speculation, or for anything but money at their face value.

Section 3843 of the Revised Statutes of the United States requires postmasters to render quarterly reports of the moneys received by them on account of the revenues of their offices. The requirement of quarterly reports was originally made when post-offices were more widely separated, when the means of intercourse and communication were slower than now, and when the business of the department was insignificant in comparison with its present proportions. It would be more in accordance with the present method of transacting business, and would enable the department to form a better judgment as to the solvency of postmasters and the accuracy of their accounts, if these reports were made monthly, at least from the principal offices. Defalcations, failures, and the insolvency of sureties would be more readily ascertained, the losses by reason thereof would be greatly decreased, and promptness in collecting and disbursing the revenues of the department would be correspondingly increased. The change would involve very little additional expense—none, in fact, except that attending a small addition to the clerical force in the Sixth Auditor's office—while the amount saved would be considerable, and collections would be attended with less embarrassment, difficulty, and expense. I recommend, therefore, that section 3843 of the Revised Statutes be so amended as to require all postmasters who are appointed by the President to

make their reports monthly instead of quarterly, leaving the smaller offices to be reported from as under existing law. This would require monthly reports from but a small proportion of the offices, but would embrace all the great commercial and business centers from which most of the postal revenues are derived.

I think it may be taken as settled by Congress that regular, legitimate, printed periodicals, issued at stated intervals from a known office of publication, shall pass through the mails at privileged rates of postage; that is, at less than the cost of their transportation. I think it may also be taken as settled that other printed publications shall pay a higher rate of postage, and I do not recommend any change of either of these rates. The great difficulty is to determine what periodicals are entitled to privileged rates and what are not. The boundary-line between them is by no means distinct nor easily ascertained, and the department is overwhelmed with questions and controversies in regard to it. The fifteenth section of the act of Congress approved July 12, 1876, provides that "transient newspapers and magazines, regular publications, designed primarily for advertising purposes, \* \* \* \* \* shall be admitted to and transmitted in the mails at the rate of one cent for every two ounces or fractional part thereof." "Regular publications, designed primarily for advertising purposes," assume the shape of regular periodicals as completely as may be, so as to avoid the higher rate of postage, if possible, and obtain the advantage of the regular newspaper pound-rates. It is important to escape these difficulties as well as may be, and hence I have requested Mr. A. H. Bissell, who has for some time been connected with the office of the Assistant Attorney-General for this department, and has had much to do with these questions, to investigate and report the best method of carrying out the expressed will of Congress in respect to this matter. He has done so ably and faithfully. I transmit herewith his report, and indorse his recommendations. As will be seen, he has conferred with some of our ablest and most experienced postmasters, who have been almost constantly required to deal with questions arising under this law, and they approve his plan for perfecting the law. His plan is to include publications of all kinds, transient as well as regular, issued from an office of publication, or sent by individuals, in the second class of mail-matter, and to have one rate for matter registered for transmission through the mails, and another rate for transient and miscellaneous matter. A repeal of section 15 of the act of July 12, 1876, relative to classification of printed matter and the rates of postage thereon, and the enactment of a statute classing together printed publications of all kinds, whether regular or transient and miscellaneous, the rate for the former to be uniform at two cents per pound, when registered for transmission through the mails; and for the latter, one cent for every two ounces or fraction thereof, as recommended by Mr. Bissell, will, in my opinion, go very far toward obviating existing

difficulties, and better secure the collection of the postal revenues to which the government is entitled on printed publications.

The law in regard to the manufacture, distribution, and use of official envelopes and postage-stamps is involved in much obscurity, and leads to unnecessary confusion and complication. I would recommend that the use of official postage-stamps be abolished, and that official envelopes be used in all cases in their stead.

Discontent and suspicion have been aroused in many instances and in various localities in respect to the lettings of contracts for carrying the mails, because companies organized for the purpose have underbid local contractors, obtained the contracts, and, by reason of their advantage, have then sublet them to the local contractors, who had stock and material for their execution, which would become useless and a source of loss if the routes upon which they had carried the mails passed into other hands. Hence these companies organized for speculation only, and never intending to do the work required by their contracts, have, in many instances, driven hard bargains with the previous contractors, and afterward defrauded them of their pay. By law the department is required to accept the offer of the lowest bidder who complies with its terms, and has no power to reject a lower bid, conforming to law, for a higher one, so that these hardships have been unavoidable. Nor can I see that any change of the law in this respect would be advisable or just to the government. The government is interested in obtaining the lowest terms for the work, and in promoting competition, instead of discouraging it. Under the law the department, in such cases, must deal with the party to whom the contract has been awarded, must make payments for the service to him, and can take no notice of and make no payments to the subcontractor. It has sometimes happened that a subcontractor has gone forward and faithfully rendered the service his principal was bound to perform, and for which the principal received the pay, and yet the subcontractor received no pay from his principal because the latter had become insolvent, or was proof against legal process for the collection of debts. I would recommend that a law be enacted giving the subcontractor a lien for his pay on the compensation due the contractor, provided he file in the office of the Second Assistant Postmaster-General satisfactory evidence of his contract, together with its terms; and that in such case he may be paid by the department for the services rendered by him out of the funds which may be due or become due his principal under his contract in the particular case. I desire to call attention to the recommendations of the Second Assistant Postmaster-General in regard to this subject.

Congress at the last session incorporated in "An act making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1878, and for other purposes," approved March 3, 1877, the following clause :

“That the sum of three hundred and seventy-five thousand dollars, or so much thereof as may be necessary, be appropriated to pay the amount due mail-contractors for mail-service performed in the States of Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, South Carolina, Texas, Tennessee, Virginia, and West Virginia, in the years eighteen hundred and fifty-nine, eighteen hundred and sixty, and eighteen hundred and sixty-one, and before the said States engaged in war against the United States.”

In regard to this appropriation the Secretary of the Treasury has decided that “no money be paid out of this appropriation until the whole of the claims are received and adjusted, and if the appropriation is insufficient they should then be paid *pro rata*.”

Under the general law it is the duty of the Post Office Department to certify these claims to the Treasury Department for payment, after ascertaining their amount, but it will necessarily be a work of time to ascertain the entire amount of these claims. Another difficulty has arisen in these cases. Each of these contracts, under authority of law, contained a provision that the Postmaster-General might discontinue or curtail the service in whole or in part, whenever the public interests required it, he allowing one month's pay on the amount of service dispensed with. In view of the condition of affairs existing at the time, Congress enacted, February 28, 1861, “That whenever, in the opinion of the Postmaster-General, the postal service cannot be safely continued, or the post-office revenues collected, or the postal laws maintained on any post-route, by reason of any cause whatever, the Postmaster-General is hereby authorized to discontinue the postal service on such route, or any part thereof, and any post offices thereon, till the same can be safely restored.” On May 27, 1861, the Postmaster-General issued an order suspending the service after May 31, 1861, on the routes embraced in the States above enumerated, under the act of February 28, 1861. Under the authority of the decision of the Supreme Court of the United States, in the case of *Reeside vs. United States*, (8th Wallace's Reports, 38-44,) it is a very grave question whether the contractors provided for by this appropriation are not entitled to one month's extra pay upon the discontinuance of their routes, if the amount due them is to be ascertained and certified under the general law, which would considerably increase the sum necessary to pay these claims in full. I refer to the condition of things under this appropriation that Congress may take such action in regard thereto as it may deem proper.

As required by an act passed at the last regular session of Congress, such investigations have been made as the force and means at command would permit, in regard to a reduction of the force and salaries of clerks, carriers, and other employés, and the general expenses of the post-offices, but so far without discovering how such reductions may be made without impairing the efficiency of the service. It may be that further

investigation may discover instances in which it may be done, for as yet a careful and complete inquiry has not been possible. The business of the department is annually increasing to meet the demands of a growing population and a rapidly developing country, and its expenses must necessarily correspondingly increase rather than diminish, but the ratio of expenses to the gross receipts will be gradually reduced until the Post Office Department will eventually prove a source of revenue to the government.

The railroads of the country constitute the main lines, the arteries, so to speak, of our postal system, and it is of the highest importance that our railway-mail service be as perfect in its organization and as reliable in its operation as possible. The relations between the railroad officers and the department have been and are now of a most friendly character. The managers of the railroads all over the country manifest a disposition to aid the government in the prompt, safe, speedy, and regular transmission of the mails, and very few controversies have arisen between the officers of the department and those of the railroads in regard to the postal service. Indeed, during the late unfortunate labor-strikes, and the disorders following them, the railroad companies therein involved made every reasonable effort to carry the mails during the disorderly period, and resumed the service promptly when the turbulence subsided; and those roads not disturbed immediately notified the department that they were ready to assist it by forwarding the delayed mails over their lines. It is hoped that these friendly relations will be continued, but it may be well to provide remedies against their disturbance. Should a dispute arise between any railroad company and the government in regard to carrying the mail, the company has it in its power to oppose or resist the demands of the government by refusing longer to carry the mails, leaving this department to make such other arrangements for their transportation as may be within its ability. It is easy to see that serious interruptions of the postal service and consequent embarrassments to the business of the country may result from such a condition of affairs. To prevent or provide against such evil consequences, I suggest that legislation would be advisable to compel the railroads to carry the mails on terms to be prescribed by law. It might be well to leave the matter of compensation to the discretion of the Postmaster-General within such narrowly circumscribed boundaries as may be prescribed by Congress. If this officer and the railroad companies should, for any cause, fail to agree as to the terms of the service, or the compensation therefor, let there be a commission, board of arbitration, or other tribunal established by law to which such disputes may be referred upon the application of the Postmaster-General or of the railroad authorities. It would not be in consonance with the spirit of free institutions and popular liberty for the government to require railroads to do certain work and to fix the price at which the work should

be done. To do so would deprive the railroad companies of any voice or discretion in the management of a part of their business. It appears to me that the interests of the public demand that railroads should be required to transport the mails with certainty, celerity, safety, and regularity, but that they should be allowed to have some voice in negotiations as to terms and in the settlement and adjustment of disputes growing out of the service.

The intimate postal relations recently established between the principal commercial nations have greatly increased their intercourse, promoted their trade, and improved their acquaintance with and knowledge of each other. Inasmuch as this country was one of the first to call for an international postal treaty, it behooves us, as a matter of national pride, to make our postal machinery and its management as nearly perfect as possible, and we ought in no particular to permit our postal service to be surpassed by that of any other nation. An intelligent inspection of the postal systems of Europe and an accurate knowledge of their details would be of great advantage to us in this respect. I therefore suggest that the Postmaster-General be authorized to detail from his department three able and experienced officers to go to Europe and examine the operation and details of the postal service of those governments which have the most complete and efficient postal systems. Persons familiar with our own postal operations would be best qualified for this duty; and to detail officers of the department would involve less expense to the government than the appointment of others, as only their necessary travelling and other expenses would need to be provided for in addition to their salaries. An appropriation of five thousand dollars would be sufficient for this purpose, and I believe would produce most satisfactory results. One of these officers might examine the departmental organization of the postal systems in these countries; another, the railway-mail service and its incidents; and the third, the methods of conducting post-offices, the distribution of the mails, the carrier system, and that part of their mail transportation which most nearly allies itself to our star and steamboat service.

When called to the head of this department, I found it in a high state of efficiency, with all its bureaus in excellent working order. No changes of consequence have been made in the *personnel* of the department. I found it composed of able, experienced, and faithful officers and employés, admirably qualified for the duties of their stations. Everything connected with the postal service testified to the ability, honesty, fidelity, and excellence characterizing the administration of our postal affairs by my predecessor and those associated with him.

An act of Congress, approved July 12, 1876, authorized the President "to appoint a commission of three skilled and competent persons, who shall examine into the subject of transportation of the mails by railroad companies, and report to Congress at the commencement of its next session such rules and regulations for such transportation and rates of compen-

sation therefor as shall, in their opinion, be just and expedient, and enable the department to fulfill the required and necessary service for the public." The President appointed three gentlemen, who entered earnestly upon the discharge of their duties and labored very industriously, but were not prepared to report satisfactorily to the next session of Congress after their appointment, and at that session they were granted time until the present session of Congress to report. This commission has labored diligently, and many of their recommendations will, no doubt, be of great value, and deserve consideration of the most favorable character.

In a communication to the Postmaster-General, which appears in the appendix to this report, Mr. Gardiner G. Hubbard, the chairman of this commission, reports a deficiency in the appropriation for its expenses.

I desire especially to invite attention to the necessity for an increased appropriation for the railway-mail service, the reasons for which are vigorously presented in the report of Mr. Vail, general superintendent of that service. An increase of force in that branch of the service will add much to its efficiency.

Congress, by act of February 17, 1865, authorized a contract for carrying the mails between San Francisco and Hong-Kong, for ten years, at the rate of five hundred thousand dollars per annum. According to the provisions of this act, the Postmaster-General, 16th October, 1866, made a contract with the Pacific Mail-Steamship Company for carrying said mails. The company, under the terms of the contract, were to receive "five hundred thousand dollars for the performance of twelve round trips per annum for a contract term of ten years, to begin on or before the first day of January, 1867, and on the day the first steamship of the line shall depart from the port of San Francisco with the mails for China." Five millions of dollars were appropriated for this service. It required a little more than two months to make one round trip. Ten years from the beginning of the contract expired December 31, 1876, but the trips, commenced on the 1st of November and the 1st of December, 1876, were not completed until after January 1, 1877. The company has never received any compensation for carrying the mails on these two round trips, and no money has at any time been specifically appropriated for that purpose. This matter is mentioned that the attention of Congress may be called to it for such action as, in its judgment, the law and equity of the contract may demand.

Section 853 of the Revised Statutes, under the title "printers' fees," prescribes as the rates to be paid for advertising, forty cents per folio of one hundred words for the first insertion, and twenty cents for each subsequent insertion. Under an early construction of the law by a former Attorney-General it was held that this section applied only to advertisements ordered by the United States courts, and this department has been accustomed to contract with publishers of newspapers for its annual advertisements at their regular commercial rates. After the

contracts had been made for advertising the miscellaneous mail-lettings of April 10, 1877, on the usual basis, the Attorney-General decided that the rates prescribed in section 853 must govern all government advertising, and the Auditor of the Treasury for the Post Office Department was thereby compelled to annul the contracts with the publishers. The matter is submitted for such action as Congress may see fit to take in the premises. If the law remains unchanged, the department will be unable to procure the insertion of its advertisements in most of the leading newspapers of the country; and in some States it will be impossible to make other than temporary contracts for carrying the mails, on account of the inability of the Postmaster-General to comply with the law requiring the advertisements of the mail-lettings to be published in one paper at the capital of the State in which the mail-routes are located, by reason of the refusal of publishers to insert the advertisements at the rates allowed by law.

As will be seen by reference to the statement of the financial condition of the department, the revenues of this department have fallen off to the extent of \$427,585.25 during the last fiscal year, as compared with those of the previous year. This is not the result of a diminished business. It arises, I apprehend, mainly from two causes: The large sales of postage-stamps made by the postmasters of small offices have supplied the market to such an extent that postage-stamps have accumulated in the hands of wholesale merchants and other business men, who have ceased to purchase stamps for their correspondence from their city offices; and many stamps purchased and on hand before the last fiscal year began have been used during that year. The deficiency arises, chiefly, from the diminished sales of stamps at Presidential offices. Another thing which has, no doubt, decreased the revenues of the department is the substitution of postal cards for letters. The number of letters and postal cards collected by carriers in cities having a free delivery gives conclusive evidence that such is the case. The letters collected in these cities in 1876 amounted to 200,280,079, and in 1877 they numbered 197,375,847; nearly three millions less than in the preceding year. In 1876, there were 33,950,503 postal cards collected in the same cities, and in 1877, 40,237,597; an increase of six and a quarter millions. So that, although there were more messages mailed in those cities, there were fewer letters in the last than in the previous year. No doubt the same causes had a corresponding influence and produced like results at the other offices.

The tendency of legislation affecting this department has been to cheapen the rates of postage to a point below the cost of transportation. While the business of the department has been thereby enlarged, its expenses have been correspondingly increased, and the result is that the greater the business the greater the deficiency which Congress is called upon to meet by appropriations from the Treasury. Postal matter of the first class, including letters and postal cards, pays, and more

than pays, its way through the mails; but matter of the second and third classes fails, by a large amount, to pay the cost of its transmission; while the large quantity of official and Congressional mail matter, which, under recent legislation, goes free, costs the government for its transportation just as much as other matter. Under existing postal laws, deficiencies in this department must, for a long time to come, increase as business increases, and it is best that this fact be clearly understood.

Very respectfully, your obedient servant,

D. M. KEY,  
*Postmaster-General.*

THE PRESIDENT.

III—P M



---

---

# APPENDIX.

---

---

1 P O

## REPORT OF THE POSTMASTER-GENERAL.

*Statement of the operations of the free-delivery*

Post-offices.	Number of carriers in service June 30, 1877.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Albany, N. Y.	25	2,384,909	272,383	267,530	210,219	3,321	1,043,450
Allegheny, Pa.	11	1,009,092	100,187	108,487	47,805	3,265	704,175
Atlanta, Ga.	6	725,017	149,891	48,231	61,076	10,112	375,884
Baltimore, Md.	62	5,427,291	648,884	1,082,913	725,217	22,839	1,933,188
Bangor, Me.	4	278,515	52,276	18,326	6,209	2,750	155,266
Boston, Mass.	154	9,750,018	1,871,620	4,346,491	1,720,516	37,650	4,730,248
Bloomington, Ill.	6	378,757	106,983	31,672	16,368	2,777	276,478
Brooklyn, N. Y.	89	4,756,533	906,329	1,148,725	771,990	19,985	2,767,128
Buffalo, N. Y.	34	3,384,683	367,907	417,873	277,414	30,106	2,014,500
Burlington, Iowa	6	615,353	111,886	37,405	29,696	3,631	465,790
Camden, N. J.	6	615,728	98,041	55,636	33,226	1,538	288,888
Charleston, S. C.	8	410,694	68,873	49,508	34,032	2,856	232,781
Chicago, Ill.	157	16,961,036	2,649,086	2,919,719	1,601,729	157,845	5,041,014
Cincinnati, Ohio	71	6,765,221	817,760	1,261,408	710,023	26,649	1,993,389
Cleveland, Ohio	32	3,538,297	765,067	479,151	263,912	36,281	1,802,818
Columbus, Ohio	12	832,633	178,849	76,920	52,447	4,014	547,007
Covington, Ky.	4	255,644	38,344	17,088	10,945	710	147,380
Davenport, Iowa.	7	462,621	94,399	31,323	22,906	2,617	311,171
Dayton, Ohio	12	1,041,893	199,424	109,650	71,524	9,211	660,287
Des Moines, Iowa	6	517,040	126,134	55,416	34,623	3,761	323,629
Detroit, Mich.	31	3,895,722	753,473	484,760	174,079	32,749	2,077,403
Dubuque, Iowa	5	448,962	96,411	23,678	21,455	4,048	225,472
Easton, Pa.	6	792,269	144,603	43,167	21,069	1,181	399,223
Elizabeth, N. J.	6	451,305	73,877	66,988	20,915	970	359,601
Elmhurst, N. Y.	6	664,065	120,063	66,574	26,058	4,731	288,526
Erie, Pa.	7	572,675	40,881	55,299	34,846	840	427,257
Evansville, Ind.	7	521,643	114,415	28,465	24,481	3,465	397,612
Fall River, Mass.	4	395,507	30,954	29,074	15,230	585	233,855
Fort Wayne, Ind.	7	818,560	89,872	98,546	82,654	3,340	635,638
Grand Rapids, Mich.	8	858,843	182,273	99,316	48,858	6,274	571,297
Harrisburg, Pa.	6	355,554	75,114	27,372	20,324	874	262,228
Hartford, Conn.	11	919,735	175,586	220,120	124,411	2,515	712,541
Hoboken, N. J.	4	251,002	52,676	17,236	24,931	1,321	102,155
Indianapolis, Ind.	28	2,912,755	421,711	288,378	186,854	13,074	1,274,052
Jersey City, N. J.	14	1,144,385	116,394	126,956	79,156	2,780	418,169
Kansas City, Mo.	11	1,502,224	223,695	113,197	68,340	16,186	849,826
La Fayette, Ind.	5	312,542	83,995	28,570	7,363	1,471	227,496
Lancaster, Pa.	5	523,344	80,188	22,601	18,326	1,273	266,602
Lawrence, Mass.	8	642,755	64,283	45,789	54,550	953	391,192
Leavenworth, Kans.	5	316,748	52,298	12,037	11,982	1,493	257,389
Louisville, Ky.	30	2,731,093	531,472	309,073	287,658	19,482	1,566,779
Lowell, Mass.	10	652,095	97,102	66,770	40,455	1,574	300,764
Lynn, Mass.	7	542,209	108,602	39,094	50,667	508	302,199
Manchester, N. H.	5	509,595	94,276	27,541	29,221	2,308	438,353
Memphis, Tenn.	12	1,366,701	112,032	81,125	47,510	11,717	431,800
Milwaukee, Wis.	26	3,137,597	299,592	297,761	271,552	18,882	903,152
Minneapolis, Minn.	9	552,133	72,500	66,530	42,484	2,826	545,643
Mobile, Ala.	6	259,662	33,654	24,073	15,212	1,102	227,022
Nashville, Tenn.	10	1,000,270	182,220	74,400	51,939	10,712	628,318
Newark, N. J.	24	1,862,115	385,575	388,533	210,361	9,661	890,212
New Bedford, Mass.	7	693,905	53,768	49,810	24,941	989	385,389
New Haven, Conn.	14	831,596	125,611	103,402	54,172	1,770	664,718
New Orleans, La.	47	1,618,591	164,732	337,648	223,707	12,098	891,165
New York, N. Y.	429	38,286,096	4,725,487	21,367,119	6,663,054	264,629	9,449,136
Norfolk, Va.	5	518,437	93,059	25,078	21,774	1,079	201,142
Omaha, Nebr.	6	560,467	91,286	41,842	29,162	4,022	349,557
Oswego, N. Y.	6	380,121	70,274	29,032	17,034	1,186	191,817
Paterson, N. J.	7	437,759	49,022	45,065	23,349	1,333	316,394
Peoria, Ill.	8	629,339	133,004	35,315	26,433	3,543	337,850
Petersburg, Va.	5	366,732	65,211	13,654	9,861	2,233	185,489
Philadelphia, Pa.	247	24,860,694	3,729,208	13,761,157	4,533,684	91,433	13,780,186
Pittsburgh, Pa.	34	2,163,170	277,866	432,217	191,845	9,623	1,507,007
Portland, Me.	10	620,042	126,093	58,210	63,941	2,167	574,539
Pottsville, Pa.	4	234,042	49,560	19,156	6,850	807	263,613
Poughkeepsie, N. Y.	6	595,465	65,155	51,896	47,135	1,049	502,159
Providence, R. I.	20	1,070,773	182,222	298,706	89,929	2,764	626,022
Quincy, Ill.	7	483,960	123,494	33,377	24,867	3,987	455,682
Reading, Pa.	8	662,211	104,602	53,362	42,663	1,455	388,704
Richmond, Va.	16	1,213,378	228,331	90,227	75,184	9,691	533,118
Rochester, N. Y.	23	2,255,995	232,513	190,657	175,641	17,817	1,011,337
Saint Joseph, Mo.	7	782,179	137,884	43,436	24,971	7,537	566,893
Saint Louis, Mo.	107	9,784,494	1,196,878	1,279,664	926,807	77,479	4,236,863
Saint Paul, Minn.	10	940,870	156,684	53,253	44,408	12,170	595,272

## REPORT OF THE POSTMASTER-GENERAL.

3

system for the year ended June 30, 1877.

Collected.			Pieces handled.		Cost of service, (including incidental expenses.)			Postage on local matter.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece.	Per carrier.	
						<i>Mills.</i>		
1,584,327	272,464	207,638	6,246,241	250,650	\$19,235 93	3.07	\$769 43	\$8,534 39
669,769	86,634	44,465	2,772,879	252,079	8,376 56	3.02	761 50	4,770 70
506,730	162,992	41,596	2,081,529	346,921	4,514 39	2.16	752 39	2,417 99
7,357,462	1,242,023	372,290	18,812,107	303,421	53,408 61	2.85	861 11	33,081 58
332,547	79,118	23,703	948,710	237,117	2,710 02	2.85	677 50	1,042 43
13,181,176	3,323,052	1,770,553	40,731,324	264,499	128,392 72	3.15	833 72	133,843 22
217,890	80,773	38,210	1,149,908	191,651	4,624 15	4.02	770 65	1,401 67
3,677,633	1,117,393	447,569	15,613,485	175,432	77,051 37	4.93	865 74	53,738 13
2,002,910	504,313	233,024	9,232,730	271,506	29,262 79	3.16	860 67	12,603 66
504,911	100,392	142,559	2,011,623	335,270	4,631 91	2.32	771 81	1,490 22
295,866	68,424	54,631	1,511,978	251,996	4,478 92	2.30	746 48	2,285 19
331,827	69,446	54,608	1,254,625	156,823	5,951 00	4.74	743 87	2,158 34
18,760,810	5,134,651	4,526,277	57,771,267	365,332	133,433 39	2.30	849 89	81,127 41
4,467,353	901,534	393,975	17,337,312	244,188	62,407 74	3.59	878 98	45,494 38
2,609,321	790,682	308,691	10,594,220	331,070	29,335 39	2.77	916 73	17,765 94
624,686	182,556	54,031	2,553,143	212,762	9,503 24	3.72	791 93	3,761 90
114,852	21,836	10,032	616,831	154,207	2,826 64	4.58	706 66	844 64
246,172	81,812	23,204	1,276,225	182,318	5,361 82	4.20	765 97	1,414 00
769,606	275,567	358,893	3,496,055	291,338	9,406 64	2.69	792 22	3,656 10
349,262	87,256	36,343	1,533,474	255,579	4,910 65	3.20	819 94	2,198 49
1,970,039	425,870	220,133	10,034,228	323,685	27,402 40	2.73	883 94	12,029 12
447,196	141,200	52,188	1,520,610	304,122	3,856 22	2.73	771 24	1,021 62
610,941	131,078	460,918	2,604,449	434,074	4,840 55	1.85	806 75	1,315 04
229,927	53,480	26,335	1,283,398	213,899	4,806 17	3.74	801 02	1,671 91
264,616	70,327	37,475	1,542,435	253,739	4,728 97	3.10	788 16	1,803 61
288,472	60,022	27,626	1,507,918	215,416	5,678 91	3.76	811 27	2,104 27
372,787	108,694	29,113	1,600,675	228,667	5,393 43	3.36	770 49	1,063 00
155,835	18,841	26,152	906,034	226,508	2,504 52	2.76	626 13	2,055 35
769,598	100,397	84,129	2,682,734	383,210	5,033 03	1.87	719 00	4,238 61
647,798	156,025	53,812	2,624,496	328,062	6,086 13	2.31	760 76	3,928 41
137,519	38,774	10,508	928,267	154,711	4,329 24	4.66	721 54	1,502 68
652,524	130,146	89,632	3,027,210	275,200	8,573 71	2.83	779 42	6,279 66
120,094	37,157	8,810	615,362	153,845	3,083 14	5.01	707 78	737 08
1,717,784	477,948	180,049	7,472,605	266,521	23,110 94	3.09	825 39	10,762 03
537,684	91,636	50,348	2,567,508	183,393	10,311 16	4.01	731 51	3,281 31
832,315	233,914	210,363	4,050,060	368,187	8,809 46	2.17	800 86	6,958 35
214,334	63,013	18,643	957,427	191,425	3,621 63	3.79	724 32	925 95
138,347	33,896	25,477	1,110,253	222,050	3,632 02	3.27	726 40	758 17
625,983	78,044	61,429	1,961,978	245,622	5,869 89	2.48	733 74	1,688 99
261,511	69,155	33,665	1,016,278	213,255	3,610 30	3.55	722 06	1,238 36
1,505,048	429,933	222,544	7,193,032	249,736	25,591 70	3.55	853 05	11,942 74
651,147	106,593	49,233	1,965,733	196,573	7,554 94	3.84	755 49	4,839 92
377,858	106,407	39,746	1,567,290	223,898	5,561 38	3.54	794 48	1,791 86
259,728	65,719	53,070	1,479,811	295,962	3,900 75	2.63	780 15	1,200 15
699,432	123,246	106,354	2,979,917	248,326	9,377 41	3.14	781 45	2,174 89
1,743,917	403,272	238,760	7,314,485	281,326	23,683 87	3.23	910 91	12,933 86
457,808	100,119	53,620	1,893,663	210,407	7,157 93	3.79	795 43	3,088 48
392,278	80,338	128,721	1,162,062	193,677	3,943 33	3.39	657 22	1,853 99
543,489	150,125	84,096	2,725,569	272,556	7,570 89	2.78	757 93	2,797 10
1,051,784	243,550	128,277	5,170,068	215,419	20,489 93	3.96	853 74	10,765 37
335,076	57,172	15,783	1,616,833	230,976	5,352 54	3.31	764 61	1,940 86
711,587	82,960	69,933	2,645,749	188,982	10,726 38	4.05	766 17	10,621 15
2,179,294	424,582	708,245	6,560,062	139,575	37,242 51	5.67	792 52	11,177 18
51,830,732	7,229,613	6,298,214	146,120,137	340,606	347,506 47	2.37	810 03	1,090,052 65
585,845	113,478	41,742	1,601,634	320,326	3,906 07	2.42	781 21	1,617 20
291,562	95,425	36,558	1,499,881	249,980	4,703 28	3.20	783 88	2,506 82
265,331	58,926	26,113	1,039,834	173,305	4,777 27	2.49	796 21	849 48
232,451	49,478	32,624	1,187,491	169,641	5,604 10	4.97	800 58	1,592 01
527,830	160,925	97,902	1,952,141	244,017	5,984 67	3.06	748 03	1,602 84
254,743	61,068	21,257	983,248	196,649	3,594 28	3.65	718 85	433 08
35,420,045	6,947,472	6,357,142	109,481,026	443,243	227,862 33	2.08	922 51	360,040 54
1,765,060	364,062	29,070	6,589,920	193,809	28,359 29	2.30	834 09	19,796 36
810,969	197,983	103,398	2,557,342	255,734	7,591 29	4.96	759 12	3,887 65
132,334	35,866	64,983	807,211	201,602	3,027 72	3.75	756 93	854 65
675,061	129,245	156,503	2,214,758	369,126	4,003 17	1.80	667 19	1,853 38
587,011	110,813	32,712	3,001,023	150,051	16,876 46	5.62	843 82	13,913 99
288,206	94,953	33,156	1,541,682	220,240	5,564 89	3.60	794 93	1,423 27
351,233	83,835	26,923	1,715,003	214,376	6,464 57	3.32	808 07	1,904 99
725,963	185,400	77,859	3,139,151	146,196	12,196 07	3.88	762 25	3,771 94
1,736,390	204,869	107,630	5,932,849	257,949	17,273 55	2.91	752 32	9,589 10
516,940	70,502	101,845	2,296,995	328,142	5,012 35	2.18	716 00	1,850 91
6,182,246	1,029,713	1,983,546	23,093,684	202,557	93,697 04	3.33	870 00	40,263 46
735,670	177,032	73,204	2,788,623	278,662	7,337 90	2.70	753 79	2,804 83

## REPORT OF THE POSTMASTER-GENERAL.

*Statement of the operations of the free-delivery*

Post-offices.	Number of carriers in service June 30, 1877.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Salem, Mass .....	6	357, 227	65, 344	37, 827	35, 597	10	295, 362
San Francisco, Cal. ....	42	3, 710, 837	264, 391	1, 277, 808	665, 363	13, 069	1, 528, 521
Savannah, Ga. ....	6	387, 652	84, 812	68, 637	18, 813	2, 444	215, 412
Springfield, Mass. ....	8	761, 716	126, 823	94, 574	42, 514	1, 928	299, 182
Springfield, Ill. ....	5	442, 895	101, 533	24, 364	16, 592	1, 623	311, 736
Syracuse, N. Y. ....	17	1, 749, 303	280, 393	193, 797	137, 849	7, 046	915, 592
Toledo, Ohio. ....	15	1, 413, 925	140, 475	123, 461	85, 952	6, 717	612, 807
Trenton, N. J. ....	6	400, 294	70, 963	40, 223	24, 482	999	250, 326
Troy, N. Y. ....	15	1, 620, 779	280, 892	222, 776	98, 373	3, 906	814, 535
Utica, N. Y. ....	13	1, 038, 297	201, 990	121, 989	56, 386	5, 189	527, 945
Washington, D. C. ....	37	2, 576, 989	275, 337	359, 939	151, 647	7, 490	1, 345, 994
Wheeling, W. Va. ....	6	592, 518	136, 747	42, 064	32, 975	5, 708	317, 960
Wilmington, Del. ....	10	619, 893	103, 977	75, 451	51, 644	1, 794	319, 207
Worcester, Mass. ....	11	689, 140	121, 425	103, 755	80, 304	27	355, 618
Total aggregates and averages.....	2, 265	197, 375, 847	28, 965, 946	57, 017, 443	23, 654, 728	1, 149, 682	87, 848, 807

Compensation of special agents of the Post-Office Department paid out of appropriations for letter-

Total .....

system for the year ended June 30, 1877—Continued.

Collected.			Pieces handled.		Cost of service, (including incidental expenses.)			Postage on local matter.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece.	Per carrier.	
271, 997	57, 526	64, 420	1, 185, 310	197, 551	\$4, 539 53	<i>Mills.</i> 3. 83	\$756 59	\$1, 531 68
5, 529, 435	675, 462	714, 683	14, 379, 569	342, 370	43, 283 71	3. 01	1, 030 56	61, 321 34
394, 903	92, 188	54, 860	1, 319, 721	219, 953	4, 618 33	3. 49	769 72	2, 654 49
425, 286	90, 990	41, 079	1, 884, 092	235, 511	6, 237 63	3. 31	779 70	3, 365 83
234, 803	77, 005	67, 226	1, 277, 777	255, 555	3, 709 98	2. 90	741 99	1, 203 72
923, 162	261, 149	141, 492	4, 609, 783	271, 163	13, 173 11	2. 85	774 88	5, 730 84
1, 156, 235	243, 004	191, 974	3, 974, 550	264, 970	11, 893 02	2. 99	792 87	4, 567 17
310, 715	53, 517	23, 577	1, 175, 096	195, 849	4, 392 11	3. 73	732 01	2, 097 67
1, 351, 705	229, 573	312, 310	4, 934, 779	328, 985	11, 100 03	2. 24	740 02	5, 671 28
831, 677	196, 595	84, 147	3, 064, 215	235, 708	9, 883 17	3. 23	760 24	3, 956 53
1, 795, 809	271, 757	287, 936	7, 072, 898	191, 159	32, 314 79	4. 56	873 37	21, 422 07
515, 442	129, 364	51, 448	1, 824, 226	304, 057	4, 429 19	2. 42	738 19	1, 552 59
295, 927	79, 336	14, 352	1, 561, 581	156, 158	7, 329 37	4. 69	732 93	2, 621 73
442, 841	101, 717	44, 481	1, 939, 308	176, 300	8, 766 95	4. 52	796 99	5, 538 27
199, 566, 433	40, 237, 597	30, 746, 995	666, 563, 478	.....	1, 890, 497 95	.....	.....	2, 254, 597 83
carriers from July 1, 1876 .....					3, 121 90			
.....					1, 893, 619 85			

## REPORT OF THE POSTMASTER-GENERAL.

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, 1877.

States and Territories.	Whole number of post-offices in the United States June 30, 1876.	Whole number of post-offices in the United States June 30, 1877.	Increase.	Decrease.	Number of postmasters appointed by the President June 30, 1876.	Number of postmasters appointed by the President June 30, 1877.	Increase.	Decrease.	Number of postmasters appointed by the Postmaster-General June 30, 1876.	Number of postmasters appointed by the Postmaster-General June 30, 1877.	Increase.	Decrease.
Alabama	796	856	60	...	17	12	...	5	779	844	65	...
Alaska	2	2	...	...	...	...	...	...	2	2	...	...
Arizona	39	42	3	...	3	2	...	1	36	40	4	...
Arkansas	636	668	32	...	9	6	...	3	627	662	35	...
California	763	771	8	...	35	41	6	...	723	730	2	...
Colorado	212	236	24	...	12	13	1	...	200	223	23	...
Connecticut	444	442	2	...	45	37	...	8	399	405	6	...
Dakota	148	175	27	...	2	1	...	1	146	174	28	...
Delaware	102	104	2	...	6	3	...	3	96	101	5	...
District of Columbia	6	6	...	...	2	2	...	...	4	4	...	...
Florida	222	240	18	...	6	7	1	...	216	233	17	...
Georgia	754	811	57	...	23	18	...	5	731	793	62	...
Idaho	74	73	...	1	3	2	...	1	71	71	...	...
Illinois	1,887	1,907	20	...	138	129	...	9	1,749	1,778	29	...
Indiana	1,523	1,542	19	...	68	58	...	10	1,455	1,484	29	...
Indian Territory	55	57	2	...	...	...	...	...	55	57	2	...
Iowa	1,370	1,402	32	...	84	89	5	...	1,286	1,313	27	...
Kansas	1,104	1,139	35	...	38	26	...	12	1,066	1,113	47	...
Kentucky	1,110	1,168	58	...	28	24	...	4	1,082	1,144	62	...
Louisiana	345	347	2	...	6	5	...	1	339	342	3	...
Maine	877	890	3	...	28	23	...	5	849	857	8	...
Maryland	619	621	2	...	14	9	...	5	605	612	7	...
Massachusetts	721	729	8	...	102	93	...	9	619	636	17	...
Michigan	1,225	1,251	26	...	70	63	...	7	1,155	1,188	33	...
Minnesota	832	849	17	...	23	23	...	...	809	826	17	...
Mississippi	576	576	...	...	21	15	...	6	555	561	6	...
Missouri	1,510	1,531	21	...	46	40	...	6	1,464	1,491	27	...
Montana	94	97	3	...	4	4	...	...	90	93	3	...
Nebraska	584	614	30	...	15	14	...	1	569	600	31	...
Nevada	92	98	6	...	9	10	1	...	83	88	5	...
New Hampshire	436	438	2	...	23	24	1	...	413	414	1	...
New Jersey	655	656	1	...	47	47	...	...	608	609	1	...
New Mexico	72	81	9	...	3	1	...	2	69	80	11	...
New York	2,835	2,839	4	...	182	154	...	28	2,653	2,685	32	...
North Carolina	1,134	1,175	41	...	13	10	...	3	1,121	1,165	44	...
Ohio	2,189	2,222	33	...	113	100	...	13	2,076	2,122	46	...
Oregon	291	305	14	...	6	5	...	1	285	300	15	...
Pennsylvania	3,155	3,203	48	...	131	113	...	18	3,024	3,090	66	...
Rhode Island	104	107	3	...	11	10	...	1	93	97	4	...
South Carolina	496	511	15	...	13	10	...	3	483	501	18	...
Tennessee	1,076	1,134	58	...	19	15	...	4	1,057	1,119	62	...
Texas	908	1,022	114	...	30	32	2	...	878	990	112	...
Utah	171	182	11	...	3	3	...	...	168	179	11	...
Vermont	488	489	1	...	21	18	...	3	467	471	4	...
Virginia	1,441	1,489	48	...	24	21	...	3	1,417	1,468	51	...
Washington	148	153	5	...	3	3	...	...	145	150	5	...
West Virginia	774	779	5	...	10	8	...	2	764	771	7	...
Wisconsin	1,244	1,275	31	...	56	51	...	5	1,188	1,224	36	...
Wyoming	44	51	7	...	3	3	...	...	41	48	7	...
Total	36,383	37,345	965	3	1,568	1,397	17	188	34,815	35,948	1,133	...

*Total operations of the appointment-office for the year ended June 30, 1877.*

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 .....	79	19	7	2	108	20	9	242
Alaska .....								
Arizona .....	9	6	1	1	9		1	26
Arkansas .....	71	39	16	8	129	29	14	298
California .....	50	42	15	15	131	12	7	257
Colorado .....	37	13	9	9	70	5	1	135
Connecticut .....	1	3			23	4	6	37
Dakota .....	38	11	7	7	34	5		95
Delaware .....	2				6	2	1	11
District of Columbia .....								
Florida .....	32	14	2	1	49	24	2	123
Georgia .....	74	17	3	3	95	7	10	206
Idaho .....	6	7	4	3	12			31
Illinois .....	57	37	13	13	247	16	23	393
Indiana .....	38	19	5	5	249	29	23	363
Indian Territory .....	7	5	1		10	6	1	30
Iowa .....	68	36	1	3	187	18	11	321
Kansas .....	73	38	38	29	221	26	10	406
Kentucky .....	85	27	5	5	204	26	13	360
Louisiana .....	20	18	3	3	60	23	10	134
Maine .....	5	2	1	1	65	8	10	91
Maryland .....	16	14	9	5	77	13	11	140
Massachusetts .....	8		1		36	6	5	56
Michigan .....	52	26	15	4	169	36	11	309
Minnesota .....	37	20	12	7	86	19	5	179
Mississippi .....	40	40	5	2	87	17	7	196
Missouri .....	64	43	15	4	228	41	19	410
Montana .....	10	7	1		15	4	1	38
Nebraska .....	52	22	19	14	117	8	2	220
Nevada .....	13	7	1		17	3	3	44
New Hampshire .....	4	2	1	1	27	5	4	43
New Jersey .....	5	4	6	4	48	7	9	79
New Mexico .....	13	4	2	2	26	2	2	49
New York .....	16	12	3	1	194	36	38	299
North Carolina .....	100	59	7	2	145	29	7	347
Ohio .....	49	16	5	1	234	42	17	363
Oregon .....	22	8	5	5	100	6	3	144
Pennsylvania .....	68	20	27	25	304	32	31	482
Rhode Island .....	3				6		2	11
South Carolina .....	42	27	4	4	56	9	12	150
Tennessee .....	79	21	8	3	170	34	13	325
Texas .....	172	58	16	9	216	18	11	491
Utah .....	18	7			23	9	2	59
Vermont .....	2	1			44	6	4	59
Virginia .....	103	55	14	6	184	28	9	393
Washington .....	8	3	2	1	40	5	1	59
West Virginia .....	26	21	3	1	113	18	6	187
Wisconsin .....	41	10	5	5	113	16	10	195
Wyoming .....	10	3	1	1	16			30
Total .....	1,825	863	318	215	4,800	711	397	8,914

POST-OFFICE DEPARTMENT,  
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 1, 1877.*

SIR: At the close of the last fiscal year, June 30, 1877, the annual cost of inland transportation was as follows, viz:

On 958 railroad-routes, aggregating 74,546 miles in length.....	\$9,053,936
On 98 steamboat-routes, aggregating 17,685 miles in length.....	666,989
On 8,178 other routes designated as "star routes," aggregating 200,589 miles in length.....	5,663,970
Total cost.....	15,384,895

Compared with the state of the service at the close of the preceding year, the railroad-routes show an increase of 46 routes in number, of 2,198 miles in aggregate length, while the cost has been decreased \$489,198. This decrease is attributable to the operation of the act of July 12, 1876, reducing the compensation to all railroads for the transportation of the mails 10 per centum per annum on allowances for weight of mails, and the allowance of 80 per centum per annum after such reduction where the railroad was constructed in whole or in part by a land-grant made by Congress.

These reductions do not (under the decision of the Attorney-General) affect railroads carrying the mails under contract, except where endowed with a grant of land, nor allowances for railway post-office cars.

The steamboat-routes show an increase of 10 in number, of 2,802 miles in aggregate length, and of \$60,524 in annual cost; and the "star routes" an increase of 175 in number, of 6,022 miles in aggregate length, and of \$612,429 in annual cost. Taken together, the increase in the number of routes was 231, in the aggregate length 11,022 miles, and in the annual cost \$183,755.

#### RAILROAD MAIL-SERVICE.

The cost of transportation on railroad-routes for the fiscal year ended June 30, 1876, was \$9,543,134. The reduction for the last fiscal year under the act of July 12, 1876, as given in the report for 1876, was \$986,901. A number of roads, however, to which the reduction of 20 per cent. was applied, were subsequently decided by the law-officer to be exempt from such abatement. The decrease of reduction from this cause is \$51,374, making the reduction \$935,527. The annual cost of transportation on railroad-routes for the fiscal year ended June 30, 1877, was \$9,053,936, which is \$489,198 less than the cost of the service on June 30, 1876, the reduction being caused by the act of July 12, 1876. The difference between the reduction of \$935,527 resulting from the act of July 12, 1876, and the \$489,198 actual decrease in the cost of service for the year ended June 30, 1877, as against the cost for 1876, shows the increase of cost attributable to the growth and extension of the service to be \$446,392. This sum being an increase of 4.67 per centum for 1877 over 1876.

The increase of 4.67 per centum in the cost of 1877 over 1876 must, in view of the general prostration of all branches of trade, be regarded as a less rate of increase than will, with the expected revival of business, result from the development of the service in 1878 and 1879. Accepting 4.67 per centum, however, as the rate of increase for 1878 over the cost for 1877, the cost for 1878 would be \$9,476,754, and this sum is used as the basis upon which to cast the estimate for 1879. Regarding 7 per centum as the probable rate of increase for 1879 over 1878, the

estimate for 1879 is fixed at \$10,140,126, which is 9.62 per centum increase over the \$9,250,000 appropriated for the current year.

In estimating the cost of service for 1878, the act of July 12, 1876, requiring abatements to be made in the rates allowable under the act of March 3, 1873, was regarded as temporary. If that act should be repealed an additional appropriation equal to the amount deducted would be required.

One of the requirements of contractors for the performance of "star" service is that the mails shall be taken from and delivered into every post-office on their routes. The gradual displacement of "star" service by the establishment of the railroad system entailed upon the latter this requirement as to the delivery of mails, with the exception that the railroad companies were not required to deliver mails to intermediate offices located over a quarter of a mile from depots or stations. The performance of this service has been the occasion of frequent remonstrance on the part of the railroad companies; and it is obvious that on many short routes on which the pay is small the cost of delivery to terminal and side offices is equal to, and in some instances perhaps greater than, the whole pay received from the Government for carrying the mails. It is believed that this service would be more satisfactorily rendered if the railroad companies were required to carry the mails between depots or stations only, and their delivery from those points provided for by the department; but to do this would require an appropriation estimated at \$1,500,000 in addition to the \$692,472 given as the probable cost of the mail-messenger service for 1879.

Since the commencement of the transportation of mails by railroad companies, it has been the custom of the department to require the company first engaging to carry the mails over a road to provide for the transportation of all mails necessary to be carried over the road or any part thereof. In carrying out this principle the Philadelphia, Wilmington and Baltimore Railroad Company have been paid for all service performed over their road between Baltimore and Philadelphia. The Philadelphia and Baltimore Central Railroad Company are the recognized carriers of the mails between Chester and Port Deposit. This company, for their own convenience, do not make connection with the Philadelphia, Wilmington and Baltimore Company's trains at Chester, but run their trains, and did carry the mails, from Chester over the Philadelphia, Wilmington and Baltimore Company's track to Philadelphia, a distance of about 14 miles, the weight of mails carried in the trains of the Philadelphia and Baltimore Central Railroad Company between Chester and Philadelphia being added to the weight of the mails carried in the trains of the Philadelphia, Wilmington and Baltimore Railroad Company, and the compensation therefor paid to that company, the effect being to increase the rate of pay equivalent to \$8.00 per mile per annum for the 14 miles.

The Philadelphia and Baltimore Central Railroad Company objected to this adjustment, and claimed that they should be paid for the service between Chester and Philadelphia as a separate and independent route, or as if there were no other service performed between those points, which, if admitted, would have entitled them to \$82 per mile per annum. The case was submitted to the law-officer of the department, who decided that the adjustment had been properly made. The case was then appealed to the Attorney-General of the United States, who sustained the decision of the Assistant Attorney-General. Again the case was referred to the United States Court of Claims, where it now awaits

action. The president of the Philadelphia, Wilmington and Baltimore Railroad Company having refused to allow mails to be carried on the trains of the Philadelphia and Baltimore Central Railroad Company between Chester and Philadelphia, wagon-service has been employed at a cost of \$8 per day to make connection with the Philadelphia and Baltimore Central trains at Chester.

Upon the submission of the case to the Court of Claims, the Department proposed to the president of the Philadelphia, Wilmington and Baltimore Railroad Company that if he would permit the mails to be carried on the trains of the Philadelphia and Baltimore Central Railroad between Philadelphia and Chester, the payment therefor would be made in accordance with the decision of the Court of Claims when rendered. This proposition has been declined.

A similar case has been presented by the Philadelphia, Wilmington and Baltimore Railroad Company, in which they claim pay as for a separate and distinct route for the mails carried in their own cars run over their own track between Philadelphia and Wilmington, 28 miles, and thence over their spur of road from Wilmington to Delmar; this would make two routes between Wilmington and Chester, and three between Chester and Philadelphia, all over one track. The Philadelphia, Wilmington and Baltimore Railroad Company receive \$492.90 per mile for all service performed over their track between Philadelphia and Baltimore, 96 miles. If these claims were admitted the pay would be about \$485.67 per mile between Baltimore and Wilmington, 68 miles, \$618.87 per mile thence to Chester, 14 miles, and \$692.67 per mile thence to Philadelphia, 14 miles.

As claims of this kind are numerous, and if allowed would involve a large expenditure of money, as well as the equity of aggregating the weight of mails carried on different trains run by one company over one track, it is deemed proper to submit the matter for the consideration of Congress.

#### DELIVERY OF MAILS BY RAILROAD COMPANIES FROM STATIONS TO POST-OFFICES.

For sometime past it has been the practice, in certain cases, to employ railroad companies to perform mail-messenger service to offices to which they were not required by the regulations to deliver the mails. The cost of such service in the States in which the contract term expired on the 30th of June last was \$35,273.50 per annum. It was determined to open this service to competition from July 1, 1877; the result is a saving of \$23,197.58 per annum to the department.

#### GROWTH OF RAILWAY MAIL-SERVICE.

An interesting statement, in tabular form, (Table G of the Appendix to your annual report,) shows, as far as the records are complete, the length of railroad-routes, the increase in the length thereof, the miles of annual transportation and the cost of the service for each year from 1836 to 1877. It will be noticed that the length of routes was increased, during the decade from 1867 to 1877, from 34,015 to 74,546 miles, which is an average increase in length of new routes, in each year, of a little less than the entire railroad-service in operation in 1845, viz, 4,092 miles. These facts may be accepted as a fair index to the rapid expansion and very important relations of the railway system to the postal service of the entire country.

## RAILROAD MAIL-COMPENSATION.

It cannot be too strongly urged that some provision be made by Congress to enable the department to command from all railroad companies such facilities as it may require, not only for the transportation of mails on all railroads, but the furnishing of such accommodations as may be required to make a distribution of the mails while in transit.

Whatever is done should be done in such a manner that it will secure permanency, as without that the department cannot adjust its service with a view to its economical administration.

The greatest uncertainty, vexation, and embarrassment is caused by the changes in the accommodations upon railroads, such as the department has experienced during the fiscal year, and cannot affect favorably the public interests.

If such legislation was given, the department could then establish between the East and the West, and the North and South such permanent postal communication, either upon the regular trains or by a combination of regular and special trains, as would result in great advantage to the public.

This matter is referred to more in detail in the report of the general superintendent of railway mail-service.

## UNIFORMING RAILWAY MAIL-SERVICE EMPLOYÉS.

Legislation should be had upon the question of uniforming all employés of this department who have, in the performance of their duties, to handle the mails in public.

The uniform is already adopted by order of the Postmaster-General. In addition, there should be a penalty against unauthorized persons wearing the same.

## FIRE.

It will be seen that the mails have suffered severely from fire resulting from collision on railroads. It is strongly recommended that this department be given a small sum with which to make a few experiments as to the best method of avoiding in future such occurrences. Five hundred or one thousand dollars placed at the disposal of this department for that purpose could not but secure favorable results.

## PAY OF RAILWAY POST-OFFICE CLERKS.

Attention is respectfully called to the remarks of the general superintendent of railway mail service in regard to the salaries of railway post-office clerks, and the method of readjusting their salaries, and the adoption of same is earnestly recommended.

## MAIL-BAGS, MAIL-CATCHERS, AND MAIL-LOCKS AND KEYS.

By reference to Table H, prepared for the appendix to your annual report, it will be seen that the total number of new mail-bags purchased and put into the service during the year 1877 was 93,700, of which 14,700 were locked pouches, used chiefly for letters, and 79,000 canvas sacks, used for printed and third-class matter, being 8,114 pouches and 1,980 sacks less than the number purchased during the previous year ended June 30, 1876.

The total expense of mail-bags and mail-catchers, including repairs,

&c, amounted to \$165,641.29, being \$43,206.20 less than the amount (\$208,847.49) expended during the last preceding year. This curtailment of expense was caused chiefly by the large number of mail-bags reclaimed by repairs from an unserviceable condition and put into service again during the year.

The present system of repairing mail-bags still contrasts favorably with the former system, and continues to give ample proofs of the wisdom, utility, and economy of its adoption.

The total number of mail-bags repaired during the year ended 30th June last was 295,319; or 100,000 more than during the previous year.

The cost of such repairs during the year ended 30th June last amounted to \$37,389.71. The same repairs, if done at the prices paid under the former system of repairs, would have amounted to \$72,926.66, or about 92 per centum more (without any fraudulent practice) than the actual cost of the present system.

The total expense of mail-locks and keys during the year ended 30th June, 1877, amounted to \$13,475; being \$3,425.95 less than the expense of the previous year.

The following amounts are estimated to be necessary to cover the cost of requisite mail-bags, mail-catchers, mail-locks and keys for the year ending 30th June, 1879:

For mail-bags and mail-catchers.....	\$200,000 00
For mail-locks and keys.....	15,000 00

The amount estimated for mail-bags and mail-catchers is the same which was appropriated by law for the current fiscal year; that for mail-locks and keys is  $6\frac{1}{4}$  per centum less than the appropriation for this year.

#### CONTRACTS FOR MAIL-BAGS, MAIL-CATCHERS, ETC.

Appended hereto is a tabular statement of the contracts in operation the 30th June, 1877, for mail-bags, mail-catchers, &c.; also for mail-locks and keys. All orders under these contracts were properly and faithfully executed during the year, by the several contractors, with but one exception. That exception refers to the manufacture and delivery, through either carelessness or design on the part of the contractor, or of others for whom he was lawfully responsible, of quantities of mail-pouches made slightly and of very inferior parts of leather, and accepted by the inspector, whose duty it was to reject all such.

On an intimation of leather pouches being delivered at the New York post-office, suspected of being inferior to the requirements of the contract, a thorough investigation was made. This investigation, conducted by Mr. Parker, chief special agent of this department, and Mr. Vail, general superintendent of railway mail-service, aided by the post-master of New York and skilled experts, developed the facts above stated, and resulted in the prompt removal of an untrustworthy inspector, the appointment of a skillful and faithful inspector in his stead, and the repudiation of 439 leather pouches, at a loss to the contractor of \$2,150.95, the contract price. Another consequence of this investigation has been the procurement of better pouches, in every respect, than were ever before furnished under the contract referred to.

## ESTIMATES.

In the table of estimates accompanying this letter, the columns of "Cost for 1876-'77" show the contract and "adjusted" cost or price of star, steamboat, railway, and messenger service, and the yearly salaries of railway post-office clerks, route-agents, mail-route messengers, and local agents employed, as appear by the books of this bureau upon the 30th June of said years, and do not take into account the fines and deductions against contractors or the lapses in service of salaried agents for which no payments are made, all of which more or less affect the amounts finally paid, and which are accurately shown by the report of the Auditor for the Post Office Department. There will consequently be an apparent discrepancy between this table and the Auditor's statement.

The demand for increased mail facilities is probably greater at this time than ever before in the history of the department. And particularly is this true of the service other than railway. It has therefore been deemed best to make a liberal estimate for this branch of the service, and the sum of \$7,090,673 is asked for.

The aggregate estimate for 1879 for inland transportation and the items incident thereto will be found to be \$20,889,271, against an appropriation for the current year of \$18,858,993; an increase of \$2,030,278—about 10.76 per centum.

## FINES AND DEDUCTIONS.

The amount of fines imposed upon contractors, and deductions made from their pay for failures and other delinquencies, for the fiscal year ended June 30, 1877, is \$89,755.46, and the amount remitted for the same is \$25,473.32, leaving the net amount of fines and deductions \$64,282.14.

## TEMPORARY CONTRACTS.

The law formerly authorized the Postmaster-General, when immediate service became necessary, or a new route was established, to make a temporary contract, without advertisement, "for a period not to exceed twelve months."

By section 12 of act of June 23, 1874, and section 251 act of August 11, 1876, the law was so amended as to limit all temporary contracts to six months. This change has caused much embarrassment to the service, and has made it necessary to issue two miscellaneous advertisements each year instead of one, as formerly, thus greatly increasing the labor and expense of the department without seeming to gain any advantage to the service.

The extension of the limit for temporary contracts to one year, as formerly, would seem to be an improvement of the law.

## SPECULATIVE BIDDING.

Contracts for transportation of the mails other than by railway or steamboat are let to the lowest bidder, after advertisement. Under the law the department has no option, and cannot well have, but must let to the lowest bidder, provided he gives a good and sufficient bond for the proper performance of his contract. There has grown up, under this law, a system of speculative bidding that is a source of much trouble to the department and of frequent loss to sub-contractors, (the men

who actually do the work of carrying the mails.) The department at present can do nothing to protect the sub-contractor. This has been the occasion of some scandal during the past summer, and it is to be hoped that the law may be so amended that the department may at least extend some protection to the men who do its most important work. Several methods have been suggested, principal among which are the following:

1. To amend section 271 of the postal laws by the insertion of the word "sub-let" after the words "assign or transfer," thus confining the contracts for carrying the mails to those who expect actually to perform the service, or at least stock the routes, though they may employ some one to ride the horse or drive the stage that carries the mail. Undoubtedly this would correct the evil; but against this plan may be urged the possibility of increasing the cost of transporting the mails, for the reason that competition would be greatly restricted.

2. To give the sub-contractor a lien upon the contractor's pay. This would require proper notice to the contract office, probably by filing the contract itself, whereupon said office would notify the Auditor of the Treasury for the Post Office Department of the fact of such filing, describing by name the contractor, sub-contractor, giving the number of the routes and the amount claimed by the sub-contractor. Upon the receipt of this notice the Auditor would retain out of the amount due the contractor a sum sufficient to satisfy the said claim of the sub-contractor, which would be paid under the rules and regulations now governing the payment made to contractors, provided that upon sufficient evidence that the contractor had discharged his obligations to the sub-contractor the contract office should certify that fact to the auditor, who would thereupon pay the contractor the full amount due him. This method, while it does not prevent speculative bidding—and I mean by "speculative bidding" bidding by parties who do not expect to do the service themselves, or to even invest money in the necessary stock with which to do it, but who secure a contract for the sole purpose of sub-letting it at a profit—would probably curtail its present proportions, and would give the sub-contractor a remedy of protection where now he has none. It would largely increase the labors of this office, and, to some extent, those of the Auditor's; but, if the method first suggested is considered too sweeping in its provisions, I would earnestly urge a favorable consideration of this.

#### NEWSPAPER ADVERTISING.

The law requires that the miscellaneous advertisement for mail service shall be published in certain newspapers, one of which shall be at the capital of the State. A recent decision of the law-officers of the government is that sections 853 and 854 of the Revised Statutes fix the rates to be allowed for such publication. These rates (forty cents per folio of one hundred words for the first insertion, and twenty cents per folio for each subsequent insertion) are so low that no newspaper could be found at the capitals of two States (Kentucky and Alabama) which would publish the advertisement at the rates fixed. The consequence is that no legal letting of the routes can be made. It is suggested that some Congressional action is necessary to relieve the department from this embarrassment.

## THE TOPOGRAPHER'S OFFICE.

I earnestly recommend that the work of the office of the topographer of the department be sustained by more ample appropriations than have been allowed for the past two fiscal years, as I find that not only have the current postal diagrams, so necessary for the daily use of almost every desk in the department, been unavoidably getting in arrears, but that the work toward the construction and publication of several of the maps most urgently required has been laid aside for want of means. Maps of Georgia, Texas, Arkansas and the Indian Territory, California, Nevada, Oregon, and the Territories are daily called for, and cannot be furnished under present circumstances.

I have the honor to be, very respectfully, your obedient servant,

THOS. J. BRADY,

*Second Assistant Postmaster-General.*

Hon. DAVID M. KEY,

*Postmaster-General.*

## Statement of all contracts in operation the 30th June, 1877, for mail-bags, mail-catchers, mail-bag labels, mail-bag-label cases, and mail-bag hooks.

Articles contracted for.	Names of contractors.	Residence.	Term of contract.		Prices paid.				
			From—	To—	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.	Size No. 5.
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-catcher pouches .....	John Boyle .....	do .....	July 1, 1875	July 1, 1879	.....	.....	4 25	.....	.....
Mail-bag-label cases .....	Gaylord Manufacturing Company .....	Chicopee, Mass. ....	July 1, 1875	July 1, 1879	.....	.....	12	.....	.....
Leather mail-pouches .....	J. C. Feltman .....	Albany, N. Y. ....	Nov. 20, 1875	July 1, 1879	6 50	5 70	4 75	\$3 80	\$2 70
Use of patent for leather pouches .....	John Boyle, (patentee) .....	New York, N. Y. ....	Aug. 7, 1875	(*)	10	10	10	10	10
Printed wooden tags .....	John M. May .....	Georgetown, D. C. ....	Jan. 1, 1877	Jan. 1, 1878	.....	.....	003½	.....	.....
Mail-bag hooks .....	Plume & Atwood Manufacturing Company .....	Waterbury, Conn. ....	Aug. 1, 1876	Aug. 1, 1877	.....	.....	15 00	.....	.....
Use of patent for mail-bag hooks .....	George H. Fayman .....	Washington, D. C. ....	June 17, 1876	(†)	.....	.....	per M. 003½	.....	.....
Mail-bag catchers .....	Younglove & Co .....	Cleveland, Ohio .....	.....	.....	.....	.....	15 00	.....	.....
Mail-bag-catcher sockets .....	do .....	do .....	.....	.....	70	40	.....	.....	.....

\* Until aggregate sum of payments amounts to \$10,000, when any further payment will cease for use of patent.

† Until aggregate sum of payments amounts to \$1,250, when any further payment will cease for use of patent.

## Statement of all contracts in operation the 30th June, 1877, 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, (brass) .....	James C. Mix .....	Syracuse, N. Y. ....	July 1, 1874	July 1, 1878	74	13
Mail-bag locks and keys, (iron) .....	do .....	do .....	July 1, 1874	July 1, 1878	58	11

THOS. J. BRADY,  
Second Assistant Postmaster-General.

*Cost of inland transportation and the items incident thereto for the years 1876 and 1877, with the appropriation for 1878, and the estimates of the amounts necessary to be appropriated for 1879; 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 1876.	Cost for 1877.	Percentum increase or decrease of 1877 as to 1876.		Appropriation for 1878.	Percentum increase or decrease of appropriation of 1878 as to cost of 1877.		Estimate for 1879.	Percentum increase or decrease as to appropriation for 1878.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, railroad.....	\$9,543,134 00	\$9,053,936 00		5½	\$9,250,000 00	2½		\$10,140,126 00	9.62	
Inland transportation other than railroad..	5,658,006 00	6,330,959 00	11.88		6,237,993 00		1.47	7,090,673 00	13.66	
Railway post-office clerks.....	1,278,340 00	1,222,690 00		4.35	1,225,000 00	0.19		1,385,000 00	13.06	
Route agents.....	975,280 00	994,540 00	1.97		1,000,000 00	0.55		1,070,000 00	7.00	
Mail-route messengers.....	145,610 00	162,086 00	11.3		150,000 00		7.45	171,000 00	14.00	
Local agents.....	104,910 00	105,530 00		0.59	110,000 00	4.23		125,000 00	13.63	
Mail-messengers.....	655,768 00	659,497 00	0.57		670,000 00	1.59		692,472 00	3.35	
Mail locks and keys.....	16,720 00	13,475 00		19.4	16,000 00	18.73		15,000 00		6.25
Mail-bags and mail-bag catchers.....	208,847 49	165,641 29		20.68	200,000 00	20.74		200,000 00		
					18,858,993 00			20,889,271 00	10.76	

NOTE.—The above estimates are based upon the contract-prices and annual salaries, without reference to fines and deductions. This will explain the apparent discrepancy between this table and the Auditor's statement.

THOS. J. BRADY,  
Second Assistant Postmaster-General.

POST OFFICE DEPARTMENT,  
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 1, 1877.*

SIR: For a statement of the mail-service for the contract-year ended June 30, 1877, &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, 1877; also the cost per mile in each State and Territory.

Table C exhibits the steamboat service as in operation on the 30th of June, 1877.

Table D shows the increase and decrease of mail-transportation and cost in the several States and Territories during the year ended June 30, 1877.

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, 1877, and also in other States and Territories, the returns having been obtained with a view to the readjustment of the pay in accordance with the act of March 3, 1873, and used also in accordance with the act of July 12, 1876, in the case of readjustments taking effect on and after July 1, 1876. This table is accompanied with an alphabetical index of the titles of the companies carrying the mails.

Table F shows the readjustment of the rates of pay per mile on railroad routes in States in which the contract-term expired June 30, 1877, 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, and with the act of July 12, 1876, in the case of readjustments taking effect on and after July 1, 1876. This table also is accompanied with an alphabetical index of the titles of the companies carrying the mails.

In connection with the railroad mail-service, table G shows the amount of this class of service and cost thereof, from the commencement of such service in the fiscal year ended June 30, 1836, to June 30, 1877.

Table H is a statement of the number, description and prices of mail-bags, mail-bag catchers, mail locks and keys purchased, and of the expense incurred on account thereof, during the fiscal year ended June 30, 1877.

Table I is a list of railway post-office lines in the United States, June 30, 1877, showing the increase in the service since June 30, 1876.

Very respectfully, your obedient servant,

THOS. J. BRADY,  
*Second Assistant Postmaster-General.*

Hon. DAVID M. KEY,  
*Postmaster-General.*

*A.—Table of mail-service for the year ended June 30, 1877, as exhibited by the state of the arrangements at the close of the year, authorized by the Postmaster-General.*

[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.	Dollars.	Miles.	Dollars.	Miles.	Dollars.					
Maine .....	4,587	3,459	90,592	42	900	1,086	151,269	1,596,434	12,792	1,060,471	2,669,697	242,761
New Hampshire .....	1,728	1,020	31,977	60	1,850	648	69,546	501,621	18,200	890,296	1,410,117	103,373
Vermont .....	2,244	1,556	50,982	.....	.....	688	98,746	797,177	.....	727,197	1,524,314	149,728
Massachusetts .....	2,837	926	56,392	45	2,500	1,866	299,877	632,710	15,600	2,818,067	3,466,377	358,769
Rhode Island .....	579	216	9,737	198	1,600	165	18,680	111,396	135,969	295,275	542,640	44,417
Connecticut .....	1,738	672	27,868	.....	.....	1,066	156,473	372,060	.....	1,872,431	2,244,491	184,341
New York .....	11,904	5,764	253,674	162	6,753	5,978	1,103,039	2,996,495	80,779	8,785,048	11,862,322	1,363,466
New Jersey .....	2,407	867	32,274	19	1,181	1,521	163,730	461,149	24,461	2,092,930	2,578,540	197,185
Pennsylvania .....	14,206	9,376	261,458	88	4,700	4,742	589,031	3,686,449	55,224	7,244,145	10,985,818	855,189
Delaware .....	427	169	6,257	.....	.....	258	21,305	79,660	.....	221,439	301,099	27,562
Maryland .....	3,229	1,787	61,559	290	6,150	1,152	248,348	953,677	137,280	2,211,761	3,302,518	316,057
West Virginia .....	5,357	4,867	76,894	240	13,700	250	35,954	1,166,620	103,740	255,990	1,526,350	126,548
Virginia .....	10,799	7,835	137,271	1,157	39,800	1,807	238,206	2,189,335	333,840	2,080,185	4,603,360	415,277
North Carolina .....	10,399	8,704	91,780	351	10,003	1,344	104,336	1,580,072	98,800	1,207,586	2,886,458	206,119
South Carolina .....	3,998	2,826	31,262	50	1,281	1,192	88,117	402,220	9,947	1,139,092	1,551,169	120,060
Georgia .....	7,549	4,962	54,871	155	3,600	2,432	192,678	772,304	32,240	2,335,086	3,139,630	251,149
Florida .....	7,009	2,114	27,536	4,435	75,439	460	21,161	306,549	639,409	434,772	1,380,730	124,136
Alabama .....	8,538	6,466	81,928	.....	.....	2,072	152,958	1,118,702	.....	2,116,081	3,234,783	234,886
Mississippi .....	6,553	4,791	70,678	616	9,000	1,146	89,806	876,865	91,728	861,506	1,830,099	169,484
Louisiana .....	5,098	3,584	105,454	994	62,114	520	45,383	810,900	269,360	468,985	1,549,245	212,951
Texas .....	15,662	12,930	343,440	896	69,605	1,843	168,529	2,953,909	179,135	1,507,037	4,640,081	581,574
Arkansas .....	9,591	6,942	168,808	2,222	94,600	427	26,072	1,872,741	387,192	2,804,403	2,540,336	289,480
Missouri .....	13,916	9,468	182,635	575	26,250	3,873	459,895	2,559,491	179,400	3,874,207	6,613,098	668,780
Tennessee .....	7,185	5,857	67,870	159	4,106	1,169	133,342	1,131,663	53,456	1,231,618	2,416,737	205,318
Kentucky .....	8,208	6,034	83,114	889	40,800	1,285	154,287	1,548,488	352,976	1,318,644	3,220,108	278,201
Ohio .....	12,575	6,601	146,616	216	13,993	5,758	1,033,158	2,400,646	123,193	9,093,888	11,617,727	1,133,767
Indiana .....	7,749	4,616	79,593	.....	.....	3,133	327,959	1,251,782	.....	3,796,698	5,048,480	407,552
Illinois .....	11,798	4,702	105,208	.....	.....	7,096	884,914	1,566,916	.....	8,135,930	9,702,846	990,122
Michigan .....	9,184	4,907	121,648	808	19,222	3,469	277,312	1,523,317	192,434	4,364,401	6,080,152	418,180
Wisconsin .....	7,966	5,123	85,937	.....	.....	2,843	263,692	1,369,576	.....	2,734,225	4,103,801	349,629
Iowa .....	10,924	7,216	138,725	.....	.....	3,708	314,679	2,110,316	.....	2,721,257	4,831,573	453,404

A.—Table of mail-service for the year ended June 30, 1877, as exhibited by the state of the arrangements at the close of the year, &amp;c.—Continued.

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.					
Minnesota .....	7,415	5,243	86,378			2,172	136,759	1,199,354		1,648,536	2,847,890	223,137
Nebraska .....	8,120	6,645	155,786			1,475	345,442	1,727,680		1,030,074	2,757,754	501,228
Kansas .....	11,617	9,008	179,877			2,609	236,076	2,431,858		2,009,806	4,441,664	415,953
Nevada .....	2,318	2,175	194,405			143	7,833	945,366		89,244	1,034,610	202,238
California .....	10,586	7,474	405,296	962	37,100	2,150	319,082	2,591,404	240,342	1,691,330	4,523,076	761,478
Oregon .....	4,254	3,766	106,821	240	30,442	248	20,106	720,954	149,760	154,571	1,025,285	157,369
Washington Territory .....	3,063	1,142	43,699	1,816	75,900	105	5,702	238,940	120,981	65,894	425,815	125,301
Idaho Territory .....	1,456	1,456	91,842					412,650			412,650	91,842
Montana Territory .....	1,708	1,708	108,583					580,250			580,250	108,583
Dakota Territory .....	2,969	2,902	115,947			61	4,426	833,144		38,364	871,508	120,373
Wyoming Territory .....	903	903	135,924					379,368			379,368	135,924
Utah Territory .....	3,205	2,991	301,500			214	12,990	1,492,375		141,972	1,634,347	314,490
Colorado Territory .....	3,378	2,936	173,359			442	33,038	830,584		312,558	1,143,142	206,397
Indian Territory .....	1,276	1,276	46,617					296,452			296,452	46,617
New Mexico Territory .....	2,492	2,492	312,245					1,157,054			1,157,054	312,245
Arizona Territory .....	2,109	2,109	121,655					417,690			417,690	121,655
Total .....	292,820	200,589	5,663,970	17,685	666,989	74,546	9,053,936	57,956,303	4,038,238	85,358,710	147,353,251	15,384,895
Railway post-office clerks .....												1,222,690
Route-agents .....												994,540
Mail-route messengers .....												162,086
Local agents .....												105,530
Mail-messengers .....												659,497
Aggregate .....												18,529,238

THOS. J. BRADY,  
Second Assistant Postmaster-General

B.—Railroad-service as in operation on the 30th of June, 1877.

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.									
1	Augusta to Skowhegan .....	Maine Central .....	Miles. 22	Miles. .....	18	Dollars. 4,610 00	Dollars. .....	Dollars. 140 00	\$140 per annum included for mail-messenger service. \$1,050 per annum included for mail-messenger service. Twelve trips a week for 7 months; six trips a week for 5 months.
2	Portland to Bangor .....	do .....	17	.....	6	.....	.....	90 00	
3	Newport to Dexter .....	do .....	73.28	.....	6	25,199 00	.....	175 00	
4	Calais to Princeton .....	Saint Croix and Penobscot.....	55	.....	6	840 00	.....	225 00	
5	Portland to Augusta .....	Maine Central .....	14	.....	12	2,100 00	.....	50 00	
	Branch, Brunswick to Bath .....		64	.....	.....	16,120 00	.....	235 00	
6	Portland to Canada Line .....	Grand Trunk .....	9	.....	.....	.....	.....	120 00	
7	Portland to Rochester, N. H. ....	Portland and Rochester .....	92	.....	12	22,770 00	.....	138 00	
9	Bangor to Vanceborough .....	Consolidated European and North American .....	73	.....	6	3,800 00	.....	65 00	
10	Old Town to Blanchard .....	Bangor and Piscataquis .....	52	.....	12	20,693 75	.....	175 00	
11	Belfast to Burnham Village .....	Maine Central .....	118.25	.....	6	3,158 10	.....	49 50	
12	Portland to Lundenburgh Station, Vt.	Portland and Ogdensburg .....	34.19	.....	12	1,846 20	.....	54 00	
13	Bath to Rockland .....	Knox and Lincoln .....	116.55	.....	12	15,734 25	.....	135 00	
14	Houlton to New Brunswick Line .....	New Brunswick and Canada .....	50	.....	12	6,000 00	.....	100 00	
34	Farmington to Brunswick .....	Maine Central .....	3.82	.....	6	171 90	.....	45 00	
			71.5	.....	6	4,876 25	.....	67 50	
124	Portland to Portsmouth, N. H. ....	Eastern .....	52	.....	18	14,716 00	.....	283 00	
231	Salmon Falls, N. H., to Portland, Me.	Boston and Maine .....	44.18	.....	12	5,798 62	.....	131 25	
231	West Waterville to North Anson .....	Somerset .....	25.7	.....	6	1,285 00	.....	50 00	
244	Bangor to Bucksport .....	Consolidated European and North American .....	19.35	.....	12	1,549 93	.....	60 10	
				1,086.62			151,269 00		
NEW HAMPSHIRE.									
251	Concord to Nashua .....	Concord .....	36	.....	33	9,000 00	.....	250 00	

B.—Railroad-service as in operation on the 30th of June, 1877—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 HAMPSHIRE—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
252	Concord to Well's River, Vt. ....	Boston, Concord and Montreal. ....	52	.....	18	13, 160 00	.....	125 00	{ \$1,410 per annum included for mail-messenger service.
253	{ Concord to White River Junction, Vt. Branch, Franklin to Bristol. .... }	Northern New Hampshire. ....	42	.....	12	.....	.....	215 00	
			69	.....	18	16, 635 00	.....	50 00	
254	Concord to Claremont Junction. ....	Concord and Claremont. ....	13	.....	6	6, 998 80	.....	120 00	{ \$400 per annum included for mail-messenger service.
255	Concord to Portsmouth. ....	Concord. ....	54.99	.....	12	3, 600 00	.....	60 00	
256	Manchester to North Weare. ....	do. ....	60	.....	12	1, 025 00	.....	50 00	
257	Nashua to Greenfield. ....	Boston, Lowell and Nashua. ....	20.5	.....	12	1, 755 00	.....	65 00	{ \$50 per annum included for mail-messenger service.
258	Contoocook Village to Hillsborough Bridge. ....	Concord and Claremont. ....	27	.....	18	750 00	.....	50 00	
259	Dover to Alton Bay. ....	Boston and Maine. ....	15	.....	12	1, 400 00	.....	50 00	
260	Brock's Crossing to North Conway. ....	Portsmouth, Great Falls and Conway. ....	28	.....	12	3, 835 94	.....	54 00	{ \$50 per annum included for mail-messenger service.
261	Groveton to Wells River, Vt. ....	Boston, Concord and Montreal. ....	6	.....	7	4, 860 00	.....	90 00	
262	Hokset to Pittsfield. ....	Concord. ....	64.11	.....	12	1, 000 00	.....	50 00	
351	Wolborough Junction to Wolfborough. ....	Eastern. ....	20	.....	11	363 30	.....	30 00	{ \$50 per annum included for mail-messenger service.
359	Wing Road to Fabyan House. ....	Boston, Concord and Montreal. ....	12.11	.....	12	742 50	.....	50 00	
360	Portsmouth to Dover. ....	Eastern. ....	13.85	.....	6	419 04	.....	36 00	
371	Nashua to Rochester. ....	Nashua and Rochester. ....	11.64	.....	6	4, 001 40	.....	81 00	
			49.4	648.6	6		69, 545 98		
	VERMONT.								
401	Burlington to Rouse's Point, N. Y. ....	Central Vermont. ....	24.5	.....	15	9, 471 50	.....	193 00	{ \$200 20
402	White River Junction to Derby Line. ....	Connecticut and Passumpsic Rivers and Massawippi Valley. ....	31	.....	6	18, 092 02	.....	153 00	
403	{ Windsor to Burlington. .... Branch, Montpelier to Barre. .... }	Central Vermont. ....	114.87	.....	6	23, 121 80	.....	160 20	
			26	.....	15			50 00	Pay on branch estimated,
			6.76		6				

405	Bellows Falls to Windsor.....	do .....	25	12	4,612 50	184 50
406	Bellows Falls to Burlington.....	do .....	52	15	141 30	141 30
			67. 5	18 }	18,404 10	163 80
407	Brattleborough to Bellows Falls.....	do .....	24	12	4,428 00	184 50
408	Saint Albans to Canada Line .....	do .....	17	6	1,300 50	76 50
409	Saint Albans to Richford .....	do .....	28.66	6	1,934 55	67 50
410	Lunenburg Junction to Johnson .....	Portland and Ogdensburg .....	78.81	6	9,851 25	125 00
522	Richford to Newport .....	Missisquoi and Clyde Rivers .....	31.38	6	3,138 00	100 00
525	Leicester Junction to Ticonderoga Station, N. Y. ....	Central Vermont .....	14. 5	6	1,305 00	90 00
528	Wells River to Montpelier.....	Montpelier and Wells River.....	38.62	6	2,433 06	63 00
532	White River Junction to Woodstock.....	Woodstock .....	14.53	6	653 85	45 00
			688.13		98,746 13	
MASSACHUSETTS.						
601	Boston to Portsmouth, N. H. ....	Eastern .....	56. 5	24	16,667 50	295 00
602	{ Boston to Salmon Falls, N. H. } { Branch, Rollingsford to Great Falls. }	Boston and Maine .....	{ 71.16 3 }	{ 12 12 }	{ 13,901 67	{ 193 25 50 00
603	Boston to Nashua, N. H. ....	Boston, Lowell, and Nashua.....	42	18	9,660 00	230 00
604	Boston to Fitchburgh .....	Fitchburgh .....	52	18	10,348 00	199 00
605	Boston to Albany, N. Y. ....	Boston and Albany .....	{ 101 102 }	{ 26 13 }	{ 99,350 70	{ 619 50 360 60
606	Boston to Bellingham .....	New York and New England.....	31.77	15	1,975 58	54 00
607	Boston to Southbridge.....	do .....	{ 53 17 }	{ 12 12 }	{ 9,318 60	{ 161 10 45 90
608	Boston to Providence, R. I. ....	Boston and Providence .....	{ 23 21 }	{ 24 12 }	{ 6,098 40	{ 138 60
609	{ Boston to Plymouth .....	Old Colony.....	{ 11.28	42 }	6,767 50	{ 150 00
	{ Branch, Atlantic to West Quincy. }		{ 26.72 3.45 }	{ 12 6 }		{ 150 00 50 00
610	Boston to Medford.....	Boston and Maine .....	5. 5	12	335 00	50 00
615	Boston to West Lynn Depot .....	Eastern .....	10	12	500 00	50 00
616	Boston to Dedham .....	Boston and Providence .....	11	12	550 00	50 00
617	Grafton Depot to Millbury.....	Boston and Albany .....	4	9	180 00	45 00
618	Salem to Gloucester .....	Eastern .....	16	18	1,072 00	67 00
619	Salem to Marblehead .....	do .....	4	15	200 00	50 00
620	Salem to Lawrence .....	do .....	20	6	800 00	40 00
621	Georgetown to Haverhill .....	Boston and Maine.....	6. 5	12	325 00	50 00
622	Lawrence to Manchester, N. H. ....	Manchester and Lawrence .....	28	18	4,564 00	163 00
623	Lowell to Lawrence .....	Boston, Lowell, and Nashua.....	14	21	1,050 00	50 00
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 .....	Fitchburg .....	9	12	455 00	45 00

\$260 per annum included for mail-messenger service.

\$395 per annum included for mail-messenger service.

\$60 per annum included for mail-messenger service.

\$350 per annum included for mail-messenger service.

\$50 per annum included for mail-messenger service.

## B.—Railroad-service as in operation on the 30th of June, 1877—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>	
627	Ayer to Lowell .....	Boston, Lowell and Nashua .....	17	.....	15	850 00	.....	50 00	
628	Ayer to Greenville, N. H. ....	Fitchburgh .....	23	.....	12	1,293 75	.....	56 25	
629	Auburndale Station to Newton Lower Falls .....	Boston and Albany .....	2	.....	6	90 00	.....	45 00	
630	Natick to Saxonville .....	do .....	4	.....	12	180 00	.....	45 00	
631	South Framingham to Pratt's Junction .....	Boston, Clinton, Fitchburgh and New Bedford .....	29	.....	18	2,349 00	.....	81 00	
632	South Framingham to Milford .....	Boston and Albany .....	12	.....	24	948 00	.....	54 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 Newport, R. I. ....	Old Colony .....	61.75	.....	12	8,710 50	.....	126 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	Yarmouth Port to Provincetown .....	do .....	45.08	.....	12	9,319 44	.....	118 00	\$4,000 per annum included for mail-messenger service.
639	New Bedford to West Wareham .....	Boston, Clinton, Fitchburgh and New Bedford .....	16.25	.....	15	1,012 50	.....	45 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 .....	Boston, Clinton, Fitchburgh and New Bedford .....	12	.....	36½	1,950 00	.....	112 50	\$600 per annum included for mail-messenger service.
642	Taunton to New Bedford .....	do .....	20.5	.....	27	3,066 35	.....	119 70	\$612.50 per annum included for mail-messenger service.
643	Worcester to Nashua, N. H. ....	Worcester and Nashua .....	46.25	.....	18	4,453 87	.....	96 30	
644	Sterling Junction to Fitchburgh .....	Boston, Clinton, Fitchburgh and New Bedford .....	14	.....	18	1,134 00	.....	81 00	
645	Fitchburgh to Bellows Falls, Vt. ....	Cheshire .....	64	.....	18	10,240 00	.....	160 00	

646	Fitchburgh to North Adams . . .	Fitchburgh . . . . .	{ 69 25.78 5 }	6 6 6 }	14,494 32	{ 153 00 144 00 45 00 }	{ Pay estimated on 7.78 miles, Hoosac Tunnel to North Adams.
647	Branch, Greenfield to Turner's Falls . . . . .	Central Vermont . . . . .	35	6	3,150 00	90 00	
648	Palmer to Miller's Falls . . . . .	Connecticut River . . . . .	50	15	10,775 00	209 50	\$300 per annum included for side supply of Chicopee Falls.
649	Springfield to South Vernon Junc- tion, Vt. . . . .	Cheshire . . . . .	24	12	1,500 00	62 50	
650	South Vernon Junction, Vt., to Keene, N. H. . . . .	Boston and Albany . . . . .	21	18	1,449 00	54 00	\$315 per annum included for mail-messenger service.
651	Pittsfield to North Adams . . . . .	Eastern . . . . .	6.5	12	450 00	50 00	\$125 per annum included for mail-messenger service.
652	Gloucester to Pigeon Cove . . . . .	Boston and Maine . . . . .	30.5	12	1,525 00	50 00	\$1,000 per annum included for mail-messenger service.
653	Wakefield to Newburyport . . . . .	Old Colony . . . . .	34	12	2,530 00	45 00	\$50 per annum included for mail-messenger service.
654	South Braintree Junction to Fall River . . . . .	Eastern . . . . .	4	15	250 00	50 00	
655	East Salisbury to Amesbury . . . . .	Boston and Albany . . . . .	{ 15.75 7.96 25.54 22 }	{ 24 18 12 6 }	2,216 25	45 00	
656	Palmer to Winchendon . . . . .	Boston, Clinton, Fitchburgh and New Bedford . . . . .	22	6	1,188 00	54 00	
657	Mansfield to South Framingham . . . . .	Boston, Barre and Gardner, lessee of Monadnock Railroad . . . . .	16.37	6	1,060 77	64 80	
658	Winchendon to Peterborough, N. H. . . . .	Springfield, Athol and Northeast- ern . . . . .	49.98	6	2,998 86	57 00	\$150 per annum included for mail-messenger service.
659	Springfield to Athol . . . . .	Boston, Clinton, Fitchburgh and New Bedford . . . . .	29	12	1,618 20	55 80	
660	South Framingham to Lowell . . . . .	Boston, Barre and Gardner . . . . .	37	12	2,913 75	78 75	
661	Worcester to Winchendon . . . . .	New Haven and Northampton . . . . .	10.53	12	473 85	45 00	
662	Holyoke to Westfield . . . . .	Providence and Worcester . . . . .	5	12	250 00	50 00	
736	Milford to Bellingham Junction . . . . .	do . . . . .	11.68	6	584 00	50 00	
737	Milford to Ashland . . . . .	Old Colony . . . . .	17.67	6	1,311 51	53 00	\$375 per annum included for mail-messenger service.
741	Cohasset Narrows to Wood's Holl . . . . .	Eastern . . . . .	5.55	6	249 75	45 00	
742	Wenham to Essex . . . . .	do . . . . .	6.05	6	272 25	45 00	
743	Lynn to Marblehead . . . . .	do . . . . .	8.54	6	384 30	45 00	
744	Wakefield to Peabody . . . . .	Central Vermont . . . . .	21	18	3,543 75	168 75	
745	Miller's Falls to Brattleborough, Vt. . . . .	Boston and Maine . . . . .	5.05	12	347 25	45 00	\$120 per annum included for mail-messenger service.
746	Newton Depot, N. H., to Merri- mac, Mass. . . . .	Boston, Clinton, Fitchburgh and New Bedford . . . . .	16.67	28	1,125 22	67 50	
747	Taunton to Attleborough . . . . .	Duxbury and Cohasset . . . . .	17.57	6	790 65	45 00	
753	Cohasset to South Duxbury . . . . .	Ashburnham . . . . .	2.89	6	130 05	45 00	
754	Ashburnham Depot to Ashburn- ham . . . . .	Fall River . . . . .	15	6	675 00	45 00	
755	New Bedford to Fall River . . . . .	Boston and Albany, lessee of North Brookfield Railroad . . . . .	4.41	24	198 45	45 00	
			1,865.95		299,877 54		

B.—Railroad-service as in operation on the 30th of June, 1877—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.
	RHODE ISLAND.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
801	Providence to Worcester, Mass....	Providence and Worcester.....	44	.....	18	6,340 00	.....	110 00	\$1,500 per annum included for mail-messenger service.
802	Providence to New London, Conn.	Stonington and Providence.....	63.75	.....	22½	8,319 37	.....	130 50	
803	Providence to Bristol.....	Providence, Warren and Bristol..	14.6	.....	12	1,926 00	.....	60 00	
804	Warren to Fall River, Mass.....	Fall River, Warren and Providence.	7	.....	6	420 00	.....	60 00	\$1,050 per annum included for mail-messenger service.
823	Providence to Pascoag.....	Providence and Springfield.....	23.12	.....	12	1,040 40	.....	45 00	
825	Wickford Landing to Wickford Junction.	Newport and Wickford Railroad and Steamboat Company.	3.4	.....	15½	177 48	.....	52 20	
830	Kingston Depot to Narragansett Pier.	Narragansett Pier.....	9.14	.....	6	457.00	.....	50 00	Pay estimated.
				165.01			18,680 25		
	CONNECTICUT.								
901	Norwich to Worcester, Mass.....	New York and New England, lessee of Norwich and Worcester Railroad.	60	.....	12	4,590 00	.....	76 50	\$250 per annum included for mail-messenger service. \$67 per annum included for mail-messenger service.
902	New London to Palmer, Mass.....	Central Vermont.....	30	.....	23	7,020 00	.....	108 00	
903	Middletown to Berlin Depot.....	New York, New Haven and Hartford.	35	.....	18	718 00	.....	46 80	
904	New Haven to New London.....	do.....	10	.....	18	7,942 00	.....	157 50	
905	{ New Haven to Springfield, Mass. Branch, Windsor Locks to Suffield.	do.....	63.833	.....	34	28,766 85	.....	447 30	
			4.76	.....	12			45 00	
906	{ New Haven to Williamsburgh, Mass. Branch, Farmington to New Hartford.	New Haven and Northampton....	85.48	.....	12	13,054 32	.....	144 00	
			16.56	.....	12			45 00	
907	New Haven to New York.....	New York, New Haven and Hartford.	76.333	.....	31	40,876 50	.....	535 50	
908	{ Bridgeport to Winsted..... Branch, Waterbury to Water-town.	Naugatuck.....	62	.....	14	6,993 15	.....	106 20	\$150 per annum included for mail-messenger service.
909			5.75	.....	12			45 00	

909	Bridgeport to Pittsfield, Mass..	Housatonic .....	110.55	12	10,204 47	86 40	{ \$268.75 per annum included for mail-messengers service.
	Branch, Van Deusenville to State Line.		-11.06	12		45 00	
	Branch, Danbury to Brookfield Junction.		5.75	6		27 00	
	South Norwalk to Danbury ....		23.5	24½		99 00	
910	Branch, Branchville to Ridge- field.	Danbury and Norwalk .....	4	12	2,776 95	45 00	
	Branch, Bethel to Hawleyville..		6.01	12		45 00	
911	Waterbury to Providence, R. I. ....	Hartford, Providence and Fishkill.	122.5	22½	8,820 00	72 00	
912	Vernon Depot to Rockville .....	do .....	4.625	18	476 87	45 00	
913	Side-supply of Vernon .....	Boston and New York Air Line....	56	8½	8,215 20	146 70	
914	New Haven to Willimantic .....	Connecticut Valley .....	43.16	12	2,330 64	54 00	
915	Hartford to Saybrook Point .....	New Haven and Derby .....	13.5	12	742 50	55 00	
916	New Haven to Ansonia .....	Connecticut Western .....	69.18	9½	4,150 80	60 00	
917	Hartford to Millerton, N. Y. ....	Shepaug .....	32.25	12	1,935 00	60 00	
975	Litchfield to Hawleyville .....	New York and New England .....	33.68	6	5,304 60	157 50	
991	East Thompson to Willimantic .....	Connecticut Valley and Springfield	31.1	6	1,553 00	50 00	
			1,066.58		156,472 85	Pay estimated.	
NEW YORK.							
1201	New York to Dunkirk .....	Erie .....	332	17½	151,852 10	341 90	{ \$2,280 per annum included for railway post-office cars. \$500 per annum included for conveying carriers to Ford- ham.
		do .....	127	17½		301 90	
1202	Suffern to Piermont .....	do .....	18	6	900 00	50 00	
1203	Buffalo to Suspension Bridge .....	do .....	25.94	13	1,517 49	58 50	
1204	Newburgh to Chester .....	do .....	19.75	12	1,921 25	65 00	
	Branch, Vail's Gate to Junction with main stem.		12.75	12		50 00	
1205	Rochester to Avon .....	do .....	18	12	1,296 00	72 00	
1206	Avon to Dansville .....	do .....	30.73	12	1,843 80	60 00	
1207	Attica to Corning .....	do .....	111	19½	27,472 50	247 50	
1208	Buffalo to Hornellsville .....	do .....	91	22½	20,475 00	225 00	
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.	144	46½	81,534 60	559 20	
		do .....	6	46½		168 30	
1212	Troy to Schenectady .....	do .....	22	18	1,623 60	73 80	
1213	Syracuse to Rochester .....	do .....	104	21½	14,040 00	135 00	
1214	Canandaigua to Niagara Falls .....	do .....	97	6	6,547 50	67 50	
1215	Buffalo to Lockport .....	New York Central and Hudson River.	22	12	1,485 00	67 50	
		do .....	29	6	1,957 50	67 50	
1216	Buffalo to Lewiston .....	do .....	298	34	176,023 60	590 70	
1217	Albany to Buffalo .....	do .....	76	24	14,865 60	165 60	
1218	Rochester to Niagara Falls .....	do .....					
1219	New York to Chatham Village....	New York and Harlem .....	66	12	13,257 35	102 70	
		do .....	64.5	6		92 70	
1221	Eagle Bridge to Rutland, Vt. ....	Delaware and Hudson Canal Com- pany.	51	18	8,709 75	137 70	
		do .....	11.5	30		146 70	
1223	Schenectady to Ballston .....	do .....	16	6	748 80	46 80	

## B.—Railroad-service as in operation on the 30th of June, 1877—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	NEW YORK—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
1224	{ Albany to Canada Line .....	Delaware and Hudson Canal Company.	{ 189.93	.....	{ 17½	27,827 42	.....	{ 136 80	{ \$2,000 per annum included for mail-messenger service at New York.
	{ Branch, Whitehall to Castleton, Vt. ....		{ 16	.....	{ 6		.....	{ 90 00	
1225	{ Branch, Albany Junction to Troy } Oswego to Richland.....		{ 6	.....	{ 24		.....	{ 67 50	
		Rome, Watertown and Ogdensburgh.	28.5	.....	12	1,852 50	.....	65 00	
1226	Watertown to Cape Vincent .....	do .....	26	.....	12	1,625 00	.....	62 50	
1227	{ Rome to Ogdensburgh .....	do .....	{ 72.62	.....	{ 18½	21,158 50	.....	{ 138 00	
	{ Branch, De Kalb Junction to Norwood. ....		{ 69.38	.....	{ 12½		.....	{ 138 00	
1228	Chenango Forks to Norwich.....		{ 25	.....	{ 6		.....	{ 62 50	
		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	551 25	.....	45 00	
1233	{ New York to Greenport.....	do .....	{ 32	.....	{ 12½	10,140 50	.....	{ 81 00	
	{ Branch, Mineola to Hampstead. }		{ 35	.....	{ 9		.....	{ 81 00	
			{ 31	.....	{ 6		.....	{ 81 00	
1234	Hicksville to Port Jefferson .....	do .....	2.5	.....	12	2,119 50	.....	54 00	
		do .....	20	.....	12		.....	63 00	
1235	{ Oswego to Middletown .....	New York and Oswego Midland ..	{ 16.5	.....	{ 12		.....	{ 45 00	
	{ Branch, Summit Junction to Ellenville. ....		{ 250.2	.....	{ 6	11,619 00	.....	{ 45 00	
			{ 8	.....	{ 6		.....	{ 45 00	
1236	Sidney Plains to New Berlin .....	do .....	24.84	.....	6	1,117 80	.....	45 00	Pay estimated.
1238	Norwich to Cortland Village .....	do .....	49.21	.....	6	2,214 45	.....	45 00	
1239	Clinton to Rome .....	Rome and Clinton .....	13.75	.....	6	618 75	.....	45 00	
1240	Walton to Delhi .....	New York and Oswego Midland ..	16	.....	6	720 00	.....	45 00	
		do .....	184.5	.....	19	310,011 61	.....	708 50	
1241	Buffalo to Chicago, Ill. ....	Lake Shore and Michigan Southern	34.2	.....			.....	719 75	
		do .....	79.3	.....			.....	649 12	
		do .....	143	.....			.....	251 80	
1242	Rouse's Point to Ogdensburgh ..	Ogdensburgh and Lake Champlain	101	.....	9	13,387 50	.....	665 30	
		do .....	119	.....			.....	112 50	

1244	Cobleskill to Cherry Valley.....	Delaware and Hudson Canal Com- pany.....	22.47	6	1,011 15	45 00	
1245	Albany to Binghamton.....	do.....	142	16½	12,907 80	90 90	
1246	Schoharie to Middleburgh.....	Middleburgh and Schoharie.....	5.5	12	367 50	45 00	\$120 per annum included for side-service.
1247	Central Bridge to Schoharie.....	Schoharie Valley.....	5	18	360 00	72 00	
1248	Utica to Smith Valley Station.....	Utica, Clinton and Binghamton ..	31.4	6	1,413 00	45 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 Skaneateles.....	Skaneateles.....	5.5	12	560 00	50 00	\$285 per annum included for mail-messenger service.
1252	Brocton to Corry, Pa.....	Allegheny Valley.....	45.3	6	2,760 81	47 70	\$600 per annum included for side-service.
1253	Chesterville to Warwick.....	Warwick Valley.....	11	12	495 00	45 00	
1255	Canandaigua to Elmira.....	Northern Central.....	68.5	12	7,459 65	108 90	
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 Junction } to State Line.....	{ Troy and Boston..... } { 23.2 } { 26.8 } { 5.5 }	{ 23.2 } { 26.8 } { 5.5 }	{ 24½ } { 18½ } { 6 }	6,243 75	112 50	
1260	Stapleton to Tottenville.....	Staten Island.....	21	12	1,800 00	50 00	\$750 per annum included for side-service.
1261	Hudson to Chatham Village.....	Boston and Albany.....	17.25	12	776 25	45 00	
1262	East Gainesville to Perry.....	Rochester and Pine Creek.....	6.55	12	327 50	50 00	
1264	Syracuse to Earlville.....	Syracuse and Chenango.....	{ 20 } { 22.47 }	{ 12 } { 6 }	2,123 50	50 00	
1265	Dunkirk to Titusville, Pa.....	New York Central and Hudson River.....	91.16	6	4,102 20	45 00	
1266	Ithaca to State Line.....	Geneva, Ithaca and Sayre.....	34.6	6	1,557 00	45 00	
1267	Syracuse to Lacona.....	Rome, Watertown and Ogdens- burgh.....	44.92	12	2,223 54	49 50	
1268	Rondout to Stamford.....	Ulster and Delaware.....	73.3	6	3,298 50	45 00	
1269	Ithaca to Cortland Village.....	Utica, Ithaca and Elmira.....	23	12	1,345 50	58 50	
1270	Port Jervis to Monticello.....	Monticello and Port Jervis.....	24	6	1,200 00	50 00	
1271	Poughkeepsie to State Line.....	Poughkeepsie, Hartford and Bos- ton.....	43.15	6	1,941 75	45 00	
1272	Canastota to Cazenovia.....	Cazenovia, De Ruyter and Canas- tota.....	15	18	675 00	45 00	
1273	Fonda to Gloversville.....	Fonda, Johnstown and Glovers- ville.....	10	12	1,390 00	64 00	\$750 per annum included for side-service.
1274	Johnsonville to Greenwich.....	Greenwich and Johnsonville.....	14	12	540 00	38 57	
1275	Montgomery to Kingston.....	Walkill Valley.....	33.46	6	903 42	27 00	
1276	Athens, Pa., to Fair Haven, N. Y. { Newburgh to Millerton } to Sylvan Lake.....	Southern Central.....	122	6	7,788 00	54 00	\$1,200 per annum included for side-service.
1277	{ Branch, Clove Branch Junction } to Sylvan Lake.....	Dutchess and Columbia.....	{ 56.5 } { 4.5 }	{ 6 } { 6 }	2,745 00	45 00	
1278	Cooperstown to Cooperstown Junc- tion.....	Cooperstown and Susquehanna Valley.....	16	12	900 00	56 25	

## B.—Railroad-service as in operation on the 30th of June, 1877—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	NEW YORK—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
1279	{ Chatham Village to Rutland, Vt. Branch, North Bennington to State Line.	Central Vermont .....	{ 111.3	.....	{ 6	12,629 25	.....	{ 112 50	
1280	Plattsburgh to Au Sable Forks ...	Delaware and Hudson Canal Company.	{ 2 23	.....	{ 6 6	1,035 00	.....	{ 54 00 45 00	
1283	Utica to Watertown .....	Utica and Black River .....	92.22	.....	12	5,394 87	.....	58 50	
1284	Cayuga to Ithaca .....	Cayuga .....	38.05	.....	6	2,359 10	.....	62 00	
1285	Sodus Point to Gorham Station .....	Sodus Point and Southern .....	34	.....	6	1,700 00	.....	50 00	
1286	Horseheads to Ithaca .....	Utica, Ithaca and Elmira .....	48.5	.....	6	2,269 80	.....	46 80	
1287	Oswego to Lewiston .....	Rome, Watertown and Ogdensburg.	146.92	.....	6	7,404 77	.....	50 40	Pay estimated.
1288	{ Carthage to Morristown .....	Utica and Black River .....	{ 20.5	.....	{ 12	3,632 45	.....	{ 67 50	
	{ Branch, Theresa Junction to Clayton.		{ 29.58 16.25	.....	{ 12 12		.....	{ 51 30 45 00	
1289	Freeville to Scipio .....	Utica, Ithaca and Elmira .....	28.82	.....	6	1,296 90	.....	45 00	
1290	Buffalo to Jamestown .....	Buffalo and Jamestown .....	71.09	.....	6	4,478 67	.....	63 00	
1291	Golden's Bridge to Mahopac .....	New York and Harlem .....	7.5	.....	6	337 50	.....	45 00	
1292	Crawford Junction to Pine Bush .....	Middletown and Crawford .....	10.18	.....	6	554 10	.....	45 00	\$96 per annum included for mail-messenger service.
1293	Ithaca to Geneva .....	Geneva, Ithaca and Sayre .....	40.25	.....	6	2,282 17	.....	56 70	
1294	Watertown to Sackett's Harbor .....	Utica and Black River .....	12.5	.....	6	562 50	.....	45 00	
1295	New York to Babylon .....	Southern Railroad Company of Long Island.	36.25	.....	12	3,581 25	.....	45 00	\$1,950 per annum included for side-service.
1296	{ New York to Patchogue .....	Flushing, North Shore and Central	{ 59.21	.....	{ 12	6,914 23	.....	{ 51 30	
	{ Branch, Flushing to Whitestone		{ 3.12	.....	{ 12		.....	{ 45 00	
	{ Branch, Bay Side to Manhasset.		{ 3.03	.....	{ 12		.....	{ 45 00	
1802	Quaker Street to Schenectady .....	Delaware and Hudson Canal Company.	15	.....	6	607 50	.....	40 50	\$3,600 per annum included for side-service.
1803	Nineveh Junction to Jefferson Junction.	.....do .....	21	.....	6	850 50	.....	40 50	
1804	Saratoga Springs to North Creek .....	Adirondack .....	57.96	.....	6	3,755 80	.....	64 80	
1805	Thirtieth Street, New York, to Spuyten Duyvil.	New York Central and Hudson River.	10	.....	18	450 00	.....	45 00	
1806	Manorville to Sag Harbor .....	Long Island .....	35.25	.....	6	1,713 15	.....	48 60	
1810	Bath to Hammondsport .....	Bath and Hammondsport .....	9.4	.....	15	423 00	.....	45 00	
1811	Rochester to Charlotte .....	New York Central and Hudson River.	9	.....	12	421 20	.....	46 80	

1812	Rhinecliff to Boston Corner .....	Rhinebeck and Connecticut .....	35. 2	6	1, 584 00	45 00	\$100 per annum included for side-service.
1813	Gloversville to Northville .....	Gloversville and Northville .....	17. 375	12	1, 288 45	68 40	
1815	Fort Edward to Glens Falls .....	Delaware and Hudson Canal Com- pany.	6. 92	12	379 90	54 90	
1816	Crown Point to Hammondsville...	Crown Point Iron Company's Rail- road.	11. 82	6	372 33	31 50	
1823	West Chazy to Rouse's Point.....	Delaware and Hudson Canal Com- pany.	15 29	12	2, 091 67	136 80	
1825	Valley Stream to Oceanus .....	Long Island .....	{ 5. 13	{ 6	382 50	45 00	{ Service omitted during four months on 3.37 miles.
			{ 3. 37	{ 6			
			5, 978. 065		1, 103, 039 60		
NEW JERSEY.							
7001	New York to Easton, Pa. ....	Central Railroad Company of New Jersey.	74	49	10, 656 00	144 00	
7002	Somerville to Flemington .....	do .....	16. 06	6	621 52	38 70	
7003	Elizabethport to Sea Plain .....	do .....	47. 9	12	2, 931 48	61 20	
7004	{ New York to West Philadelphia, Pa. Branch, Princeton Junction to Princeton. Branch, Frankford Junction to Kensington Station.	{ Pennsylvania .....	{ 90	{ 47	75, 934 35	{ 839 30	{ \$400 per annum included for mail-messenger service.
			{ 3. 2	{ 12		{ 49 50	
			{ 2. 95	{ 18		{ 81 00	
			{ 53. 56	{ 12		{ 81 00	
7005	{ Camden to Monmouth Junction Branch, Bordentown to Trenton Branch, Jamesburgh to South Amboy.	{ do .....	{ 7	{ 12	5, 628 51	{ 88 20	{ 45 00
			{ 14. 95	{ 6			
			{ 25	{ 12			
7006	{ Philadelphia, Pa., to Hights- town, N. J. Branch, Mount Holly to Bur- lington.	{ do .....	{ 27. 5	{ 6	3, 392 50	{ 36 00	{ 45 00
			{ 7	{ 12			
7007	Mount Holly to Medford .....	do .....	6. 5	12	292 50	45 00	
7008	Trenton to intersection with Del- aware, Lackawanna and West- ern Railroad.	do .....	68. 7	15	4, 946 40	72 00	
7009	Lambertville to Flemington .....	do .....	12. 13	12	545 85	45 00	
7010	Greensburgh Station to New Brunswick.	do .....	29. 13	6	1, 048 68	36 00	
7011	Rocky Hill to Monmouth Junction	do .....	8	6	360 00	45 00	
7012	Kinkora to Lewistown .....	do .....	10. 81	6	389 16	36 00	
7013	New York to Easton, Pa. ....	Morris and Essex .....	{ 54	{ 12	9, 555 30	{ 117 90	{ 126 90
			{ 19	{ 18		{ 54 00	
			{ 14. 4	{ 6			
7014	Dover to Chester .....	do .....	10	9	450 00	45 00	
7015	Camden to Atlantic City .....	Camden and Atlantic	60		3, 240 00	54 00	18 trips a week for 4 months, 12 trips a week for 8 months.
7016	Egg Harbor City to May's Land- ing.	do .....	7. 43	12	334 35	45 00	

*B.—Railroad-service as in operation on the 30th of June, 1877—Continued.*

32

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.
	<b>NEW JERSEY—Continued.</b>		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
7017	New York to Nyack, N. Y.....	Northern Railroad Company of New Jersey.	30	.....	6	2, 008 00	.....	45 00	\$658 per annum included for side-service.
7018	Philadelphia, Pa., to Bridgeton, N. J.	West Jersey.....	38.4	.....	12	4, 401 60	.....	99 00	\$600 per annum included for side-service.
7019	Glassborough to Millville.....	do.....	22	.....	12	1, 683 00	.....	76 50	
7020	Millville to Cape May.....	do.....	41	.....	12	2, 214 00	.....	54 00	
7021	Elmer to Salem.....	do.....	16.6	.....	12	747 00	.....	45 00	
7022	Woodbury to Swedesborough.....	do.....	11	.....	6	495 00	.....	45 00	
7023	Jamesburgh to Sea Girt.....	Freehold, Jamesburgh and Agricultural.	27.7	.....	12	1, 788 64	.....	45 00	\$542.14 per annum included for side-service.
7024	New York to Stony Point, N. Y...	New Jersey and New York.....	{ 16.5 27.18 }	{ ..... ..... }	6	1, 720 98	.....	{ 45 00 36 00 }	
7025	{ Waterloo to Franklin Furnace. Branch, La Fayette Junction to Branchville. Sandy Hook to Pemberton Junction. Branch, Eatontown to Port Monmouth. Branch, Manchester to Barnegat Junction.	Sussex.....	{ 12 12.76 }	{ ..... ..... }	{ 12 6 }	{ ..... 1, 495 00 }	{ ..... ..... }	{ ..... 45 00 }	\$100 per annum included for side-service on branch.
7026	{ Branch, Eatontown to Port Monmouth. Branch, Manchester to Barnegat Junction.	New Jersey Southern.....	{ 41 24 9.8 }	{ ..... ..... }	{ 12 6 9 }	{ ..... 5, 274 00 }	{ ..... ..... }	{ 60 30 60 30 45 00 }	
7027	Newark to Mont Clair.....	Newark and Bloomfield.....	5.67	.....	12	255 15	.....	45 00	
7028	New York to Denville.....	Delaware, Lackawanna and Western.	35.93	.....	18	3, 621 75	.....	100 80	
7029	Whiting to Atco.....	New Jersey Southern.....	33.3	.....	6	1, 498 50	.....	45 00	
7030	Newark to Paterson.....	Erie.....	13.12	.....	6	590 40	.....	45 00	
7031	Atsion to Bridgeton.....	Vineland.....	37.75	.....	6	1, 359 00	.....	36 00	
7032	Whiting to Long Beach.....	Tuckerton.....	{ 29.56 8.5 }	{ ..... ..... }	{ 6 ..... }	{ ..... 1, 425 82 }	{ ..... ..... }	{ 45 00 45 00 }	{ Six trips a week for three months on 8.5 miles. \$650 per annum included for side-service.
7033	Bridgeton to Port Norris.....	Bridgeton and Port Norris.....	20.24	.....	6	1, 196 48	.....	27 00	Pay on part of route estimated.
7034	Jersey City to Greenwood Lake..	Mont Clair and Greenwood Lake..	46.9	.....	6	1, 688 40	.....	36 00	
7035	Atco to Williamstown.....	Williamstown.....	9	.....	6	243 00	.....	27 00	
7036	Summit to Bernardsville.....	New Jersey West Line.....	14.6	.....	6	657 00	.....	45 00	

7037	New York to Middletown, N. Y.	New Jersey Midland	88	6	6,573 60	74 70
7038	Rahway to Perth Amboy	Pennsylvania	7.45	12	372 50	50 00
7039	Woodbury to Penn's Grove	Delaware Shore	20.47	12	829 03	40 50
7040	High Bridge to Port Oram	Central Railroad Company of New Jersey	25.32	12	1,266 01	50 00
			1,421.51		163,730 45	
PENNSYLVANIA.						
8001	Philadelphia to Pittsburgh	Pennsylvania	353.6	37½	284,860 16	805 60
8002	Philadelphia to Pottsville	Philadelphia and Reading	92.5	14½	10,406 25	112 50
8003	Philadelphia to West Chester	West Chester and Philadelphia	26.13	18	1,866 52	67 50
8004	{ Philadelphia to Bethlehem	North Pennsylvania	{ 54.6	{ 45½	{ 5,846 40	{ 99 00
	{ Branch, Lansdale to Doylestown		{ 9.8	{ 45½	{	{ 45 00
8005	Philadelphia to Norristown	Philadelphia and Reading	16.24	12	803 88	49 50
8006	Philadelphia to Darby	Philadelphia and Darby	5	6	450 00	90 00
8007	Bridgeport to Downingtown	Philadelphia and Reading	21.48	6	579 96	27 00
8008	Lamokin to Port Deposit	Philadelphia and Baltimore Central	58.25	12	4,298 85	73 80
8009	Honesdale to Lackawaxen	Erie	25	12	1,350 00	54 00
8010	East Penn Junction to Waverly	Lehigh Valley	190.67	20½	27,971 28	146 70
8011	Penn Haven Junction to Mount Carmel	do	52.84	12	2,377 80	45 00
8012	Hazel Creek Bridge to Andenried	do	8.5	6	382 50	45 00
8013	Pottsville to Herndon	Philadelphia and Reading	81.1	10½	4,014 45	49 50
8014	Port Clinton to Williamsport	do	121.53	7	6,562 62	54 00
8015	Sunbury to Tomhicken	Pennsylvania	44.1	6	2,143 26	48 60
8016	{ Penn Haven Junction to Tom-	Lehigh Valley	{ 24.7	{ 14½	{	{ 72 00
	{ hicken.		{ 6.23	{ 12	{ 2,159 10	{ 45 00
			{ 2.23	{ 6	{	{ 45 00
8017	Seranton to Northumberland	Delaware, Lackawanna and West-ern.	80	7½	6,480 00	81 00
8018	Seranton to Carbondale	Delaware and Hudson Canal Com-pany.	17.11	12	1,114 45	45 00
8019	Binghamton, N. Y., to New Hampton, N. J.	Delaware, Lackawanna and West-ern.	144.5	9½	11,054 25	76 50
8020	{ Blossburg to Corning, N. Y.	Tioga	{ 39.88	{ 12	{	{ 67 50
	{ Branch to Fall Brook		{ 6.85	{ 12	{ 3,341 70	{ 45 00
	{ Branch to Morris Run		{ 3.8	{ 6	{	{ 45 00
	{ Branch to Arnot		{ 3.79	{ 6	{	{ 45 00
8021	Williamsport to Elmira, N. Y.	Northern Central	78	12	12,480 00	160 00
8022	Sunbury to Erie	Pennsylvania	{ 39.8	{ 18	{ 32,538 53	{ 178 75
			{ 247.8	{ 18	{	{ 102 60
8023	Sunbury to Mount Carmel	Northern Central	28	10	1,260 00	45 00
8024	Alton to Carrollton, N. Y.	Erie	25.5	6	918 00	36 00
8025	Irvine to Corry	Pittsburgh, Titusville and Buffalo	95	12	5,728 50	60 30
8026	Strasburgh to Leaman Place	He r & Company	4.25	6	225 00	52 94
8027	Lancaster to Middletown	Pennsylvania	31.2	15	1,965 60	63 00
8028	Harrisburgh to Auburn	Philadelphia and Reading	58.3	7½	2,623 50	45 00
8029	Newcastle to Homewood	Pittsburgh, Fort Wayne and Chi-cago.	15	12	2,025 00	135 00
8030	Harrisburgh to Martinsburgh, W. Va.	Cumberland Valley	94	11½	6,514 20	69 30

Pay estimated.

Pay estimated.

\$102.75 per annum included for side-service.

\$344.50 per annum included for mail-messenger service.

B.—Railroad-service as in operation on the 30th of June, 1877—Continued.

34

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.
PENNSYLVANIA—Continued.			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
8031	{ Columbia to Sinking Spring. . . . .	Reading and Columbia. . . . .	{ 39.7	{	18	2,973 42		{ 48 60	Pay on 6.5 miles estimated.
8033	{ Branch, Junction to Quarryville } Columbia to Frederick, Md. . . . .		{ 23.2 69.5	{	18 6½			{ 45 00 45 00	
8034	Hanover to Gettysburgh. . . . .	Hanover Branch. . . . .	17.5		12	945 00		54 00	
8035	{ Huntingdon to Mount Dallas } Station. . . . .	Huntingdon and Broad Top. . . . .	{ 44 6	{	6 6	2,700 00		{ 54 00	
8036	Tyrone to Curwinstown. . . . .		{ 40.6 6.5	{	12 12			{ 58 50	
8037	{ Altoona to Martinsburgh } Branch, Duncansville to Newry	do. . . . .	{ 22.3 3	{	18 6	1,440 00		{ 45 00	
	Branch, Martinsburgh Junction to Henrietta. . . . .		{ 6.7	{	6			{	
8038	Cresson to Ebensburg. . . . .	do. . . . .	11		12	495 00		45 00	
8039	{ Tyrone to Lock Haven } Branch, Milesburgh to Bellefonte. . . . .	do. . . . .	{ 53.1 2.7	{	12 12	3,245 17		{ 56 25 54 00	
8040	Blairsville to Allegheny. . . . .	do. . . . .	63.7		9½	3,726 45		58 50	\$377 per annum included for side-service.
8041	Washington to Wheeling, W. Va. . . . .	Hempfield. . . . .	32		12	1,961 00		49 50	
8042	Pittsburgh to Oil City. . . . .	Allegheny Valley. . . . .	132.71		18	11,943 90		90 00	
8043	Branch Junction to Indiana. . . . .	Pennsylvania. . . . .	19		12	1,026 00		54 00	
8044	Meadville to Oil City. . . . .	Atlantic and Great Western. . . . .	36.25		9	2,039 06		56 25	Pay on 10 miles estimated.
8045	Miles Grove to Newcastle. . . . .	Erie and Pittsburgh. . . . .	83		12	9,711 00		117 00	
8046	Oil City to Ashtabula, Ohio. . . . .	Lake Shore and Michigan Southern. . . . .	87.09		6	3,919 05		45 00	
8047	Bethlehem to Chapman Quarries. . . . .	Lehigh and Lackawanna. . . . .	15		12	675 00		45 00	
8048	Downingtown to New Holland. . . . .	Pennsylvania. . . . .	28		6	1,260 00		45 00	
8049	{ West Chester to } West Chester. . . . .	West Chester. . . . .	{ 9	{	6	270 00		{ 30 00	
8050	Junction, Pennsylvania Railroad to Milroy. . . . .	Pennsylvania. . . . .	12.5		12	562 50		45 00	Pay on 14 miles estimated.
8051	Pottsville to Frackville. . . . .	Philadelphia and Reading. . . . .	8.51		10½	382 95		45 00	
8052	Greenville to Hilliard's. . . . .	Shenango and Allegheny Valley. . . . .	47.5		6	2,565 00		54 00	
8053	Carlisle to Mountain Creek. . . . .	South Mountain Iron Company. . . . .	13		6	450 00		25 00	
8054	Freeport to Butler. . . . .	Pennsylvania. . . . .	21.3		12	952 50		45 00	

8055	Wilmington, Del. to Reading, Pa.	Wilmington and Reading	72. 6	6	3,267 00	45 00	
8056	Pittsburgh to Washington	Pittsburgh, Cincinnati and Saint Louis	22. 8	12	1,333 80	58 50	
8057	Perkiomen Junction to Emaus	Philadelphia and Reading	37. 72	6½	1,497 40	45 00	
8058	Pottstown to Colebrookdale	do	13. 05	6	469 80	36 00	
8059	Barnitz to Williams' Mill Junction	Harrisburgh and Potomac	13. 9	6	625 50	45 00	Pay estimated.
8060	Lebanon to Tower City	Philadelphia and Reading	43. 1	7½	1,551 60	36 00	
8061	Towanda to Bernice	Sullivan and Erie Coal and Railroad Company	29. 32	6	1,187 46	40 50	
8062	Schaykill Haven to Glen Carbon	Philadelphia and Reading	13. 2	12	475 20	36 00	
8063	Topton to Kutztown	do	4. 36	9	196 20	45 00	
	Pittsburgh to Cumberland, Md.		147. 8	53½		98 10	
	Branch, Broad Ford to Mount Pleasant		9	12		45 00	
8064	Branch, Connellsville to Uniontown	Pittsburgh and Connellsville	12	12	15,530 58	52 20	
8065	Carbondale to Susquehanna Depot	Erie	38. 25	6	1,721 25	45 00	
8066	Lawrenceville to Antrim	Falls Brook Coal Company	23. 5	12	2,198 25	67 50	
8067	Phoenixville to Eagle	Philadelphia and Reading	13. 6	6	500 40	45 00	
8068	Lewisburgh to Laurelton	Pennsylvania, lessee of Lewisburgh Center and Spruce Creek Railroad	11. 12	6		45 00	
			20. 73	6	1,226 42	54 00	\$107 per annum included for mail-messenger service.
8069	Lewistown Junction to Sunbury	Pennsylvania, lessee of Sunbury and Lewistown Railroad	45	6	2,025 00	45 00	Pay estimated.
8070	Union City to Titusville	Pittsburgh, Titusville and Buffalo	14. 1	6	634 50	45 00	
8071	Towanda to Barclay	Towanda Coal Company, lessee of Barclay Railroad	12	6	432 00	36 00	
8072	Shaff's Bridge to Somerset	Somerset and Mineral Point	9. 1	12	609 50	45 00	\$200 per annum included for mail-messenger service.
8073	Marion Junction to Mercersburgh	Cumberland Valley	21. 44	6	964 80	45 00	
8074	Mount Dallas Station to New Bridgeport	Pennsylvania	32	7	1,440 00	45 00	
8075	Allentown to Harrisburgh	Philadelphia and Reading	90	26½	9,963 00	110 70	\$145 per annum included for mail-messenger service.
8076	Conshohocken to Flourtown	do	7. 25	6	340 75	27 00	
8077	Easton to Allentown	Lehigh Valley	17. 84	64	2,890 08	162 00	
8078	Red Bank Furnace to Driftwood	Allegheny Valley	109. 35	6	4,947 75	45 00	
8079	Chambersburgh to Mount Alto	Mont Alto	14. 75	6	531 00	36 00	
8080	Tunkhannock to Montrose	Montrose	28. 05	6	1,009 80	36 00	
8081	Lawrence to Elkland	Falls Brook Coal Company	13. 08	12	588 60	45 00	
8082	Mechanicsburgh to Dillsburgh	Cumberland Valley	8. 85	6	318 60	36 00	
8083	Pittsburgh to Morgantown City	Pittsburgh, Virginia and Charleston	31. 84	9	1,919 95	60 30	
8084	Valley Junction to Ebbvale, Md.	Bachman Valley	13. 3	6	359 10	27 00	
8085	Pomeroy to Delaware City, Del.	Pennsylvania	38. 58	6	1,388 88	36 00	
8086	Holidaysburgh to Royer	do	21. 25	9½	860 62	40 50	
8087	Mount Union to Broad Top	East Broad Top Railroad and Coal Company	32. 23	6	1,160 28	36 00	
8088	Pollock to Butler	Parker and Karus City	27	6	1,215 00	45 00	Pay estimated.
8089	Antestown to Lloydsville	Bell's Gap	8. 82	6	396 90	45 00	
8090	Philipsburgh to Morrisdale Mines	Pennsylvania	3. 69	6	166 05	45 00	

## B.—Railroad-service as in operation on the 30th of June, 1877—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.
PENNSYLVANIA—Continued.			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
8091	Reading to Slatington .....	Philadelphia and Reading, lessee of Bucks County Railroad.	43.32	.....	6	1,754 46	.....	40 50	
8092	Berlin to Garrett .....	Buffalo Valley .....	8.62	.....	12	387 90	.....	45 00	
8093	Larabee to Clermont .....	McKean and Buffalo .....	21.3	.....	6	943 65	.....	40 50	
8094	York to Delta .....	Peach Bottom .....	35.56	.....	6	1,600 20	.....	45 00	
8095	Lawsonham to Sligo .....	Allegheny Valley .....	10.47	.....	6	376 92	.....	36 00	
8096	Oxford to Peter's Creek .....	Peach Bottom .....	20.51	.....	6	733 36	.....	36 00	Pay on 3.76 miles estimated.
8097	Pittsburgh to Castle Shannon .....	Pittsburgh and Castle Shannon .....	7	.....	6	189 00	.....	27 00	
8098	Newcastle to Stoneborough .....	Newcastle and Franklin .....	36.5	.....	6	1,642 50	.....	45 00	
8099	White Haven to Upper Lehigh .....	Central Railroad Company of New Jersey.	9.82	.....	6	441 90	.....	45 00	Pay estimated.
8100	Norristown to Lansdale .....	Stony Creek .....	10.9	.....	6	490 50	.....	45 00	Do.
8101	Osceola Mills to Ramey .....	Pennsylvania .....	9.06	.....	6	407 70	.....	45 00	Do.
8102	Tamaqua to Mauch Chunk .....	Central Railroad Company of New Jersey.	16.7	.....	6	751 50	.....	45 00	Do.
8103	Wilkesbarre to Wanamie .....	do .....	11.55	.....	6	519 75	.....	45 00	
8104	Hanover Junction to Hanover .....	Hanover Branch .....	13	.....	12	585 00	.....	45 00	
8105	Jenkintown to Boundbrook, N. J. ....	Delaware and Boundbrook .....	49.1	.....	6	2,209 50	.....	45 00	Pay estimated.
8106	Millersburgh to Williamstown .....	Summit Branch .....	21.09	.....	6	949 05	.....	45 00	Do.
8107	Southwest Junction to Uniontown .....	Pennsylvania .....	37.38	.....	6	1,682 10	.....	45 00	Do.
8108	Emulton to Knox .....	Emulton and Shippensburg .....	15.2	.....	6	684 00	.....	45 00	Do.
8109	Tioga Junction to Elmira, N. Y. ....	Tioga and Elmira State Line .....	23	.....	6	1,035 00	.....	45 00	Do.
8110	Lewistown Junction to Selin's Grove Junction.	Pennsylvania, lessee of Sunbury and Lewistown Railroad.	45	.....	6	2,025 00	.....	45 00	Do.
DELAWARE.				4,741.89			589,030 62		
9501	Wilmington to Delmar .....	Philadelphia, Wilmington and Balt more.	84	.....	12	13,333 95	.....	141 30	
9502	Delmar to Crisfield, Md. ....	Eastern Shore .....	13.02	.....	12		.....	112 50	
9503	Clayton to Easton, Md. ....	Maryland and Delaware .....	38	.....	6	2,223 00	.....	58 50	
9504	Harrington to Lewes .....	Junction and Breakwater .....	44	.....	6	2,376 00	.....	54 00	
9505	Wilmington to Landenburgh, Pa. ....	Wilmington and Western .....	40	.....	6	1,800 00	.....	45 00	
9506	Georgetown to Selbyville .....	Breakwater and Frankford .....	19.53	.....	6	703 08	.....	36 00	
			19.3	.....	6	868 50	.....	45 00	
				257.85			21,304 53		

## MARYLAND.

10001	{ Baltimore to Philadelphia, Pa. } Branch, Ferryville to Port De- posit.	Philadelphia, Wilmington and Baltimore.	{ 96 4	28 1/2 6	{ 47,498 40	{ 492 90 45 00
10002	Baltimore to Sunbury, Pa.	Northern Central.	140.7	18	26,184 27	186 10
10003	Baltimore to Wheeling, W. Va.	Baltimore and Ohio.	{ 294 99	{ 27 1/2 27 1/2	129,699 30	{ 340 10 300 10
10004	Araby to Frederick.	do	3	12	270 00	90 00
10005	Weverton to Hagerstown.	do	24.25	12	1,156 72	47 70
10006	Baltimore to Williamsport.	Western Maryland.	91.62	12	6,184 35	67 50
10007	Annapolis to Annapolis Junction.	Annapolis and Elk Ridge.	20.5	12	1,383 75	67 50
10008	Cambridge to Seaford, Del.	Dorchester and Delaware.	33.5	6	1,507 50	45 00
10009	Salisbury to Ocean City.	Wicomico and Pocomoke.	30.5	6	1,372 50	45 00
10010	Townsend, Del., to Centreville, Md.	Queen Anne and Kent.	36	6	1,620 00	45 00
10011	Cumberland to Piedmont, W. Va.	Cumberland and Pennsylvania.	34	6	1,530 00	45 00
10012	Clayton, Del., to Chestertown, Md.	Kent County.	30.8	6	1,580 04	51 30
10013	Bay View to Washington, D. C.	Baltimore and Potomac.	46.1	29	18,158 79	393 90
10014	Bowie to Pope's Creek.	do	48.68	6	2,190 00	45 00
10015	Newtown Junction to Newtown.	Worcester and Somerset.	9	6	405 00	45 00
10016	Selbyville, Del., to Franklin City, Va.	Worcester.	35.24	6	1,585 80	45 00
10017	Saint Denis to Point of Rocks.	Baltimore and Ohio.	60	6	5,400 00	90 00
10018	Lake Roland to Western Mary- land Railroad Junction.	Northern Central.	8.5	6	306 00	36 00
10019	Emmitsburg to Rocky Ridge.	Emmitsburg.	7	12	315 00	45 00
				1,152.39		248,348 02

Pay on 3.8 miles estimated.

## WEST VIRGINIA.

12001	Harner's Ferry to Staunton, Va.	Baltimore and Ohio.	126.53	6	9,451 79	74 70
12002	Grafton to Parkersburg.	do	104.58	14	25,737 13	246 10
12004	Laurel Junction to Volcano.	Laurel Fork and Sand Hill.	10.009	18	360 00	36 00
12005	Pennsborough to Ritchie C. H.	Pennsborough and Harrisville.	9	6	405 00	45 00
				250.119		35,953 92

## VIRGINIA.

11001	Washington, D. C., to Richmond, Va.	Richmond, Fredericksburgh and Potomac.	131	13	38,448 50	243 50
11002	{ Alexandria to Lynchburgh } Branch, Owl Run to Warrenton	Washington City, Virginia Mid- land and Great Southern.	{ 170.82 9	{ 13 6	{ 43,537 05	{ 227 50 45 00
11003	Manassas to Strasburgh.	do	62.55	6	2,871 00	45 90
11004	Alexandria to Round Hill.	Washington and Ohio.	52.74	6	2,515 70	47 70
11005	Richmond to Huntington, W. Va.	Chesapeake and Ohio.	{ 272.75 143.39	{ 12 12	{ 30,773 56	{ 81 00 58 50
11006	Richmond to Greensborough, N. C.	Richmond and Danville.	189.58	16	29,005 74	153 00
11007	Richmond to West Point.	Richmond, York River and Chesa- peake.	39.84	6	1,792 80	45 00

\$6,550 per annum included for  
railway post-office cars.  
\$4,270.50 per annum included  
for railway post-office cars.

## B.—Railroad-service as in operation on the 30th of June, 1877—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.
	VIRGINIA—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
11008	Richmond to Petersburg .....	Richmond and Petersburg .....	24.07	.....	14	5,296 16	.....	163 80	\$1,203.50 per annum for railway post-office cars, and \$150 per annum for mail-messenger service, included.
11009	Petersburgh to Weldon, N. C. ....	Petersburgh .....	65.51	.....	14	10,796 04	.....	164 80	
11010	Petersburgh to City Point .....	Atlantic, Mississippi and Ohio .....	10.75	.....	6	483 75	.....	45 00	
11011	Petersburgh to Norfolk .....	do .....	82.4	.....	6	4,449 60	.....	54 00	
11012	Petersburgh to Lynchburgh .....	do .....	123.75	.....	6	7,239 37	.....	58 50	\$5,125 per annum included for railway post-office cars.
11013	Lynchburgh to Bristol, Tenn .....	do .....	205	.....	14	49,917 50	.....	218 50	
11014	Glade Spring to Saltville .....	do .....	9.5	.....	6	256 50	.....	27 00	
11015	Portsmouth to Weldon, N. C. ....	Seaboard and Roanoke .....	79.26	.....	6	4,208 70	.....	53 10	
11016	Lynchburgh to Danville .....	Washington City, Virginia Mid-land and Great Southern .....	66.34	.....	6	2,985 30	.....	45 00	Pay estimated.
11017	Chester to Winterpock .....	Clover Hill .....	18.5	.....	6	333 00	.....	18 00	
11018	Washington to Alexandria .....	Alexandria and Washington .....	7	.....	13	1,575 00	.....	225 00	
11020	Fredericksburgh to Orange C. H. ....	Royal Land Company .....	38.25	.....	6	1,721 25	.....	45 00	
				1807			238,206 52		
	NORTH CAROLINA.								
13001	Raleigh to Weldon, N. C. ....	Raleigh and Gaston .....	97	.....	6	5,761 80	.....	59 40	
13002	{ Weldon to Wilmington .....	Wilmington and Weldon .....	{ 163.07	.....	{ 13	27,014 36	.....	{ 160 20	
	{ Branch, Rocky Mount to Tarborough, .....		{ 19.79	.....	{ 7			{ 45 00	
13003	Wilmington to Charlotte .....	Carolina Central .....	195.9	.....	13	9,697 05	.....	49 50	
13004	{ Goldsborough to Greensborough .....	Richmond and Danville .....	{ 130.35	.....	{ 7	19,847 02	.....	{ 67 50	
	{ Greensborough to Charlotte .....		{ 93	.....	{ 7			{ 118 80	
13005	Goldsborough to Morehead City .....	Atlantic and North Carolina .....	94.04	.....	6	4,993 53	.....	53 10	
13006	Salisbury to Henry's .....	Western North Carolina .....	117.31	.....	6	6,123 58	.....	52 20	
13007	Charlotte to Augusta, Ga. ....	Charlotte, Columbia and Augusta .....	195.75	.....	10 1/2	20,260 13	.....	103 50	
13008	Charlotte to Shelby .....	Carolina Central .....	55.25	.....	6	2,486 25	.....	45 00	
13009	Charlotte to Statesville .....	Atlantic, Tennessee and Ohio .....	49.38	.....	6	1,999 89	.....	40 50	
13010	Raleigh to Cameron .....	Raleigh and Augusta Air Line .....	58.78	.....	6	2,645 10	.....	45 00	

13011	{ Fayetteville to Sanford .....	Western .....	{ 38.53 .....	6 }	2,003 85 .....	45 00
13012	{ Branch, Sanford to Egypt Depot } Greensborough to Salem .....	Northwestern North Carolina .....	{ 6 .....	6 }	1,503 60 .....	51 30
			29.31 .....	6	104,336 16 .....	
			1,344.46 .....			
SOUTH CAROLINA.						
14001	{ Columbia to Greenville C. H. } Branch, Hodges to Abbeville C. H. ....	Greenville and Columbia .....	{ 144.01 .....	6 }	9,017 66 .....	55 80
			11.81 .....	6		45 00
	Branch, Belton to Anderson C. H. ....		10.01 .....	6		45 00
14002	{ Columbia to Florence .....	Wilmington, Columbia & Augusta	{ 82.08 .....	7 }	22,938 93 .....	81 00
	{ Florence to Wilmington, N. C. } Kingsville to Augusta, Ga. ....		{ 109.7 .....	13 }		148 50
	Branch, Kingsville to Camden .....		118 .....	13		63 00
14003	{ Branch, Kingsville to Columbia } Branch, Branchville to Charles- ton. ....	South Carolina .....	{ 39.25 .....	6 }	14,900 63 .....	40 50
			25.7 .....	13		63 00
			62.25 .....	20		68 40
14004	Charleston to Savannah, Ga. ....	Savannah and Charleston .....	110 .....	13	12,870 00 .....	117 00
14.05	Charleston to Florence .....	Northeastern .....	103 .....	13	13,905 00 .....	135 00
14006	Florence to Cheraw .....	Cheraw and Darlington .....	40.88 .....	6	1,839 60 .....	45 00
14007	Chester to Dallas .....	Chester and Lenoir Narrow-Gauge	49.93 .....	6	2,246 85 .....	45 00
14008	Alston to Spartanburgh C. H. ....	Spartanburgh and Union .....	68.12 .....	6	3,065 40 .....	45 00
14009	Anderson C. H. to Walhalla. ....	Greenville and Columbia .....	35.06 .....	6	1,577 70 .....	45 00
14010	Port Royal to Augusta, Ga. ....	Port Royal .....	112.2 .....	6	5,755 86 .....	51 30
			1,122 .....		88,117 63 .....	
GEORGIA.						
15001	Atlanta to Charlotte, N. C. ....	Atlanta and Richmond Air-Line ..	266.5 .....	7	21,586 50 .....	81 00
15002	Atlanta to Chattanooga, Tenn. ....	Western and Atlantic .....	138.47 .....	14	23,775 29 .....	171 70
15003	Atlanta to West Point .....	Atlanta and West Point .....	6.68 .....	14	12,169 88 .....	140 40
15004	Augusta to Atlanta .....	Georgia .....	171.62 .....	12	24,507 33 .....	142 80
15005	Millen to Augusta .....	Central Railroad and Banking Company. ....	53.125 .....	14	3,538 12 .....	66 60
15006	Washington to Double Wells .....	Georgia .....	18.86 .....	6	848 70 .....	45 00
15007	Union Point to Athens .....	do .....	39.92 .....	6	2,227 54 .....	55 80
15008	Kingston to Rome .....	Rome .....	20.35 .....	7	915 75 .....	45 00
15009	{ Savannah to Live Oak, Fla. } Branch, Du Pont to Bainbridge } Savannah to Macon .....	Atlantic and Gulf. ....	{ 179.2 .....	13 }	26,075 61 .....	118 80
			{ 106.37 .....	7 }		45 00
		Central Railroad and Banking Company. ....	192.125 .....	14	13,660 08 .....	71 10
15011	Macon to Columbus .....	Southwestern .....	100.94 .....	13	6,995 14 .....	69 30
15012	Macon to Atlanta .....	Central Railroad and Banking Company. ....	103.52 .....	13	10,527 98 .....	101 70
15013	{ Macon to Brunswick .....	Macon and Brunswick .....	{ 188 .....	6 }	12,880 80 .....	66 60
	{ Branch, Cochran to Hawkins- ville. ....		{ 10 .....	6 }		36 00
15014	Gordon to Milledgeville .....	Central Railroad and Banking Company. ....	18.25 .....	6	821 25 .....	45 00

## B.—Railroad-service as in operation on the 30th of June, 1877—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.
	GEORGIA—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
15015	Eatonton to Milledgeville.....	Central Railroad and Banking Company.	22. 125	.....	6	995 63	.....	45 00	
15016	{ Macon to Enfaula, Ala..... } { Branch, Smithville to Albany..... } { Branch, Cuthbert to Fort Gaines..... } { Branch, Albany to Ailington..... }	Southwestern.....	{ 144. 84 23. 78 22. 67 35. 5 }	.....	{ 6 5 6 5 }	12, 781 17	.....	{ 67 50 45 00 36 00 31 50 }	
15017	Fort Valley to Perry.....	do.....	13. 32	.....	6	479 52	.....	36 00	
15018	Thomasville to Albany.....	Atlantic and Gulf.....	58. 91	.....	7	2, 650 95	.....	45 00	
15019	Barnesville to Thomaston.....	Central Railroad and Banking Company.	17. 25	.....	6	621 00	.....	36 00	
15020	Cartersville to Rock Mart.....	Cherokee.....	22. 02	.....	6	596 16	.....	27 00	
15021	Camak to Macon.....	Macon and Augusta.....	80. 66	.....	6	4, 355 64	.....	54 00	
15022	Griffin to Carrollton.....	Savannah, Griffin and North Alabama.	59. 86	.....	6	2, 424 33	.....	40 50	
15023	Brunswick to Albany.....	Brunswick and Albany.....	173. 31	.....	3	4, 679 37	.....	27 00	
15024	Columbus to Hamilon.....	North and South.....	23. 51	.....	6	740 57	.....	31 50	
15025	Athens to Belton.....	Northeastern Railroad Company of Georgia.	40. 53	.....	6	1, 823 85	.....	45 00	Pay estimated.
	FLORIDA.			2, 432, 275			192, 578 16		
16001	Fernandina to Cedar Keys.....	Atlantic, Gulf and West India Transit Company.	154. 8	.....	6	5, 572 80	.....	36 00	
16002	{ Jacksonville to Chattahoochee } { River, Tallahassee to Saint } { Marks, Pensacola to Whiting Junction, } { Ala. }	Jacksonville, Pensacola and Mobile.	{ 213. 52 21. 89 }	.....	{ 11 1/2 3 }	12, 692 77	.....	{ 57 60 18 00 }	
16003	Pensacola to Whiting Junction, Ala.	Pensacola and Louisville.....	44. 05	.....	13	1, 902 96	.....	43 20	
16004	Tucui to Saint Augustine.....	Saint Johns.....	15. 69	.....	6	706 05	.....	45 00	
16005	Pensacola to Millview.....	Pensacola and Perdido.....	10. 625	.....	6	286 88	.....	27 00	
	ALABAMA.			46, 775			21, 161 46		
17001	Montgomery to West Point, Ga..	Western Railroad Company of Alabama.	88. 5	.....	14	12, 186 45	.....	137 70	

17002	Montgomery to Selma .....	do .....	50 .....	7 .....	2,250 00 .....	45 00 .....
17003	Montgomery to Eufaula .....	Montgomery and Eufaula .....	81.24 .....	7 3/4 .....	3,728 91 .....	45 90 .....
17004	Montgomery to Decatur .....	South and North Alabama .....	182.85 .....	14 .....	16,193 19 .....	88 56 .....
	{ Memphis, Tenn., to Stevenson, Ala. .....	271.5 .....	14 } .....			99 00 .....
17005	{ Branch, Moscow to Somerville Branch, Tusculumbia to Florence } .....	Memphis and Charleston .....	14.5 .....	7 } .....	27,823 50 .....	45 00 .....
			6.5 .....	7 } .....		45 00 .....
17006	Marion Junction to Greensbor- ough .....	Selma, Marion and Memphis .....	37.25 .....	6 .....	1,676 25 .....	45 00 .....
17007	Opelika to Columbus, Ga .....	Western Railroad Company of Alabama .....	28 .....	14 .....	1,764 00 .....	63 00 .....
17008	Columbus, Ga., to Troy, Ala. ....	Mobile and Girard .....	90 .....	6 .....	3,628 80 .....	40 32 .....
17009	Selma to Meridian, Miss .....	Alabama Central .....	108.2 .....	7 .....	6,524 46 .....	60 30 .....
17010	Selma to Dalton, Ga .....	Selma, Rome and Dalton .....	237.5 .....	7 .....	12,825 00 .....	54 00 .....
17011	Gainesville to Gainesville Junc- tion .....	Mobile and Ohio .....	22 .....	7 .....	891 00 .....	40 50 .....
17012	Mobile to Montgomery .....	Mobile and Montgomery .....	67 .....	14 } .....	22,127 53 .....	141 30 .....
			112 .....	14 } .....		113 04 .....
17013	Mobile to New Orleans, La .....	New Orleans, Mobile and Texas ..	140 .....	14 .....	21,798 00 .....	155 70 .....
17014	Opelika to Buffalo .....	East Alabama and Cincinnati .....	22.5 .....	6 .....	810 00 .....	36 00 .....
17015	{ Chattanooga, Tenn., to Merid- ian, Miss. .... }	Alabama and Chattanooga .....	21.5 .....	7 } .....	10,840 50 .....	45 00 .....
			270.5 .....	7 } .....		36 00 .....
17016	Opelika to Good Water .....	Savannah and Memphis .....	59.65 .....	6 .....	2,415 83 .....	40 50 .....
17017	Selma to Pine Apple .....	Selma and Gulf .....	43.19 .....	4 .....	1,749 20 .....	40 50 .....
17018	Mobile to Bigbee Bridge .....	Mobile and Alabama Grand Trunk	59.7 .....	6 .....	1,821 90 .....	27 00 .....
17019	Cheshaw to Tuskegee .....	Tuskegee .....	6 .....	14 .....	270 00 .....	45 00 .....
17020	Atalla to Gadsden .....	East Alabama and Cincinnati .....	6 .....	6 .....	270 00 .....	45 00 .....
17021	Eufaula to Clayton .....	Vicksburgh and Brunswick .....	22.5 .....	6 .....	810 00 .....	36 00 .....
17022	Selma to Martin's Station .....	Selma and New Orleans .....	20.5 .....	3 .....	553 50 .....	27 00 .....
			2,072.08 .....		152,958 07 .....	
MISSISSIPPI.						
18001	Canton to Cairo, Ill .....	New Orleans, Saint Louis and Chicago .....	342.98 .....	7 .....	44,141 52 .....	128 70 .....
18002	Memphis, Tenn., to Grenada, Miss	Mississippi and Tennessee .....	101.7 .....	10 .....	6,681 69 .....	65 70 .....
18003	Vicksburgh to Meridian .....	Vicksburgh and Meridian .....	45.5 .....	7 } .....	8,072 31 .....	81 00 .....
			95.2 .....	7 } .....		46 08 .....
	{ Mobile, Ala., to Columbus, Ky. . Branch, Artesia to Columbus, Miss. .... }	472.7 .....	7 } .....			57 60 .....
18004		14 .....	7 } .....		28,219 77 .....	45 00 .....
	{ Branch, Artesia to Starkville . Grand Gulf to Port Gibson .....	11.5 .....	6 } .....			31 50 .....
18006		8 .....	6 } .....		560 00 .....	45 00 .....
18007	Muldon to Aberdeen .....	Mobile and Ohio .....	9 .....	7 .....	324 00 .....	36 00 .....
18008	Middleton Station, Tenn., to Rip- ley, Miss. ....	Southern Railway Security Com- pany .....	24.3 .....	6 .....	874 80 .....	36 00 .....
18009	Durant to Kosciusko .....	New Orleans, Saint Louis and Chicago, operating Mississippi Central .....	21.57 .....	6 .....	776 52 .....	36 00 .....
			1,146.45 .....		89,650 61 .....	

\$210 per annum included for  
mail-messenger service.

Six trips a week for a portion  
of the year.

\$200 per annum included for  
mail-messenger service.

## B—Railroad-service as in operation on the 30th of June, 1877—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.
	LOUISIANA.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
30001	New Orleans to Canton, Miss. ....	New Orleans, Saint Louis and Chicago.	206	.....	13	23,922 40	.....	140 40	
30002	New Orleans to Donaldsonville. ....	New Orleans and Texas. ....	63.66	.....	6	2,864 70	.....	45 00	
30003	New Orleans to Morgan City. ....	Morgan's Louisiana and Texas Railroad.	83	.....	7	7,624 00	.....	88 00	\$320 per annum included for side-supply.
30004	Terre Bonne to Houma. ....	do	15.28	.....	7	764 00	.....	50 00	
30005	Baton Rouge to Livonia. ....	Baton Rouge, Grosse Tête and Opelousas.	28	.....	3	504 00	.....	18 00	
30006	Clinton to Port Hudson. ....	Clinton and Port Hudson. ....	21	.....	3	567 00	.....	27 00	
30007	Saint Francisville to Woodville, Miss. ....	West Feliciana. ....	27.57	.....	3	964 95	.....	35 00	
30008	Vicksburgh, Miss., to Monroe, La	Vicksburgh, Shreveport and Texas	75.5	.....	7	3,172 36	.....	36 72	\$400 per annum included for ferriage and mail-messenger service.
				520.01			45,383 41		
	TEXAS.								
31001	Houston to Galveston. ....	Galveston, Houston and Henderson.	50	.....	19	7,250 00	.....	145 00	
31002	Harrisburgh to San Antonio. ....	Galveston, Harrisburgh and San Antonio.	214.7	.....	12	16,231 32	.....	75 60	Pay estimated on 59.5 miles.
31003	Houston to Denison City. ....	Houston and Texas Central. ....	155	.....	12	42,227 50	.....	125 10	
31004	Hempstead to Austin. ....	do	182.55	.....	6	.....	.....	93 60	
31005	Bremond to Waco. ....	do	118.7	.....	12	11,110 32	.....	72 90	
		do	44.56	.....	9	3,248.42	.....	135 00	
31006	Longview to Houston. ....	do	236	.....	6	.....	.....	50 00	
	Branch, Mineola to Zavala. ....	International and Great Northern	44.125	.....	6	34,491 25	.....	50 00	
	Branch, Phelps to Huntsville. ....	do	8.5	.....	6	.....	.....	50 00	
31007	Palestine to Austin. ....	do	183.84	.....	6	9,192 00	.....	50 00	Pay estimated on 62.84 miles.
31008	Houston to Columbia. ....	do	50	.....	2	1,250 00	.....	25 00	
31009	Shreveport, La., to Fort Worth, Tex.	Texas and Pacific. ....	40	.....	12	19,717 20	.....	90 00	Pay estimated on 29.88 miles.
		do	179.08	.....	6	.....	.....	150 00	
31010	Marshall to Texarkana, Ark. ....	do	74	.....	6	11,100 00	.....	51 00	Pay estimated on 97.97 miles.
31011	Sherman to Texarkana, Ark. ....	do	154.97	.....	6	7,903 47	.....	45 00	Pay estimated.
31013	Houston to Orange. ....	Texas and New Orleans. ....	106.84	.....	3	4,807 80	.....		
				1,842 865			168,529 28		

ARKANSAS.									
29001	Memphis, Tenn., to Argenta, Ark	Memphis and Little Rock	134	7	10,130 40	75 60			
29002	Helena to Clarendon	Arkansas Central	48. 2	6	1,952 10	40 50			
29005	Argenta to Fort Smith	Little Rock and Fort Smith	169. 29	6	10,360 54	61 20			Pay estimated on 43.65 miles.
29006	Malvern to Hot Springs	Hot Springs	25. 11	6	1,378 53	54 90			
29007	Pine Bluff to Watson	Little Rock, Mississippi River and Texas.	50	6	2,250 00	45 00			Pay estimated.
			426. 6			26,071 57			
MISSOURI.									
28001	Saint Louis to Atchison, Kans.	Missouri Pacific	{ 37	13 1/2 }	66,952 09	166 16			
			{ 292. 75	13 1/2 }		207 70			
28002	{ Saint Louis, to Columbus, Ky. ....	{ Saint Louis, Iron Mountain and	{ 197	13 }	28,568 00	144 00			
	{ Branch, Mineral Point to Potosi	{ Southern.	{ 4	6 }		50 00			
28003	Pacific to Vinita, Ind. T. ....	Atlantic and Pacific	327. 25	6	27,096 30	82 80			
28004	Saint Louis to Kansas City	Saint Louis, Kansas City and Northern.	276. 56	14 1/2 }	38,580 12	139 50			
28005	{ Quincy, Ill., to Saint Joseph, Mo. ....	{ Hannibal and Saint Joseph	{ 171	13 1/2 }		192 00			
	{ Branch, Palmyra to Hannibal		{ 32. 5	7 }	39,022 00	172 00			
			{ 15	13 }		40 00			
28006	Kansas City to Union Pacific Transfer.	Kansas City, Saint Joseph and Council Bluffs.	203. 5	14	27,289 35	134 10			
28007	Moberly to Ottumwa, Iowa	Saint Louis, Kansas City and Northern.	131	6	9,432 00	72 00			
28008	Tipton to Boonville	Atlantic and Pacific	25	6	1,147 50	45 90			
28009	Centralia to Columbia	Saint Louis, Kansas City and Northern.	22	6	990 00	45 00			
28010	Kansas City to Cameron	Hannibal and Saint Joseph	54	13	13,636 00	239 00			\$730 per annum included for ferriage.
28011	Sedalia to Denison City, Tex.	Missouri, Kansas and Texas	{ 158. 5	13 }		166 70			
			{ 265	7 }	70,504 95	155 00			
			{ 23. 5	7 }		128 00			
28012	Saint Joseph to Lexington	Saint Louis, Kansas City and Northern.	76. 75	7	3,522 82	45 90			
28013	Brunswick to Pattonsburgh	Brunswick and Chillicothe and Saint Louis, Council Bluffs and Omaha.	80. 05	6	4,106 57	51 30			
28014	Hannibal to Sedalia	Missouri, Kansas and Texas	142. 88	13	22,403 58	156 80			
28015	Alexandria to Centerville, Iowa	Missouri, Iowa and Nebraska	85. 63	6	4,241 50	50 00			
28016	Pleasant Hill to De Soto	Saint Louis, Lawrence and Western	46. 8	6	2,340 00	50 00			Pay estimated.
28017	Sedalia to Lexington	Atlantic and Pacific	56. 25	6	2,531 25	45 00			
28018	Keokuk, Iowa, to Clarksville, Mo	Saint Louis, Keokuk and North-western.	{ 60. 72	6 }	6,948 90	75 00			Pay on 9.4 miles estimated.
			{ 35. 48	6 }		67 50			
28019	Quincy, Ill., to Kirksville, Mo	Quincy, Missouri and Pacific	71. 28	12	4,134 24	58 00			
28020	Pierce City to Oswego, Kans.	Missouri and Western	{ 26. 37	13 }	3,319 20	45 00			
			{ 47. 39	7 }					
28021	Mexico to Cedar City	Chicago and Alton	50. 62	6	2,277 90	45 00			
28022	Road House, Ill., to Mexico, Mo	do	90	12	11,655 00	112 50			\$1,530 per annum included for railway post-office cars.
28023	Cuba to Salem	Saint Louis, Salem and Little Rock	40. 88	6	1,839 60	45 00			

B.—Railroad-service as in operation on the 30th of June, 1877—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mails.	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.
	MISSOURI—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
28024	Holden to Paola .....	Missouri, Kansas and Texas .....	55	.....	6	2,750 00	.....	50 00	
28025	Salisbury to Glasgow .....	Saint Louis, Kansas City and Northern.	15.66	.....	12	704 70	.....	45 00	
28026	Bismarck to Texarkana, Ark. ....	Saint Louis, Iron Mountain and Southern.	{ 90.24	.....	{ 7	50,146 71	.....	{ 155 00	
			{ 324.01	.....	{ 7			{ 111 61	
28027	Cairo, Ill., to Poplar Bluff, Mo. ....	do .....	73.73	.....	6	2,654 28	.....	36 00	
28028	Saint Joseph to Hopkins .....	Kansas City, Saint Joseph and Council Bluffs.	61.5	.....	6	3,874 50	.....	63 00	
28030	Saint Joseph to Atchison, Kans. ....	Hannibal and Saint Joseph .....	22.08	.....	13	1,987 20	.....	90 00	
28031	Saint Louis to Normandy .....	West End Narrow Gauge .....	10.53	.....	6	331 69	.....	31 50	
28032	Atchison, Kans., to Edgerton Junction, Mo. ....	Chicago, Rock Island and Pacific..	30	.....	6	2,700 00	.....	90 00	Pay estimated.
28033	Kansas City to Lexington .....	Wyandotte, Kansas City and Northwestern.	43.35	.....	6	2,167 50	.....	50 00	Do.
				3,872.76			459,895 45		
	TENNESSEE.								
19001	Nashville to Lebanon .....	Tennessee and Pacific .....	32.75	.....	6	1,473 75	.....	45 00	
19002	{ Bristol to Chattanooga. .... }	East Tennessee, Virginia and Georgia.	{ 242.7	.....	{ 14	49,887 69	.....	{ 189 70	
	{ Branch, Cleveland to Dalton. .... }		{ 28.5	.....	{ 7			{ 135 00	
19003	Rogersville to Bull's Gap .....	W. P. Elliott, owner of Rogersville and Jefferson Railroad.	15	.....	6	715 00	.....	45 00	\$40 per annum included for mail-messenger service.
	{ Nashville to Chattanooga. .... }		{ 114	.....	{ 13			{ 150 30	
19004	{ Branch, Wartrace Depot to Shelbyville. .... }	Nashville and Chattanooga .....	{ 39	.....	{ 20	23,355 90	.....	{ 150 30	
			{ 8	.....	{ 7			{ 45 00	
19005	Fayetteville to Decherd .....	Nashville, Chattanooga and Saint Louis.	40	.....	6	1,800 00	.....	45 00	
19006	Nashville to Decatur, Ala. ....	Louisville and Nashville .....	{ 47	.....	{ 12	13,092 60	.....	{ 117 00	
			{ 75.333	.....	{ 12			{ 100 80	
19007	Nashville to Hickman, Ky. ....	Nashville and Chattanooga .....	{ 155	.....	{ 13	13,221 47	.....	{ 77 40	
			{ 15.82	.....	{ 7				
19010	Memphis to Paris .....	Louisville and Nashville .....	{ 115.2	.....	{ 20	21,110 85	.....		{ 69 miles, at \$135.
			{ 17.3	.....	{ 13				{ 43.5 miles, at \$209.10.
19011	Knoxville to Caryville .....	Knoxville and Ohio .....	38.94	.....	6	1,577 07	.....	40 50	
19012	Morristown to Wolf Creek .....	East Tennessee, Virginia and Georgia.	39.8	.....	6	1,432 80	.....	36 00	

19013	Tracy City to Cowan .....	Tennessee Coal and Railroad Com- pany.	23	.....	6	828 00	.....	36 00	
19014	Memphis to Covington .....	Paducah and Memphis .....	38.31	.....	6	1,379 16	.....	36 00	
19015	Jasper to Bridgeport, Ala. ....	Nashville and Chattanooga .....	12	.....	6	324 00	.....	27 00	
19016	Tullahoma to McMinnville .....	Nashville, Chattanooga and Saint Louis.	35	.....	6	1,575 00	.....	45 00	Pay estimated.
19017	Knoxville to Maryville .....	Knoxville and Charleston .....	16.27	.....	6	658 94	.....	40 50	
19018	Columbia to Lewisburgh .....	Duck River Valley .....	20.23	.....	6	910 35	.....	45 00	Pay estimated.
				1,169.153			133,342 58		
	KENTUCKY.								
20001	Ashland to Geigersville .....	Lexington and Big Sandy .....	13.98	.....	6	377 46	.....	27 00	
20002	Covington to Nicholasville .....	Kentucky Central .....	{ 99	.....	12 }	11,309 40	.....	{ 106 20	
20003	La Grange to Lexington .....	Louisville, Cincinnati and Lex- ington.	{ 13	.....	6 }		.....	{ 61 20	
			{ 67	.....	12 }	5,246 10	.....	{ 78 30	
20004	Cincinnati, Ohio, to Louisville, Ky	do .....	110.375	.....	18	22,847 63	.....	207 00	
20005	Louisville to Nashville, Tenn .....	Louisville and Nashville .....	{ 113.5	.....	14 }	49,644 48	.....	{ 277 80	
20006	Bardstown Junction to Bards- town.	do .....	{ 73.1	.....	7 }	700 65	.....	{ 247 80	
			{ 17.3	.....	7 }		.....	{ 40 50	
20007	{ Lebanon Junction to Fish Point } { Branch, Richmond Junction to } Richmond.	do .....	{ { 76.4	.....	{ 6 }		.....	{ { 69 30	
			{ { 33.5	.....	{ 6 }	8,506 89	.....	{ { 40 50	
			{ { 33.8	.....	{ 6 }		.....	{ { 54 90	
20008	Bowling Green to Paris .....	Louisville and Nashville .....	134.08	.....	13	28,156 80	.....	210 00	
20009	Paducah to Trimble, Tenn .....	Paducah and Memphis .....	{ 50	.....	12 }	3,448 80	.....	45 00	
20011	Elizabethtown to Paducah .....	Paducah and Elizabethtown .....	186.19	.....	6	12,567 83	.....	67 50	
20012	Glasgow Junction to Glasgow .....	Louisville and Nashville .....	12	.....	10 1/2	540 00	.....	45 00	
20013	Anchorage to Shelbyville .....	Shelby .....	19	.....	12	855 00	.....	45 00	
20014	Willard to Greenup .....	Eastern Kentucky .....	34.5	.....	6	1,242 00	.....	36 00	
20015	Owensborough to Owensborough Junction.	Evansville, Owensborough and N. saville.	36.13	.....	6	1,625 85	.....	45 00	
20016	Maysville to Paris .....	Maysville and Lexington .....	50	.....	6	2,970 00	.....	59 40	
20017	Lexington to Mount Sterling .....	Louisville, Cincinnati and Lexing- ton.	33.84	.....	12	1,644 63	.....	48 60	
20018	Cincinnati Junction to Louisville and Nashville Junction.	do .....	4.13	.....	12	676 59	.....	163 80	
20019	Louisville to Ceciltau .....	Louisville and Nashville .....	47.58	.....	6	1,926 99	.....	40 50	
				1,285.045			154,287 01		
	OHIO.								
21001	Bellaire to Columbus .....	Central Ohio .....	{ 104.875	.....	20 }	25,750 78	.....	{ 220 90	
21002	Pittsburgh, Pa., to Chicago, Ill. ....	Pittsburgh, Fort Wayne, and Chi- cago	{ 33	.....	13 }		.....	{ 78 30	
			{ 469.5	.....	29 1/2 }	103,947 30	.....	{ 221 40	
21003	Pittsburgh, Pa., to Bellaire, Ohio ..	Cleveland and Pittsburgh .....	94.5	.....	18	11,056 59	.....	117 00	
21004	Hudson to Columbus .....	Cleveland, Mount Vernon and Del- aware.	{ 61	.....	12 }		.....		
			{ 40	.....	6 }	11,159 82	.....	76 50	
			{ 44.88	.....	12 }		.....		

## B.—Railroad-service as in operation on the 30th of June, 1877—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>	
21005	Cleveland to Sharpsville, Pa .....	Atlantic and Great Western .....	84.4	.....	10½	6,988 32	.....	82 80	
21006	Cleveland to Wellsville .....	Cleveland and Pittsburgh .....	56.5	.....	12 }	14,279 22	.....	139 50	
21007	Elyria to Millbury .....	Lake Shore and Michigan Southern .....	45.86	.....	12 }	27,294 21	.....	364 02	
21008	Bayard to New Philadelphia .....	Cleveland and Pittsburgh .....	74.98	.....	19	1,755 00	.....	54 00	
21009	Minerva to Leavitt .....	Ohio and Toledo .....	32.5	.....	6	999 90	.....	45 00	
21010	Sandusky to Newark .....	Baltimore and Ohio, lessee of Sandusky, Mansfield and Newark. Pittsburgh, Cincinnati and Saint Louis.	22½	.....	6 }	21,948 40	.....	58 50	Pay estimated.
21011	Xenia to Dayton .....	Pittsburgh, Cincinnati and Saint Louis.	28	.....	18 }	979 20	.....	230 80	
21012	Springfield to Sandusky .....	Cincinnati, Sandusky and Cleveland.	17	.....	18	.....	.....	57 60	
21013	Columbus to Delaware .....	Cincinnati, Sandusky and Cleveland.	130.35	.....	12	10,343 80	.....	78 75	
21014	Columbus to Xenia .....	Cleveland, Columbus, Cincinnati and Indianapolis.	24.75	.....	6	2,227 50	.....	90 00	
21015	Columbus to Indianapolis, Ind .....	Columbus and Xenia .....	55	.....	13	20,152 00	.....	366 40	
21016	Galion to Indianapolis, Ind .....	Columbus, Chicago and Indiana Central.	188	.....	20	76,647 60	.....	407 70	
21017	Blanchester to Hillsborough .....	Cleveland, Columbus, Cincinnati and Indianapolis.	119.4	.....	13 }	38,148 00	.....	187 00	
21018	Portsmouth to Hamden Junction .....	Marietta and Cincinnati .....	84.6	.....	19 }	963 90	.....	45 90	
21019	Toledo to Quincy, Ill .....	to .....	21	.....	12	4,636 80	.....	82 80	
21020	Branch, Bluffs to Naples .....	Wabash .....	56	.....	12 }	118,130 00	.....	242 50	
21021	Branch, Clayton to Keokuk .....	.....	476	.....	12 }	.....	.....	81 00	
21022	Fremont to Saint Mary's .....	Lake Erie and Louisville .....	4	.....	12 }	4,262 00	.....	54 00	
21023	Carey to Findlay .....	Cincinnati, Sandusky and Cleveland.	44	.....	12 }	720 00	.....	47 70	
21024	Dayton to Union City .....	Dayton and Union .....	89.35	.....	6	2,384 42	.....	49 50	
21025	Dayton to Toledo .....	Dayton and Michigan .....	16	.....	12	16,469 00	.....	115 20	
21026	Hamilton to Indianapolis, Ind .....	Cincinnati, Hamilton and Indianapolis.	48.17	.....	16½	5,730 62	.....	57 60	
21027	Hamilton to Richmond, Ind .....	Cincinnati, Richmond, and Chicago.	142.96	.....	15½	3,653 10	.....	81 00	
21028	Cincinnati to Dayton .....	Cincinnati, Hamilton and Dayton	99.49	.....	12	8,877 06	.....	162 00	
21029	.....	.....	45.1	.....	27 }	.....	.....	135 00	

21027	Cincinnati to Springfield.....	Pittsburgh, Cincinnati, and Saint Louis.....	65.96	20	25,022 74	366 40
21028	Cincinnati to Parkersburgh, W. Va.....	Marietta and Cincinnati.....	195.15	12	46,621 33	45 0
21029	Morrow to Dresden.....	Pittsburgh, Cincinnati and Saint Louis.....	149.4	14	8,470 98	238 90
21030	Dayton to Richmond, Ind.....	do.....	42	6	2,154 60	56 70
21031	North Bend to Hagerstown, Ind.....	Indianapolis, Cincinnati and La Fayette, lessee of White Water Valley.....	72.58	12	4,507 22	51 30
21032	{ Columbus to Pittsburgh, Pa..... }	{ Pittsburgh, Cincinnati, and Saint Louis..... }	{ 193..... }	{ 20..... }	{ 125,790 70..... }	{ 62 10 }
21033	{ Branch, Means to Cadiz..... }	{ Cincinnati Sandusky and Cleveland..... }	{ 8..... }	{ 12..... }	{ 2,146 24..... }	{ 649 90 }
21034	Salamanca, N. Y., to Dayton, Ohio.....	Atlantic and Great Western.....	389.55	6	32,955 93	45 08
21035	Youngstown to Cross Cut.....	Pittsburgh, Fort Wayne and Chicago.....	22.8	6	1,026 00	46 80
21036	{ Columbus to Athens..... }	{ Columbus and Hocking Valley..... }	{ 77.4..... }	{ 15..... }	{ 5,333 85..... }	{ 84 60 }
21037	{ Branch, Logan to New Straitsville..... }	{ Atlantic and Great Western..... }	{ 13.02..... }	{ 15..... }	{ 1,618 94..... }	{ 45 00 }
21038	Niles to New Lisbon.....	Newark, Somerset and Straitsville.....	33.94	6	1,585 62	36 00
21039	Newark to Shawnee.....	Cleveland, Mount Vernon and Delaware.....	44.045	12	493 20	36 00
21040	Clinton to Massillon.....	Marietta and Pittsburgh.....	99.96	6	4,858 05	48 60
21041	Marietta to Canal Dover.....	Cleveland, Tuscarawas Valley and Wheeling.....	102.45	6	6,915 38	67 50
21042	Lorain to Uhricksville.....	Cleveland, Columbus, Cincinnati and Indianapolis.....	80	19	54,704 22	239 90
21043	Cleveland to Cincinnati.....	Pennsylvania Company.....	165.25	19	5,788 17	214 90
21044	Mansfield to Toledo.....	do.....	88.1	12	2,794 50	45 00
21045	Harbor to Youngstown.....	Lake Shore and Michigan Southern.....	62.1	7	74,842 72	560 20
21046	Toledo to Elkhardt, Ind.....	Painesville and Youngstown.....	133.6	12	2,813 62	46 80
21047	Painesville to Youngstown.....	Baltimore and Ohio, operating Baltimore, Pittsburgh and Chicago.....	60.12	6	69,022 92	254 20
21048	Chicago, Ohio, to Chicago, Ill.....	Eastern Ohio.....	271.53	13	351 00	45 00
21049	Dyson's to Cumberland.....	Marietta and Cincinnati.....	7.8	26	1,028 37	64 80
21050	Marietta to Parkersburgh, W. Va.....	do.....	15.87	6	1,498 50	40 50
21051	Athens to Scott's Landing.....	Scioto Valley.....	37	6	2,562 12	49 50
21052	Columbus to Chillicothe.....	Cincinnati and Eastern.....	51.76	6	1,709 55	45 00
21053	Little Miami Railroad Junction to Sardinia.....	Columbus and Toledo.....	125.23	6	5,635 35	45 00
25054	Columbus to Toledo.....	Dayton and Southeastern.....	31.15	6	1,401 75	45 00
INDIANA.			5,758.15		1,033,158 02	
22001	Xenia to Washington C. H.....	Indianapolis and Vincennes.....	116.32	6	6,595 35	56 70
22002	Indianapolis to Vincennes.....	Terre Haute and Indianapolis.....	73	22	19,345 00	265 00
22003	Indianapolis to Terre Haute.....	Indianapolis, Cincinnati and La Fayette.....	113.5	18	33,936 50	299 00
22004	Indianapolis to Cincinnati, Ohio.....	Indianapolis, Peru and Chicago.....	78	20	6,356 40	73 80
22004	Indianapolis to Peru.....					\$600 per annum included for side-service.

Pay estimated.

Do.  
Do.

## B.—Railroad-service as in operation on the 30th of June, 1877—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.
	INDIANA—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
22005	Indianapolis to La Fayette.....	Indianapolis, Cincinnati and La Fayette.	65.625	.....	22	20,389 68	.....	310 70	
22006	Columbus to Madison.....	Jeffersonville, Madison and Indianapolis.	46	.....	12	2,525 40	.....	54 90	
22007	New Albany to Indianapolis.....	do.....	114	.....	19	15,082 20	.....	132 30	
22008	New Albany to Michigan City.....	Louisville, New Albany and Chicago.	288	.....	7	19,440 00	.....	67 50	
22009	Richmond to Chicago, Ill.....	Pittsburgh, Cincinnati and Saint Louis.	225.5	.....	13	16,641 90	.....	73 80	
22010	Cincinnati, Ohio, to East Saint Louis, Ill.	Ohio and Mississippi.....	341	.....	13½	73,315 00	.....	215 00	
22011	Cambridge City to Columbus.....	Jeffersonville, Madison and Indianapolis.	68	.....	6	3,060 00	.....	45 00	
22012	Evansville to Terre Haute.....	Evansville and Crawfordsville.....	110	.....	12	10,494 00	.....	95 40	
22013	Terre Haute to Rockville.....	Logansport, Crawfordsville and Southwestern.	23	.....	6	1,035 00	.....	45 00	
22014	State Line to Logansport.....	Pittsburgh, Cincinnati and Saint Louis.	61	.....	6	4,117 50	.....	67 50	
22015	Peru to La Porte.....	Chicago, Cincinnati and Louisville	73	.....	12	4,907 70	.....	54 90	
22016	Fairland to Martinsville.....	Fairland, Franklin and Martinsville.	38.5	.....	6	1,742 50	.....	45 00	
22017	Bradford, Ohio, to Logansport, Ind.	Pittsburgh, Cincinnati and Saint Louis.	114.6	.....	12	6,085 26	.....	53 10	
22018	Indianapolis to Peoria, Ill.....	Indianapolis, Bloomington and Western.	212.2	.....	18	20,434 86	.....	96 30	
22019	Jeffersonville to North Vernon.....	Ohio and Mississippi.....	53.5	.....	13	6,259 50	.....	117 00	
22020	Fort Wayne to Connersville.....	Fort Wayne, Muncie and Cincinnati.	109	.....	6	5,787 90	.....	53 10	
22021	Richmond to Fort Wayne.....	Grand Rapids and Indiana.....	91.5	.....	12	5,435 10	.....	59 40	
22022	Anderson to Goshen.....	Cincinnati, Wabash and Michigan	114.32	.....	6	6,687 72	.....	58 50	
22024	Terre Haute to Danville, Ill.....	Evansville, Terre Haute and Chicago.	56.6	.....	13	3,056 40	.....	54 00	
22025	Indianapolis to Terre Haute.....	Indianapolis and Saint Louis.....	72	.....	12	8,294 40	.....	115 20	
22026	La Porte to Michigan City.....	Indianapolis, Peru and Chicago.....	12.36	.....	12	556 20	.....	45 00	
22027	Butler to Logansport.....	Detroit, Eel River and Illinois.....	94.5	.....	6	5,103 00	.....	54 00	
22028	Rockville to Logansport.....	Logansport, Crawfordsville and Southwestern.	92.1	.....	6	4,393 17	.....	47 70	

22029	La Fayette to Kankakee, Ill. ....	Cincinnati, La Fayette and Chicago	75. 75	13	21,967 50	290 00
22040	Terre Haute to Mariz .....	Cincinnati and Terre Haute	26. 15	6	823 73	31 50
22031	Attica to Veedersburgh .....	Indiana North and South	14	6	504 00	36 00
22032	Evansville to Boonville .....	Lake Erie, Evansville and South-western.	18	12	810 00	45 00
22033	Frankfort to Kokomo .....	Frankfort and Kokomo .....	25. 5	12	1,101 60	43 20
22034	Rockport to Huntingburgh .....	Cincinnati, Rockport and South-western.	31. 02	6	977 13	31 50
22035	Muncie to La Fayette .....	La Fayette, Muncie and Bloomington.	85. 43	6	3,844 35	45 00
			3,132. 975		327,958 82	Pay estimated.
ILLINOIS.						
23001	Chicago to Milwaukee, Wis .....	Chicago and Northwestern .....	87	25	20,184 00	232 00
23002	Chicago to Freeport .....	do .....	42. 5	18	25,168 00	208 00
23003	Chicago to Union Pacific Transfer.	do .....	78. 5	12		
23004	Elgin to Geneva .....	do .....	218. 4	15	117,816 69	289 87
23005	Steiling to East Saint Louis .....	do .....	272. 6	15		199 96
		Saint Louis, Rock Island and Chicago.	44	6	2,200 00	50 00
			291. 36	6	18,355 68	63 00
23007	{ Chicago to Burlington, Iowa. ...	Chicago, Burlington and Quincy	{ 39. 42	{ 36		{ 345 20
	{ Branch, Aurora to Galena Junction.		{ 168. 28	{ 18	71,592 20	{ 322 70
	{ Branch, Galva to Keithsburg ..		{ 13	{ 12		{ 45 00
	{ Rushville to Yates City .....		{ 59. 3	{ 6		{ 52 20
23008	{ Branch, Elmwood to Buda .....	do .....	{ 63. 75	{ 6	5,902 88	{ 51 30
23009	Peoria to Galesburgh .....	do .....	45	6		58 50
23010	Galesburgh to Quincy .....	do .....	54	12½	7,290 00	135 00
23011	Burlington, Iowa, to Quincy, Ill ..	do .....	100	12	17,710 00	177 10
23012	{ Streator to Aurora .....	do .....	{ 71. 85	{ 6	4,009 23	{ 55 80
	{ Branch, Aurora to Batavia .....	do .....	{ 60. 79	{ 12	3,768 66	{ 54 00
23013	Mendota to Clinton, Iowa .....	do .....	{ 9	{ 6	2,888 55	{ 45 00
23014	Rock Falls to Cornett .....	do .....	64. 19	6	2,125 35	45 00
23015	Chicago to Davenport, Iowa .....	Chicago, Rock Island and Pacific ..	47. 23	6		
23016	Bureau Junction to Peoria .....	do .....	159	15½	58,171 80	314 60
23017	Chicago to East Saint Louis .....	Chicago, Rock Island and Pacific ..	24	15½		339 60
23018	Bloomington to Godfrey .....	Chicago and Alton .....	47	12	4,230 00	90 00
23019	{ Washington to Dwight .....	do .....	283	18½	55,354 80	195 60
	{ Branch, Varna to Lacon .....	do .....	{ 111. 4	{ 9½	17,352 20	{ 118 70
23020	Chicago to Cairo .....	Illinois Central .....	{ 40. 6	{ 9½		{ 101 70
		do .....	{ 70. 08	{ 6	3,628 35	45 00
		do .....	{ 10. 55	{ 6		
23021	Dubuque, Iowa, to Centralia, Ill. ...	do .....	55	14½	56,490 00	176 00
23022	Joliet to Lake Station, Ind. ....	Michigan Central .....	310	14½		151 00
23023	Decatur to East Saint Louis .....	Toledo, Wabash and Western .....	196. 13	12	41,840 65	113 04
23024	Pekin to Decatur .....	Pekin, Lincoln and Decatur .....	80. 2	12		135 54
			67. 67	12		130 04
			45	6	1,800 00	40 00
			112	20	20,944 00	187 00
			68. 46	6	3,080 70	45 00

B.—Railroad-service as in operation on the 30th of June, 1877—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	ILLINOIS—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
23025	{ Hannibal, Mo., to Naples, Ill. . . }	Toledo, Wabash and Western . . .	{ 45.5	.....	{ 6	6,260 50	.....	{ 131 00	\$600 per annum included for ferriage.
23026	{ Branch, Maysville to Pittsfield. }	La Fayette, Muncie and Bloomington.	{ 6	.....	{ 6	5,239 35	.....	{ 50 00	
	La Fayette Junction, Ind., to Bloomington, Ill.		116.43	.....	6			45 00	
23027	State Line to Warsaw .....	Toledo, Peoria and Warsaw .....	228.75	.....	6	16,612 50	.....	70 00	
23028	Terre Haute, Ind., to East Saint Louis, Ill.	Indianapolis and Saint Louis .....	189	.....	18	33,642 00	.....	178 00	
23029	{ Urbana to Havana .....	Indianapolis, Bloomington and Western.	{ 102.7	.....	{ 6	5,931 68	.....	{ 45 00	
	{ Branch, White Heath to Decatur. }		{ 32.35	.....	{ 6			{ 40 50	
23030	East Saint Louis to Duquoin .....	Saint Louis, Alton and Terre Haute.	71.8	.....	14½	8,544 20	.....	119 00	
23031	East Saint Louis to Terre Haute, Ind.	Terre Haute and Indianapolis, lessee of Saint Louis, Vandalia and Terre Haute.	165.4	.....	13	81,873 00	.....	495 00	
23032	{ Saint Louis, Mo., to Nashville, Tenn. }	Saint Louis and Southeastern .....	{ 162.65	.....	{ 12	22,147 82	.....	{ 68 04	
	{ Branch, McLeansborough, to Shawneetown. }		{ 107.6	.....	{ 12			{ 60 75	
23033	Beardstown to Shawneetown .....		{ 47.72	.....	{ 12			{ 63 99	
23034	Springfield to Gilman .....		{ 40.9	.....	{ 6			{ 36 45	
23035	Chicago to Milwaukee, Wis. ....	Ohio and Mississippi .....	229.7	.....	6	14,471 10	.....	63 00	
		Gilman, Clinton and Springfield ..	111.6	.....	6	5,022 00	.....	45 00	
23036	Aurora to Foreston .....	Chicago, Milwaukee and Saint Paul.	88.85	.....	18	22,212 50	.....	250 00	
23037	Vincennes, Ind., to Cairo, Ill. ....	Chicago and Iowa .....	81.64	.....	6	9,037 54	.....	110 70	
23038	Peoria to Jacksonville .....	Cairo and Vincennes .....	158	.....	6	10,665 00	.....	67 50	
23039	Carbondale to Grand Tower .....	Peoria, Pekin and Jacksonville ..	84.14	.....	6	4,543 56	.....	54 00	
		Grand Tower Mining, Manufacturing and Transportation Company.	25	.....	6	1,012 50	.....	40 50	
23040	Peoria to Rock Island .....	Peoria and Rock Island .....	92	.....	6	5,796 00	.....	63 00	
23041	{ Quincy to Hannibal, Mo. .... }	Chicago, Burlington and Quincy, lessee of Quincy, Alton and Saint Louis.	{ 19.4	.....	{ 19	4,786 67	.....	{ 137 25	
	{ Branch, Fall Creek to Louisiana }		{ 30.85	.....	{ 6			{ 68 85	
23042	{ Chicago to Danville .....	Chicago, Danville and Vincennes ..	{ 108	.....	{ 12	9,136 00	.....	{ 75 00	
	{ Branch, Bismarck to Snoddy's Mills. }		{ 25.9	.....	{ 12			{ 40 00	

23043	Streator to Altamont .....	Chicago and Paducah .....	156.8	6	7,840 00	50 00
23044	Mattoon to Harvey City .....	Chicago and Illinois Southern .....	33.05	6	1,652 50	50 00
23045	Carbondale to Marion .....	Carbondale and Shawneetown .....	18	6	810 00	45 00
23046	Jacksonville to Virden .....	Jacksonville, Northwestern and Southeastern .....	31.39	6	1,271 30	40 50
23047	Chester to Tamaroa .....	Iron Mountain, Chester and Eastern .....	42	6	1,890 00	45 00
23048	Terre Haute, Ind., to Peoria, Ill. ....	Illinois Midland .....	179.93	6	8,996 50	50 00
23049	Springfield to Havana .....	Springfield and Northwestern .....	48.2	8½	2,169 00	45 00
23050	Vincennes, Ind., to Danville, Ill. ....	Paris and Danville .....	114.19	6	4,809 69	42 12
23051	Chicago to Peoria .....	Chicago, Pekin and Southwestern .....	163.22	6	7,344 90	45 00
23052	Courtland Station to Sycamore .....	Sycamore and Courtland .....	5	18	420 00	54 00
23053	East Saint Louis to Cairo .....	Cairo and Saint Louis .....	148.5	6	7,484 40	50 40
23054	Chicago to Byron .....	Chicago and Pacific .....	92.75	6	3,756 37	40 50
23055	Decatur to Montezuma .....	Indianapolis, Decatur and Springfield .....	87	6	3,915 00	45 00
23056	Geneva to Batavia .....	Chicago and Northwestern .....	3.5	6	175 00	50 00
23057	Rochelle to Rockford .....	Chicago, Rockford and Northern .....	27.64	6	1,243 80	45 00
23058	Alvin to Fisher .....	Havana, Rantoul and Eastern .....	40.5	6	1,312 20	32 40
23059	Rock Island to Cable .....	Rock Island and Mercer County .....	21.9	6	985 50	45 00
MICHIGAN.			7,095.71		884,913 82	
24001	Toledo, Ohio, to Detroit, Mich .....	Lake Shore and Michigan Southern .....	65.27	50½	8,811 45	135 00
24002	Monroe to Adrian .....	do .....	35.23	12	2,536 56	72 00
24003	Adrian to Jackson .....	do .....	47.25	6	2,764 12	58 50
24004	White Pigeon to Grand Rapids .....	do .....	95.67	9	7,749 27	81 00
24005	Detroit to Chicago, Ill. ....	Michigan Central .....	284	32½	63,332 00	223 00
24006	Detroit to Grand Haven .....	Detroit and Milwaukee .....	189.67	15	19,630 84	103 50
24007	Detroit to Port Huron .....	Grand Trunk .....	64.5	15	6,791 85	105 30
24008	Jackson to Port Wayne, Ind .....	Fort Wayne, Jackson and Saginaw .....	96.82	6	5,925 38	61 20
24009	Jackson to Gaylord .....	Michigan Central .....	169	8½	12,834 40	60 00
24010	Jackson to Grand Rapids .....	do .....	67.36	8½	8,537 40	40 00
24012	Lenox to Romeo .....	Saint Clair and Chicago Air Line .....	94.86	12	725 85	90 00
24013	Detroit to Bay City .....	Detroit and Bay City .....	16.13	12	9,252 45	45 00
	Mouroe to Ludington .....		108.97	12		85 00
	Branch, Otter Lake Junction to Otter Lake .....		{ 171.17	{ 12½		{ 69 12
	Branch, East Saginaw to Bay City .....		{ 83.12	{ 12½		{ 96 00
24015		Flint and Père Marquette .....	14.53	6	21,156 99	40 00
			12.75	27		60 00
24017	Detroit to Howard City .....	Detroit, Lansing and Lake Michigan .....	164.67	11½	12,844 26	78 00
24018	Fort Wayne, Ind., to Walton, Mich .....	Grand Rapids and Indiana .....	260.55	9½	14,632 48	56 16
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	6	7,479 00	45 00
24021	New Buffalo to Pent Water .....		170.56	14½		82 00
	Branch, Holland to Grand Rapids .....	Chicago and Michigan Lake Shore .....	26.65	12	15,798 12	68 00

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

Pay estimated.

Pay estimated.

## B.—Railroad-service as in operation on the 30th of June, 1877—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.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
24022	Port Huron to Flint.....	Chicago and Lake Huron.....	66.59	.....	6	2,996 55	.....	45 00	
24023	Allegan to Muskegon.....	Michigan Lake Shore.....	58.37	.....	6	2,626 65	.....	45 00	
24024	Ypsilanti to Bankers.....	Detroit, Hillsdale and Southwestern.	65.54	.....	6	3,277 00	.....	50 00	
24025	Jackson to Niles.....	Michigan Central.....	104.57	.....	6	5,437 64	.....	52 00	
24026	Grand Rapids to White Cloud.....	Grand Rapids, Newaygo and Lake Shore.	36.27 10.76	..... .....	6 6	2,297 70	.....	50 00 45 00	
24027	Niles to South Bend, Ind.....	Michigan Central.....	12.2	.....	6	610 00	.....	50 00	
24028	Jonesville to Lansing.....	Lake Shore and Michigan Southern	60.87	.....	6	3,177 41	.....	52 20	
24030	East Saginaw to Saint Louis.....	Saginaw Valley and Saint Louis..	35.23	.....	6	1,585 35	.....	45 00	
24031	Fort Howard to Ishpeming.....	Chicago and Northwestern.....	180.3	.....	7	11,683 44	.....	64 80	
24032	Muskegon to Big Rapids.....	Chicago and Michigan Lake Shore.	56.64	.....	6	2,548 80	.....	45 00	
24033	Ionia to Stanton.....	Detroit, Lansing and Lake Michigan.	25.31	.....	6	1,265 50	.....	50 00	
24034	Walton to Traverse City.....	Continental Improvement Company.	26.26	.....	6	1,181 70	.....	45 00	
24035	Toledo, Ohio, to Detroit, Mich.....	Toledo, Canada Southern and Detroit.	39.07 17.32	..... .....	14½ 14½	5,361 08	.....	92 00 102 00	
24036	Grosse Isle to Fayette, Ohio.....	Chicago and Canada Southern.....	70.3	.....	6	3,515 00	.....	50 00	
24037	Saint Clair to Richmond.....	Michigan Midland and Canada.....	16.76	.....	12	838 00	.....	50 00	
24038	Walton to Petoskey.....	Grand Rapids and Indiana.....	71.86	.....	6	2,949 13	.....	41 04	
24039	Flint to Lansing.....	Chicago and Northeastern.....	50.18	.....	6	2,258 10	.....	45 00	
24040	Saint Louis to Cedar Lake.....	Chicago, Saginaw and Canada.....	20.07	.....	6	903 15	.....	45 00	
				3,469.14			277,311 62		Pay estimated. Do.
	WISCONSIN.								
25001	Milwaukee to North McGregor, Iowa.	Chicago, Milwaukee and Saint Paul.	197.2	.....	12	24,650 00	.....	125 00	
25002	Milwaukee to La Cross.....	.....do.....	116.64 61.6 16.8	..... ..... .....	12 12 12	47,732 44	.....	244 00 232 68 294 00	
25003	Milwaukee to Berlin.....	.....do.....	94.8	.....	12	6,825 60	.....	72 00	
25004	Milton Junction to Monroe.....	.....do.....	42.8	.....	6	2,432 40	.....	58 00	
25005	Watertown to Madison.....	.....do.....	38.45	.....	6	1,922 50	.....	50 00	
25006	Horicon to Portage.....	.....do.....	45.25	.....	6	2,262 50	.....	50 00	
25007	Nepeuskun to Winneconne.....	.....do.....	16.25	.....	6	731 25	.....	45 00	
25008	Oshkosh to Ripon.....	.....do.....	21	.....	12	1,050 00	.....	50 00	

25009	Chicago, Ill., to Green Bay, Wis.	Chicago and Northwestern.....	176. 7	14 1/2	52,398 20	230 00	
25010	{ Caledonia Station to Winona Junction.....	.....do.....	66. 5	14 1/2		176 80	
25011	Kenosha to Rockford.....	.....do.....	135. 45	12	21,722 40	132 00	
25012	Winona, Minn., to Winona Junction, Wis.	La Crosse, Trempealeau and Prescott.	54. 9	12	5,520 00	70 00	
25013	Milwaukee to Fond du Lac.....	Chicago and Northwestern.....	73. 6	6	5,176 50	75 00	
25014	{ Elroy to Saint Paul, Minn. ....	.....do.....	30. 45	12	4,320 04	170 00	
25015	{ Branch, Stillwater Junction to Stillwater.....	West Wisconsin.....	63. 53	12		68 00	
25016	Green Bay to Winona, Minn.	.....do.....	199.	6	12,696 39	63 36	
25017	{ Milwaukee to Green Bay.....	Green Bay and Minnesota.....	3. 25	6	11,253 32	27 00	
25018	{ Branch, Hilbert to Menasha.....	Wisconsin Central, operated by Phillips and Colby Construction Company.	216. 41	6	7,690 25	52 00	
25019	Menasha to Ashland.....	.....do.....	111. 54	6	11,295 90	61 20	
25020	{ Milwaukee to Two Rivers.....	.....do.....	16	6	45 00	54 00	
25021	{ Branch, Manitowoc to New London.....	Milwaukee, Lake Shore and Western.	251. 02	12	9,325 20	45 00	Pay estimated on 86.9 miles.
25022	Sheboygan to Princeton.....	.....do.....	85	6	4,012 50	45 00	Pay estimated on 21.06 miles.
25023	Warren to Mineral Point.....	Sheboygan and Fond du Lac.....	65. 56	6		\$60 per annum included for mail-messenger service.	
25024	Calamine to Plattville.....	Mineral Point.....	79. 05	6	1,485 00	45 00	
25025	Tomah to Wausau.....	.....do.....	33	6	935 00	50 00	
25026	Madison to Portage.....	Wisconsin Valley.....	18. 7	6	4,051 80	45 00	
25027	{ Racine to Rock Island Junction } Branch Elkhorn to Eagle.....	Chicago, Milwaukee and Saint Paul, operating Chicago and Superior.	90. 04	6	1,777 50	45 00	
25028	Galena, Ill., to Plattville, Wis.	Western Union.....	39. 5	12	14,451 30	72 00	
25029	Eau Claire to Chippewa Falls.....	Galena and Southern Wisconsin.....	189. 4	6	1,381 05	45 00	Pay estimated.
25030	Stevens Point to Portage.....	Chippewa Falls and Western.....	18. 1	6	525 15	45 00	
25031	Hudson to Clayton.....	Wisconsin Central, operated by Phillips and Colby Construction Company.	30. 69	6	3,295 35	45 00	Pay estimated.
25032	Lone Rock to Richland Centre.....	North Wisconsin.....	11. 67	6	1,980 00	45 00	Do.
25033		Pine River Valley and Stevens Point.	73. 23	6	742 50	45 00	
25034			44		263 692 04		
25035			16. 5				
25036			2,843. 58				
25037							
25038							
25039							
25040							
25041							
25042							
25043							
25044							
25045							
25046							
25047							
25048							
25049							
25050							
25051							
25052							
25053							
25054							
25055							
25056							
25057							
25058							
25059							
25060							
25061							
25062							
25063							
25064							
25065							
25066							
25067							
25068							
25069							
25070							
25071							
25072							
25073							
25074							
25075							
25076							
25077							
25078							
25079							
25080							
25081							
25082							
25083							
25084							
25085							
25086							
25087							
25088							
25089							
25090							
25091							
25092							
25093							
25094							
25095							
25096							
25097							
25098							
25099							
25100							

## IOWA.

27001	Burlington to Plymouth.....	Burlington, Cedar Rapids and Northern.	219. 54	6	16,794 81	76 50	
27002	Cedar Rapids to Postville.....	.....do.....	99. 8	6	4,580 82	45 90	
27003	Cedar Rapids to Traer.....	.....do.....	24. 77	6	1,114 65	45 00	
27004	Muscatine to Riverside.....	.....do.....	32. 23	6	1,450 35	45 00	
27005	{ Burlington to Council Bluffs } Branch, Pacific Junction to East Plattsmouth.....	Burlington and Missouri River.....	293. 14	6	58,640 36	191 20	
27006	Chariton to Leon.....	.....do.....	4	6		36 00	
27007	Creston to Hopkins, Mo.....	.....do.....	50	6	1,624 80	48 96	
27008	{ Burlington to Unionville, Mo } Unionville to Laclede, Mo.....	.....do.....	37. 44	6	2,597 40	45 00	
27009		Burlington and Southwestern.....	44. 4	6	5,872 50	58 50	
27010			130. 5	6	2,385 90	45 00	Pay estimated.
27011			53. 02	6			

## B.—Railroad-service as in operation on the 30th of June, 1877—Continued.

Numer 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.	
27009	Villisca to Clarinda.....	Burlington and Missouri River .....	16	.....	6	720 00	.....	45 00	
27010	Albia to Norwood .....	Central Railroad Company of Iowa .....	189.2	.....	6	11,238 48	.....	59 40	
27011	Keokuk to Burlington .....	Chicago, Burlington and Quincy .....	42.75	.....	12	3,001 05	.....	70 20	
27012	Clinton to La Crescent Junction, Minn. ....	Chicago, Dubuque and Minnesota .....	179.77	.....	12	12,224 36	.....	68 00	
27013	Stanwood to Tipton.....	Chicago and Northwestern.....	8.81	.....	6	440 50	.....	50 00	
27014	Davenport to Missouri River .....	Chicago, Rock Island and Pacific.....	54	.....	12	65,395 20	.....	226 40	
			264	.....	12			201 40	
27015	{ Des Moines to Indianola..... }	{ .....do .....	21.4	.....	6	2,278 80	.....	49 50	
	{ Branch, Summerset Junction to Winterset..... }		27.1	.....	6			45 00	
27016	{ Washington to Oskaloosa..... }	{ .....do .....	54.01	.....	6	2,430 45	.....	45 00	} Pay estimated.
	{ Oskaloosa to Knoxville .....		25.23	.....	6	1,135 35	.....	45 00	
27017	Wilton Junction to Leavenworth, Kans. ....	.....do .....	322.77	.....	6	24,691 91	.....	76 50	
27018	Davenport to Maquoketa .....	Davenport and Saint Paul .....	42.76	.....	6	1,924 20	.....	45 00	
27019	Keokuk to Des Moines.....	Keokuk and Des Moines .....	162.81	.....	6	12,373 56	.....	76 00	
27020	Farley to Cedar Rapids .....	Dubuque and Southwestern .....	55.37	.....	6	2,879 24	.....	52 00	
27021	Dubuque to Sioux City .....	Illinois Central .....	327.12	.....	6	29,440 80	.....	90 00	
27022	Waterloo to Mona .....	.....do .....	80	.....	12	5,840 00	.....	73 00	
27023	Beulah to Elkader .....	Iowa Eastern .....	19.59	.....	6	979 50	.....	50 00	
27024	Clinton to Anamosa .....	Iowa Midland .....	74.1	.....	6	3,705 00	.....	50 00	
27025	Calmar to Algona .....	Chicago, Milwaukee and Saint Paul .....	127.8	.....	6	5,827 68	.....	45 60	
27026	Conover to Decorah .....	.....do .....	9.5	.....	6	522 50	.....	55 00	
27027	Davenport to Fayette .....	Davenport and Saint Paul .....	129.33	.....	6	5,936 25	.....	45 90	
27028	Sabula to Marion .....	Chicago, Milwaukee and Saint Paul .....	87.75	.....	6	4,387 50	.....	50 00	
27029	{ Missouri Valley to Sioux City..... }	{ .....do .....	76	.....	6	11,003 40	.....	95 40	
	{ Branch, California Junction to Wisner..... }		83.4	.....	6			45 00	
27030	Des Moines to Ames.....	Des Moines and Minnesota .....	37.12	.....	6	1,856 00	.....	50 00	
27031	Des Moines to Fort Dodge .....	Des Moines and Fort Dodge .....	89.04	.....	6	4,247 20	.....	47 70	
27032	Grinnell to Montezuma .....	Central Railroad Company of Iowa .....	14.75	.....	6	663 75	.....	45 00	
27033	Albia to Knoxville .....	Chicago, Burlington and Quincy .....	33.97	.....	6	1,528 65	.....	45 00	
27034	Sioux City to Portlandville .....	Sioux City and Pembina .....	30.01	.....	6	1,350 45	.....	45 00	
27035	Burlington to Winfield.....	Burlington and Northwestern .....	34.12	.....	6	1,535 40	.....	45 00	Pay estimated.
				3,708.42			314,678 77		

MINNESOTA.							
26001	Duluth to Bismarck, Dak.....	Northern Pacific.....	{ 229	6 }	23,834 80	{ 70 00	
			{ 195. 12	3 }		{ 40 00	
26002	Saint Paul to Breckinridge.....	Saint Paul and Pacific.....	216.99	8	8,749 04	40 32	
26003	Saint Paul to Sauk Rapids.....	do.....	76.3	9½	4,010 32	52 56	
26004	East Saint Cloud to Melrose.....	do.....	35.06	6½	1,363 13	38 88	
26005	Saint Paul to Saint James.....	Saint Paul and Sioux City.....	122.64	12	9,359 88	76 32	
26006	White Bear Lake to Sioux City Junction.	Minneapolis and Saint Louis.....	41	9½	2,050 00	50 00	
26007	Saint Paul to Duluth.....	Lake Superior and Mississippi.....	155.73	12	9,979 17	64 08	
26008	White Bear Lake to Stillwater.....	do.....	13.2	12	660 00	50 00	
26009	Minneapolis to North McGregor, Iowa.	Chicago, Milwaukee and Saint Paul.....	{ 147. 43	6 }	18,657 05	{ 95 00	
			{ 68	6 }		{ 68 40	
26010	Hastings to Glencoe.....	do.....	74.59	6	2,148 19	28 80	
26011	Winona to La Crosse, Wis.....	do.....	28.75	12	4,600 00	160 00	
26012	Austin to Mason City, Iowa.....	do.....	41.38	12	2,069 00	50 00	
26013	Saint Paul to Winona.....	do.....	103.84	12	18,483 52	178 00	
26014	Saint Peter to Marshall.....	Winona and Saint Peter.....	{ 30	6 }	4,339 80	{ 65 00	
			{ 79.66	3 }		{ 30 00	
26015	Winona to Saint Peter.....	do.....	144.25	6	8,308 80	57 60	
26016	La Crosse, Wis., to Winnebago City, Minn.	Southern Minnesota.....	170.49	6	8,347 19	48 96	
26017	Mankato to Wells.....	Central Railroad Company of Minnesota.	41.06	6	1,478 16	36 00	
26018	Saint James to Lemars, Iowa.....	Sioux City and Saint Paul.....	122.83	6	7,075 00	57 60	
26019	Worthington to Luverne.....	Worthington and Sioux Falls.....	34.61	6	1,245 96	36 00	
				2,171.93		136,759 04	
NEBRASKA.							
34001	Council Bluffs, Iowa, to Ogden City, Utah.	Union Pacific.....	1,035.2	7	320,912 00	310 00	
34002	Plattsmouth to Kearney.....	Burlington and Missouri River Railroad Company in Nebraska.	191	6	12,033 00	63 00	
34003	Omaha to Tekama.....	Omaha and Northwestern.....	47.8	6	2,390 00	50 00	
34004	Omaha to Oreopolis Junction.....	Burlington and Missouri River Railroad Company in Nebraska.	17.74	6	1,197 45	67 50	
34005	Brownville to Seward.....	Nebraska.....	105.85	6	5,430 10	51 30	
34006	Crete to Beatrice.....	Burlington and Missouri River Railroad Company in Nebraska.	31.76	6	1,429 20	45 00	
34007	Covington to Ponca.....	Covington, Columbus and Black Hills.	26.56	6	1,195 20	45 00	Pay estimated.
34008	Valley to Wahoo.....	Omaha and Republican Valley.....	19	6	855 00	45 00	Do.
				1,474.91		345,441 95	
KANSAS.							
33001	{ Kansas City, Mo., to Cheyenne City, Wyo.	Kansas Pacific.....	{ 745	9 }	130,063 00	{ 171 00	
	{ Branch, Lawrence to Leavenworth.		{ 33	7 }		{ 81 00	

*B.—Railroad-service as in operation on the 30th of June, 1877—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.
	<b>KANSAS—Continued.</b>		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
33002	Atchison to Washington .....	Central Branch Union Pacific. ....	120.4	.....	7	10,836 00	.....	90 00	Pay on 20.4 miles estimated.
33003	{ Lawrence to Coffeyville..... } Branch, Cherry Vale to Inde- pendence. }	Leavenworth, Lawrence and Gal- veston. }	142.9	.....	6 }	8,641 15	.....	56 88	
			10	.....	6 }			51 30	
33004	Elwood to Hastings, Nebr .....	Saint Joseph and Denver City ....	227.2	.....	6	9,487 87	.....	41 76	Pay from Olathe to Ottawa.
33005	Kansas City, Mo., to Baxter Springs, Kans. ....	Missouri River, Fort Scott and Gulf. ....	160.2	.....	13	11,073 03	.....	69 12	
33006	Junction City to Parsons .....	Missouri, Kansas and Texas .....	156.5	.....	6	6,535 44	.....	41 76	
33007	{ Atchison to Pueblo, Colo..... } Branch, Newton to Wichita ... }	Atchison, Topeka and Santa Fé. ... }	618.56	.....	6 }	35,108 91	.....	54 00	
33008	Kansas City, Mo., to Ottawa, Kans	Leavenworth, Lawrence and Gal- veston. ....	27.09	.....	6 }	2,517 48	.....	63 00	
			33.3	.....	6			75 60	
33009	Atchison to Lincoln, Nebr .....	Atchison and Nebraska .....	152.28	.....	7	11,421 00	.....	75 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	1,827 90	.....	54 00	
33013	Topeka to Kansas City, Mo .....	Atchison, Topeka and Santa Fé. ....	68.84	.....	6	4,646 70	.....	67 50	
33014	Fort Scott to Memphis .....	Fort Scott, Southeastern and Memphis. ....	6.52	.....	6	305 38	.....	31 50	Pay estimated; \$100 per an- num included for mail-mes- senger service.
33015	Ottawa to Williamsburg .....	Kansas City, Burlington and Santa Fé. ....	17.38	.....	6	782 10	.....	45 00	Pay estimated.
				2,609.52			236,075 96		
	<b>NEVADA.</b>								
45001	Virginia City to Reno .....	Virginia and Truckee .....	51.75	.....	6	3,726 00	.....	72 00	Pay estimated.
45002	Palisades to Eureka .....	Eureka and Palisades .....	91.27	.....	6	4,107 15	.....	45 00	
				143.02			7,833 15		
	<b>CALIFORNIA.</b>								
46001	San Francisco to Ogden City, Utah	Central Pacific .....	880.96	.....	7	237,418 72	.....	269 50	
46002	{ San Francisco to Soledad .....	Southern Pacific .....	143.8	.....	14 }	9,191 88	.....	57 60	
	{ Branch, Gilroy to Tres Pinos ... }		20	.....	7 }			45 00	
46003	Roseville to Redding .....	Central Pacific .....	151.45	.....	7	18,401 17	.....	121 50	

46004	Folsom City to Shingle Springs ..	Placerville and Sacramento Valley ..	26.5	7	1,264 05	47 70	
46005	Sacramento City to Folsom City ..	Sacramento Valley ..	23.2	12	1,419 84	61 20	
46006	Sacramento City to San Francisco ..	California Pacific ..	86.72	14	7,102 37	81 90	
46007	Davisville to Grafton ..	do ..	18.34	6	825 30	45 00	
46008	Napa Junction to Calistoga ..	do ..	34.6	6	1,557 00	45 00	
46009	Marysville to Oroville ..	California Northern ..	30	6	1,350 00	45 00	
46010	Lathrop to Goshen ..	Central Pacific ..	146.3	6	10,533 60	72 00	
46011	San Francisco to Cloverdale ..	San Francisco and North Pacific ..	90	6	6,075 00	67 50	
46012	{ Stockton to Milton ..	{ Stockton and Copperopolis ..	{ 30	{ 6	{ 2,205 00	{ 45 00	
	{ Branch, Peters to Oakdale ..		{ 19	{ 6			
46013	Wilmington to Los Angeles ..	Southern Pacific ..	21.75	6	783 00	36 00	
46014	Goshen to Caliente ..	do ..	95.71	7	5,168 31	54 00	Pay on 54.41 miles estimated.
46015	Elmira to Madison ..	Vaca Valley ..	29	12	1,305 00	45 00	Pay on 11 miles estimated.
	{ Saucelito to Tomales ..	{ North Pacific Coast ..	{ 49.18	{ 6	{ 2,460 60	{ 45 00	Pay estimated.
46016	{ Branch, San Anselmo to San		{ 5.5	{ 6			
	{ Quentin ..						
46017	Los Angeles to Anaheim ..	Southern Pacific ..	21.7	6	1,171 80	54 00	
46018	San Fernando to San Bernardino ..	do ..	81.12	6	4,380 48	54 00	
46019	Visalia to Goshen ..	Visalia ..	8.37	6	376 65	45 00	
46020	Colfax to Nevada City ..	Nevada County Narrow Gauge ..	22.81	6	1,129 09	49 50	
46021	Los Angeles to Santa Monica ..	Los Angeles and Independence ..	16.8	6	604 80	36 00	
46022	Santa Cruz to Watsonville ..	Santa Cruz ..	23.39	6	1,052 55	45 00	Pay estimated.
46023	Woodland to Williams ..	California Northern ..	39.72	6	1,787 40	45 00	Do.
46024	Galt to Ione ..	Amador Branch ..	27.84	6	1,252 80	45 00	Do.
46025	West Oakland to Berkeley ..	Central Pacific ..	5.9	6	265 50	45 00	Do.
			2,149.86		319,081 94		
OREGON.							
44001	Portland to Roseburgh ..	Oregon and California ..	199.1	6	17,919 00	90 00	
44002	Portland to Saint Joseph ..	Oregon Central ..	48.61	6	2,187 45	45 00	
			247.71		20,106 45		
WASHINGTON TERRITORY.							
43001	Kalama to New Tacoma ..	Northern Pacific ..	105.6	6	5,702 40	54 00	
			105.6		5,702 40		
DAKOTA TERRITORY.							
35001	Sioux City, Iowa, to Yankton, Dak	Dakota Southern ..	61.48	6	4,426 56	72 00	
			61.48		4,426 56		
UTAH TERRITORY.							
41001	Ogden City to Salt Lake City ....	Utah Central ..	36.5	6	2,956 50	81 00	
41002	Salt Lake City to York ..	Utah Southern ..	48	6	3,985 20	56 70	
41003	Ogden City to Franklin, Idaho ..	Utah Northern ..	27	6		46 80	
41004	Sandy Station to Bingham Canyon ..	Bingham Canyon and Camp Floyd ..	79.94	7	5,036 22	63 00	
			22.5	6	1,012 50	45 00	Pay estimated.
			213.94		12,990 42		

B.—*Railroad-service as in operation on the 30th of June, 1877—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.
	COLORADO TERRITORY.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
38001	{ Denver to El Moro .....	Denver and Rio Grande .....	{ 209.2 .....	.....	{ 7 }	23, 112 36	.....	{ 100 80	
38003	{ Branch, Pueblo to Canyon City .....	Denver and Boulder Valley .....	{ 45 .....	.....	{ 6 }	1, 873 13	.....	{ 45 00	
	Hughes Station to Boulder .....		27.75 .....	.....	6			67 50	
38004	{ Denver to Black Hawk .....	Colorado Central .....	{ 38.5 .....	.....	{ 7 }	4, 014 00	.....	{ 54 00	
	Branch, Golden Junction to Longmont .....		39 .....	.....	7			45 00	
	Branch to Floyd's Hill .....		4 .....	.....	7			45 00	
38065	Kit Carson to West Las Animas ..	Arkansas Valley .....	56 .....	.....	7	3, 024 00	.....	54 00	
38066	Cucharas to La Veta .....	Denver and Rio Grande .....	22.55 .....	.....	6	1, 014 75	.....	45 00	Pay estimated.
				442.00			33, 038 24		

THOS. J. BRADY,  
Second Assistant Postmaster-General.

*C.—Steamboat-service as in operation on the 30th of June, 1877.*

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	MAINE.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
250	{ Bath to Booth Bay .....	Eastern Steamboat Company .....	{ 12 .....	{ .....	{ .....	700 00	{ .....	Six trips a week during navigation, and six additional trips a week from July 5 to September 20.
	{ Wiscasset to Booth Bay .....		{ 20 .....					
250b	Green Vale to Indian Rock .....	C. W. Howard .....	10	42	6	200 00	900 00	Six trips a week from December 1 to March 31. From June 1 to September 30.
	NEW HAMPSHIRE.							
316	{ Alton Bay to Wolfborough .....	Boston and Maine Railroad Company.	{ 10 .....	{ .....	6	1,200 00	.....	Three trips a week during navigation.
321	{ Centre Harbor to Meredith Village } Weir's Bridge to Wolfborough.....		{ 20 .....					
		Winnipisogee Steamboat Company ..	30	60	6	650 00	1,850 00	During navigation.
	MASSACHUSETTS.							
688	Wood's Hole to Nantucket .....	Nantucket and Cape Cod Steamboat Company.	30	30	.....	2,500 00	2,500 00	Six trips a week for four months; three trips a week for eight months.
	RHODE ISLAND.							
811	Fall River, Mass., to New York, N. Y.	Old Colony Steamboat Company .....	186	.....	.....	10,000 00	.....	Six trips a week for nine months; seven trips a week for three months.
826	Newport to Wickford .....	Newport and Wickford Railroad and Steamboat Company.	12	198	12	6,000 00	16,000 00	
	NEW YORK.							
1389	Burlington, Vt., to Plattsburg, N. Y. .	Champlain Transportation Company..	25	.....	6	1,153 00	.....	During navigation.
1694	Geneva to Watkins .....	Seneca Lake Steam Navigation Company.	65	.....	6	3,200 00	.....	
1790	Lake George to Fort Ticonderoga .....	Champlain Transportation Company..	40	.....	6	400 00	.....	For four months.
1822	Penn Yan to Hammondsport .....	Lake Keuka Steam Navigation Company.	21	.....	6	200 00	.....	During navigation.
1824	Harlem River to Jersey City, N. J. ....	New England Transfer Company .....	11.5	162.5	7	1,800 00	6,753 00	

## C.—Steamboat-service as in operation on the 30th of June, 1877—Continued.

Number of route.	State and termini.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	NEW JERSEY.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
7026	New York, N. Y., to Sandy Hook, N. J	New Jersey Southern Railroad Company.	19.6	19.6	12	1,181 88	1,181 88	
	PENNSYLVANIA.							
8151	Pittsburgh to Greensborough .....	Pittsburgh, Brownsville, and Geneva Packet Company.	88.5	88.5	6	4,700 00	4,700 00	
	MARYLAND.							
10100	Baltimore to Cambridge .....	Maryland Steamboat Company .....	100		3	1,200 00		
10101	Baltimore to Wilson's Wharf, Va. ....	Eastern Shore Steamboat Company ...	150		6	4,200 00		
10102	Baltimore to Queenstown .....	Chester River Steamboat Company ...	40		3	750 00		
				290			6,150 00	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh .....	John Mulrine .....	92		6	7,200 00		
12099	Parkersburgh to Gallipolis, Ohio .....	Parkersburgh Transportation Company.	89.5		3	5,200 00		
12100	Kanawha C. H. to Gallipolis, Ohio. ....	A. J. Beckett .....	59		3	1,300 00		
				240.5			13,700 00	
	VIRGINIA.							
11094	Washington, D. C., to Fortress Monroe, Va. ....	George H. Plant .....	221		3	7,000 00		
11095	West Point to Baltimore, Md .....	Baltimore, Chesapeake and Richmond Steamboat Company.	200		3	1,200 00		
11096	Norfolk to Baltimore, Md .....	Baltimore Steam Packet Company ...	20		6	18,000 00		
11097	Norfolk to Eastville .....	Old Dominion Steamship Company ...	57		3	3,500 00		
11098	Norfolk to Matthews C. H. ....	do .....	60		3	3,000 00		
11099	Norfolk to Richmond .....	John A. Post .....	158		3	4,500 00		
11100	Fredericksburgh to Baltimore, Md. ....	Henry Williams .....	261		2	2,600 00		
				1,157			39,800 00	

NORTH CAROLINA.							
13096	Norfolk, Va., to Poplar Branch, N. C.	Zimri McDonald	75	2	1,393 00		
13097	Plymouth to Franklin	do	106	3	4,237 00		
13098	Plymouth to Windsor	do	30	3	999 00		
13099	Wilmington to Smithville	do	28	6	2,199 00		
13100	Wilmington to Fayetteville	W. H. Bagley	112	2	1,175 00		
			351			10,003 00	
SOUTH CAROLINA.							
14099	Charleston to Moultrieville	Zimri McDonald	7.5	7	481 07		
14100	Charleston to Edisto Island	Peter Toglio	43	1	800 00	1,281 07	
			50.5				
GEORGIA.							
15100	Rome to Gadsden, Ala.	J. M. Elliott	155	2	3,600 00	3,600 00	
			155				
FLORIDA.							
16087	Jacksonville to Fort George	J. M. Fitzgerald	30	3	600 00		
16088	Milton to Warrington	Temporary carrier	39	6	2,500 00		
16089	New York, N. Y., to Galveston, Tex	C. H. Mallory & Co.	2,036	1	10,400 00		
16090	Palatka to Crescent City	C. R. Griffling & Co.	30	2	428 57		
16091	Cedar Keys to Key West	New Orleans, Florida and Havana Steamship Company.	360	1	18,000 00		
16092	Fernandina to Trader's Hill, Ga.	Joseph Lee	{ 10	4 }	2,768 13		
			{ 88.5	2 }			
16093	Pensacola to Freeport	J. L. McKinnon	100	2	1,939 00		
16094	New Orleans, La., to Key West, Fla.	New Orleans, Florida and Havana Steamship Company.	752	1	5,200 00		
16096	Palatka to Okahumpka	S. J. Bouknight	275		2,400 00		
16097	Jacksonville to Sanford	Z. M. Shirley & W. E. Hite	{ 102	6 }	13,633 12		
			{ 146.5	3 }			
16098	Eufaula, Ala., to Apalachicola, Fla.	S. J. Whiteside	{ 140	2 }	4,000 00		
			{ 151	1 }			
16100	Cedar Keys to Tampa	James McKay	175	2	13,570 00		
			4,435			75,439 82	
MISSISSIPPI.							
18098	Greenwood to Sharkey's	S. H. Parisot	110	1	1,200 00		
18099	Vicksburg to Faisonla.	do	240	1	3,000 00		
18100	Vicksburg to Greenwood	do	266	2	4,800 00		
			616			9,000 00	

Two trips a week for four months; one trip a week for eight months.

C.—Steamboat-service as in operation on the 30th of June, 1877—Continued.

Number of route.	State and termini.	Name of contractor.	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>	
30093	New Orleans to Vicksburgh, Miss . . .	Leathers, Tobin & Cannon . . . . .	408		3	\$35,000 00		
30095	New Orleans to Hope Villa . . . . .	M. B. Muncy . . . . .	119		1	3,000 00		
30097	Morgan City to New Iberia . . . . .	M. P. Young . . . . .	74		6	6,600 00		
30098	New Orleans to Saint Francisville . . .	J. J. Brown . . . . .	170		2	10,000 00		
30099	New Orleans to Covington . . . . .	Mandeville and New Orleans Daily Packet Company.	62		3	3,950 00		
30100	New Orleans to Port Eads . . . . .	J. B. Price . . . . .	{ 116 45 }		{ 2 1 }	3,564 32		
				994			62,114 32	
	TEXAS.							
31092	Morgan City, La., to Brazos Santiago, Tex.	Charles Morgan . . . . .	465			4,800 00		Two trips a month.
31096	Galveston to Morgan City, La . . . . .	do . . . . .	225			50,000 00		Three trips a week for six months;
31097	Galveston to Indianola . . . . .	do . . . . .	125			10,000 00		six trips a week for six months.
31100	Sabine Pass to Wiess Bluff . . . . .	J. B. Price . . . . .	81		2	4,805 08		Three trips a week for eight months;
				896			69,605 08	two trips a week for four months.
	ARKANSAS.							
29094	Camden to New Orleans, La . . . . .	J. D. Adams . . . . .	718		1	40,000 00		
29095	Memphis, Tenn., to Wittsburgh, Ark . . .	do . . . . .	116		1	7,500 00		
29096	Jacksonport to Pocahontas . . . . .	do . . . . .	150		2	8,800 00		
29097	Memphis, Tenn., to Osceola, Ark . . . . .	do . . . . .	74		2	6,900 00		
29098	Memphis, Tenn., to Vicksburgh, Miss.	S. S. Lee . . . . .	409		2	17,400 00		
29100	Memphis, Tenn., to Friar's Point, Miss.	James Lee, sen . . . . .	112		3	2,000 00		
29103	White River to Pine Bluff . . . . .	J. D. Adams . . . . .	182.5		2	5,000 00		
29104	Pine Bluff to Little Rock . . . . .	do . . . . .	105		2	2,000 00		
29105	White River to Jacksonport . . . . .	M. R. Harry . . . . .	356		2	5,000 00		
				2,222.5			94,600 00	
	MISSOURI.							
28099	Saint Louis to Grand Tower, Ill. . . . .	J. A. Scudder . . . . .	125		3	1,250 00		
28100	Saint Louis to Memphis, Tenn. . . . .	do . . . . .	450		3	25,000 00		
				575			26,250 00	

TENNESSEE.							
19098	London to King's Creek .....	T. W. Fritts .....	49	.....	6	2,466 00	.....
19099	Chattanooga to King's Creek .....	Joseph Glover .....	110	.....	2	1,640 00	.....
				159			4,106 00
KENTUCKY.							
20097	Louisville to Evansville, Ind .....	Sherley & Hite .....	202	.....	6	15,000 00	.....
20098	Evansville, Ind., to Cairo, Ill. ....	Evansville, Cairo and Memphis Packet Company.	202	.....	6	15,000 00	.....
20099	Bowling Green to Evansville, Ind. ....	Green and Barren River Navigation Company.	225	.....	2	4,800 00	.....
20100	Paducah to Waterloo, Ala .....	Evansville and Tennessee River Pack- et Company.	260	.....	2	6,000 00	.....
				889			40,800 00
OHIO.							
21141	Portsmouth to Cincinnati .....	David Gibson .....	127.75	.....	6	9,000 00	.....
21142	Portsmouth to Gallipolis .....	William Bay .....	{ 51.35	.....	6 }	4,993 00	.....
			{ 36.65	.....	3 }		13,993 00
				215.75			
MICHIGAN.							
24094	Manistee to Milwaukee, Wis .....	Engelmann Transportation Company	150	.....	6	4,160 00	.....
24097	Detroit to Sault de Ste. Marie .....	J. T. Whiting .....	350	.....	2	880 00	.....
24098	Houghton to Minong .....	A. J. Corey .....	80	.....	1	1,062 00	.....
24099	Bay City to Alpena .....	Darius Cole .....	143	.....	6	10,000 00	.....
24100	Grand Haven to Milwaukee, Wis. ....	M. Engelmann .....	85	.....	6	3,120 00	.....
				808			19,222 00
CALIFORNIA.							
46101	San Francisco to Portland, Oreg .....	George K. Otis .....	670	.....	1	25,000 00	.....
46102	San Francisco to Sacramento City .....	California Steam Navigation Company	230	.....	6	8,000 00	.....
46273	Sacramento to San Quentin .....	A. D. Moore .....	12	.....	7	1,100 00	.....
46275	Tahoe to Tahoe .....	W. W. Lapham .....	50.5	.....		3,000 00	.....
				962.5			37,100 00
OREGON.							
44101	Portland to Astoria .....	Oregon Steam Navigation Company	120	.....	6	14,906 83	.....
44102	Portland to The Dalles .....	Zenos F. Moody .....	120	.....	6	15,535 00	.....
				240			30,441 83
WASHINGTON TERRITORY.							
43101	Olympia to Victoria, British Columbia	Philip D. Moore .....	{ 27.4	.....	6 }	29,676 74	.....
			{ 145.2	.....	2 }		
43108	Seattle to Sehome .....	Samuel Coulter .....	{ 115.2	.....	2 }	6,409 28	.....
			{ 30.7	.....	1 }		
43115	Port Townsend to Semiahmoo .....	do .....	132	.....	1	5,013 95	.....
43132	Portland, Oreg., to Sitka, Alaska .....	George K. Otis .....	1,366	.....		34,800 00	.....
				1,816.6			75,899 97

During navigation.  
From June 15 to November 15.  
From May 1 to November 30.  
During navigation.  
Do.

Six trips a week for six months; one  
trip a week for six months.

One trip per month.

THOS. J. BRADY,  
Second Assistant Postmaster-General.

D.—Table showing the increase and decrease in mail-transportation and cost during the year ended June 30, 1877.

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.				
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.
Maine	5		426		10		200		4			699	12,384			73
New Hampshire	18		883						24		2,635		158,704		3,518	
Vermont		14	565									8,003	47,216			7,438
Massachusetts	9		391		115				5			16,634		13,893		16,243
Rhode Island	2			42					9			603	12,186			645
Connecticut	66		1,178									5,575	58,210			4,397
New York		203		1,695	11		1,800		115			203,043		340,078		202,941
New Jersey		39		1,714		22		702	156			27,704	12,539			30,120
Pennsylvania		216		24,480			330		309		122,517		843,854		98,367	
Delaware		6		47						10		2,549		13,276		2,596
Maryland	66			6,036	100		2,400		11			2,985	429,782			6,621
West Virginia	131		5,539			10			26			5,132	34,734			407
Virginia	151		3,694		221		7,700		37			7,496	85,697		3,893	
North Carolina	323			4,880	3			1,326	6			15,649	66,492			21,855
South Carolina		1		3,877	5			219	16			1,997	77,360			6,093
Georgia	549			7,856		51		1,969	66			17,953	143,341			27,778
Florida		86		5,961	1,093		19,523					7,402	180,895		6,160	
Alabama	526			10,290					26			30,392	362,026			40,686
Mississippi	62			13,077	354		4,200		11			30,964		147,907		39,841
Louisiana		117	7,603					1,492				11,885	16,150			5,775
Texas	1,291		58,796		61			22,705	344		18,072		666,023		54,163	
Arkansas	223		23,454		1,058		46,600			23		5,614	305,074		64,440	
Missouri		177	2,740							11		77,050	454,603			74,301
Tennessee	655			6,626				2,837		75		29,350		21,935		38,813
Kentucky	512			6,841		15				26		11,847	319,271		5,006	
Ohio		130		16,002		65	193		251		53,461		3,269,494		37,652	
Indiana		80		7,735					54			25,287	516,717			33,022
Illinois		44		954					254			18,596	757,587			19,550
Michigan		260		5,625	15		642		70			17,812		92,538		22,795
Wisconsin		142		3,795					163			8,020	80,621			11,815
Iowa	32		3,360						135			58,926	235,170			55,546
Minnesota	107		2,473						35			25,770	12,908			23,297
Nebraska	1,174		59,046						50			31,453	500,347		27,593	
Kansas		132	12,016						39			36,702	136,858			24,686

O d g	Nevada.....	80	50,540			50	100	120		31,061	471	198,449	50,069
	California.....	77	20,286									188,689	51,247
	Oregon.....	275	23,336								2,234	150,729	21,102
	Washington Territory.....	51	3,984	59		8,287			11		634	44,397	11,637
	Idaho Territory.....	34	4,583									10,316	4,583
	Montana Territory.....	171	10,786									48,852	10,786
	Dakota Territory.....	639	53,989								492	291,980	53,497
	Wyoming Territory.....	255	112,809									263,264	112,809
	Utah Territory.....	52	16,449					23		46		92,518	16,495
	Colorado Territory.....	448	53,416					23		6,243		79,827	59,659
	Indian Territory.....	153	14,936									29,640	14,936
	New Mexico Territory.....	300	155,899									496,280	155,899
	Arizona Territory.....	329	36,759									22,386	36,759
	Total.....	8,220	739,965	127,536	3,005	203	91,875	31,351	2,358	160	245,882	735,080	900,682
		2,198	127,536		203		31,351		160			630,027	716,927
	Increase.....	6,022	612,429		2,802		60,524		2,198			11,083,543	183,755
	Decrease.....										489,198		

\* No. 352. Nashua to Acton, 23.44 miles, discontinued.

† No. 758. Boston to Hull, 15 miles, mail carried without cost to the Department.

‡ Corrected distance.

THOS. J. BRADY,  
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, 1877, and also in of the pay in accordance with the act of March 3, 1873; and used also in accordance with

ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; m. c., mail-catchers; triple line; q. l., quadruple line; l., line or lines; m., miles; r. a., route-agents; m. m., mail-messengers. 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.	Miles per hour.
1	N. Y.	1241	.....	Buffalo, Toledo.....	Lake Shore and Michigan Southern.	Miles. 298	.....
2	N. Y.	1217	.....	Albany, Buffalo.....	New York Central and Hudson River.	298	30
3	N. Y.	1211	.....	New York, Albany.....	.....do.....	144	30
4	Ohio..	21007	.....	Elyria, Millbury.....	Lake Shore and Michigan Southern.	74.98	28
5	N. J.	7004	.....	New York, West Philadelphia.	Pennsylvania.....	90	30
6	N. Y.	1241	.....	Elkhart, Chicago.....	Lake Shore and Michigan Southern.	101	.....
7	Ohio..	21045	.....	Toledo, Elkhart.....	.....do.....	133.6	28
8	Ohio..	21045	.....	.....do.....	.....do.....	133.6	29
9	N. Y.	1241	6052	Buffalo, Toledo.....	.....do.....	298	29
10	Mass.	605	3025	Boston, Springfield.....	Boston and Albany.....	97.78	30
11	Mass.	605	3025	Boston, Albany.....	.....do.....	201.65	30
12	N. Y.	1241	6052	Elkhart, Chicago.....	Lake Shore and Michigan Southern.	101	29
13	N. Y.	1211	.....	New York, Troy.....	New York Central and Hudson River.	150	.....
14	N. Y.	1241	.....	Buffalo, Chicago.....	Lake Shore and Michigan Southern.	542	.....
15	Pa....	8001	.....	Philadelphia, Pittsburgh...	Pennsylvania.....	353.6	28
16	Conn.	907	5006	New Haven, New York....	New York, New Haven, and Hartford.	73.78	28.5
17	N. Y.	1241	6052	Buffalo, Chicago.....	Lake Shore and Michigan Southern.	542	29
18	Conn.	905	5005	New Haven, Springfield....	New York, New Haven, and Hartford.	62.91	30½
19	N. Y.	1201	6001	New York, Dunkirk.....	Erie.....	459	30.35
20	Mass.	605	3025	Springfield, Albany.....	Boston and Albany.....	103.87	30
21	Ohio..	21007	.....	Elyria, Millbury.....	Lake Shore and Michigan Southern.	74.98	29
22	Ohio..	21032	.....	Columbus, Pittsburgh.....	Pittsburgh, Cincinnati, and Saint Louis.	193	28

modations for mails and agents, the trips per week, and the rates of pay per mile per annum, other States and Territories, the returns having been obtained with a view to the readjustment the act of July 12, 1876, in the case of readjustments taking effect on and after July 1, 1876.

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

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.		Dolls.		
.....	.....	.....	1034956	36164	r. p. o., 40 by 9, 40 by 9, 50 by 9, 36 by 9, 40 by 9, 1 l. each.	16*	989 75	Part; res. \$817.50, \$199.25, (6, 63.) In Nov., 1876, 34.2 m. at \$1,001, and 79.3 m. at \$197.37.	1
1111992	457126	1569118	1166112	38870	r. p. o., 47.7 by 9, 44.7 by 8.6, 44.10 by 8.8, 48.6 by 9.6, 48.9 by 9.7, 46.2 by 8.8, (average,) 46.9 by 8.11, s. l.	38½*	944 20	30 days, from Nov. 15, 1876.	2
.....	.....	.....	1082297	36076	r. p. o., 47.7 by 9, 44.7 by 8.6, 44.10 by 8.8, 48.6 by 9.6, 48.9 by 9.7, 46.2 by 8.8, (average,) 46.9 by 8.11, s. l.	46½*	905 50	In Nov., 1876. Part; res. \$126, (104.)	3
386914	94574	481488	467891	15596	r. p. o., 40 by 9, 40 by 9, 50 by 9, 18 by 9, ½ l. each.	9*	885 62½	In Nov., 1876 .....	4
1536400	677164	2213564	2086623	69554	r. p. o., 60 by 21 l., tender 29 by ½ l.; r. p. o., 45 by 21.	98*	839 30	In Mar., 1877 .....	5
.....	.....	.....	913342	30444	r. p. o., 40 by 9, 40 by 9, 50 by 9, 36 by 9, 36 by 9, 1 l. each.	16*	817 50	Part; res. \$1,001, \$989.75, \$199.25, \$197.37, (1, 63.)	6
578808	154413	733221	701577	23385	r. p. o., 40 by 9, 40 by 9, 50 by 9, 1 l. each.	12	791 00	In Nov., 1876 .....	7
1256210	463566	1719776	1634453	27240	r. p. o., 50 by 9, 60 by 9, 50 by 9, 1 l. each.	13	730 90	60 days, in Feb. and Mar., 1877.	8
.....	.....	.....	2295324	382½	r. p. o., 50 by 9, 40 by 9, 60 by 9, 50 by 9, 1 l. each.	19*	667 60	60 days, in Feb. and Mar., 1877. Part; res. \$601.20, \$313, (12, 23.)	9
.....	.....	.....	745499	24849	r. p. o., 25 by 8, 35.10 by 8. f. f. c., d. l.; r. a. apt., 14 by 6.9, s. l. to South Framingham.	41½*	619 50	Part; res. \$360.60, (20).	10
615827	497499	1113026	550147	18338	r. p. o., 14 by 6.9, 25 by 8, 35.10 by 8, 28.2 by 9, f. f. c., d. l.	41½*	619 50	102 m. at \$360.60; 1.35 m. decrease. See parts.	11
.....	.....	.....	1946318	32437	r. p. o., 50 by 9, 50 by 9, 36 by 9, 40 by 9, 60 by 9, 1 l. each.	19*	601 20	60 days, in Feb. and Mar., 1877. Part; res. \$667.60, \$313, (9, 23.)	12
906912	341281	1248193	.....	.....	.....	46½*	597 00	See parts. In Nov., 1876.	13
2234389	764369	2998758	.....	.....	.....	16*	553 17	See parts. In Nov., 1876.	14
1353734	440706	1794440	1456422	48547	r. p. o., 60 by —, 29 by 8½, 2 l. each.	42*	548 00	In Mar., 1877 .....	15
647281	527116	1174397	1095065	36502	r. p. o., 35.10½ by 8.9; 24.10 by 8.8½, f. f. c. and m. c., d. l.; r. a. apt., 14.10 by 6.5, f. f. c. and m. c., d. l.	57½*	535 50	2.55 m. decrease .....	16
4263728	1933216	6201944	1739173	28985	.....	19*	507 17	60 days, in Feb. and Mar., 1877. See parts.	17
342872	558554	901426	726046	24201	r. p. o., 35.10½ by 8.9, 24.10 by 8.8½, f. f. c. and m. c., d. l.	40½*	447 30	Main route. Branch \$45, (430; ) .92 m. decrease.	18
1223273	425728	1649001	738733	12312	r. p. o., 50 by 10, f. f. c., d. l. to Hornellsville, 332 m., s. l. res., 127 m.; r. a. apt., 16.5 by 7, f. f. c., s. l. to Port Jervis, 83.25 m.; 13 by 9.4, (average,) f. f. c., s. l. Elmira to Corning, 17.50 m.	17½*	379 70	60 days, in Feb. and Mar., 1877. \$339.70 for 127 m.	19
.....	.....	.....	363203	12173	r. p. o., 28.2 by 9, f. f. c., d. l.	41½*	360 60	Part; res. \$619.50, (10).	20
550608	392406	943014	909130	15152	r. p. o., 50 by 9, 18 by 8.6, 60 by 9, 50 by 9, ½ l. each.	19	349 42	60 days, in Feb. and Mar., 1877.	21
436108	1469976	1926034	1794782	29913	r. p. o., 60 by —, 60 by —, 60 by —, 50 by —, 1 l. each.	14	343 80	60 days, in Feb. and Mar., 1877. Main route; branch \$45.	22

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.
23	N. Y.	1241	6052	Toledo, Elkhart.....	Lake Shore and Michigan Southern.	<i>Miles.</i> 143	29
24	Md	10003		Baltimore, Wheeling.....	Baltimore and Ohio.....	393.17	25
25	Md	10003		.....do.....	.....do.....	393	27
26	N. Y.	1201		New York, Dunkirk.....	Erie.....	459	32
27	Ohio	21019		Toledo, Quincy.....	Toledo, Wabash and Western.	476	30
28	Ill	23031		East Saint Louis, Terre Haute.	Terre Haute and Indianapolis	165.4	34
29	Ohio	21027		Cincinnati, Xenia.....	Pittsburgh, Cincinnati and Saint Louis.	65.96	28
30	Ohio	21014		Columbus, Cincinnati.....	Columbus and Cincinnati.....	120.48	28
31	Ohio	21014		Columbus, Xenia.....	Columbus and Xenia.....	55	28
32	Ind	22002		Indianapolis, Terre Haute	Terre Haute and Indianapolis.	73	34
33	Ohio	21042		Cleveland, Cincinnati.....	Cleveland, Columbus, Cincinnati and Indianapolis.	245.25	30
34	N. H.	251	1001	Concord, Nashua.....	Concord.....	36.28	27
35	N. Y.	1207	6007	Attica, Corning.....	Erie.....	111	30
36	Va.	11001		Washington, Richmond.....	Richmond, Fredericksburg and Potomac.	131	27
37	Ohio	21015		Columbus, Indianapolis.....	Columbus, Chicago and Indiana Central.	188	27
38	Ohio	21028		Cincinnati, Parkersburg.....	Marietta and Cincinnati.....	195.15	30
39	Ohio	21028		.....do.....	.....do.....	195.15	30
40	W. Va.	12002		Grafton, Parkersburg.....	Baltimore and Ohio.....	104.58	31
41	Ohio	21042		Cleveland, Cincinnati.....	Cleveland, Columbus, Cincinnati and Indianapolis.	245.25	34
42	Ind	22003		Indianapolis, Cincinnati.....	Indianapolis, Cincinnati and La Fayette.	113.5	33
43	Ind	22005		Indianapolis, La Fayette.....	.....do.....	65½	33
44	W. Va.	12002		Grafton, Parkersburg.....	Baltimore and Ohio.....	104.58	29
45	Pa.	8075		Allentown, Harrisburg.....	Philadelphia and Reading.....	90	25
46	Ohio	21001		Bellaire, Columbus.....	Central Ohio.....	137½	25
47	Ohio	21001		Bellaire, Newark.....	.....do.....	104½	25
48	Mo	28001		Saint Louis, Atchison.....	Missouri Pacific.....	329.75	25
49	Va.	11002		Alexandria, Lynchburg.....	Washington City, Virginia Midland and Great Southern.	171.35	23
50	Va.	11018		Washington, Alexandria.....	Alexandria and Washington..	7	17
51	Me	2	5	Waterville, Bangor.....	Maine Central.....	55.57	25

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolls.		
.....	.....	.....	432931	7215	r. p. o., 36 by 9, 40 by 9, 1 l. each.	19*	313 00	60 days, in Feb. and Mar., 1877. Part; res. \$667.60, \$601.20, (9, 12.)	23
656855	215538	872393	364163	12138	r. p. o., 51.7½ by 8.10, f. f., d. l. to Grafton, 294 m., s. l. res., 99.17 m.; r. a. apt., 16 by 8.6, s. l. Baltimore to St. Denis, Point of Rocks to Harper's Ferry, Grafton to Wheeling, 120 m.	22*	305 90	\$265.90 on 99 m. In April, 1877, .17 m. increase.	24
446730	246480	693210	273863	9128	r. p. o., 51.7½ by 8.10, f. f. c., d. l. to Grafton, 294 m., s. l. res., 99 m.; apt. in b. c., 16 by 8.6, f. f.; nor. a. 99 m.	32½*	297 80	In Oct., 1876. \$257.90 f r 99 m.	25
703446	231404	934850	469797	15659	r. p. o., 50 by 10, f. f., d. l. to Hornellsville, 332 m., s. l. res., 127 m.; r. a. apt., 16.5 by 7, f. f., s. l. to Port Jervis, 87 m.	17½*	292 00	127 m. at \$252. In Nov., 1876.	26
292949	165725	458674	210254	7002	r. p. o., 50 by 8.10, f. f., s. l..	12	273 00	In Nov., 1876. Main route; branches \$81, \$54, (212.)	27
822641	812835	1635476	1023896	17064	r. p. o., 60 by —, 50 by —, 2 l. each.	19	272 00	60 days, in Feb. and Mar., 1877.	28
.....	.....	.....	764276	12737	r. p. o., 60 by —, f. f., d. l. ....	14	266 80	60 days, in Feb. and Mar., 1877.	29
617958	256408	874366	764276	12737	r. p. o., 60 by —, f. f., d. l. ....	14	265 90	60 days, in Feb. and Mar., 1877.	30
.....	.....	.....	764276	12737	r. p. o., 60 by —, f. f., d. l. ....	14	265 90	60 days, in Feb. and Mar., 1877.	31
883991	233937	1117928	1085106	18085	r. p. o., 60 by —, 50 by —, 2 l. each.	19	265 00	60 days, in Feb. and Mar., 1877.	32
448450	323154	771604	354611	5910	r. p. o., 39.2 by 9.2, f. f., d. l. to Galion, 80 m., s. l. res., 165.25 m.	26½*	260 60	60 days, in Feb. and Mar., 1877. 165.25 m. at \$235.60.	33
75518	118083	193601	152960	5098	r. p. o., 41.9 by 8.8, 22.8 by 6.10, 21 by 6.6, f. f., d. l.; r. a. apt., 17 by 6.10, f. f., q. l. to Manchester, 18.26 m.	37½*	250 00	.28 m. increase.....	34
31519	35869	67388	31421	1048	13 by 9.2, f. f., s. l. ....	31½*	247 50	.....	35
268694	109476	378170	361642	12054	r. p. o., 42.8 by 10, f. f., d. l. ....	13	243 50	.....	36
864532	284375	1148907	1037216	17286	r. p. o., 60 by —, 50 by —, 1 l. each.	14	243 40	60 days, in Feb. and Mar., 1877.	37
126279	141114	267393	201540	6718	r. p. o., 52.4 by 9, f. f., s. l. ....	14	243 40	In Oct., 1876. ....	38
187358	119575	306933	243047	8101	r. p. o., 52.4 by —, f. f. c., s. l. ....	15½*	238 90	In April, 1877. ....	39
131872	78292	210164	188707	6290	r. p. o., 51.7½ by 8.10, f. f., s. l. ....	26	236 20	In Oct., 1876. ....	40
312010	185422	497432	205916	6863	r. p. o., 39.2 by 9.2, f. f., d. l. to Galion, 80 m., s. l. res., 165.25 m.	26½*	235 60	80 m. at \$260.60. In Nov., 1876.	41
78750	257072	335822	294267	9808	r. p. o., f. f. c., 40 by —, 50 by —, 1 l. each.	19	235 30	In Mar., 1877. ....	42
211158	108016	319174	325318	10843	r. p. o., f. f. c., d. l., 40 by —, 50 by —, 1 l. each.	19	234 40	In Mar., 1877. ....	43
175004	64933	239937	220221	7340	r. p. o., 51.7½ by 8.10, f. f. c., s. l.; apt., 16 by 8.6, f. f., no r. a.	20	234 40	In April, 1877. ....	44
48405	48248	96653	44395	1479	11.9 by 8.7, f. f., s. l. ....	26½*	232 00	In Sept., 1876. ....	45
115082	85486	200568	.....	.....	.....	18½*	228 10	33 m., at \$85.50. See parts. In Oct., 1876.	46
.....	.....	.....	153489	5116	r. p. o., 50 by 8, f. f. c., s. l. ....	18½*	228 10	Part; residue, \$85.50, (152.) In Oct., 1876.	47
428543	145650	574193	320903	10696	r. p. o., 50 by 9, f. f. c., d. l. 282 m.; s. l. res., 47.75 m.	13½*	228 00	In March, 1877. ....	48
131258	61718	192976	141337	4711	r. p. o., 41 by 8.11, f. f. c., s. l. ....	14	227 50	Main route; branch, \$45, (344.) .53 m. increase.	49
114357	48542	162799	162799	5430	r. p. o., 40.8 by 8.6, f. f. c., s. l. ....	18½*	225 00	.....	50
.....	.....	.....	155248	5174	r. p. o., 44.6 by 8.9, (42.6 by 8.9, old report,) f. f. c., d. l. ....	10½*	225 00	Part; res., \$175, (74.) ..	51

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. <i>Miles.</i>	Miles per hour.
52	Me ...	2	5	Portland, Bangor .....	Maine Central .....	128.10	25
53	Ind ...	22029	.....	La Fayette, Kankakee .....	Cincinnati, La Fayette and Chicago.	75.75	35
54	Ohio ...	21010	.....	Chicago, Newark .....	Baltimore and Ohio, (lessees Sandusky, Mansfield and Newark.)	83	27
55	Ohio ...	21010	.....	Sandusky, Newark .....	do .....	116	27
56	Pa....	8077	.....	Easton, Allentown.....	Lehigh Valley .....	17.84	27
57	Va....	11013	.....	Lynchburg, Bristol .....	Atlantic, Mississippi and Ohio	205	22
58	Ohio ...	21047	.....	Chicago, Ohio, Chicago, Ill..	Baltimore and Ohio, (operating Baltimore, Pittsburgh and Chicago.)	271.53	31
59	Me ...	5	6	Portland, Cumberland Junction.	Maine Central .....	11	25
60	Me ...	5	6	Cumberland Junction, Augusta.	do .....	52.28	25
61	Me ...	5	6	Portland, Augusta.....	do .....	63.28	25
62	Mass..	648	3067	Springfield, South Vernon Junction.	Connecticut River .....	50.46	25
63	N. Y ..	1241	.....	Toledo, Elkhart.....	Lake Shore and Michigan Southern.	143	.....
64	Ind ...	22025	.....	Indianapolis, Terre Haute ..	Indianapolis and Saint Louis..	72	26½
65	N. H. ...	253	1008	Concord, White River Junction.	Northern .....	69.64	28
66	Tenn..	19002	.....	Bristol, Chattanooga.....	East Tennessee, Virginia and Georgia.	242.7	.....
67	Ill ...	23023	.....	Decatur, Saint Louis.....	Toledo, Wabash and Western.	112	30
68	Md ...	10002	.....	Baltimore, Sunbury.....	Northern Central .....	140.7	23½
69	Vt....	407	2005	Brattleborough, Bellows Falls	Central Vermont.....	24.46	25
70	N. Y ..	1208	6008	Buffalo, Hornellsville.....	Erie .....	91	33
71	Ohio ...	21005	.....	Cleveland, Sharpsville .....	Atlantic and Great Western..	84.40	25
72	Pa....	8022	.....	Sunbury, Williamsport .....	Pennsylvania, (lessees Philadelphia and Erie.)	39.82	22
73	Me ...	9	12	Bangor, Vanceborough .....	Consolidated European and North American.	113.93	25
74	Me ...	2	5	Portland, Waterville.....	Maine Central .....	72.53	25
75	Ohio ...	21002	.....	Pittsburg, Chicago .....	Pittsburgh, Fort Wayne and Chicago.	469.5	25
76	Mass ..	744	3062	Miller's Falls, Brattleborough	Central Vermont.....	21.38	25
77	Va....	11009	.....	Petersburg, Weldon .....	Petersburg .....	65.31	22
78	Va....	11008	.....	Richmond, Petersburg .....	Richmond and Petersburg .....	24.07	29
79	Mass ..	622	3063	Lawrence, Manchester.....	Manchester and Lawrence.....	27.06	25
80	Mass ..	607	3034	Boston, East Thompson.....	New York and New England.	53	28
81	Mass ..	607	3034	Boston, Southbridge .....	do .....	70.75	28
82	Mass ..	645	3055	Fitchburg, Bellows Falls ...	Cheshire .....	64.65	30

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.		Dolls.		
136604	79942	216546	76468	2542	r. a. apt., 16 by 6.10, f. f., s. 1. to Waterville, 73.10 m.; r. p. o., 44.6 by 8.9, (say 42.6 by 8.9), f. f., d. l., res., 55 m.	10½*	225 00	.18 m. decrease. See parts, (51, 74.)	52
177564	105098	282662	271517	9030	r. p. o., 50 by —, 40 by —, f. f. c., d. l.	13	224 50	In March, 1877.....	53
.....	.....	.....	179058	5968	r. p. o., 51.7½ by 8.10, f. f., s. l.	18*	224 50	Part; residue \$67.50, (193.) In Nov., 1876.	54
88725	218377	307102	138590	4619	r. p. o., 51.7½ by 8.10, f. f., s. l., 88 m.; r. a. apt., 20 by 8, f. f., s. l. res.	18*	224 50	23 m. at \$67.50. In Nov., 1876. See parts, (54, 193.)	55
108652	51642	160294	105530	3517	22 by 8.6, (1 l.), 15 by 6, (1 l.) 10 by 6, (½ l.), all f. f.	64*	221 40	1.26 m. increase. In September, 1876.	56
80059	41944	122003	94016	3133	r. p. o., 40.1 by 8.7, f. f. c., s. l.	14	218 50		57
206241	93447	299688	241737	8057	r. p. o., 51.7½ by 8.10, f. f., s. l.	13	215 50	In Nov., 1876.....	58
.....	.....	.....	281474	9382	r. p. o., 44.6 by 8.9, (say 42.6 by —, old report.) f. f. c., d. l.; apt., 15.10 by 6.7½, f. f., s. l.	20½*	210 00	Part; res. \$210, (60)..	59
.....	.....	.....	255476	8515	r. p. o., 44.6 by 8.9, (say 42.6 by —, old report.) f. f. c., d. l.; apt., 15.10 by 6.7½, f. f., s. l.	20½*	210 00	Part; res. \$210, (59)..	60
168404	135353	303757	255362	8511	r. p. o., 44.6 by 8.9, (say 42.6 by —, old report.) f. f. c., d. l.; apt., 15.10 by 6.7½, f. f., s. l.	20½*	210 00	See parts, (59, 60); main route; branch \$120, (106.) .72 m. decrease.	61
86474	70771	157245	114606	3820	r. p. o., 23.4 by 6.5, f. f. c., d. l.	23½*	209 50	\$300 m. m. .46 m. increase.	62
.....	.....	.....	258591	8619	r. p. o., 36 by 9, 36 by 9, 36 by 9, 40 by 9, 1 l. each.	16*	199 25	Part; res. \$1,001, \$989.75, \$817.50, \$197.37½, (1, 6.) In Nov., 1876.	63
31715	23602	55317	47110	1569	39.4 by 9, f. f., s. l.	12	196 00	In Sept., 1876.....	64
74000	48534	122534	100309	3343	r. p. o., 41.9 by 8.8, 22.8 by 6.10, f. f., d. l.	18	190 00	.64 m. increase; \$1,150 m. m.; main route; branch \$50, (297.)	65
70508	57089	127597	82660	2755	.....	.....	189 70	Main route; branch \$135, (101.) In Apr., 1877.	66
54258	33540	87798	75707	2523	20 by 9, f. f., s. l.	12	187 00	In Nov., 1876. (Under contract.)	67
176948	125894	302842	147746	4924	r. p. o., 44.4 by 8.4, f. f. c., s. l., r. a. apt., 14.8 by 8.7, f. f., s. l.	24*	186 10	.....	68
55743	45182	100925	97941	3264	23.4 by 6.11, f. f., d. l.	18	184 50	.46 m. increase.....	69
163474	469950	633424	543924	9065	13.7 by 9.8, (average), f. f., s. l.	24½*	180 00	60 days in Feb. and Mar., 1877.	70
59631	28416	98047	51535	858	14.4 by 7.10, f. f. c., s. l.	10½*	180 00	60 days in Feb. and Mar., 1877; 34.65 m. at \$62.10.	71
.....	.....	.....	120910	4030	r. p. o., 39.2 by 8.7, f. f., s. l.	13½*	178 75	Part; res. \$102.60, (123.)	72
70005	38014	108019	82210	2740	r. p. o., 20 by 9, f. f., s. l.	6	175 00	4.32 m. decrease.....	73
.....	.....	.....	20839	694	16 by 6.10, f. f., s. l.	10½*	175 00	Part; res. \$225, (51)..	74
1026842	432504	1459346	524633	8743	24.3 by 8.11, f. f. c., s. l.	21½*	173 70	60 days in Feb. and Mar., 1877.	75
89814	79336	169150	95117	3170	10.5 by 6.5, f. f., s. l.	18	168 75	.38 m. increase.....	76
51228	105211	156439	151617	5053	43.7 by 8.8½, (size not required by dept., 21.6 by 8.8½, f. f. c., d. l.)	13	164 80	.19 m. decrease.....	77
149954	57521	207475	205725	6857	r. p. o., 42 by —, f. f. c., d. l.	20	163 80	\$150 m. m. ....	78
26437	35503	61940	52438	1747	17 by 7, 12.2 by 6.7, f. f., d. l.	18	163 00	.94 m. decrease.....	79
.....	.....	.....	92092	3069	12.6 by 6.9, f. f., d. l., 53 m.; no r. a. res.	21*	161 10	Part; res. \$45.90, (331)	80
68458	45915	114373	71242	2374	12.6 by 6.9, f. f., d. l., 53 m.; no r. a. res.	21*	161 10	See parts, (80, 331.) 17 m. at \$45.90. .75 m. increase.	81
43297	23259	66556	54540	1818	24 by 8.8, f. f., s. l.	18	160 00	.65 m. increase.....	82

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>	
83	Pa. ....	8021		Williamsport, Elmira .....	Northern Central .....	79.17	23
84	Conn. ....	904	5004	New Haven, New London...	New York, New Haven and Hartford.	51.71	30
85	Conn. ....	975	5002	East Thompson, Willimantic	New York and New England..	33.21	28
86	Va. ....	11006		Richmond, Greensborough...	Richmond and Danville .....	189.67	23
87	Mass. ....	637	3041	Middleborough, Hyannis...	Old Colony .....	45.29	25
88	Mich. ....	24001		Detroit, Toledo .....	Lake Shore and Michigan Southern.	65.27	.....
89	Mass. ....	609	3038	Boston, Plymouth .....	Old Colony .....	37.27	25
90	N. J. ....	7001		New York, Easton .....	Central, of New Jersey .....	74	20
91	Conn. ....	906	5010	New Haven, Williamsburg..	New Haven and Northampton.	85.82	30
92	Ohio .....	21034		Salamanca, Dayton .....	Atlantic and Great Western ..	389.55	28
92a	Me. ....	1	1	Augusta, Waterville .....	Maine Central .....	19.21	25
93	Mass. ....	608	3035	Boston, Providence .....	Boston and Providence .....	44.19	35
94	N. Y. ....	1227	6036	Rome, Ogdensburg .....	Rome, Watertown and Ogdensburg.	142	30
95	Me. ....	6	7	Portland, Canada Line .....	Grand Trunk .....	166.31	20
96	N. Y. ....	1221	6024	Eagle Bridge, Rutland .....	Delaware and Hudson Canal...	62.50	25
97	N. Y. ....	1224	6026	Albany, Canada Line .....	.....do .....	189.93	30
98	Ala. ....	17013		New Orleans, Mobile .....	New Orleans, Mobile and Texas	140	26
99	Pa. ....	8029		New Castle, Homewood .....	Pittsburgh, Fort Wayne and Chicago.	15.2	25
100	Ind. ....	22017	22018	Indianapolis, Peoria .....	Indianapolis, Bloomington and Western.	212.2	28
101	Tenn. ....	19002		Cleveland, Dalton .....	East Tennessee, Virginia and Georgia.	28.5	.....
102	N. Y. ....	1208		Buffalo, Hornellsville .....	Erie .....	91	32
103	R. I. ....	802	4002	Providence, New London ...	New York, Providence and Boston.	63.94	25
104	N. Y. ....	1211		Albany, Troy .....	New York Central and Hudson River.	6	30
105	Mass. ....	634	3039	South Braintree Junction, Newport.	Old Colony .....	61.16	25
106	Me. ....	5	6	Brunswick, Bath .....	Maine Central .....	9.05	25
107	N. H. ....	254	1009	Concord, Claremont Junction.	Concord and Claremont .....	56.80	21
108	Mass. ....	642	3052	Taunton, New Bedford .....	Boston, Clinton, Fitchburg and New Bedford.	21.90	30
109	Mass. ....	638	3042	Yarmouth Port, Provincetown.	Old Colony .....	44.56	25
110	N. J. ....	7013		New York, Easton .....	Morris and Essex .....	87.40	25
111	Pa. ....	8045	8044	Miles Grove, New Castle....	Erie and Pittsburgh .....	83.6	25
112	N. Y. ....	1258	6066	Rouse's Point, Canada Line.	Champlain and Saint Lawrence	2.25	25
113	Cal. ....	46003		Roseville, Redding .....	Central Pacific .....	151.45	22
114	Pa. ....	8002		Philadelphia, Pottsville....	Philadelphia and Reading .....	92.5	22½
115	Mass. ....	641	3051	Taunton, Mansfield Junction.	Boston, Clinton, Fitchburg and New Bedford.	11.92	30
116	Pa. ....	8075	8073	Allentown, Harrieburg .....	Philadelphia and Reading .....	90	24

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolls.		
23620	22792	46412	35914	1197	14.8 by 8.6, f. f., s. l. ....	18	160 00	1.17 m. increase .....	83
103694	53907	157601	142644	4754	12.4½ by 6.10, f. f., s. l. ....	31	157 50	\$67 m. m. 1.71 m. increase.	84
57980	52260	110240	96843	3228	12.6 by 6.9, f. f., d. l. ....	21*	157 50	\$96 m. m. .47 m. decrease.	85
110135	50324	160459	130028	4334	25 by 8.9, f. f., s. l. ....	104*	153 00	.09 m. increase. ....	86
51113	39298	90411	61558	2151	14 by 8.4, 10.2 by 6, f. f., d. l.	12	153 00	\$1,000 m. m. 1.71 m. decrease.	87
44644	81035	125679	120050	4001	28 by 8.6, f. f., s. l. ....	64*	150 00	In June, 1876. "Fast mail."	88
98486	72525	171011	57003	1900	in b. c.; no r. a. ....	368*	150 00	Main route; branch \$50, (308.) .73 m. decrease.	89
81174	44975	126149	73010	2433	13.11 by 6.11, f. f., d. l. ....	12	144 00	.....	90
46017	39783	85800	48995	1633	15.5 by 6.5, f. f., d. l. ....	18	144 00	Main route; branch \$45, (354.) .34 m. increase.	91
166089	142631	308720	53332	888	14.4 by 7.10, f. f. c., s. l. ....	15*	144 00	60 days, in Feb. and Mar., 1877.	92
.....	.....	.....	172188	5739	r. p. o., 44.6 by 8.9, say 42.6 by —, (see old report,) f. f. c., d. l.	12	140 00	Part; res. \$90, (146) ..	92a
73485	67844	141329	105625	3520	14.8 by 6, f. f., d. l. ....	36	138 60	.19 m. increase. ....	93
86987	52160	139147	70136	2337	24 by 7.6, f. f., s. l. ....	15*	138 00	Main route; branch \$62.50, (211.)	94
39610	24408	64018	27813	927	19.9 by 8, f. f., s. l. ....	94*	138 00	1.34 m. increase. ....	95
26339	20166	46505	20469	682	12.3 by 6.7, f. f., s. l. ....	6	137 70	11.5 m. at \$146.70	96
98408	51665	150073	63588	2119	21.6 by 6.10, f. f., s. l. ....	18½*	136 80	Main route; branches \$90, \$67.50, (144, 185.)	97
40521	51859	92380	83740	2791	17.6 by 7.3, f. f., d. l. ....	14	135 00	In Feb., 1877. ....	98
18007	38886	56893	53029	1767	12 by 9, f. f., s. l. ....	12	135 00	.2 m. increase. ....	99
44090	39182	83272	34509	1150	18 by 9, f. f., s. l. ....	18	135 00	In Oct., 1876. ....	100
21307	11038	32345	30931	1031	.....	.....	135 00	Branch; main route \$189.70, (66.)	101
71804	142258	214062	173157	5771	14 by 9.2, 14 by 9.3, 12.6 by 9.10, (average,) 13.6 by 9.5, f. f., s. l.	234*	133 00	In Nov., 1876. ....	102
57491	87174	144665	115922	3864	16 by 6.10, f. f., s. l. ....	318*	130 50	.19 m. increase. ....	103
.....	.....	.....	127837	4261	no r. a. ....	46½	126 00	In Nov., 1876. Part; residue \$905.50, (3.)	104
68136	52700	120836	41746	1391	14 by 8.4, 14 by 8.4, 10.2 by 6.6, 10.2 by 6.6, (average, 12.1 by 7.6,) f. f., d. l. 22.82 m.; no r. a. res. 38.34 m.	134*	126 00	.59 m. decrease; \$930 m. m.	105
21920	11119	33039	33039	1101	15.10 by 6.7½, f. f., t. l. ....	18	120 00	Branch: main route \$210, (61) .05 m. increase.	106
10766	8925	19691	7569	252	12 by 7, f. f., d. l. in summer; s. l. in winter, say 6 months in each year.	12	120 00	\$400 m. m.; 1.81 m. increase.	107
13395	9704	23099	22637	754	no r. a. ....	36	119 70	\$612.50 m. m.; 1.39 m. increase.	108
29737	24488	54225	41790	1393	14 by 8.4, 10.2 by 6, f. f., d. l.	12	118 00	\$4,000 m. m.; .52 m. decrease.	109
84339	54200	138539	54357	1811	11.6 by 9, f. f., d. l. ....	14½*	117 90	19 m. at \$126.90; 14.40 m. at \$54.	110
25176	38775	63951	37460	1248	12 by 9, f. f., s. l. ....	12	117 00	.6 m. increase. ....	111
12856	829	13685	13685	456	in b. c.; no r. a. ....	13	116 66	.....	112
55355	16569	71924	51441	1714	20.84 by 8.10½, f. f., s. l. ....	7	112 50	In Oct., 1876. ....	113
53916	39431	93347	42177	1405	15.2 by 8.7, f. f., s. l. to Auburn, 83 m.; d. l. res. 9.5 m.	17½*	112 50	.....	114
14932	21205	36137	35049	1168	no r. a. ....	30	112 50	\$600 m. m.; .08 m. decrease.	115
43221	46485	89706	47293	1576	11.9 by 8.7, f. f., d. l. to Emaus, 6 m.; s. l. res. 84 m.; additional r. a. between Reading and Sinking Spring, 6 miles.	28½*	110 70	.....	116

## REPORT OF THE POSTMASTER-GENERAL.

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.
117	R. I. . .	801	4001	Providence, Worcester.....	Providence and Worcester....	<i>Miles.</i> 44.17	30
118	N. Y. . .	1255	6063	Canandaigua, Elmira.....	Northern Central .....	68.50	25
119	Conn. . .	902	5009	New London, Palmer .....	Central Vermont.....	65.27	22½
120	Conn. . .	908	5011	Bridgeport, Winsted.....	Naugatuck .....	62.28	23
121	Pa. . . .	8010	.....	Allentown, Waverly .....	Lehigh Valley.....	190.67	27
122	Pa. . . .	8022	.....	Sunbury, Erie.....	Pennsylvania, (lessees Phila- delphia and Erie.)	287.6	22
123	Pa. . . .	8022	.....	Williamsport, Erie.....	.....do .....	248.08	22
124	N. J. . .	7028	.....	New York, Denville .....	Delaware, Lackawanna and Western.	35.93	25
125	N. Y. . .	1219	.....	New York, Chatham Village	New York and Harlem .....	130½	25
126	N. Y. . .	1256	6064	Syracuse, Oswego .....	Oswego and Syracuse.....	35.5	25
127	Me. . . .	13	15	Bath, Rockland .....	Knox and Lincoln .....	49.86	18
128	N. J. . .	7018	.....	Philadelphia, Bridgeton.....	West Jersey.....	38.40	25
129	N. Y. . .	1823	6033	West Chazv, Rouse's Point ..	Delaware and Hudson Canal ..	15.29	30
130	Pa. . . .	8064	8063	Pittsburgh, Cumberland .....	Pittsburgh and Connellsville..	150.10	25
131	Mass. . .	607	3034	Boston, East Thompson.....	New York and New England..	53	28
132	Mass. . .	607	3034	Boston, Southbridge .....	.....do .....	70	28
132a	Mass. . .	607	3034	East Thompson, Southbridge	.....do .....	17	28
133	Mass. . .	643	3066	Worcester, Nashua .....	Worcester and Nashua .....	46.54	30
134	Ohio. . .	21005	.....	Cleveland, Leavittsburg .....	Atlantic and Great Western..	49.75	25
135	Ohio. . .	21005	.....	Cleveland, Sharpsville .....	.....do .....	84.40	25
136	N. Y. . .	1245	6028	Albany, Binghamton .....	Delaware and Hudson Canal..	142	24
137	Vacant ..	.....	.....	.....	.....	.....	.....
138	Me. . . .	1	1	Augusta, Skowhegan .....	Maine Central .....	37.99	25
139	Pa. . . .	8042	8041	Pittsburgh, Oil City.....	Allegheny Valley.....	132.60	23
140	Mich. . .	24007	.....	Detroit, Port Huron .....	Grand Trunk .....	64.5	23
141	N. Y. . .	1257	6065	Syracuse, Binghamton .....	Syracuse, Binghamton and New York.	80	24
142	N. H. . .	371	1012	Nashua, Rochester .....	Worcester and Nashua.....	49.40	25
143	Mass. . .	647	3061	Palmer, Miller's Falls .....	Central Vermont .....	34.95	25
144	N. Y. . .	1224	6026	Whitehall, Castleton .....	Delaware and Hudson Canal ..	16	25
145	Md. . . .	10017	.....	Saint Denis, Point of Rocks..	Baltimore and Ohio.....	60	19
146	Me. . . .	1	1	Waterville, Skowhegan .....	Maine Central .....	18.78	25
147	Md. . . .	10004	.....	Araby, Frederick .....	Baltimore and Ohio.....	3.75	20
148	Ohio. . .	21034	.....	Salamanca, Dayton .....	Atlantic and Great Western..	389.55	27
149	N. J. . .	7005	.....	Bordentown, Trenton .....	Pennsylvania .....	7	35
150	Ga. . . .	15012	.....	Macon, Atlanta .....	Central Railroad and Banking Company.	103.52	23
151	Conn. . .	909	5012	Bridgeport, Pittsfield .....	Housatonic .....	110.55	27
152	Ohio. . .	21001	.....	Newark, Columbus .....	Central Ohio.....	33	25

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolls.		
33655	31706	65361	30866	1028	(average,) 13.2 by 6.1, f. f., s. l.	24*	110 00	\$1,500 m. m.; 17 m. increase.	117
25736	31240	56976	36955	1231	14.8 by 8.6, f. f., s. l.	18	108 90		118
30179	26104	56283	19067	635	11 by 6.4, f. f., s. l.	21*	108 00	27 m. increase.	119
37593	27595	65188	37065	1235	16 by 6.1½, 15.10 by 5.8, f. f., s. l.	12	106 20	Main route; branch \$45, (386); \$150 m. m.; 28 m. increase.	120
111233	63790	180023	84935	2830	22 by 8.6, (1 l.) 15 by 6, (1 l.) 10 by 6, (½ l.) to Mauch Chunk, 30 m.; 22 by 8.6, (1 l.) res., all f. f.	20½*	105 00	In Sept., 1876; 55 m. at \$115; 29.5 m. at \$120, 1.17 m. increase.	121
143588	90545	234134	38830	1294	r. p. o., 39.2 by 8.7, f. f., s. l.	133*	102 60	\$178.75 per m. on 39.8 m.; .3 m. increase.	122
			25188	839	39.82 m.; r. a. apt., 8.10 by 5.7, 10.8 by 8.8, s. l.	133*	102 60	See parts (72, 123.) Part; residue \$178.75, (72.)	123
33470	17221	50691	44899	1496	r. a. apt., 8.10 by 5.7, 10.8 by 8.8, s. l.	12	100 80		124
47729	35215	82944	32364	1078	17.7 by 7.6, f. f., d. l.	11½*	100 00		125
24765	14713	39478	30471	1015	19.9½ by 8.3, 13.5 by 8.5, f. f., d. l. 66 m.; s. l. res., 64.5 m.	18	100 00		126
32321	15202	38423	25307	843	14 by 7, f. f., s. l.	12	100 00	\$1,000 for ferriage; .14 m. decrease.	127
43295	28451	71746	38957	1298	14.6 by 7.2, 13 by 6.8, f. f., d. l.	12	99 00	\$600 for side-service.	128
28031	8934	37015	36173	1205	13 by 8.3, f. f., s. l.	12	99 00		129
29081	24553	53634	21153	705	21.6 by 6.10, b. f., s. l.	18	98 10	2.30 m. increase. Main route; branches \$48.60, (317), \$45, (403).	130
			95604	3186	14.6 by 8.6, f. f., s. l.	21*	97 20	In Feb., 1877. Part; whole route \$97.20, (132.)	131
65955	51429	117384	73969	2465	12.6 by 6.9, f. f., d. l. 53 m.; no r. a. res.	21*	97 20	See parts. In Feb., 1877, (131, 132a.)	132
			6520	217	no r. a. res.	21*	97 20	Part; whole route \$97.20, (132.) In Feb., 1877.	132a
69818	62717	132535	92495	3082	12 by 7, 15 by 7, f. f., d. l.	18	96 30	29 m. increase.	133
			152389	5079	14.4 by 7.10, f. f., s. l.	18*	94 50	Part; res. \$61.20, (214); 34.65 m. at \$61.20. In Nov., 1876.	134
31799	134952	166751	95205	3175	14.4 by 7.10, f. f., s. l.	18*	94 50	See parts. 34.65 m. at \$61.20. In Nov., 1876, (134, 214.)	135
42881	30533	73414	28000	933	15.3 by 8.8½, f. f., s. l.	18	90 90		136
123954	64611	188565	92371	3079	16 by 7.3, f. f., s. l.	12	90 00		137
					r. p. o., 44.6 by 8.9, say 42.6 by —, (see old report;) f. f. c., d. l. to Waterville, 19 m., 15.11 by 7.1, f. f., s. l. 20 m.	12	90 00	See parts; (137, 146); 1.01 m. decrease.	138
56919	35576	92495	51539	1717	14.6 by 8.8, f. f., s. l.	19	90 00	.11 m. decrease.	139
32377	17674	50051	40362	1345	23.8 by 7.5, f. f. c., s. l.	18	90 00		140
32808	30154	62962	26496	883	16 by 7.3, f. f., s. l.	12	90 00	In Aug., 1876.	141
20311	15864	36175	24882	761	12 by 7, d. l.	12	90 00		142
15207	9699	24906	17562	585	10.5 by 6.5, f. f., s. l.	12	90 00	.05 m. decrease.	143
11600	7351	18951	16902	563	in b. c.; s. l.	12	90 00	Branch; main route \$136.80, (97.)	144
13894	13637	27531	15156	505	16 by 8.6, f. f., s. l.	14½*	90 00	In April, 1877.	145
			12555	418	r. a. apt., 15.11 by 7.1, f. f., s. l.	12	90 00	Part; residue, \$90, (92a.)	146
5643	4515	10158	10158	338	in b. c.	33*	90 00	.75 m. increase.	147
205814	73368	279182	79332	2644	14.4 by 7.10, f. f., s. l.	15½*	88 20	In Nov., 1876.	148
2552	5019	7571	7571	252	in b. c.; no r. a.	18	88 00	Branch; main route \$81, (160.)	149
45948	64074	110022	87664	1270	11.7 by 6.7, f. f., s. l.	13	87 30	69 days, 9 from March 15 and 30 from May 15, 1876, and 30 from Jan. 1, 1877.	150
41038	33058	74096	29306	976	14 by 6.5, f. f., d. l.	12	86 40	Main route; branches \$45, \$27, (392, 493.)	151
6812	15657	22469	22469	748	in b. c.; no r. a.	18½*	85 50	Part; res. \$228.10, (47.) In Oct., 1876.	152

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. <i>Miles.</i>	Miles per hour.
153	W. Va	12001	.....	Harper's Ferry, Staunton ...	Baltimore and Ohio. ....	128.02	19
154	N. H. ...	371	1012	Nashua, Rochester .....	Nashua and Rochester .....	49.40	28
155	Ga. ....	15001	.....	Atlanta, Charlotte .....	Atlanta and Richmond Air Line.	266.5	26
156	Pa. ....	8017	.....	Scranton, Northumberland..	Lackawanna and Bloomsburg	80	25
157	N. Y. ...	1233	6045	Long Island City, Greenport	Long Island .....	94.31	25
158	Mass. ...	631	3046	South Framingham, Pratt's Junction.	Boston, Clinton, Fitchburg and New Bedford.	29.74	30
159	Mass. ...	644	3047	Sterling Junction, Fitchburg	.....do .....	14.15	25
160	N. J. ...	7005	.....	Philadelphia, Monmouth Junction.	Pennsylvania .....	54.56	35
161	N. Y. ...	1233	6045	Mineola, Hempstead .....	Long Island .....	2.5	25
162	Me. ....	244	13	Bangor, Bucksport .....	Consolidated European and North American.	19.89	22
163	N. Y. ...	1229	6041	Utica, Norwich .....	Delaware, Lackawanna and Western.	54½	24
164	N. Y. ...	1230	6042	Owego, Ithaca .....	.....do .....	35	24
165	Pa. ....	8019	.....	Binghamton, New Hampton.	.....do .....	144.50	25
166	Pa. ....	8064	.....	Pittsburgh, Cumberland .....	Pittsburgh and Connellsville ..	147.8	30
167	Pa. ... {	2416 2412½	{ 8016	{ Penn Haven Junction, } Tomhicken. }	Lehigh Valley .....	24.7	25
168	N. J. ...	7019	.....	Glassborough, Millville .....	West Jersey .....	22	25
169	Kans. ...	33008	.....	Kansas City, Ottawa .....	Leavenworth, Lawrence and Galveston.	33.3	20
170	Cal. ...	46018	.....	San Fernando, San Bernardino.	Southern Pacific .....	81.12	15
171	Mo. ....	28018	.....	Keokuk, Louisiana .....	Saint Louis, Keokuk and Northwestern.	86.89	20
172	W. Va	12001	.....	Harper's Ferry, Harrisonburg.	Baltimore and Ohio .....	101.60	19
173	N. J. ...	7037	.....	New York, Middletown .....	New Jersey Midland .....	88	28
174	Pa. ....	8008	.....	Lamokin, Port Deposit .....	Philadelphia and Baltimore Central.	59.25	25
175	Conn. ...	911	5907	Waterbury, Providence .....	Hartford, Providence and Fishkill.	122.94	22
176	N. J. ...	7008	.....	Trenton, intersection Delaware, Lackawanna and Western Railroad.	Pennsylvania .....	68.7	25
177	N. Y. ...	1205	6005	Rochester, Avon .....	Erie .....	18	30
178	N. Y. ...	1247	6056	Schoharie Junction, Schoharie.	Schoharie Valley .....	4.38	25
179	Colo. ...	38001	.....	Denver, El Moro .....	Denver and Rio Grande .....	209.2	20
180	Ga. ....	15010	.....	Savannah, Macon .....	Central Railroad and Banking Company.	192½	22½
181	Kans. ...	33005	.....	Kansas City, Baxter Springs	Missouri River, Fort Scott and Gulf.	160.2	20
182	N. Y. ...	1813	6098	Gloversville, Northville .....	Gloversville and Northville ..	17½	20
183	N. Y. ...	1813	6098	.....do .....	.....do .....	17½	20
184	Me. ....	34	3	Farmington, Brunswick ....	Maine Central .....	69.5	20

† Part.

‡ Average.

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.		Dolls.		
27400	16381	43781	13480	449	16 by 8.6, f. f., s. l. ....	7 $\frac{1}{2}$ *	83 00	In April, 1877. See parts, (172, 348.)	153
41850	31114	72964	61314	2043	12 by 7, 15 by 7, f. f., d. l. ....	12	81 00		154
32765	53967	86732	53396	1946	19.6 by 8.11 $\frac{1}{2}$ , f. f., m. c., s. l. ....	7	81 00	In April, 1877	155
26454	32840	59094	29606	986	19 by 7, f. f., s. l. ....	21 $\frac{1}{2}$	81 00		156
36085	23604	61689	27833	927	13 by 6, f. f., s. l. ....	12	81 00	Main route; branch \$81, (161;) \$2,000 m. 3.69 m. decrease.	157
20830	14791	35621	21838	727	14 by 6.9, f. f., s. l. ....	20*	81 00	.74 m. increase	158
16612	10966	27578	18305	610	14 by 6.9, f. f., s. l., 9 m., no r. a. res.	29 $\frac{1}{2}$ *	81 00	.15 m. increase	159
25984	25708	51692	17790	593	8 by 6.6, f. f., s. l.; r. a., 12 inward; 6 outward, between Jamesburg and Monmouth Junction, 5.76 m.	20 $\frac{1}{2}$ *	81 00	Main route; branches, \$88, \$45, (149, 442.) 1 m. increase. Extension to commence at Philadelphia, July 1, 1877.	160
1321	967	2288	2288	76	in b. c.; no r. a. ....	18	81 00	Branch; main route, \$81, (157.)	161
13857	9188	23045	19820	660	16.8 by 8.3, f. f., d. l. ....	12	80 10	.54 m. increase	162
31924	19690	51614	28839	960	15.6 by 7, f. f., d. l. ....	12	80 00		163
13514	8937	22451	18826	627	7.9 by 7.6, f. f., s. l. ....	12	80 00		164
34023	47302	81325	36538	1217	19 by 7, f. f., s. l. ....	12	76 50		165
32840	32584	65424	35613	1187	14.6 by 8.6, f. f., s. l. ....	16 $\frac{1}{2}$ *	76 50	Main route; branches, \$48.60, \$45, (318, 410a.) In October, 1876.	166
17931	12018	29949	18250	608	{ 15 by 6.6, f. f., d. l. to Hazleton, 15.9 m.; s. l. res. }	14 $\frac{1}{2}$ *	76 50	{ Main route; bran's, \$67.50, \$67.50, (195, 197.) 8 m. at \$75. In September, 1876. }	167
14280	9033	23313	17962	598	13 by 8.3, f. f., s. l. ....	12	76 50		168
26351	10773	37124	34730	1157	15 by 9, f. f., s. l. ....	6	75 60	In April, 1877	169
25160	12137	37297	16064	534	no r. a. ....	6	75 00	In September, 1876	170
13954	20784	34738	15917	530	18.6 by 9, s. l. ....	12	75 00	In January, 1877	171
21046	11416	32462	14744	491	16 by 8.6, f. f., s. l. ....	7 $\frac{1}{2}$ *	74 70	1.13 m. increase. Part; residue, \$45, (348.)	172
11001	10654	21655	6862	228	13.2 by 6.9, f. f. and m. c. s. l. ....	6 $\frac{1}{2}$ *	74 70		173
21551	27317	48868	25832	861	9 by 3.6, 10 by 6.6, f. f., d. l. ....	12	73 80		174
47305	47219	94524	24557	818	14.2 by 6.6, f. f., s. l. ....	16 $\frac{3}{4}$ *	72 00	.44 m. increase	175
31033	19915	50948	23318	777	13 by 6.6, f. f., s. l. ....	13 $\frac{3}{4}$ *	72 00		176
12823	8025	20848	20053	668	11.5 by 10.2, f. f., s. l. ....	22*	72 00		177
4517	2717	7234	7234	241	in b. c.; no r. a. ....	18	72 00		178
43321	21272	64593	37757	1258	9.2 by 7.5, f. f., s. l. ....	7	70 00	Main route; branch, \$45. In March, 1877.	179
44164	39977	84141	40217	591	8.2 by 7, f. f., s. l. ....	14	69 30	68 days, 8 from March 15 and 30 from May 15, 1876, and 30 from January 1, 1877.	180
66876	36671	103547	45897	1529	15 by 9, f. f., s. l. ....	7 $\frac{1}{2}$ *	69 12	In April, 1877	181
11182	8743	19925	15650	521	8 by 6, s. l. ....	12	68 40	\$100 m. m. at Mayfield. In January, 1877.	182
9094	7153	16247	12982	432	8 by 6, f. f., d. l. ....	12	68 40	\$100 side service, at Mayfield.	183
24855	22243	47098	24322	810	16 by 6.7, f. f., s. l., to Leeds Junction, 39 m.; in charge of conductor, thence to South Lewiston, 12 m.; t. l. Lewiston to Brunswick, 18.5 m.	9 $\frac{1}{2}$ *	67 50	\$50 m. m.; 2 m. decrease.	184

## REPORT OF THE POSTMASTER-GENERAL.

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.
185	N. Y.	1224	6026	Albany Junction, Troy.....	Delaware and Hudson Canal..	Miles. 6	24
186	Pa.	8003	.....	Philadelphia, Westchester..	Westchester and Philadelphia.	26.35	18
187	Ga.	15011	.....	Macon, Columbus .....	Southwestern.....	100.94	20½
188	Ga.	15005	.....	Millen, Augusta .....	Central Railroad and Banking Company.	53½	18
189	Md.	10006	.....	Baltimore, Williamsport....	Western Maryland .....	91.62	18
190	Md.	10007	.....	Annapolis, Annapolis Junction.	Annapolis and Elk Ridge .....	21.5	25
191	Ind.	12008	22008	New Albany, Michigan City.	Louisville, New Albany and Chicago.	228	20
192	N. Y.	1288	6088	Carthage, Morristown.....	Utica and Black River .....	50.08	20
193	Ohio.	21010	.....	Sandusky, Chicago.....	Baltimore and Ohio, (lessees Sandusky, Mansfield and Newark.)	28	27
194	Pa.	8066	8065	Corning, Antrim.....	Fall Brook Coal .....	52.4	17
195	Pa.	2416†	8016	Lumber-yard, Ebervale.....	Lehigh Valley .....	6.23	25
196	Pa.	2412	8012	Hazel Creek Bridge, Audenreid, Trescow.	.....do .....	9.5	25
197	Pa.	2416	8016	Tunnel, Eckley .....	.....do .....	2.23	25
198	Mass.	746	3053	Taunton, Attleboro .....	Boston, Clinton, Fitchburg and New Bedford.	11.12	28
199	Conn.	991	5016	Hartford, Springfield .....	Connecticut Central, (late Connecticut Valley and Springfield.)	31.67	30
200	Me.	7	8	Portland, Rochester.....	Portland and Rochester .....	52.68	25
201	N. Y.	1225	6034	Oswego, Richland.....	Rome, Watertown and Ogdensburg.	28.5	30
202	N. Y.	1204	6004	Newburg, Chester .....	Erie .....	19.75	28
203	Ga.	15016	.....	Macon, Eufaula.....	Southwestern .....	144.84	18½
204	N. Y.	1273	6081	Fonda, Gloversville.....	Fonda, Johnstown and Gloversville.	10	20
205	Vt.	528	2012	Wells River, Montpelier....	Montpelier and Wells River..	38.78	21
206	Pa.	8027	.....	Lancaster, Middletown .....	Pennsylvania .....	31.5	28
207	N. Y.	1290	6091	Buffalo, Jamestown.....	Buffalo and Jamestown .....	71.09	30
208	N. Y.	1234	6046	Hicksville, Port Jefferson...	Long Island.....	36.5	25
209	N. Y.	1226	6035	Watertown, Cape Vincent..	Rome, Watertown and Ogdensburg.	26	30
210	Mass.	649	3056	South Vernon Junction, Keene.	Connecticut River.....	24.19	25
211	N. Y.	1227	6036	DeKalb Junction, Norwood.	Rome, Watertown and Ogdensburg.	25	30
212	Ohio.	21019	.....	Clayton, Keokuk .....	Toledo, Wabash and Western.	44	25
213	N. Y.	1284	6089	Cayuga, Ithaca .....	Cayuga .....	38.05	20
214	Ohio.	21005	.....	Leavittsburg, Sharpsville....	Atlantic and Great Western..	34.65	25

† Part.

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.		Doll.		
1689	6467	23365	2158	719	in b. c.; no r. a. ....	18	67 50	Branch; main route \$136 80, (97.)	185
13463	13941	27404	17653	588	41 sq. feet (say 8 by 5), f. f., d. l.	24*	67 50	\$102.75 side service. .22 m. increase.	186
50203	31721	81924	4082	544	12.8 by 6.3, f. f., s. l. ....	7	67 50	75 days; 15 from March 15, 1876; 30 from May 15, 1876; and 30 from January 1, 1877.	187
18427	21396	39823	34160	488	8.2 by 7, f. f., s. l. ....	7	67 50	70 days; 10 from March 15, 1876; 30 from May 15, 1876; and 30 from January 1, 1877.	188
20991	12669	33660	14510	483	11 by 8.2, f. f., s. l. ....	12	67 50	6.12 miles at \$40 .....	189
6658	10372	17031	13263	442	in b. c. f., s. l. ....	15*	67 50	1 m. increase .....	190
29504	33186	62690	12730	424	11 by 7, f. f., s. l. ....	7*	67 50	In May, 1875. Returns imperfect.	191
9436	8713	18149	12700	423	13 by 6.6, f. f., s. l. ....	12	67 50	Main route; branch \$45, (422.)	192
.....	.....	.....	11402	380	r. a. apt., 20 by 8, f. f., s. l. ....	18*	67 50	Part; res \$224.50, (54.)	193
12893	9815	22708	9621	320	11.5 by 7, f. f., s. l. ....	143*	67 50	13.6 m. at \$45; main route; branch \$45, (361.)	194
2519	1639	4158	2396	79	no r. a. ....	12	67 50	Branch; main route \$76.50, (167.) In September, 1876.	195
1198	722	1920	1507	50	no r. a. ....	6	67 50	In September, 1876, 8 miles transferred to route 8016.	196
464	376	840	840	27	no r. a. ....	6	67 50	Branch; main route \$76.50, (167.) In September, 1876.	197
468	403	871	691	23	no r. a. ....	18	67 50	5.55 m. decrease .....	198
8794	9867	18661	14370	478	10.6 by 6.9, f. f., s. l. ....	6	65 70	.57 m. increase. ....	199
38638	33624	72262	57955	1930	12 by 6.11, f. f., d. l. ....	12	65 00	\$420 m. m. .68 m. increase.	200
12313	12955	25268	16146	538	23 by 7, f. f., s. l. ....	6	65 00	.....	201
8969	11064	20033	10629	354	no apt.; no r. a. ....	195*	65 00	Main route; branch \$50, (281.)	202
49189	27357	76546	38258	510	12.8 by 6.3, f. f., s. l. ....	7	64 80	75 days; 15 from March 15, 1876; 30 from May 15, 1876; and 30 from January 1, 1877. Main route; branches \$50, \$40. Branches not weighed.	203
15063	9530	24593	21551	717	8 by 6, f. f., s. l. ....	15*	64 00	\$750 side service. ....	204
17567	19685	37252	30861	1028	12 by 6.10, f. f., s. l. ....	6	63 00	.16 m. increase. ....	205
19427	12784	32211	12945	430	in b. c.; no r. a. ....	163*	63 00	.3 m. increase. ....	206
13303	11482	24785	11109	369	18 by 7, f. f., d. l. ....	12	63 00	.....	207
11779	7285	19064	9585	319	10.3 by 8, f. f., d. l. to North port, 16.50 m., s. l. res.	12	63 00	20 m. at \$54. ....	208
10319	5630	15949	11326	377	in b. c.; no r. a. ....	12	62 50	.....	209
8062	9035	17097	11115	370	17.8½ by 6.11, f. f., s. l. ....	12	62 50	.19 m. increase .....	210
10752	6525	17277	8910	297	in b. c.; no r. a. ....	12	62 50	Branch; main route \$138, (94.)	211
8324	5833	14157	9755	325	12 by 9.10, f. f., s. l. ....	12	62 00	Branch; main route \$273, (27). In Nov., 1876. Branch to Naples not weighed.	212
7159	8684	15843	9183	316	8.1 by 6.9, f. f., s. l. ....	9*	62 00	.....	213
.....	.....	.....	12939	431	14.4 by 7.10, f. f., s. l. ....	.....	61 20	Part; res \$94.50, (134.) In Nov., 1876.	214

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>	
215	N. J.	7003	.....	Elizabethport, (n.o.) Sea Plain	Central, of New Jersey.....	47.90	20
216	Ark	29006	.....	Malvern, Hot Springs.....	Hot Springs.....	25.11	17
217	Ga.	15013	.....	Macon, Brunswick.....	Macon and Brunswick.....	188	16
218	N. J.	7026	.....	New York, Pemberton Junction.	New Jersey Southern.....	84.6	35
219	Pa.	8025	.....	Irvine, Corry.....	Pittsburgh, Titusville and Buffalo.	95	20
220	Pa.	8083	8081	Pittsburg, Monongahela City	Pittsburgh, Virginia and Charleston.	31.04	25
221	N. Y.	1228	6040	Chenango Forks, Norwich..	Delaware, Lackawanna and Western.	30.69	24
222	Va.	11011	.....	Petersburg, Norfolk.....	Atlantic, Mississippi and Ohio	81.5	30
223	N. Y.	1249	6058	Buffalo, Emporium.....	Buffalo, New York and Philadelphia.	123.51	25
224	N. Y.	1206	6006	Avon, Dansville.....	Erie.....	30.73	20
225	R. I.	803	4004	Providence, Bristol.....	Providence, Warren and Bristol.	15.75	18
226	N. H.	255	1002	Concord, Portsmouth.....	Concord.....	59.16	25
227	R. I.	804	4005	Warren, Fall River.....	Fall River, Warren and Providence.	9.99	20
228	Conn.	917	5019	Litchfield, Hawleyville.....	Shepaug.....	32.78	20
228a	Del.	9502	.....	Delmar, Cresfield.....	Eastern Shore.....	38	16
229	N. Y.	1285	6087	Utica, Watertown.....	Utica and Black River.....	92.22	23
230	Pa.	8056	8055	Pittsburgh, Washington.....	Pittsburgh, Cincinnati and Saint Louis.	23.71	18
231	Pa.	8040	8039	Blairsville, Allegheny.....	Pennsylvania.....	64.6	18
232	Pa.	8036	8035	Tyrone, Curwinsville.....	Pennsylvania, lessees.....	47.5	16
233	N. Y.	1269	6074	Ithaca, Cortland Village.....	Utica, Ithaca and Elmira.....	23	24
234	Va.	11012	.....	Petersburg, Lynchburg.....	Atlantic, Mississippi and Ohio	123.25	26
235	Mass.	636	3064	Braintree Depot, Cohasset..	Old Colony, (late South Shore)	11.61	20
236	Mass.	658	3068	Springfield, Athol.....	Springfield, Athol and Northeastern.	48.27	23
237	Kan.	33003	.....	Lawrence, Coffeyville.....	Leavenworth, Lawrence and Galveston.	142.9	20
238	Cal.	46005	.....	Sacramento, Folsom City.....	Sacramento Valley.....	23.2	20
239	Pa.	8044	8043	Meadville, Oil City.....	Atlantic and Great Western..	36.63	25
240	Pa.	8039	8038	Tyrone, Lock Haven.....	Pennsylvania.....	55.1	20
241	N. Y.	1278	6086	Cooperstown, Cooperstown Junction.	Cooperstown and Susquehanna Valley.	16	20
242	N. Y.	1287	6038	Oswego, Lewiston.....	Rome, Watertown and Ogdensburg.	146.92	30
243	Mass.	659	3049	Framingham, Lowell.....	Boston, Clinton, Fitchburg and New Bedford.	29.44	28
244	Me.	10	14	Oldtown, Blanchard.....	Bangor and Piscataquis.....	63.8	21
245	Conn.	915	5017	New Haven, Ansonia.....	New Haven and Derby.....	13.42	22
246	N. Y.	1231	6043	Cassville Junction, Richfield Springs.	Delaware, Lackawanna and Western.	21	24
247	N. Y.	1815	6032	Fort Edward, Glen's Falls..	Delaware and Hudson Canal..	6.92	20
248	N. Y.	1815	6032	do.....	do.....	6.92	20
249	Conn.	975	5002	East Thompson, Willimantic	New York and New England	33.68	28
250	N. Y.	1276	6024	Sayre, Fair Haven.....	Southern Central.....	121	25
251	Conn.	914	5015	Hartford, Saybrook Point...	Connecticut Valley.....	44.15	30
252	Mass.	656	3048	Mansfield, South Framingham.	Boston, Clinton, Fitchburg and New Bedford.	22.02	28
253	Mass.	650	3029	Pittsfield, North Adams....	Boston and Albany.....	20.44	25
254	Pa.	8043	8042	Branch Junction, Indiana...	Pennsylvania.....	19	17
255	Pa.	8035	8034	Huntingdon, Mount Dallas Station.	Huntingdon and Broad Top...	45.14	20
256	Me.	11	4	Belfast, Burnham Village...	Maine Central.....	34.79	20

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolls.		
13437	8610	22047	12801	426	13 by 7, f. f., s. l. ....	6	61 20		215
6640	3492	10132	10132	337	7.6 by 2.6, s. l. ....	7	61 00	In March, 1877. ....	216
39261	24469	63730	37973	499	14 by 7, f. f., s. l. ....	6	69 30	Main route; branch \$36. Branch not weighed. 76 days; 16 from Mar. 15, 30 from May 15, 1876, and 30 from Jan. 1, 1877. 7 trips part of the year.	217
10527	15195	25722	14756	491	8 by 6, f. f., s. l. ....	8½	60 30	Main route; branches \$45, \$45, (347, 439.)	218
20638	25184	45822	13277	442	11 by 6, f. f., s. l. ....	12½	60 30		219
8226	5180	14006	10677	355	10 by 8, f. f., s. l. ....	12	60 30	.8 m. decrease. ....	220
8949	11106	20055	16934	564	15.6 by 7, f. f., d. l. ....	12	60 00		221
8627	14931	23558	19157	538	18.2 by 8.7, f. f., s. l. ....	6	60 00	.5 m. increase. ....	222
20521	17051	37572	16016	533	11.9 by 6, f. f., s. l. ....	6	60 00		223
12716	8863	21579	13106	436	11.5 by 10.2, f. f., s. l. ....	15*	60 00		224
12438	4778	17216	12971	432	in b. c.; no r. a. ....	12	60 00	\$1,950 m. m. 1.15 m. increase.	225
11953	10885	22838	11728	390	14.6 by 6.10, f. f., s. l. ....	12	60 00	.84 m. decrease. ....	226
5534	1857	7391	7391	246	in b. c.; no r. a. ....	12	60 00	2.99 m. increase. ....	227
4601	5516	10117	5765	192	11.6 by 6.6, f. f., s. l. ....	9½	60 00	.53 m. increase. ....	228
14089	10868	24957	18403	613	22 by 8, f. f., s. l. ....	6	58 50		228a
20659	21128	41787	18198	606	19 by 6.10, f. f., s. l. ....	12	58 50		229
12982	9444	22426	17002	566	10.8 by 8.10½, f. f., s. l. ....	12	58 50	.91 m. increase. ....	230
12871	20255	33126	16672	555	11 by 8.6, f. f., s. l. ....	6	58 50	.90 m. increase. ....	231
11801	7851	19652	12869	428	10.8 by 8.1, f. f., s. l. ....	12	58 50	.4 m. increase. ....	232
8279	6967	15246	10376	345	15 by 9, f. f., no r. a. ....	6	58 50		233
11700	9612	21312	10341	344	18.2 by 8.7, f. f., s. l. ....	6	58 50	.25 m. increase. ....	234
9749	6387	16136	11875	395	in b. c.; no r. a. ....	12	58 00	\$704 m. m. .39 m. decrease.	235
9330	7298	16628	11552	385	12 by 7, f. f., s. l. ....	6	57 00	\$150 m. m. 1.71 m. decrease.	236
32270	18293	50563	22866	762	15 by 9, f. f., s. l. ....	6	56 88	Main route; branch \$51.30, (275.) In April, 1877.	237
8267	4896	13163	12632	421	no r. a. ....	12	56 25	In Nov., 1876. ....	238
10904	6634	17538	11244	374	14.4 by 7.10, f. f., s. l. ....	12	56 25	.38 m. increase. ....	239
10805	8588	19393	10448	348	10.8 by 8.1, f. f., s. l. ....	12	56 25	Main route; branch \$54, (260.)	240
4756	6141	10897	7667	255	in b. c. ....	12	56 25		241
17227	18060	35287	12859	428	23 by 7, f. f., s. l. ....	6	56 00		242
6278	17060	23338	18023	600	14 by 6.9, f. f., s. l. ....	12	55 80	.44 m. increase. ....	243
11151	8214	19365	12849	408	14 by 9, f. f., s. l. ....	6	55 00		244
7074	4520	11594	10504	350	no apt.; no r. a. ....	18	55 00	.08 m. decrease. ....	245
8226	4561	12787	7434	247	15.6 by 7, f. f.; no r. a. ....	12	55 00		246
7082	5826	12908	10071	335	in b. c.; no r. a. ....	12	54 90	In Jan., 1877. ....	247
7052	5229	12281	9941	331	in b. c.; no r. a. ....	18	54 90		248
54750	42734	97484	87704	2923	12.6 by 6.9, f. f., d. l. ....	21*	54 00	\$96 m. m. In Feb., 1877	249
29321	37075	66396	20152	771	11 by 6.4, f. f., s. l. ....	12½	54 00	\$1,200 side service. 1 mile decrease.	250
16689	14299	30988	15419	513	11.6 by 6.9½, 7.6 by 7, 10.6 by 6.9, (av.), 9.10 by 6.10, f. f., s. l. ....	12	54 00	.99 m. increase. ....	251
10062	10208	20270	15218	507	14 by 6.9, 12 by 6.9, f. f., d. l. ....	13½	54 00	.02 m. increase. ....	252
9137	6962	16099	13224	407	in b. c.; no r. a. ....	24	54 00	\$315 m. m. .56 m. decrease.	253
12186	6813	18999	11587	386	in b. c.; no r. a. ....	9*	54 00		254
14282	8935	23217	11286	376	8.10 by 6.9, f. f., s. l. ....	12	54 00	Main route; branch \$54, (265.) 1.14 m. increase.	255
6190	7376	13572	10713	357	15.11 by 7.1, f. f., d. l. ....	12	54 00	.60 m. increase. ....	256

## REPORT OF THE POSTMASTER-GENERAL.

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>	
256a	Del...	9503		Clayton, Easton .....	Delaware and Maryland .....	44	20
257	Pa....	8034	8033	Hanover, Gettysburg .....	Hanover Branch .....	16.60	20
258	N. J...	7020		Millville, Cape May .....	West Jersey .....	41	25
259	Mass...	606	3033	Boston, Bellingham .....	New York and New England .....	31.77	22
260	Pa....	8039	8038	Milesburg, Belefonte .....	Penus, Ivaania .....	2.9	10
261	Mass...	632	3028	South Framingham, Milford .....	Boston and Albany .....	12.30	25
262	Pa....	8009		Honesdale, Lackawaxen .....	Erie .....	25.04	24
263	Pa....	8052	8051	Greenville, Hilliard .....	Shenango and Allegheny .....	46.40	18
264	Pa....	8014		Port Clinton, Williamsport .....	Philadelphia and Reading .....	121.53	20
265	Pa....	8035	8034	Saxton, Dudley .....	Huntingdon and Broad Top .....	6	12
266	Pa...{	8020	8026	Elmira, Blossburg .....	Tioga .....	45.5	20
267	Va....{	8109		Portsmouth, Weldon .....	Seaboard and Roanoke .....	79.31	25
268	Va....	11004		Alexandria, Round Hill .....	Washington and Ohio .....	52.74	23
269	Mass...	737	3045	Cohasset Narrows, Wood's Hole .....	Old Colony .....	17.92	25
270	Ala....	17015		Chattanooga, Meridian .....	Alabama and Chattanooga .....	295	15
271	Pa....	8026		Strasburg, Leaman Place .....	F. & H. Baumgardner .....	4.25	20
272	R. I....	825	4003	Wickford Landing, Wickford Junction .....	Newport and Wickford Railroad and Steamboat Co. .....	3.40	30
273	Ill....	33050		Vincennes, Danville .....	Paris and Danville .....	114.19	20
274	Md....	10012		Clayton, Chestertown .....	Kent County .....	30.08	16
275	Kans...	33003		Cherryvale, Independence .....	Leavenworth, Lawrence and Galveston .....	10	12
276	N. Y...	1296	6094	New York, Patchogue .....	Flushing, North Shore and Central .....	50.21	25
277	Va....	11003		Manassas, Strasburg .....	Washington City, Virginia Midland and Great Southern .....	62.55	10
278	Conn...	916	5018	Hartford, Millerton .....	Connecticut Western .....	69.18	20
279	Mo....	28020		Pierce City, Oswego .....	Missouri and Western .....	73.76	20
280	N. Y...	1209	6009	Goshen, Montgomery .....	Erie .....	10.25	27
281	N. Y...	1204	6004	Vail's Gate Junction, (n. o.), Turner's Junction .....	do .....	12.75	29
282	N. Y...	1264	6071	Syracuse, Earlville .....	Syracuse and Chenango .....	42.47	25
283	Ohio...	9044	21040	Marietta, Canal Dover .....	Marietta, Pittsburga and Cleveland .....	93.96	25
284	Cal...	46004		Folsom City, Shingle Springs .....	Placerville and Sacramento Valley .....	26.5	12
285	Va....	11007		Richmond, West Point .....	Richmond, York River and Chesapeake .....	40.50	25
286	N. Y...	1286	6075	Horseheads, Ithaca .....	Utica, Ithaca and Elmira .....	42.50	24
287	N. H...	258	1010	Contoocook Village, Hillsborough Bridge .....	Concord and Claremont .....	15	21
288	Iowa...		27033	Albia, Knoxville .....	Chicago, Burlington and Quincy .....	33.97	12
289	N. H...	262	1004	Hookset, Pittsfield .....	Concord .....	20.35	18
290	Nebr...	34003		Omaha, Tekamah .....	Omaha and Northwestern .....	47.8	18
291	N. Y...	1251	6060	Skaneateles Junction, Skaneateles .....	Skaneateles .....	5.5	15
292	N. Y...	1814		Batavia, Attica .....	New York Central and Hudson River .....	11	25
293	N. Y...	1260	6068	Stapleton, Tottenville .....	Staten Island .....	13	25
294	Cal...	46019		Visalia, Goshen .....	Visalia .....	8.37	15
295	Me....	3	2	Newport, Dexter .....	Maine Central .....	14.90	25
296	N. Y...	1262	6070	East Gainesville, Perry .....	Rochester and Pine Creek .....	6.55	12
297	N. H...	253	1008	Franklin, Bristol .....	Northern .....	13.11	.....
298	Iowa...	27032		Grinnell, Montezuma .....	Central, of Iowa, (lessees Grinnell and Montezuma.) .....	143	18
299	Iowa...	27034		Sioux City, Portlandville .....	Sioux City and Pembina .....	30.01	15
300	N. H...	256	1003	Manchester, North Wearo .....	Concord .....	19.95	20

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolls.		
915	5578	14730	10417	347	10 by 6.6, f. f., s. l.	6	54 00		256a
695	4969	11927	9963	332	11.6 by 6, f. f., d. l.	12	54 00		257
766	580	13473	972	324	13 by 8.3, f. f., s. l.	12	54 00		258
1214	8182	20323	8188	272	in b. c.; no r. a.	14½	54 00	\$260 m. m.	259
465	3187	7845	784	261	10.8 by 8.1, f. f., d. l.	18	54 00	Branch; main route \$56.25, (240.) 2 m. increase.	260
529	4990	10287	7435	247	in b. c.; no r. a.	12	54 00	\$300 m. m. .30 m. increase.	261
609	3785	9886	7278	242	no apt.; no r. a.	12	54 00	.04 m. increase	262
7057	5354	12111	7020	234	11 by 6.10, f. f., s. l.	9*	54 00	1.10 m. decrease	263
12000	13596	25602	6854	228	9.6 by 8.8, f. f., s. l.	7½	54 00		264
930	621	1557	1282	42	in b. c.; no r. a.	6	54 00	Branch; main route \$54, (255.)	265
1143	8693	20124	9556	318	14.3 by 7, 10.2 by 6.3, f. f., s. l.	12	53 10	{ Main route; branch } { \$45, (440, 444, 445.) }	266
7641	112 60	18901	8186	273	21.4 by 8.6, f. f., s. l.	6½	53 10	.05 m. increase	267
1142	710 2	15525	11069	368	12 by 6, f. f., s. l.	12	53 00		268
715	308 9	10240	8973	299	in b. c.; no r. a.	12	53 00	\$375 m. m.; .25 m. increase.	269
1433	11286	25620	4901	166	15 by 7, f. f., s. l.	6	53 00	In Dec., 1876	270
34	816	1164	1164	38	apt.; no r. a.	6	52 94		271
2808	6161	8970	8850	295	in b. c.; no r. a.	15½*	52 20		272
641	10790	1723 6	6991	233	10 by 6, f. f., s. l.	6	52 00	In Feb., 1877	273
671	4886	1160 4	8888	296	10 by 6, f. f., s. l.	6	51 30		274
634	1969	830 9	8309	276	in b. c.; no r. a.	6	51 30	Branch; main route \$56.88, (237.) From 2d April, 1877.	275
1692	12467	29396	6119	203	12.3 by 6.3, f. f., s. l.	11*	51 30	Main route; branches \$45, (370, 401.) \$3,600 for terminal and side service. Assumed by Department July 1, 1877.	276
741	4208	12225	5630	182	11.6 by 8.8, f. f., s. l.	6	51 00		277
2132	18671	39093	17987	599	12 by 6, f. f., d. l.	15*	50 00		278
1426	15445	29712	16402	546	12.6 by 6.10, f. f., s. l.	6	50 00	In May, 1877	279
5910	5535	11445	1088	362	18.7 by 7.2, f. f., s. l.	9*	50 00		280
635	8948	14701	8224	273	no apt.; no r. a.	20½*	50 00	Branch; main route \$65, (202.)	281
916	6220	15384	7950	265	9 by 6.8, f. f., s. l.	8½*	50 00		282
10257	13029	23220	7428	249	8.9 by 8.6, f. f., s. l.	6	50 00	In Nov., 1876	283
6250	3980	10230	7290	243	no r. a.	6	50 00	In Nov., 1876; ½ m. increase.	284
5677	3514	9191	6995	233	11 by 7, f. f., s. l.	12	50 00	.66 m. increase	285
6157	4743	10900	6718	223	10.6 by 7, f. f., s. l.	6	50 00	On 19.89 m.	286
3779	3649	7428	6691	223	10 by 4.6, f. f., d. l. in summer, s. l. in winter; say 6 months each.	9*	50 00		287
5050	3912	9862	6650	222	7 by 6.6, f. f., s. l.	6	50 00	In Jan., 1877	288
470	2933	7640	6433	214	7.3 by 4.8, f. f., s. l.	6	50 00	.35 m. increase	289
7260	3211	10471	6264	208	9.5 by 7.5, f. f., s. l.	6	50 00		290
3563	2573	6136	4952	165	7 by 3; no r. a.	18	50 00	\$285 m. m.	291
427	259	4534	4534	151	in b. c.; no r. a.	6	50 00	In May, 1876	292
3688	2823	6567	4021	134	in b. c.; no r. a.	12	50 00	\$750 m. m.; 8 m. decrease.	293
1517	2398	3915	3915	130	caboose; no r. a.	7	50 00	In Sept., 1876	294
2877	1474	4341	3243	128	in b. c.; no r. a.	12	50 00	\$140 m. m. .90 m. increase.	295
242	1374	3797	3797	126	no apt.; no r. a.	12	50 00		296
2770	1697	4467	3633	121	in b. c.; no r. a.	6	50 00	Branch; main route \$190, (65.) .11 m. increase.	297
2222	1864	4086	3567	118	in b. c.; no r. a.	6	50 00	Distance counted from junction; 3½ m. lap. In Oct., 1876.	298
1983	1223	3206	3206	106	no r. a.	7	50 00	In Nov., 1876	299
2873	1753	4626	2871	95	b. c.; no r. a.	12	50 00	.55 m. decrease	300

## REPORT OF THE POSTMASTER-GENERAL.

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.
301	Mass.	633	3037	Canton Depot, Stoughton . . .	Boston and Providence . . . . .	<i>Miles.</i> 4.15	35
302	N. Y.	1291	.....	Golden's Bridge, Lake Mahopac.	New York and Harlem . . . . .	7½	20
303	Mass.	736	3060	Milford, Ashland . . . . .	Providence and Worcester . . . . .	12.02	28
304	Mass.	662	3059	Milford, Bellingham . . . . .	do . . . . .	4.10	28
305	Mass.	640	3043	Taunton, Middleborough . . . . .	Old Colony . . . . .	11.71	25
306	Ohio	9025	21021	Carey, Findlay . . . . .	Cincinnati, Sandusky and Cleveland.	16	16
307	N. Y.	1202	6002	Sufferns, Piermont . . . . .	Erie . . . . .	18	25
308	Mass.	609	3038	Atlantic, West Quincy . . . . .	Old Colony . . . . .	3.17	25
309	Me . . .	4	17	Calais, Princeton . . . . .	Saint Croix and Penobscot . . . . .	21.29	12
310	N. Y.	1267	6037	Syracuse, Lacona . . . . .	Rome, Watertown and Ogdensburg.	44.92	30
311	Pa . . .	8005	.....	Philadelphia, Norristown . . . . .	Philadelphia and Reading, (sees Philadelphia, Germantown and Norristown Railroad.)	16.24	18
312	Pa . . .	8013	.....	Pottsville, Herndon . . . . .	Philadelphia and Reading . . . . .	81.10	19
313	Ohio . .	21053	.....	Columbus, Toledo . . . . .	Columbus and Toledo . . . . .	125.23	25
314	Cal . . .	46020	.....	Colfax, Nevada City . . . . .	Nevada County Narrow Gauge	22.81	13½
315	Ohio . .	9055	21051	Columbus, Chillicothe . . . . .	Scioto Valley . . . . .	51.76	20
316	Pa . . .	8041	8040	Washington, Wheeling . . . . .	Hempfield . . . . .	32.4	18
317	Pa . . .	8064	8063	Connellsville, Uniontown . . . . .	Pittsburgh and Connellsville . . . . .	11.7	20
318	Pa . . .	8064	.....	Connellsville, Uniontown . . . . .	Pittsburgh and Connellsville . . . . .	12	20
319	N. Y. . .	1806	6047	Manorville, Sag Harbor . . . . .	Long Island . . . . .	35.25	25
320	Pa . . .	8031	.....	Columbia, Sinking Springs . . . . .	Reading and Columbia . . . . .	39.7	19
321	Ohio . .	21040	.....	Marietta, Canal Dover . . . . .	Marietta, Pittsburgh and Cleveland.	99.96	25
322	Pa . . .	8015	.....	Sunbury, Tomhicken . . . . .	Pennsylvania . . . . .	44.1	19
323	N. Y. . .	1252	6061	Brockton, Corry . . . . .	Allegheny Valley . . . . .	44.68	20
324	Md . . .	10005	.....	Weverton, Hagerstown . . . . .	Baltimore and Ohio . . . . .	24.53	23½
325	Conn . .	903	5003	Middletown, Berlin Depot . . . . .	New York, New Haven and Hartford.	11.15	30
326	N. Y. . .	1286	6075	Horseheads, Ithaca . . . . .	Utica, Ithaca and Elmira . . . . .	48.5	22
327	N. Y. . .	1223	6025	Schenectady, Ballston . . . . .	Delaware and Hudson Canal . . . . .	16	28
328	Me . . .	231	18	West Waterville, North Anson.	Somerset . . . . .	25.70	20
329	Cal . . .	46022	.....	Watsonville, Santa Cruz . . . . .	Santa Cruz . . . . .	23.39	15
330	Vacant .	.....	.....	.....	.....	.....	.....
331	Mass . .	607	3034	East Thompson, Southbridge . . . . .	New York and New England . . . . .	17.75	28
332	Conn . .	913	5014	New Haven, Willimantic . . . . .	Boston and New York Air Line	56	27
333	Pa . . .	8104	8102	Hanover Junction, Hanover . . . . .	Hanover Branch . . . . .	13.37	20
334	Ind . . .	22022	.....	Goshen, Anderson . . . . .	Cincinnati, Wabash and Michigan.	114.32	15
335	Pa . . .	8018	8018	Scranton, Carbondale . . . . .	Delaware and Hudson Canal . . . . .	17.60	12
336	Pa . . .	8074	8072	Mount Dallas Station, New Bridgeport.	Pennsylvania . . . . .	31	20
337	Mass . .	653	3044	South Braintree Junction, Fall River.	Old Colony . . . . .	34.36	25
338	N. Y. . .	1277	6085	Newburg, Millerton . . . . .	Dutchess and Columbia . . . . .	56.50	20
339	N. Y. . .	1295	6093	New York, Babylon . . . . .	Southern, of Long Island . . . . .	36.25	25

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolls.		
1635	1206	2841	2841	94	no apt.; no r. a. ....	18	50 00	\$50 m. m. .15 m. increase.	301
2115	1417	3532	2851	94	in b. c.; no r. a. ....	12	50 00	In July, 1876 .....	302
1627	3435	5062	2816	93	in b. c.; no r. a. ....	12	50 00	.34 m. increase. ....	303
1059	1167	2226	2226	74	in b. c.; no r. a. ....	12	50 00	.90 m. decrease .....	304
1148	1161	2309	1806	60	in b. c.; no r. a. ....	24	50 00	1.17 m. increase .....	305
1016	1107	2123	1763	58	in b. c.; no r. a. ....	6	50 00	In Sept., 1876 .....	306
1681	2467	4148	1698	56	6.10 by 6.6, f. f., s. l. ....	6 <sup>1</sup> / <sub>2</sub> *	50 00	.....	307
1064	819	1883	1418	47	in b. c.; no r. a. ....	12	50 00	Branch; main route \$150, (89.) \$895 m. m. .23 m. decrease. \$1,050 for side service. .29 m. increase. ....	308
1039	1121	2160	1347	44	7 by 9; no r. a. ....	6	50 00	.....	309
11194	8806	20000	12458	415	7 by 8.7, f. f., s. l. ....	6	49 50	.....	310
4519	6235	10754	9205	306	no apt.; no r. a. ....	17 <sup>1</sup> / <sub>2</sub> *	49 50	.....	311
12615	14171	26786	9049	301	8.9 by 7.7, f. f., d. l. to Shamokin, 60 m.; s. l. residue 21 m. ....	10 <sup>1</sup> / <sub>2</sub> *	49 50	.....	312
10763	9187	19950	8093	269	15.11 by 9.3, f. f., s. l. ....	12	49 50	On 78.27 m. from Jan. 15, 1877. In June, 1877. ....	313
6518	3337	9855	8016	267	no r. a. ....	14	49 50	In Jan., 1877. ....	314
7766	4969	12735	7994	266	9.4 by 6.0, f. f., s. l. ....	12	49 50	In Jan., 1877. ....	315
2863	3462	6325	2696	89	16 by 8.6, f. f., s. l. ....	12	49 50	\$377 side service. .4 m. increase. ....	316
6876	4745	11621	9747	324	in b. c.; no r. a. ....	12	48 60	Branch; main route \$98.10, (130.) .3 m. decrease. ....	317
6516	4302	10818	9075	302	in b. c.; no r. a. ....	12	48 60	Branch; main route \$76.50, (166.) In Oct., 1876. ....	318
8313	5432	13745	9011	301	10.6 by 6.3, f. f., s. l. ....	6	48 60	.....	319
9410	7686	17096	8202	273	6.10 by 6.5, f. f., s. l. ....	14 <sup>1</sup> / <sub>2</sub> *	48 60	Main route; branch \$45, (389.) ....	320
9743	13151	22894	7105	236	8.10 by 8.6, f. f., s. l. ....	6	48 60	From 25th Apr., 1877. To be combined with Nov., 1876. ....	321
5321	5507	10828	6290	209	6.6 by 8.6, f. f., s. l. ....	6	48 60	.....	322
10058	8116	18174	13718	457	11 by 6, f. f., s. l. ....	6	47 70	\$600 m. m. .62 m. decrease. ....	323
3693	3923	7616	4565	152	16 by 8.6, f. f., d. l. ....	12	47 70	In Apr., 1877. .28 m. increase. ....	324
2598	5205	7803	7282	242	in b. c.; no r. a. ....	18	46 80	\$250 m. m. 1.15 m. increase. ....	325
4640	5410	10050	6950	231	10.6 by 7, f. f., s. l. ....	7 <sup>1</sup> / <sub>2</sub> *	46 80	In Nov., 1876 .....	326
2148	2876	5024	4229	140	in b. c.; no r. a. ....	18	46 80	.....	327
6287	4118	10405	8346	278	12.6 by 6.6, f. f., s. l. ....	6	45 90	.....	328
5659	2468	8128	6533	217	in b. c.; no r. a. ....	7	45 90	.....	329
.....	.....	.....	3065	102	no r. a. ....	.....	45 90	Part; residue \$161.10, (80.) ....	330
45822	54295	100117	84328	2810	9.10 by 6.8, f. f., s. l. ....	17 <sup>1</sup> / <sub>2</sub> *	45 00	In Feb., 1877 .....	332
8210	5574	13785	11968	399	11.6 by 6, f. f., d. l. ....	12	45 00	.37 m. increase. ....	333
11726	12733	24459	11495	383	10.8 by 6.4, f. f., s. l. ....	6	45 00	In Dec., 1876 .....	334
9043	6196	15239	11465	382	6.6 by 6, f. f., d. l. ....	12	45 00	\$344.50 m. m. .49 m. increase. ....	335
9834	6677	16511	10797	359	in b. c., f. f., s. l. ....	12	45 00	1 m. decrease. ....	336
9269	7173	16442	10109	336	in b. c.; no r. a. ....	18	45 00	\$1,000 m. m. .36 m. increase. ....	337
8934	13134	22068	9959	331	8 by 6.5, f. f., s. l. ....	6	45 00	Main route; branch \$45, (449a.) ....	338
10727	6477	17204	9936	331	12.8 by 6.6, f. f., s. l. ....	12	45 00	\$1,950 for terminal and side service. Assumed by Department, July 1, 1877. ....	339

## REPORT OF THE POSTMASTER-GENERAL.

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>	
340	N. Y..	1268	6073	Rondout, Stamford .....	Ulster and Delaware, (late New York, Kingston and Syracuse Railroad.)	73.30	16
341	N. Y..	1235	6048	Oswego, Middletown .....	New York and Oswego Midland.	250.2	25
342	Ill .....	23047	.....	Chester, Tamaroa .....	Iron Mountain, Chester and Eastern.	42	13½
343	Va....	11016	.....	Lynchburg, Danville .....	Washington City, Virginia	65.97	22
344	Va....	11002	.....	Owl Run, Warrenton .....	Midland and Great Southern. do	9.17	16
345	N. Y..	1265	6019	Dunkirk, Titusville .....	New York Central and Hudson River.	91.16	20
346	Mo .....	28013	.....	Brunswick, Pattonsburg .....	Hatch & Van Every, (lessees Brunswick, Chillicothe and Saint Louis.)	80.5	15
347	N. J ..	7026	.....	Manchester, Barnegat Junction.	New Jersey Southern .....	20.30	25
348	W.Va.	12001	.....	Harrisonburg, Staunton .....	Baltimore and Ohio .....	26.42	19
349	N. J ..	7023	.....	Jamesburg, Sea Girt .....	Freehold and Jamesburg Agricultural.	27.70	30
350	Pa....	8078	8076	Red Bank Furnace, Driftwood.	Allegheny Valley .....	109.95	20
351	Pa....	8054	8053	Freeport, Butler .....	Pennsylvania .....	22.06	20
352	N. J ..	7017	.....	Jersey City, Nyack .....	Northern, of New Jersey .....	28.71	25.5
353	Pa....	8033	8032	Columbia, Frederick .....	Pennsylvania .....	69.90	25
354	Conn ..	906	5010	Plainville, New Hartford .....	New Haven and Northampton	14.32	30
355	Md....	10014	.....	Bowie, Pope's Creek .....	Baltimore and Potomac .....	48.88	14
356	N. Y..	1248	6057	Utica, Smith Valley Station.	Utica, Clinton and Binghamton	31.40	20
357	Pa....	8046	8045	Oil City, Ashtabula .....	Lake Shore and Michigan Southern.	87.49	20
358	N. J ..	7021	.....	Elmer, Salem .....	West Jersey .....	16.60	25
359	Iowa..	27008	.....	Burlington, La Clede .....	Burlington and Southwestern	183.52	18
360	Mass ..	655	3030	Palmer, Winchendon .....	Boston and Albany .....	49.65	25
361	Pa....	8081	8065	Lawrenceville, Elkland .....	Fall Brook Coal Company .....	12.28	13
362	N. Y..	1238	6049	Norwich, Cortland .....	New York and Oswego Midland.	49.21	15
363	Mass ..	639	3050	New Bedford, West Wareham.	Boston, Clinton, Fitchburg and New Bedford.	17.11	27
364	N. J ..	7027	.....	Newark, Montclair .....	Newark and Bloomfield .....	5.67	25
365	N. J ..	7024	.....	New York, Stony Point .....	New Jersey and New York .....	43.68	20
366	Pa....	8038	8037	Cresson, Ebensburg .....	Pennsylvania, (lessees)	10.9	15
367	N. Y..	1812	6097	Rhinecliff, Boston Corners .....	Rhinebeck and Connecticut .....	35.20	18
367a	Del....	9504	.....	Harrington, Lewes .....	Junction and Breakwater .....	40	20
367b	Del....	9506	.....	Georgetown, Selbyville .....	Breakwater and Frankford .....	19.30	14
368	Conn ..	912	5008	Vernon Depot, Rockville .....	Hartford, Providence and Fishkill.	4.54	22
369	Md....	10008	.....	Cambridge, Seaford .....	Dorchester and Delaware .....	33.63	16
370	N. Y..	1296	6094	Flushing, Whitestone .....	Flushing, North Shore and Central.	3.12	25
371	N. Y..	1253	6062	Chesterville, Warwick .....	Warwick Valley .....	11	25
372	S. C....	14007	.....	Chester, Dallas .....	Chester and Lenoir Narrow Gauge.	49.93	12
373	Pa....	2411	8011	Penn Haven Junction, Mount Carmel.	Lehigh Valley .....	52.84	25
374	N. Y..	1240	6050	Walton, Delhi .....	New York and Oswego Midland.	16	20
375	Md....	10010	.....	Townsend, Centerville .....	Queen Anne and Kent .....	36.34	18
376	Md....	10009	.....	Salisbury, Ocean City .....	Wicomico and Pocomoke .....	31.02	20
377	N. Y..	1272	6080	Canastota, Cazenovia .....	Cazenovia, De Ruyter and Canastota.	15	20
378	Md....	10016	.....	Selbyville, Franklin City .....	Worcester .....	35.96	14
379	N. Y..	1239	6051	Clinton, Rome .....	Rome and Clinton .....	13.75	20
380	Pa....	8094	8092	York, Delta .....	Peach Bottom .....	36.25	15
381	R. I....	823	4006	Providence, Pascoag .....	Providence and Springfield .....	23.43	30
382	Pa....	8057	8056	Perkiomen Junction, Emaus.	Philadelphia and Reading .....	37.72	25.32

## REPORT OF THE POSTMASTER-GENERAL.

87

are conveyed, the accommodations for fast mails and agents, &amp;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.		Dolls.		
11712	7938	19650	9919	330	12 by 7.5, f. f., s. l. ....	6	45 00	.....	340
25182	28159	53341	9671	322	14.8 by 7, f. f., s. l. ....	6	45 00	Main route; branch \$45 (429.)	341
5484	7612	13096	9339	311	9 by 6, f. f., s. l. ....	6	45 00	In March, 1877. ....	342
8300	6691	14991	9276	311	in b. c., s. l. ....	6	45 00	.37 m. decrease. ....	343
5961	4054	10015	9180	306	in b. c. ....	12	45 00	Branch; main route \$227.50, (49.)	344
11526	8814	20340	8731	291	12 by 7, f. f., s. l. ....	6	45 00	.....	345
13946	6893	20839	8669	289	8 by 8, fixtures, s. l. ....	8 $\frac{3}{4}$ *	45 00	In Jan., 1877. ....	346
5437	3170	8867	8667	288	8 by 6, f. f., s. l. ....	12	45 00	Branch; main route \$60.30, (218.)	347
6354	4965	11319	8615	287	16 by 8.6, f. f., s. l. ....	7 $\frac{1}{2}$ *	45 00	.36 m. increase. Part; residue \$74.70, (172.)	348
8596	4828	13424	8565	285	6.6 by 8.7, s. l. ....	12	45 00	\$542.14 side service. ...	349
12549	10490	24039	8555	285	14.6 by 8.9, f. f., s. l. ....	9*	45 00	.....	350
6963	5156	12119	8452	281	6 by 8.5, f. d. l. ....	12	45 00	.76 m. increase. ....	351
7817	5764	13581	8272	275	6.10 by 6.6, f. f., s. l. ....	6	45 00	\$653 side service. 1.29 m. decrease.	352
12747	12506	25253	8007	266	7.8 by 6.3, f. f., s. l. ....	8 $\frac{5}{8}$ *	45 00	.40 m. increase. ....	353
6720	5444	12164	7740	258	11.10 by 6.3, f. f., d. l. ....	18	45 00	Branch; main route \$144, (91.) 2.24 m. decrease.	354
8513	5805	14318	7563	251	14.8 by 8.7, f. f., s. l. ....	6	45 00	.2 m. increase. ....	355
11259	6284	17543	7526	250	15.6 by 7, f. f., d. l. ....	12	45 00	.....	356
9169	11952	21121	7305	243	18 by 8.6, 13 by 8.6, f. f., s. l. ....	6	45 00	.40 m. increase. ....	357
6211	3754	9965	7307	243	10.8 by 6.5, f. f.; no r. a. ....	6	45 00	.....	358
14554	11213	25767	6899	229	11.10 by 9.4, 13.6 by 8.6, f. f., s. l. ....	6	45 00	In June, 1877. ....	359
8538	6280	14818	6821	227	10.3 by 6.3, f. f., s. l. ....	10 $\frac{1}{4}$ *	45 00	.40 m. increase. ....	360
4490	2880	7370	6776	224	11 by 7.4, f. f., s. l. ....	12	45 00	Branch; main route \$67.50, (194.) Route \$881 discontinued from July 1, 1877.	361
5654	6322	12182	6690	223	9 by 7.6, f. f., s. l. ....	6	45 00	.....	362
4041	3410	7451	6244	208	no r. a. ....	13 $\frac{1}{2}$ *	45 00	\$221.25 m. m. .86 m. increase.	363
5066	2903	7969	6176	205	in b. c.; no r. a. ....	12	45 00	.....	364
5973	5027	11000	5925	197	in b. c.; no r. a. ....	12	45 00	27.18 m. at \$36. ....	365
3282	2625	5907	5907	196	in b. c.; no r. a. ....	12	45 00	.1 m. decrease. ....	366
6018	4237	10255	5806	193	10.6 by 7, f. f., s. l. ....	6	45 00	.....	367
6883	3071	9954	5477	182	33.7 by 8.10, f. f., s. l. ....	12	45 00	.....	367a
4087	2745	6832	5433	181	6 by 7, f. f., s. l. ....	6	45 00	.....	367b
3603	1988	5591	5412	180	in b. c.; no r. a. ....	18	45 00	\$268.75 m. m. .085 m. decrease.	368
3504	5650	9154	5366	178	12 by 9, f. f., s. l. ....	6	45 00	.13 m. increase. ....	369
4372	3852	8224	5243	174	in b. c.; no r. a. ....	12	45 00	Branch; main route \$51.30, (276.)	370
3412	2548	5960	5032	167	in b. c.; no r. a. ....	12	45 00	.....	371
4017	4941	8958	4982	166	6.6 by 3.6, f. f., s. l. ....	6	45 00	In Feb., 1877. ....	372
6415	4134	10549	4942	164	10 by 6.6, f. f., s. l. ....	12	45 00	2.84 m. increase. In Sept., 1876. ....	373
4081	2978	7059	4891	163	in b. c.; no r. a. ....	6	45 00	.....	374
4366	3058	7424	4914	163	8 by 7.6, f. f., s. l. ....	6	45 00	.34 m. increase. ....	375
2741	3574	6315	4906	162	9.6 by 8, f. f., s. l. ....	6	45 00	.52 m. increase. ....	376
3654	2042	5696	4791	159	2.8 by 2.8. ....	12	45 00	.....	377
4433	2946	7379	4776	159	6 by 7, f. f., s. l. ....	6	45 00	.72 m. increase. ....	378
3318	2906	6224	4652	155	15.6 by 7, f. f.; no r. a. ....	12	45 00	.....	379
5309	3417	8726	4621	154	13.9 by 7.4, f. f., s. l. ....	6	45 00	.69 m. increase. ....	380
5114	3210	8324	4513	150	no apt.; no r. a. ....	12	45 00	.31 m. increase. ....	381
7536	6985	14521	4450	148	6.6 by 5.6, f. f., s. l. ....	6 $\frac{3}{4}$ *	45 00	In October, 1876. ....	382

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>	
383	Pa....	8065	8064	Carbondale, Susquehanna Depot.	Erie .....	38.25	12
384	Pa....	8057	8056	Perkiomen Junction, Emaus.	Philadelphia and Reading ....	37.72	21
385	N. Y....	1289	6076	Freeville, Scipio .....	Utica, Ithaca and Elmira .....	28.82	21
386	Conn.	908	5011	Waterbury, Watertown.....	Naugatuck .....	6.15	23
387	Pa....	8048	8047	Downingtown, New Holland.	Pennsylvania, (lessees).....	28	14
388	N. Y....	1246	6055	Schoharie, Middleburgh.....	Middleburgh and Schoharie ..	5½	20
389	Pa....	8031	.....	Junction, Quarryville.....	Reading and Columbia.....	23.2	14
390	N. Y....	1271	6079	Poughkeepsie, Millerton ....	Poughkeepsie, Hartford and Boston.	43.15	25
391	N. Y....	1280	6029	Plattsburgh, Ausable Forks.	Delaware and Hudson Canal..	23	20
392	Conn.	909	5012	Van Deusenville, State Line.	Housatonic .....	11.05	25
393	Pa....	8106	8106	Millersburgh, Williamstown.	Summit Branch.....	21.09	20
394	Md....	10011	.....	Cumberland, Piedmont .....	Cumberland and Pennsylvania	33.76	15
395	Pa....	8050	8049	Junction Pennsylvania Railroad, Milroy.	Pennsylvania .....	12.5	10
396	Mass.	755	3031	North Brookfield, East Brookfield.	Boston and Albany, (lessees North Brookfield.)	4.28	25
397	Va....	11019	.....	Harrisonburgh, Staunton ..	Shenandoah Valley .....	26.78	20
398	Pa....	8098	8096	New Castle, Stoneborough..	New Castle and Franklin.....	36.49	15
399	Pa....	8028	.....	Harrisburgh, Auburn .....	Philadelphia and Reading.....	58.3	25
400	N. J....	7030	.....	Newark, Paterson .....	Erie .....	13.12	29
401	N. Y....	1296	6094	Bay Side, Manhasset .....	Flushing, North Shore and Central.	3.03	25
402	Pa....	8047	8046	Bethlehem, Chapman Quarries	Lehigh and Lackawanna.....	17.18	20
403	Pa....	8064	8063	Broadtop, Mount Pleasant...	Pittsburgh and Connellsville..	9.39	20
404	N. J....	7009	.....	Lambertville, Flemington....	Pennsylvania .....	12.13	20
405	Mo....	28033	.....	Kansas City, Lexington.....	Wyandotte, Kansas City and Northwestern.	43.35	16
406	Md....	10019	.....	Emmitsburgh, Rocky Ridge.	Emmitsburgh.....	7	14
407	N. Y....	1810	6096	Hammondsport, Bath .....	Bath and Hammondsport .....	9.4	14
408	N. Y....	1261	6069	Hudson, Chatham Village....	Boston and Albany .....	17.25	25
409	Pa....	8072	8070	Shaff's Bridge, Somerset ..	Somerset and Mineral Point..	9.1	18
410	Y. Y....	1232	6044	Mineola, Locust Valley .....	Long Island .....	12.25	25
410½	Pa....	8064	8063	Broad Ford, Mount Pleasant.	Pittsburgh and Connellsville..	9	25
411	Ind....	22035	.....	Muncie, La Fayette.....	La Fayette, Muncie and Bloomington.	85.43	25
412	Pa....	8055	8054	Wilmington, Reading.....	Wilmington and Northern....	73	20
413	Pa....	8023	.....	Sanbury, Mount Carmel ....	Northern Central.....	26.36	17½
414	Ohio.	21054	.....	Xenia, Washington Court-House.	Dayton and Southeastern.....	31.15	18
415	Wis ..	25039	.....	Lone Rock, Richland Center.	Pine River Valley and Stevens Point.	16.5	12
416	Pa....	8063	8062	Topton, Kutztown .....	Philadelphia and Reading ....	4.36	17
417	Mass.	661	3069	Holyoke, Westfield .....	New Haven and Northampton.	10.53	30
418	Ind....	22016	.....	Fairland, Martinsville .....	Fairland, Franklin and Martinsville.	38.50	20
419	Mass.	747	3065	Cohasset, South Duxbury ...	Old Colony, late Duxbury and Cohasset.	17.63	21
420	N. J....	7029	.....	Whiting, Atco .....	New Jersey Southern .....	33.30	35
421	Pa....	8051	8050	Pottsville, Frackville .....	Philadelphia and Reading .....	8.51	11
422	N. Y....	1288	6088	Theresa Junction, Clayton..	Utica and Black River.....	16.25	16
423	N. J....	7022	.....	Woodbury, Swedesborough ..	West Jersey .....	11	22
424	N. Y....	1294	6039	Watertown, Sacket's Harbor.	Utica and Black River.....	12.51	16
425	Pa....	8102	8100	Tamaqua, Mauch Chunk....	Central of New Jersey.....	13.7	20
426	Pa....	8067	8066	Phoenixville, Eagle .....	Philadelphia and Reading .....	11.12	13
427	Ohio.	21009	.....	Minerva, Leavitt .....	Ohio and Toledo .....	22.22	12
428	N. J....	7036	.....	Summit, Bernardsville .....	New Jersey West Line .....	14.60	30
429	N. Y....	1235	6048	Summitville Junction, (n. o.), Ellenville.	New York and Oswego Midland.	8	17

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.		Dolls.		
3750	4060	7800	4466	148	12.4 by 7, f. f., s. l.	6	45 00		383
7247	7004	14251	4422	147	7 by 3.9, f. f., s. l.	6 <sup>3</sup> / <sub>4</sub> *	45 00		384
3476	2362	5838	4401	146	15 by 9, fixtures; no r. a.	6	45 00		385
3100	1919	5019	4291	143	in b. c.; no r. a.	12	45 00	Branch; main route \$106.20, (120.) .40 m. increase.	386
4889	3648	8537	4319	143	in b. c.; no r. a.	12	45 00		387
2918	1404	4322	4322	143	no apt.; no r. a.	1 <sup>1</sup> / <sub>2</sub>	45 00	\$120 m. m.	388
6627	4600	11227	4261	142	no apt.; no r. a.	13 <sup>3</sup> / <sub>4</sub> *	45 00	Branch; main route \$48.60, (320.)	389
6466	4112	10578	4253	142	7 by 6.4, f. f., s. l.	6	45 00		390
3957	1722	5679	4205	139	in b. c.; no r. a.	6	45 00		391
3272	2213	5485	4130	137	in b. c.; no r. a.	6	45 00	Branch; main route \$86.40, (151.) .01 m. decrease.	392
4009	2865	6874	4074	135	in b. c.; no r. a.	12	45 00		393
3740	5047	8787	4146	135	10.9 by 6.6, f. f., s. l.	6	45 00	.24 m. decrease.	394
3487	2245	5732	4047	134	in b. c.; no r. a.	15*	45 00		395
1499	2540	4039	4039	134	in b. c.; no r. a.	12	45 00	.13 m. decrease.	396
3623	2700	6323	4002	133	8 by 8, f. f., s. l.	6	45 00	In December, 1876; discontinued.	397
5292	2673	7965	3966	132	11 by 4, f. f., s. l.	6	45 00	.01 m. decrease.	398
3444	5352	9196	3941	131	6.10 by 3.7, f. f., s. l.	7 <sup>1</sup> / <sub>4</sub> *	45 00		399
4429	1774	6203	3943	131	no apt.; no r. a.	12	45 00		400
2885	1730	4615	3841	128	in b. c.; no r. a.	12	45 00	Branch; main route \$51.30, (276.)	401
2810	1800	4610	3834	127	in b. c.; no r. a.	12	45 00	2.18 m. increase.	402
3368	1994	5362	3726	124	in b. c.; no r. a.	6	45 00	Branch; main route \$98.10, (130.) .39 m. increase.	403
2372	2576	4948	3708	123	in b. c.; no r. a.	12	45 00		404
5005	4448	9453	3697	123	8.1 by 5.2, f. f., s. l.	6	45 00	In May, 1876	405
1582	2265	3847	3705	123	in b. c.; no r. a.	12	45 00		406
1518	2207	3725	3725	123	no apt.; no r. a.	18	45 00		407
3298	2122	5420	3711	123	in b. c.; no r. a.	12	45 00		408
2000	1855	3855	3672	122	in charge of conductor	12	45 00	\$200 m. m.	409
4147	2300	6447	3662	122	in b. c.; no r. a.	12	45 00		410
3248	1962	5210	3594	120	in b. c.; no r. a.	12	45 00	Branch; main route \$76.50; (166.) in October, 1876.	410a
5156	4525	9681	3506	117	14.2 by 7.9, f. f., s. l.	6	45 00	In February, 1877	411
7078	5620	12698	3462	115	7.6 by 6.10, f. f., s. l.	6	45 00	.4 m. increase	412
3468	3158	6626	3442	114	4.10 by 5.9, f. f., s. l.	12	45 00	1.64 m. decrease	413
3337	2626	5963	3387	112	8.2 by 7.6, f. f., s. l.	6	45 00	In July, 1877	414
2620	1309	3929	3335	111	b. c.; no r. a.	6	45 00	In November, 1876	415
1706	1559	3265	3265	107	no apt.; no r. a.	21*	45 00		416
1264	1935	3199	3199	106	15.5 by 6.5, f. f., d. l.	12	45 00		417
3729	2599	6328	3063	102	11 by 7, fixtures, s. l.	6	45 00	In April, 1877	418
4209	2738	6941	3055	101	in b. c.; no r. a.	12	45 00	.06 m. increase	419
2272	2689	4961	2863	95	8 by 6, f. f., s. l.	7 <sup>1</sup> / <sub>4</sub> *	45 00		420
3013	2308	5321	2834	94	no r. a.; no apt	9 <sup>3</sup> / <sub>4</sub> *	45 00		421
2271	1411	3682	2758	91	no r. a.; no apt.	6	45 00	Branch; main route \$67.50, (192.)	422
1833	1427	3260	2563	85	10.6 by 8.6; no r. a.	6	45 00		423
1905	905	2810	2548	84	no apt.; no r. a.	12	45 00		424
2034	2313	4347	2349	78	b. c.; no r. a.	6	45 00	.3 m. decrease	425
1982	1184	3166	2163	72	no apt.; no r. a.	6	45 00		426
2192	1634	3826	2173	72	no apt.; no r. a.	6	45 00		427
2176	1601	3777	2101	70	in b. c.; no r. a.	6	45 00		428
1053	1121	2174	2093	70	in b. c.; no r. a.	6	45 00	Branch; main route \$45, (341.)	429

## REPORT OF THE POSTMASTER-GENERAL.

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.
430	Conn.	905	5005	Windsor Locks, Suffield ...	New York, New Haven and Hartford.	<i>Miles.</i> 4.79	15
431	N. J.	7038	7038	Rahway, Perth Amboy.....	Pennsylvania .....	7.45	30
432	N. Y.	1292	6092	Crawford Junction, (n. o.), Pine Bush.	Middletown and Crawford ...	10.18	16
433	N. J.	7014	.....	Dover, Ches. er.....	Morris and Essex.....	10	25
434	Ky.	20019	.....	Louisville, Cecilian .....	Louisville and Nashville .....	48.28	15
435	W. Va.	12005	.....	Pennsborough, Ritchie Court- House.	Pennsborough and Harrisville.	9	12
436	Tenn.	19017	.....	Knoxville, Maryville.....	Knoxville and Maryville.....	16.27	12
437	Pa.	8070	8068	Union City, Titusville .....	Pittsburgh, Titusville and Buf- falo.	14.1	12
438	Mass.	630	3032	Natick, Saxonville .....	Boston and Albany .....	3.94	25
439	N. J.	7026	.....	Eatontown, Port Monmouth	New Jersey Southern.....	9.8	25
440	Pa.	8020	.....	Tioga Junction, Lawrence- ville.	Tioga.....	3.93	20
441	Mass.	629	3027	Auburndale Station, New- ton Lower Falls.	Boston and Albany .....	2.20	25
442	N. J.	7005	.....	Jamesburgh, South Amboy	Pennsylvania .....	14.95	30
443	Md.	10015	.....	Newtown Junction, New- town.	Worcester and Somerset .....	9.7	13½
444	Pa.	8020	.....	Blossburgh, Arnot .....	Tioga .....	4.09	20
445	Pa.	8020	.....	Blossburgh, Morris Run .....	Tioga .....	4.09	20
446	Va.	11010	.....	Petersburgh, City Point....	Atlantic, Mississippi and Ohio.	10	12
447	Mass.	617	3026	Grafton Depot, Millbury...	Boston and Albany .....	4.46	10
448	Pa.	8099	8097	White Haven, Upper Lehigh	Central, of New Jersey .....	9.85	20
449	Pa.	8090	8088	Phillipsburgh, Morrisdale Mines.	Pennsylvania .....	3.59	14
449a	N. Y.	1277	6085	Clove Branch Junction, Syl- van Lake.	Dutchess and Columbia.....	4.5	20
450	N. Y.	1803	6031	Nineveh Junction, Jefferson Junction.	Delaware and Hudson Canal..	21	25
451	Pa.	8093	8091	Larrabee, Clermont .....	McKean and Buffalo.....	22.15	15
452	Pa.	8086	8084	Hollidaysburg, Royer.....	Pennsylvania .....	20.43	14
453	Pa.	8091	8089	Reading, Slatington .....	Philadelphia and Reading, (les- sees Berks County Railroad.)	43.32	21
454	Pa.	8107	8104	South West Junction, (n. o.), Uniontown.	Pennsylvania, (operating Southwestern.)	37.38	20
455	Pa.	8061	8060	Towanda, Bernice.....	State Line and Sullivan, (late Sullivan and Erie.)	29.32	15
456	N. J.	7039	.....	Woodbury, Penn's Grove ...	Delaware Shore .....	20.47	20
457	Pa.	8101	8099	Osceola Mills, Ramey .....	Pennsylvania .....	9.20	12
458	Utah.	41004	.....	Sandy Station, Bingham Cañon.	Bingham Cañon and Camp Floyd.	22.5	15
459	N. Y.	1802	6030	Quaker Street, Schenectady	Delaware and Hudson Canal..	15	20
460	Pa.	8059	8058	Barnitz, Williams' Mills Junction.	Harrisburgh and Potomac ...	13.9	10
461	N. Y.	1825	6100	Valley Stream, Oceanus....	Long Island .....	8.50	20
462	Minn.	26019	.....	Worthington, Luverne.....	Werthington and Sioux Falls..	34.61	15
463	N. Y.	1210	6010	Goshen, Pine Island.....	Erie .....	11	18
464	Ill.	23053	.....	Alvin, Fisher.....	Havana, Rantoul and Eastern.	40.5	9½
465	Tenn.	19013	.....	Tracy City, Cowan.....	Tennessee Coal and Railroad Company.	23	12
466	Cal.	46021	.....	Los Angeles, Santa Monica..	Los Angeles and Independence	16.80	20
467	Mass.	635	3040	South Abington, Bridgewater	Old Colony.....	7.07	20
468	N. H.	360	1016	Portsmouth, Dover .....	Eastern .....	11.64	25
469	Pa.	8103	.....	Wilkesbarre, Wanamie.....	Central, of New Jersey.....	11.55	15
470	N. J.	7002	.....	Somerville, Flemington .....	Central, of New Jersey.....	16.06	20
471	N. Y.	1274	6082	Johnsonville, Greenwich...	Greenwich and Johnsonville.	14	25
472	Pa.	8060	8059	Lebanon, Tower City .....	Philadelphia and Reading.....	43.1	20
473	Pa.	8024	.....	Alton, Carrolton .....	Erie, (lessees) .....	24.79	24
474	Pa.	8080	8078	Tunkhannock, Montrose....	Montrose .....	28.05	15
475	Pa.	8062	8061	Schuylkill Haven, Glen Car- bon.	Philadelphia and Reading.....	13.2	15
476	N. J.	7031	.....	Atsion, Bridgeton.....	Vineland .....	37.75	35

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.	Pap per mile per annum.	R marks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolls.		
1406	683	2089	2089	69	in b. c.; no r. a. ....	12	45 00	Branch; main route \$447.30, (13.) .03 m. increase.	430
1475	1603	3078	2100	69	no apt.; no r. a. ....	6	45 00	.....	431
1704	910	2614	2066	68	in b. c.; no r. a. ....	6	45 00	\$96 m. m. ....	432
1672	1053	2725	1863	62	in b. c.; no r. a. ....	9*	45 00	.....	433
4106	2457	6563	1864	62	12 by 7, f. f., s. l. ....	6	45 00	In March, 1877. ....	434
1116	691	1807	1726	57	in locked apt. ....	12	45 00	.....	435
1524	676	2200	1689	56	no r. a. ....	6	45 00	In August, 1876 ....	436
1265	1378	2643	1676	55	6 by 6, fixtures, s. l. ....	6	45 00	.....	437
992	620	1612	1612	53	in b. c.; no r. a. ....	12	45 00	.06 m. decrease ....	438
1931	1689	3620	1565	52	in b. c.; no r. a. ....	6	45 00	Branch; main route \$60.30, (218.)	439
1271	1126	2397	1553	51	14.3 by 7, 10.2 by 6.3, f. f., s. l. ....	12	45 00	Branch; main route \$53.10, (266.)	440
895	633	1531	1531	51	in b. c.; no r. a. ....	12	45 00	.20 m. increase ....	441
625	2069	2694	1513	50	in b. c.; no r. a. ....	9*	45 00	Branch; main route \$81, (160.)	442
938	435	1373	1373	45	in b. c.; no r. a. ....	6	45 00	.7 m. increase ....	443
604	331	935	935	31	no apt.; no r. a. ....	6	45 00	Branch; main route \$53.10, (266.)	444
542	325	867	867	28	no apt.; no r. a. ....	6	45 00	Branch; main route \$53.10, (266.)	445
498	345	843	843	27	in b. c.; no r. a. ....	6	45 00	.75 m. decrease ....	446
313	492	805	805	26	in b. c.; no r. a. ....	9*	45 00	.46 m. increase ....	447
445	260	708	708	23	in b. c.; no r. a. ....	6	45 00	.03 m. increase ....	448
473	237	710	710	23	in b. c.; no r. a. ....	6	45 00	.1 m. decrease ....	449
438	250	688	688	22	no r. a. ....	6	45 00	Branch; main route \$45, (338.)	449a
2843	3414	6257	4437	147	6.6 by 6, f. f., s. l. ....	6	40 50	.....	450
3285	2369	5654	3821	127	8.6 by 6.9, f. f., s. l. ....	8 3/4*	40 50	1.15 m. decrease ....	451
2889	2153	5042	3367	112	in b. c.; no r. a. ....	9*	40 50	.82 m. decrease ....	452
4881	3819	8700	3127	106	6.3 by 5.2, f. f., s. l. ....	6	40 50	.....	453
3622	2243	5865	2804	93	in b. c.; no r. a. ....	6	40 50	.....	454
3725	1885	5610	2340	78	8 by 7, f. f., s. l. ....	6	40 50	.....	455
2193	1518	3711	2276	75	11.2 by 8.10, fixtures; no r. a. ....	42	40 50	.....	456
1712	1106	2818	1935	64	in b. c.; no r. a. ....	6	40 50	.14 m. increase ....	457
1830	617	2447	1864	62	in b. c.; no r. a. ....	7	40 50	In Mar., 1877. ....	458
829	1144	1973	1555	51	in b. c.; no r. a. ....	12	40 50	.....	459
696	746	1442	1442	48	in b. c.; no r. a. ....	6	40 50	Service discontinued July 13, 1877.	460
723	517	1240	843	28	in b. c.; no r. a. ....	9*	40 50	12 in summer; 6 in winter.	461
1901	1189	3090	2718	90	in b. c.; no r. a. ....	6	40 00	In Jan., 1877. ....	462
1871	1283	3154	2454	81	no apt.; no r. a. ....	12	40 00	.....	463
3005	2840	5845	2106	70	8 by 7; no r. a. ....	6	40 00	In Oct. and Nov., 1876.	464
1012	1873	2888	1831	61	in passenger-car; no r. a. ....	6	40 00	In Sept., 1876. ....	465
1058	680	1738	1738	57	18 by 9; no r. a. ....	6	40 00	In Mar. and April, 1877	466
414	1317	1731	1072	35	in b. c.; no r. a. ....	12	40 00	\$80 m. m. .68 m. decrease.	467
426	293	719	658	21	in b. c.; no r. a. ....	6	40 00	In Mar., 1876. ....	468
518	329	847	632	21	in b. c.; no r. a. ....	6	40 00	In Oct., 1876. ....	469
1901	1750	3651	2195	73	no apt.; no r. a. ....	6	38 70	.....	470
3916	1930	5846	5178	172	in b. c.; no r. a. ....	12	38 57 1/2	Corrected returns. ....	471
6421	4266	10687	4057	135	6.7 by 4.11, f. f., s. l. ....	8 3/4*	36 00	.....	472
5780	4436	10216	3663	128	no apt.; no r. a. ....	8 3/4*	36 00	.71 m. decrease ....	473
2989	2523	5512	3694	123	6.8 by 4.8, f. f., s. l. ....	6	36 00	.....	474
3146	2549	5695	3219	107	no apt.; no r. a. ....	9 1/2*	36 00	.....	475
2562	2910	5472	3201	106	8 by 6, f. f., s. l. ....	6	36 00	.....	476

## REPORT OF THE POSTMASTER-GENERAL.

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>	
477	N. J.	7010	.....	Greensburgh Station, New Brunswick.	Pennsylvania .....	29.13	20
478	N. J.	7034	.....	Jersey City, Greenwood Lake.	Montclair and Greenwood Lake.	46.90	20
479	Pa.	8096	8094	Oxford, Peter's Creek .....	Peach Bottom.....	21.93	20
480	Pa.	8053	8057	Pottstown, Colebrookdale...	Philadelphia and Reading...	13.05	13
481	Kans.	33015	.....	Ottawa, Williamsburgh.....	Kansas City, Burlington and Santa Fé.	17.38	18
481a	Del.	9505	.....	Wilmington, Landenburgh...	Wilmington and Western.....	19.53	12
482	Pa.	8079	8077	Chambersburgh, Mont Alto.	Mont Alto .....	14.75	18
483	W. Va.	12004	.....	Laurel Junction, Volcano...	Laurel Fork and Sand Hill....	10.009	15
484	Pa.	8071	8069	Towanda, Barclay.....	Towanda Coal Company, (leases Barclay Railroad.)	12	15
485	Pa.	8085	8083	Pomeroy, Delaware City....	Pennsylvania.....	38.97	14
486	Pa.	8095	8093	Lawsonham, Sligo.....	Allegheny Valley, (Sligo Branch.)	10.41	12
487	Md.	10018	.....	Lake Roland, (n. o.) Western Maryland Railroad Junction.	Northern Central .....	8.5	13
488	Miss.	13004	.....	Artesia, Starkville.....	Mobile and Ohio .....	11.5	8
489	N. Y.	1816	.....	Crown Point, Hammondville	Crown Point Iron Company...	11.82	10
490	N. Y.	1816	6099	Crown Point, Hammondville	Crown Point Iron Company...	11.82	10
491	Ala.	17022	.....	Selma, Martin's Station.....	New Orleans and Selma.....	20.5	15
492	N. Y.	1275	6033	Montgomery, Kingston .....	Wallkill Valley.....	33.46	25
493	Conn.	909	5012	Brookfield Junction, Danbury.	Housatonic .....	6.30	25
494	N. J.	7033	.....	Bridgeton, Port Norris.....	Bridgeton and Port Norris....	20.24	20
495	Tex.	31013	.....	Houston, Orange.....	Texas and New Orleans .....	106.84	16
496	Va.	11014	.....	Glade Springs, Saltville.....	Atlantic, Mississippi and Ohio.	9.5	12
497	Pa.	8007	.....	Bridgeport, Downingtown...	Philadelphia and Reading.....	21.48	12
498	Pa.	8076	8074	Conshohocken, Flourtown...	Philadelphia and Reading.....	7.25	7
499	Pa.	8097	8095	Pittsburgh, Castle Shannon	Pittsburgh and Castle Shannon.	7	12
500	Pa.	8053	8052	Carlisle, Mountain Creek....	South Mountain Iron Company	18	12
501	Va.	11017	.....	Chester, Winterpock.....	Clover Hill, (late Richmond and Petersburg.)	18.75	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.					
<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>		<i>Dolls.</i>		
4124	3014	7138	2952	98	in b. c.; no r. a. ....	13*	36 00		477
3204	2727	5931	2906	96	in b. c. ....	6	36 00		478
2227	2027	4254	2794	93	in b. c.; no r. a. ....	8*	36 00		479
2729	1921	4650	2597	86	no apt.; no r. a. ....	6	36 00		480
1099	576	1675	1675	55	in b. c.; no r. a. ....	6	36 00	In May, 1877. ....	481
2021	1479	3500	1611	53	7.5 by 6.10, f. f., s. l. ....	6	36 00		481a
887	481	1369	1369	45	in locked box ....	6	36 00		482
465	776	1241	1241	40	in b. c. ....	12	36 00		483
1801	924	2735	1165	38	in charge of conductor ....	6	36 00		484
1705	1371	3076	1035	34	in b. c., s. l. ....	9*	36 00	.39 m. increase. ....	485
781	267	1048	1048	34	in b. c.; no r. a. ....	6	36 00	.06 m. decrease. ....	486
534	409	943	620	20	in b. c.; no r. a. ....	6	36 00		487
1624	850	2474	2474	82	in charge of conductor ....	3½*	31 50	Branch; main route \$57.60. Main route not weighed. In Mar., 1877. ....	488
639	501	1140	773	25	locked box in passenger-car	6	31 50	In Jan., 1877. ....	489
660	510	1170	778	25	locked box in passenger-car; no r. a. ....	6	31 50		490
858	353	1211	998	33	b. c.; no r. a. ....	3	30 00	6 trips a portion of the year. In Oct., 1876. ....	491
7460	7594	15054	9301	311	18 by 8.8, f. f., s. l. ....	6	27 00		492
1229	953	2182	2182	72	in b. c.; no r. a. ....	18	27 00	Branch; main route \$86.40, (151.) .55 m. increase. ....	493
2314	1431	3745	2062	68	7.5 by 7, f. f.; no r. a. ....	9½*	27 00	\$650 side service. Corrected returns. ....	494
2473	846	3319	1723	57	7.2 by 6.8, f. f., ½ line ....	3	27 00	In May and June, 1877	495
719	614	1333	1333	43	in locked apt. ....	6	27 00	.5 m. decrease. ....	496
1312	744	2056	1191	39	no apt.; no r. a. ....	6	27 00		497
904	564	1468	929	30	no apt.; no r. a. ....	6	27 00	\$145 m. m. ....	498
377	308	686	449	14	no apt. ....	6	27 00		499
1834	1418	3252	1469	48	no r. a. ....	6	25 00		500
277	96	373	373	12	in charge of conductor ....	6	20 00	.25 m. increase. ....	501

THOMAS J. BRADY,  
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 and Chattanooga	270	17015	.....	Bridgeton and Port Norris	494	7033	.....
Alexandria and Washington	50	11018	.....	Brunswick, Chillicothe and Saint Louis. (See Hatch and Van Every.)	.....	.....	.....
Allegheny Valley	139	8042	8041	Buffalo and Jamestown	207	1290	6091
Do	323	1252	6061	Buffalo, New York and Philadelphia	223	1249	6058
Do	350	8078	8076	Burlington and Southwestern	359	27008	.....
Allegheny Valley. (Sligo Branch)	426	8095	8093	Cayuga	213	1284	6089
Annapolis and Elk Ridge	190	10007	.....	Cazenovia, De Ruyter and Canistota	377	1272	6090
Atlanta and Richmond Air Line	155	15001	.....	Central, of Iowa, (lessees Grinnell and Montezuma)	298	27032	.....
Atlantic and Great Western	71	21005	.....	Central, of New Jersey	90	7001	.....
Do	92	21034	.....	Do	215	7003	.....
Do	134	21005	.....	Do	425	8102	8100
Do	135	21'05	.....	Do	448	8099	8097
Do	148	21034	.....	Do	469	8103	.....
Do	214	21005	.....	Do	470	7002	.....
Do	239	8044	8043	Central Ohio	46	21001	.....
Atlantic, Mississippi and Ohio	57	11013	.....	Do	47	21001	.....
Do	222	11011	.....	Do	152	21001	.....
Do	234	11012	.....	Central Pacific	113	46003	.....
Do	446	11010	.....	Central Railroad and Banking Company	150	15012	.....
Do	496	11014	.....	Do	180	15010	.....
Baltimore and Ohio	21	10003	.....	Do	188	15003	.....
Do	25	10003	.....	Central Vermont	69	407	2005
Do	40	12002	.....	Do	76	744	3062
Do	44	12002	.....	Do	119	902	5009
Do, (lessees Sandusky, Mansfield and Newark)	54	21010	.....	Do	143	647	3061
Do, do	55	21010	.....	Champlain and Saint Lawrence	112	1253	6066
Do, (operating Baltimore, Pittsburgh and Chicago)	58	21047	.....	Cheshire	82	645	3055
Do	145	10017	.....	Chester and Lenoir Narrow Gauge	372	14007	.....
Do	147	10004	.....	Chicago, Burlington and Quincy	288	27033	.....
Do	153	12001	.....	Cincinnati, La Fayette and Chicago	53	22029	.....
Do	172	12001	.....	Cincinnati, Sandusky and Cleveland	306	9025	21021
Do, (lessees Sandusky, Mansfield and Newark)	193	21010	.....	Cincinnati, Wabash and Michigan	334	22022	.....
Do	324	10005	.....	Cleveland, Columbus, Cincinnati and Indianapolis	33	21012	.....
Do	348	12001	.....	Do	41	21042	.....
Baltimore and Potomac	355	10014	.....	Clover Hill, (late Richmond and Petersburg)	501	11017	.....
Baltimore, Pittsburgh and Chicago. (See Baltimore and Ohio.)	.....	.....	.....	Columbus and Cincinnati	30	21014	.....
Bangor and Piscataquis	244	10	14	Columbus and Toledo	313	21053	.....
Barclay. (See Towando Coal Company.)	.....	.....	.....	Columbus and Xenia	31	21014	.....
Bath and Hammondsport	407	1810	6096	Columbus, Chicago and Indiana Central	37	21015	.....
Baumgardner, F. and H.	271	8026	.....	Concord	34	251	1001
Berks County. (See Philadelphia and Reading.)	.....	.....	.....	Do	226	255	1002
Bingham Cañon and Camp Floyd	458	41004	.....	Do	289	202	1004
Boston and Albany	10	605	3025	Do	300	256	1003
Do	11	605	3025	Concord and Claremont	107	254	1009
Do	20	605	3025	Do	287	258	1010
Do	253	650	3029	Connecticut Central, (late Connecticut Valley and Springfield)	199	991	5016
Do	261	632	3028	Do	62	648	3067
Do	360	655	3030	Do	210	649	3056
Do, (lessees North Brookfield)	396	755	3031	Connecticut Valley	251	914	5015
Do	408	1261	6069	Connecticut Valley and Springfield. (See Connecticut Central.)	.....	.....	.....
Do	438	630	3032	Connecticut Western	278	916	5018
Do	441	629	3027	Consolidated European and Northwestern	73	9	12
Do	417	617	3026	Do	162	244	13
Boston and New York Air-Line	332	913	5014	Cooperstown and Susquehanna Valley	241	1278	6086
Boston and Providence	93	608	3055	Crown Point Iron Company	429	1816	.....
Do	301	633	3037	Do	490	1816	6099
Boston, Clinton, Fitchburg and New Bedford	108	642	3052	Cumberland and Pennsylvania	394	10011	.....
Do	115	641	3051	Dayton and Southeastern	414	21054	.....
Do	158	631	3046	.....	.....	.....	.....
Do	159	644	3047	.....	.....	.....	.....
Do	198	746	3053	.....	.....	.....	.....
Do	243	659	3049	.....	.....	.....	.....
Do	252	656	3048	.....	.....	.....	.....
Do	363	639	3050	.....	.....	.....	.....
Breakwater and Frankford	3076	9506	.....	.....	.....	.....	.....

## Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Delaware and Maryland .....	256a	9503	.....	Hartford, Providence and Fish-			
Delaware and Hudson Canal ...	96	1221	6024	kill .....	368	912	5008
Do .....	97	1224	6026	Hatch & Van Every, (lessees			
Do .....	129	1823	6033	Brunswick, Chillicothe and			
Do .....	136	1245	6028	Saint Louis) .....	346	28013	.....
Do .....	144	1224	6026	Havana, Rantoul and Eastern	464	23058	.....
Do .....	185	1224	6026	Hempfield .....	316	8041	8040
Do .....	247	1815	6032	Hot Springs .....	216	29006	.....
Do .....	248	1815	6032	Housatonic .....	151	909	5012
Do .....	327	1223	6025	Do .....	392	909	5012
Do .....	335	8018	8018	Do .....	493	909	5012
Do .....	391	1280	6029	Huntingdon and Broad Top	255	8035	8034
Do .....	450	1803	6031	Do .....	265	8035	8034
Do .....	459	1802	6030	Indianapolis and Saint Louis	64	22025	.....
Delaware, Lackawanna and				Indianapolis, Bloomington and			
Western .....	124	7028	.....	Western .....	100	22017	22018
Do .....	163	1229	6041	Indianapolis, Cincinnati and			
Do .....	164	1230	6042	La Fayette .....	42	22003	.....
Do .....	165	8019	.....	Do .....	43	22005	.....
Do .....	221	1228	6040	Iron Mountain, Chester and			
Do .....	246	1231	6043	Eastern .....	342	23047	.....
Delaware Shore .....	456	7039	.....	Junction and Breakwater ..	367a	9504	.....
Denver and Rio Grande .....	179	38001	.....	Kansas City, Burlington and			
Dorchester and Delaware .....	369	10008	.....	Santa Fé .....	481	33015	.....
Dutchess and Columbia .....	338	1277	6085	Kent County .....	274	10012	.....
Do .....	449a	1277	6085	Knox and Lincoln .....	127	13	15
Duxbury and Cohasset. (See				Knoxville and Maryville ..	436	19017	.....
Old Colony.) .....	468	360	1016	Lackawanna and Bloomsburg	156	8017	.....
Eastern .....	222a	9502	.....	La Fayette, Muncie and Bloom-			
Eastern Shore .....	66	19002	.....	ington .....	411	22035	.....
East Tennessee, Virginia and	101	19002	.....	Lake Shore and Michigan South-			
Georgia .....	406	10014	.....	ern .....	1	1241	.....
Do .....	19	1201	6001	Do .....	4	21007	.....
Emmitsburg .....	26	1201	.....	Do .....	6	1241	.....
Erie .....	35	1207	6007	Do .....	7	21045	.....
Do .....	70	1208	6008	Do .....	8	21045	.....
Do .....	102	1208	.....	Do .....	9	1241	6052
Do .....	177	1205	6005	Do .....	12	1241	6052
Do .....	202	1204	6004	Do .....	14	1241	.....
Do .....	224	1206	6006	Do .....	17	1241	6052
Do .....	262	8009	.....	Do .....	21	21007	.....
Do .....	280	1209	6009	Do .....	23	1241	6052
Do .....	281	1204	6004	Do .....	63	1241	.....
Do .....	307	1202	6002	Do .....	78	24001	.....
Do .....	383	8065	8064	Do .....	357	8046	8045
Do .....	400	7030	.....	Laurel Fork and Sand Hill	183	12004	.....
Do .....	463	1210	6010	Leavenworth, Lawrence and			
Erie and Pittsburgh .....	111	8045	8044	Galveston .....	169	33008	.....
Erie, (lessees) .....	473	8024	.....	Do .....	237	33003	.....
Fairland, Franklin and Martins-				Do .....	275	33003	.....
ville .....	418	22016	.....	Lehigh and Lackawanna .....	402	8047	8046
Fall Brook Coal Company .....	194	8066	8065	Lehigh Valley .....	56	8077	8075
Do .....	361	8081	8065	Do .....	121	8010	.....
Fall River, Warren and Providence				Do .....	167	24122	8016
Flushing, North Shore and	227	804	4005	Do .....	195	2416	8016
Central .....	276	1296	6094	Do .....	196	2412	8012
Do .....	370	1296	6094	Do .....	197	2416	8016
Do .....	401	1296	6094	Do .....	373	2411	8011
Fonda, Johnstown and Glovers-				Long Island .....	157	1233	6045
ville .....	204	1273	6081	Do .....	161	1233	6045
Freehold and Jamesburg Agri-				Do .....	208	1234	6046
cultural .....	349	7023	.....	Do .....	319	1806	6047
Gloversville and Northville ..	182	1813	6098	Do .....	410	1232	6044
Do .....	183	1813	6098	Do .....	461	1825	6100
Grand Trunk .....	95	6	7	Los Angeles and Independence	466	46021	.....
Do .....	140	24007	.....	Louisville and Nashville .....	434	20019	.....
Greenwich and Johnsonville ..	471	1274	6082	Louisville, New Albany and			
Grinnell and Montezuma. (See				Chicago .....	191	22008	.....
Central, of Iowa.) .....	257	8034	8033	McKean and Buffalo .....	451	8093	8091
Hanover Branch .....	333	8104	8102	Macon and Brunswick .....	217	15013	.....
Do .....	460	8059	8058	Do .....	51	2	5
Harrisburg and Potomac .....	175	911	5007	Do .....	52	2	5
Hartford, Providence and Fish-				Do .....	59	5	6
kill .....				Do .....	60	5	6
				Do .....	61	5	6
				Do .....	74	2	5

## Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Maine Central .....	106	5	6	New York, Providence and Bos-			
Do .....	137	1	1	ton .....	103	802	4002
Do .....	138	1	1	Northern .....	65	253	1008
Do .....	146	1	1	Do .....	297	253	1008
Do .....	184	34	3	Northern Central .....	68	10002	
Do .....	256	11	4	Do .....	83	8021	
Do .....	295	3	2	Do .....	118	1255	6063
Manchester and Lawrence .....	79	622	3063	Do .....	413	8023	
Marietta and Cincinnati .....	38	9032	21028	Do .....	487	10018	
Do .....	39	21028		Northern, of New Jersey .....	352	7017	
Marietta, Pittsburgh and Cleve-				North Brookfield. (See Boston			
land .....	283	9044	21040	and Albany.) .....			
Do .....	321	21040		Ohio and Toledo .....	427	21009	
Middleburgh and Schoharie .....	388	1246	6055	Old Colony .....	87	637	3041
Middletown and Crawford .....	432	1292	6092	Do .....	89	609	3038
Missouri and Western .....	279	28020		Do .....	105	634	3039
Missouri Pacific .....	48	28001		Do .....	109	638	3042
Missouri River, Fort Scott and				Do., (late South Shore) .....	235	636	3064
Gulf .....	181	33005		Do .....	269	737	3045
Mobile and Ohio .....	488	18004		Do .....	305	640	3043
Mont Alto .....	482	8079	8077	Do .....	308	609	3032
Montclair and Greenwood Lake .....	478	7034		Do .....	337	653	3044
Montpelier and Wells River .....	265	528	2012	Do., (late Duxbury and			
Montrose .....	474	8080	8078	Cohasset) .....	419	747	3065
Morris and Essex .....	110	7013		Do .....	467	635	3040
Do .....	433	7014		Omaha and Northwestern .....	290	34003	
Nashua and Rochester .....	154	371	1012	Oswego and Syracuse .....	126	1256	6064
Naugatuck .....	120	908	5011	Paris and Danville .....	273	23050	
Do .....	386	908	5011	Peach Bottom .....	3-0	8094	8092
Nevada County Narrow Gauge .....	314	46020		Do .....	479	8096	8094
Newark and Bloomfield .....	364	7027		Pennsborough and Harrisville .....	435	12005	
New Castle and Franklin .....	398	8098	8096	Pennsylvania .....	15	8001	
New Haven and Derby .....	245	915	5017	Do., (lessees Philadelphia			
New Haven and Northampton .....	91	906	5010	and Erie) .....	72	8022	
Do .....	354	906	5010	Do .....	122	8022	
Do .....	417	661	3069	Do .....	123	8022	
New Jersey and New York .....	365	7024		Do .....	149	7005	
New Jersey Midland .....	173	7037		Do .....	160	7005	
New Jersey Southern .....	218	7026		Do .....	176	7008	
Do .....	347	7026		Do .....	206	8027	
Do .....	420	7029		Do .....	231	8040	8039
Do .....	439	7026		Do., (lessees) .....	232	8036	8035
New Jersey West Line .....	428	7036		Do .....	240	8039	8038
New Orleans and Selma .....	491	17022		Do .....	254	8043	8042
New Orleans, Mobile and				Do .....	260	8039	8038
Texas .....	98	17013		Do .....	322	8015	
Newport and Wickford Railroad				Do .....	336	8074	8072
and Steamboat Company .....	272	825	4003	Do .....	351	8054	8053
New York and Harlem .....	125	1219		Do .....	353	8033	8032
Do .....	302	1291		Do., (lessees) .....	366	8038	8037
New York and New England .....	80	607	3034	Do .....	387	8048	8047
Do .....	81	607	3034	Do .....	395	8050	8049
Do .....	85	975	5002	Do .....	404	7009	
Do .....	131	607	3034	Do .....	431	7038	
Do .....	132	607	3034	Do .....	442	7005	
Do .....	249	975	5002	Do .....	449	8090	8088
Do .....	259	606	3033	Do .....	452	8086	8084
Do .....	330	607	3034	Do., (operating Southwest-			
Do .....	331	607	3034	ern) .....	454	8107	8104
New York and Oswego Midland				Do .....	457	8101	8099
Do .....	341	1235	6048	Do .....	477	7010	
Do .....	362	1238	6049	Do .....	485	8085	8083
Do .....	374	1240	6050	Petersburg .....	77	11009	
Do .....	429	1235	6048	Philadelphia and Baltimore Cen-			
New York Central and Hudson				tral .....	174	8008	
River .....	2	1217		Philadelphia and Erie. (See			
Do .....	3	1211		Pennsylvania.) .....			
Do .....	13	1211		Philadelphia and Reading .....	45	8075	
Do .....	104	1211		Do .....	114	8002	
Do .....	292	1814		Do .....	116	8075	8073
Do .....	345	1265	6019	Do .....	264	8014	
New York, Kingston and Syra-				Do., (lessees Philadelphia,			
cuse. (See Uister and Dela-				Germantown and			
ware.) .....				Norristown) .....	311	8005	
New York, New Haven and				Do .....	312	8013	
Hartford .....	16	907	5006	Do .....	3-2	8057	8056
Do .....	18	905	5005	Do .....	384	8057	8056
Do .....	84	904	5004	Do .....	399	8028	
Do .....	25	903	5003	Do .....	416	8063	8062
Do .....	330	905	5005				

## Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Philadelphia and Reading .....	421	8051	8050	Skaneateles .....	291	1251	6060
Do .....	426	8067	8066	Somerset .....	328	231	18
Do., (Jessees Berks County) .....	453	8091	8089	Somerset and Mineral Point .....	409	8072	8070
Do .....	472	8060	8059	Southern Central .....	250	1276	6034
Do .....	475	8062	8061	Southern, of Long Island .....	339	1295	6093
Do .....	480	8058	8057	Southern Pacific .....	500	8053	8052
Do .....	497	8007	.....	South Mountain Iron Company .....	170	46018	46018
Do .....	498	8076	8074	South Shore. (See Old Colony.) .....	.....	.....	.....
Philadelphia, Germantown and Norristown. (See Philadelphia and Reading.) .....	.....	.....	.....	Southwestern .....	187	15011	.....
Pine River Valley and Stevens Point .....	415	25029	.....	Do. (See Pennsylvania.) .....	203	15016	.....
Pittsburgh and Castle Shannon .....	499	8097	8095	Springfield, Athol and Northeastern .....	236	658	3068
Pittsburgh and Connellsville .....	130	8064	8063	State Line and Sullivan, (late Sullivan and Erie Coal Company) .....	455	8061	8060
Do .....	166	8064	.....	Staten Island .....	293	1260	6063
Do .....	317	8064	8063	Sullivan and Erie Coal Company. (See State Line and Sullivan.) .....	.....	.....	.....
Do .....	318	8064	.....	Summit Branch .....	393	8106	8106
Do .....	403	8064	8063	Syracuse and Chenango .....	282	1264	6071
Do .....	410a	8064	8063	Syracuse, Binghamton and New York .....	141	1257	6065
Pittsburgh, Cincinnati and Saint Louis .....	22	21032	.....	Tennessee Coal and Railroad Company .....	465	19013	.....
Do .....	29	21027	.....	Terre Haute and Indianapolis .....	28	23031	.....
Do .....	230	8056	8055	Do .....	32	22002	.....
Pittsburgh, Fort Wayne and Chicago .....	75	21002	.....	Texas and New Orleans .....	495	31013	.....
Do .....	99	8029	.....	Tioga .....	266	8020	8020
Pittsburgh, Titusville and Buffalo .....	219	8025	.....	Do .....	440	8020	.....
Do .....	437	8070	8068	Do .....	444	8020	.....
Pittsburgh, Virginia and Charleston .....	220	8083	8081	Do .....	445	8020	.....
Placerville and Sacramento Valley .....	284	46004	.....	Toledo, Wabash and Western .....	27	21019	.....
Poughkeepsie, Hartford and Boston .....	390	1271	6079	Do .....	67	23023	.....
Portland and Rochester .....	200	7	8	Do .....	212	21019	.....
Providence and Springfield .....	381	823	4006	Towanda Coal Company, (Jessees Barclay) .....	484	8071	8069
Providence and Worcester .....	117	801	4001	Ulster and Delaware, (late New York, Kingston and Syracuse) .....	340	1263	6073
Do .....	303	736	3060	Utica and Black River .....	192	1288	6088
Do .....	304	662	3059	Do .....	229	1283	6087
Providence, Warren and Bristol .....	225	803	4004	Do .....	422	1288	6088
Queen Anne and Kent .....	375	10010	.....	Do .....	424	1294	6039
Reading and Columbia .....	320	8031	.....	Utica, Clinton and Binghamton .....	356	1248	6074
Do .....	369	8031	.....	Utica, Ithaca and Elmira .....	233	1269	6071
Rhinebeck and Connecticut .....	367	1812	6097	Do .....	286	1286	6075
Richmond and Danville .....	86	11006	.....	Do .....	326	1286	6075
Richmond and Petersburg .....	78	11008	.....	Do .....	385	1289	6076
Do. (See Clover Hill.) .....	.....	.....	.....	Vineland .....	476	7031	.....
Richmond, Fredericksburg and Potomac .....	36	11001	.....	Visalia .....	294	46019	.....
Richmond, York River and Chesapeake .....	285	11007	.....	Walkkill Valley .....	492	1275	6083
Rochester and Pine Creek .....	206	1262	6070	Warwick Valley .....	371	1253	6062
Rome and Clinton .....	379	1239	6051	Washington and Ohio .....	268	11004	.....
Rome, Watertown and Ogdensburg .....	94	1227	6036	Washington City, Virginia Midland and Great Southern .....	49	11002	.....
Do .....	201	1225	6034	Do .....	277	11003	.....
Do .....	209	1226	6035	Do .....	343	11016	.....
Do .....	211	1227	6036	Do .....	344	11002	.....
Do .....	242	1287	6038	Western Maryland .....	189	10006	.....
Do .....	310	1267	6037	Westchester and Philadelphia .....	186	8003	.....
Sacramento Valley .....	238	46005	.....	West Jersey .....	128	7018	.....
Saint Croix and Penobscot .....	309	4	17	Do .....	168	7019	.....
Saint Louis, Keokuk and Northwestern .....	171	23018	.....	Do .....	258	7020	.....
Sandusky, Mansfield and Newark. (See Baltimore and Ohio.) .....	.....	.....	.....	Do .....	358	7021	.....
Santa Cruz .....	329	46022	.....	Do .....	423	7022	.....
Seaboard and Roanoke .....	267	11015	.....	Wicomico and Pocomoke .....	376	10009	.....
Scholarie Valley .....	178	1247	6056	Wilmington and Northern .....	412	8055	8054
Scioto Valley .....	315	9055	21051	Wilmington and Western .....	481a	9505	.....
Shenandoah Valley .....	397	11019	.....	Worcester .....	378	10016	.....
Sheuango and Allegheny .....	263	8052	8051	Worcester and Nashua .....	133	643	3066
Shepaug .....	228	917	5019	Do .....	142	371	1012
Sioux City and Pembina .....	299	27034	.....	Worcester and Somerset .....	443	10015	.....
				Worthington and Sioux Falls .....	462	26019	.....
				Wyandotte, Kansas City and Northwestern .....	405	28033	.....

F.—Table showing the readjustment 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; and with the

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; m. c., mail-line; d. l., double line; t. l., triple line; q. l., quadruple line; m., miles; r. a., route-agents; m. m., urens 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.
1	N. J ..	7004	.....	New York, West Philadelphia.	Pennsylvania .....	Miles. 90	Pounds. 69,554	30
2	Pa ....	8001	.....	Philadelphia, Pittsburgh.	.....do .....	353.6	48,547	28
3	N. Y ..	1241	6052	Cleveland, Elyria, Millbury, Toledo.	Lake Shore and Michigan Southern.	34.2	38,255	29
4	N. Y ..	1241	6052	Buffalo, Cleveland....	.....do .....	184.5	38,255	29
5	N. Y ..	1241	.....	Millbury, Toledo.....	.....do .....	8.5	36,164	.....
6	N. Y ..	1241	.....	Buffalo, Elyria .....	.....do .....	210.2	36,164	.....
7	N. Y ..	1241	6052	Elkhart, Chicago.....	.....do .....	101	32,437	29
8	N. Y ..	1241	6052	Elyria, Millbury .....	.....do .....	79.3	38,255	29
9	N. Y ..	1241	.....	.....do .....	.....do .....	79.3	36,164	.....
10	N. Y ..	1241	.....	Elkhart, Chicago....	.....do .....	101	30,444	.....
11	N. Y ..	1217	.....	Albany, Buffalo .....	New York Central and Hudson River.	298	38,870	30
12	Conn ..	907	5006	New Haven, New York.	New York, New Haven and Hartford.	73.78	36,502	28½
13	Ohio ..	21045	21045	Toledo, Elkhart.....	Lake Shore and Michigan Southern.	133.6	27,240	29
14	N. Y ..	1211	.....	New York, Albany ..	New York Central and Hudson River.	144	36,076	30
15	Ohio ..	21032	21032	Columbus, Pittsburgh	Pittsburgh, Cincinnati and Saint Louis.	193	29,913	28

*in which the contract-term expired June 30, 1877, and also in other States and Territories, the mails, the speed with which they are conveyed, the accommodations for mails and agents, act of July 12, 1876, in the case of readjustments taking effect on and after July 1, 1876.*

catchers; r. p. o., railway post-office; apt., apartment; b. c., baggage-car; l., line or lines; s. l., single mail-messenger. A number followed by an asterisk (\*) shows the equivalent in round trips. The fig-

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., 60 by —, d. l.; 45 by —, d. l.; tender, 29 by —, f. f. c., $1\frac{1}{2}$ l.	92*	1,101 40	839 30	99,126 00	75,537 00	Jan. 1, 1877	In March, 1877....	1
r. p. o., 60 by —, d. l.; 29 by $8\frac{1}{2}$ , f. f. c., d. l.	42*	805 60	548 00	284,860 16	207,209 60	Jan. 1, 1877	In March, 1877.....	2
r. p. o., 50 by 9, 50 by 9, 40 by 9, 60 by 9, 18 by 8.6, 1 l. each, f. f. c.	19*	719 15	667 60	24,615 45	22,831 92	Jan. 1, 1877	Formerly 8.5 miles at \$678. Part; residue \$708.50, \$649.12, \$251.80, \$665.30, (4, 7, 8, 41.)	3
r. p. o., 50 by 9, 40 by 9, 60 by 9, 50 by 9, f. f. c., q. l.	19*	708 50	667 60	130,718 25	123,172 20	Jan. 1, 1877	Part; residue \$719.15, \$665.30, \$649.12, \$251.80, (3, 7, 8, 41,) 60 days in Feb. and Mar., 1877.	4
r. p. o., 40 by 9, t. l.; 50 by 9, s. l.; 36 by 9, s. l.; 18 by 9, s. l.	16*	678 85	1,001 00	5,770 22	8,508 50	July 23, 1876	In Nov., 1876. Part; residue \$667.60, \$628.22, \$601.20, \$313, (6, 9, 10, 28.)	5
r. p. o., 40 by 9, t. l.; 50 by 9, s. l.; 36 by 9, s. l.; f. f. c.	16*	667 60	989 75	140,329 52	208,334 57	July 23, 1876	Part; residue \$628.22, \$678.85, \$313, \$601.20, (9, 5, 28, 10.) In Nov., 1876. Formerly 25.7 miles at \$1,001.	6
r. p. o., 50 by 9, 36 by 9, 40 by 9, 60 by 9, 1 l. each, f. f. c.	19*	665 30	601 20	67,195 30	60,721 20	Jan. 1, 1877	60 days in Feb. and March, 1877. Part; residue \$719.15, \$708.50, \$649.12, \$251.80, (3, 4, 8, 41.)	7
r. p. o., 50 by 9, $\frac{1}{2}$ l.; 40 by 9, $\frac{1}{2}$ l.; 60 by 9, $\frac{1}{2}$ l.; 50 by 9, $\frac{1}{2}$ l.; 18 by 8.6, $\frac{1}{2}$ l.; f. f. c.	19*	649 12	622 22	51,475 21	49,817 84	Jan. 1, 1877	Part; residue \$719.15, \$708.50, \$665.30, \$251.80, (3, 4, 7, 41,) 60 days in Mar. and Feb., 1877.	8
r. p. o., 36 by 9, s. l.; 40 by 9, d. l.; 50 by 9, $\frac{1}{2}$ l.; 18 by 9, $\frac{1}{2}$ l.	16*	628 22	197 37	49,817 84	15,651 84	July 23, 1876	Part; residue \$678.85, \$667.60, \$601.20, \$313, (5, 6, 10, 28.)	9
r. p. o., 40 by 9, d. l.; 50 by 9, s. l.; 36 by 9, d. l.; f. f. c.	16*	601 20	817 50	60,721 20	82,567 50	July 23, 1876	Part; residue \$667.60, \$628.22, \$678.85, \$313, (5, 6, 9, 28) In Nov., 1876.	10
r. p. o., 46.9 by 8.11, f. f. c., s. l.	38 $\frac{1}{2}$ *	590 70	944 20	176,028 60	231,371 60	July 23, 1876	In Nov. and Dec., 1876.	11
r. p. o., 35.10 $\frac{1}{2}$ by 8.9, 24.10 by 8.8 $\frac{1}{2}$ , f. f. c. and m. c., d. l.; r. a. apt., 14.10 by 6.5, f. f. c. and m. c., d. l.	57 $\frac{1}{2}$ *	588 70	535 50	43,431 28	40,876 50	July 1, 1877	2.55 miles decrease ..	12
r. p. o., 60 by 9, 1 l.; 50 by 9, 2 l.; f. f. c.	13	560 20	476 10	74,842 72	63,606 96	Jan. 1, 1877	60 days in Feb. and Mar., 1877.	13
r. p. o. (average). 46.9 by 8.11, f. f. c., s. l.	46 $\frac{1}{2}$ *	559 20	905 50	80,524 80	130,392 00	July 23, 1876	Part; residue \$638.30, (69.) In Nov., 1876.	14
r. p. o., 50 by —, f. f. c., s. l.	14	499 90	343 80	96,480 70	66,353 40	Jan. 1, 1877	60 days in Feb. and Mar., 1877. Main route; no adjustment on branch, (—) Additional r. p. o. from Feb. 12 and Mar. 5, 1877.	15

F.—Table showing the readjustment 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 p. r. hour.
16	Ohio ..	21045	21045	Toledo, Elkhart .....	Lake Shore and Michigan Southern.	<i>Miles.</i> 133.6	<i>Pounds.</i> 23,385	28
17	Conn ..	905	5005	New Haven, Springfield.	New York, New Haven and Hartford.	62.91	24,201	30½
18	Mass ..	605	3025	Boston, Springfield...	Boston and Albany .....	97.78	24,849	30
19	N. Y. ..	1201	.....	New York, Dunkirk	Erie .....	459	15,659	32
20	Ind ...	22002	22002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis.	73	18,085	34
21	Ohio ..	21007	21007	Elyria, Millbury .....	Lake Shore and Michigan Southern.	74.98	15,152	29
22	Ohio ..	21015	21015	Columbus, Indianapolis.	Columbus, Chicago and Indiana Central.	188	17,286	27
23	Ill ....	23031	23031	East Saint Louis, Terre Haute.	Terre Haute and Indianapolis.	165.4	17,064	34
24	Ohio ..	21007	21007	Elyria, Millbury ....	Lake Shore and Michigan Southern.	74.98	15,596	28
25	N. Y. ..	1201	6001	New York, Dunkirk	Erie .....	459	12,312	35
26	Md ...	10003	10003	Baltimore, Wheeling	Baltimore and Ohio .....	393.17	12,138	25
27	Mo ...	28001	28001	Saint Louis, Atchison.	Missouri Pacific .....	329.75	10,696	25

in States in which the contract-term expired June 30, 1877, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
r. p. o., 40 by 9, 2 l.; 50 by 9, 1 l.; f. f. c.	12	476 10	730 90	63,606 96	97,648 24	July 23, 1876	In November, 1876 ..	16
r. p. o., 35.10½ by 8.9, 24.10 by 8.8½, f. f. c. and m. c., d. l.	40½*	441 00	447 30	27,743 31	28,552 65	July 1, 1877	Main route; no adjustment on branch, (—) .92 m. decrease.	17
r. p. o., 25 by 8, 35.10 by 8, f. f. c., d. l.; apt., 14 by 6.9, s. l. to South Framingham, 21 m.	41½*	440 70	619 50	43,091 64	62,569 50	July 1, 1877	Part; residue \$295.10, (35,) 1.35 m. decrease on whole route.	18
r. p. o., 50 by 10, f. f., d. l. to Honesville, 332 m., s. l. residue, 127 m.; r. a. apt., 16.5 by 7, f. f.; s. l. to Port Jervis, 87 m.	17½*	379 70	292 00	169,202 30	128,948 00	July 23, 1876	Formerly \$252 on 127 m. 127 miles at \$339.70. In Nov., 1876.	19
r. p. o., 50 by —, f. f. c., s. l.	19	366 70	265 00	26,769 10	19,345 00	Jan. 1, 1877	60 days in Feb. and March, 1877; r. p. o. 60 by —, 60 by —, 50 by —, 1 l. each, additional from Feb. 12, 1877.	20
r. p. o., 50 by 9, 60 by 9, 13 by 8.6, ½ l. each, f. f. c.	19	364 02	349 42	27,294 21	26,199 51	Jan. 1, 1877	60 days in Feb. and Mar., 1877.	21
r. p. o., 50 by —, f. f., s. l.	14	357 70	243 40	67,247 60	45,759 20	Jan. 1, 1877	60 days in Feb. and Mar., 1877; 1 additional line, r. p. o. 60 by —, from Feb. 12, 1877.	22
r. p. o., 50 by —, s. l.	19	355 00	272 00	58,717 00	44,988 80	Jan. 1, 1877	60 days in Feb. and Mar., 1877; additional r. p. o. from Feb. 12, 1877.	23
r. p. o., 40 by 9, 40 by 9, 50 by 9, 18 by 9, f. f. c., ½ l. each.	9*	349 42	885 62	26,199 51	66,403 78	July 23, 1876	In November, 1876 ..	24
r. p. o., 50 by 10, f. f. c., d. l. to Honesville, 332 m.; s. l. residue, 127 m.; r. a. apt., 16.5 by 7, f. f., s. l. to Port Jervis, 88.25 m.; r. a. apt., 13 by 9.4, (average,) f. f., s. l. Elmira to Corning, 17.50 m.	17½*	341 90	379 70	151,852 10	169,202 30	Jan. 1, 1877	60 days in Feb. and Mar., 1877. Formerly \$339.70 on 127 miles. \$301.90 on 127 m.	25
r. p. o., 51.7½ by 8.10, f. f., d. l. to Grafton, 294 m.; s. l. residue, 99.17 m.; r. a. apt., 16 by 8.6, s. l. Baltimore to Saint Denis; Point of Rocks to Harper's Ferry; Grafton to Wheeling, 120 m.	22*	340 10	305 90	129,750 31	116,258 70	Apr. 1, 1877	Formerly 99 m. at \$265.90. \$300.10 per m. on 99.17 m., .17 m. increase.	26
r. p. o., 50 by 9, f. f. c., d. l. 28.2 miles, s. l. residue, 47.73 m.	13½*	323 90	228 00	103,091 16	83,178 34	March 1, 1877	37 m. at \$275.12; 47.73 m. at \$283.90. In March, 1877.	27

F.—Table showing the readjustment 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.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
28	N. Y.	1241	.....	Toledo, Elkhart.....	Lake Shore and Michigan Southern.	143	8, 619	.....
29	Ind ...	22005	22005	Indianapolis, La Fayette.	Indianapolis, Cincinnati and La Fayette.	65½	10, 843	36
30	Va ...	11001	11001	Washington, Richmond.	Richmond, Fredericksburg and Potomac.	131	12, 054	27
31	Ohio .....	21014	21014	Columbus, Xenia .....	Columbus and Xenia.....	55	12, 737	23
32	Ohio..	21027	21027	Cincinnati, Xenia.....	Pittsburgh, Cincinnati and Saint Louis.	65.96	12, 731	28
33	Md ...	10003	10003	Baltimore, Wheeling.	Baltimore and Ohio .....	393	9, 128	27
34	Ind ...	22003	22003	Indianapolis, Cincinnati.	Indianapolis, Cincinnati and La Fayette.	113.5	9, 808	36
35	Mass ..	605	3025	Springfield, Albany ..	Boston and Albany .....	103.87	12, 173	30
36	Ind ...	22029	22029	La Fayette, Kankakee.	Cincinnati, La Fayette and Chicago.	75.75	9, 050	35
37	Me ...	5	6	Portland, Cumberland Junction.	Maine Central .....	11	9, 382	25
38	Me ...	5	6	Cumberland Junction, Augusta.	.....do .....	52.28	8, 515	25
39	Ohio..	21028	21028	Cincinnati, Parkersburg.	Marietta and Cincinnati .....	195.15	8, 101	30
40	Ohio..	21047	21047	Chicago, Ohio, Chicago, Ill.	Baltimore and Ohio, (operating Baltimore, Pittsburgh and Chicago.)	271.53	8, 057	31
41	N. Y..	1241	6052	Toledo, Elkhart.....	Lake Shore and Michigan Southern.	143	7, 215	29
42	Va ...	11008	11008	Richmond, Petersburg.	Richmond and Petersburg ...	24.07	6, 857	29
43	W. Va.	12002	12002	Grafton, Parkersburg.	Baltimore and Ohio .....	104.58	7, 340	29
44	Ohio..	21019	21019	Toledo, Quincy .....	Toledo, Wabash and Western.	476	7, 008	30
45	Ohio..	21028	21028	Cincinnati, Parkersburg.	Marietta and Cincinnati .....	195.15	6, 718	30

*in States in which the contract-term expired June 30, 1877, &c.—Continued.*

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
r. p. o., 36 by 9, 3 l., 40 by 9, 1 l., f. f. c.	16*	313 00	199 25	44, 759 00	28, 492 75	July 23, 1876	Part; residue \$628.22, \$678.85, \$601.20, \$667.60, (5, 6, 9, 10.) In November, 1876	28
r. p. o., 40 by —, 50 by —, f. f. c., d. l.	19	310 70	234 40	20, 389 68	15, 382 50	March 1, 1877	In March, 1877 .....	29
r. p. o., 42 by 8.10, f. f. d. l.	13	309 20	243 50	40, 505 20	31, 898 50	July 1, 1877	.....	30
r. p. o., 50 by —, f. f. s. l.	14	306 40	265 90	16, 852 00	14, 624 50	Jan. 1, 1877	60 days in Feb. and March, 1877. Two 60 feet r. p. o. cars from Feb. 12, 1877. Ex. to cover route 21027 from July 1, 1877.	31
r. p. o., 50 by —, f. f., s. l.	14	306 40	266 80	20, 210 14	17, 598 12	Jan. 1, 1877	60 days in Feb. and March, 1877. Two 60 feet r. p. o.'s from Feb. 12, 1877. Covered from July 1, 1877, by route 21014.	32
r. p. o., 51.7½ by 8.10, f. f. c., d. l. to Grafton, 294 m.; s. l. residue, 99 m.; apt. in b. c. 16 by 8.6, f. f., no. r. a. 99 m.	32½*	305 90	297 80	116, 258 70	104, 075 40	Oct. 1, 1876	In Oct. 1876. Formerly 99 m. at \$257.80. 99 m. at \$265.90.	33
r. p. o., 40 by —, 50 by —, f. f. c., d. l.	19	299 00	235 30	33, 936 50	26, 706 55	March 1, 1877	In March, 1877 .....	34
r. p. o., 28.2 by 9, f. f. c., d. l.	41½*	295 10	360 60	30, 652 03	36, 781 20	July 1, 1877	Part; residue \$40.70, (18,) 1.35 m. decrease on whole route.	35
r. p. o., 50 by —, 40 by —, f. f. c., d. l.	13	290 00	224 50	21, 967 50	17, 005 87	March 1, 1877	In March, 1877 .....	36
r. p. o., 44.6 by 8.9, say 42.6 by — (See old report.) f. f. c., d. l., apt., 15.10 by 6.7½, f. f., s. l.	20½*	278 60	210 00	3, 064 60	2, 585 00	July 1, 1877	.72 m. decrease on whole route. Part: residue \$263.70, (38.) Main route; branch \$94.50, (125.)	37
r. p. o., 44.6 by 8.9, say 42.6 by — (See old report.) f. f. c., d. l., apt., 15.10 by 6.7½, f. f., s. l.	20½*	268 70	210 00	14, 047 63	12, 455 00	July 1, 1877	.72 m. decrease on whole route. Part: residue \$278.60, (37.) Main route; branch \$94.50, (125.)	38
r. p. o., 52.4 by —, f. f. c., s. l.	15½*	254 20	238 90	49, 607 13	46, 621 33	April 1, 1877	In April, 1877 .....	39
r. p. o., 51.7½ by 8.10, f. f., s. l.	13	254 20	215 50	69, 022 92	58, 514 71	Oct. 1, 1876	In November, 1876 ..	40
r. p. o., 36 by 9, 40 by 9, f. f. c., d. l.	19*	251 80	313 00	36, 007 40	44, 759 00	Jan. 1, 1877	60 days in Feb. and March, 1877. Part: residue \$719.75, \$708.50, \$665.30, \$649.12, (3, 4, 7, 8.)	41
r. p. o., 42 by —, f. f. c., d. l.	20	250 70	163 80	6, 034 34	5, 296 16	July 1, 1877	Formerly \$150 per annum for m. m. service.	42
r. p. o., 51.7½ by 8.10, f. f. c., s. l.; apt. 16 by 8.6, f. f., no. r. a.	20	246 10	234 40	25, 737 13	24, 513 55	April 1, 1877	In April, 1877 .....	43
r. p. o., 50.8 by 10, f. f., s. l.	12	242 50	273 00	115, 430 00	129, 948 00	July 1, 1876	In Nov., 1876. Main route; branch \$54, (256.)	44
r. p. o., 52.4 by 9, f. f., s. l.	14	239 80	243 40	46, 621 33	47, 499 51	Oct. 1, 1876	In October, 1876 .....	45

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>	
46	Me ..	1	1	Augusta, Waterville ..	Maine Central .....	19.21	5,739	25
47	W. Va.	12002	12002	Grafton, Parkersburg	Baltimore and Ohio .....	104.58	6,290	31
48	Me ...	2	5	Waterville, Bangor ..	Maine Central .....	55.57	5,174	25
49	Ohio..	210'0	21010	Chicago, Newark.....	Baltimore and Ohio, (lessees Sandusky, Mansfield and Newark.)	88	5,968	27
50	N. H..	251	1001	Concord, Nashua.....	Concord .....	36.28	5,098	27
51	Ohio..	21042	21042	Cleveland, Cincinnati.	Cleveland, Columbus, Cincinnati and Indianapolis.	245.25	6,863	36
52	N. Y..	1208	6008	Buffalo, Hornellsville.	Erie .....	91	9,065	33
53	Ohio..	21002	21002	Pittsburgh, Chicago..	Pittsburgh, Fort Wayne and Chicago.	469.5	8,743	25
54	Ohio..	21001	21001	Bellaire, Newark.....	Central Ohio.....	104½	5,116	25
55	Ohio..	21042	21042	Cleveland, Cincinnati.	Cleveland, Columbus, Cincinnati and Indianapolis.	245.25	5,910	30
56	Va ...	11018	11018	Washington, Alexandria.	Alexandria and Washington..	7	5,430	17
57	Md ...	10002	10002	Baltimore, Sunbury ..	Northern Central .....	140.7	4,924	23½
58	Va ...	11002	11002	Alexandria, Lynchburg.	Washington City, Virginia Midland and Great Southern.	171.35	4,711	23
59	Mass ..	648	3067	Springfield, South Vernon Junction.	Connecticut River .....	50.46	3,820	25
60	Va ...	11009	11009	Petersburg, Weldon ..	Petersburg .....	65.31	5,053	22
61	Pa....	8022	8022	Sonbury, Williamsport.	Pennsylvania, (lessees Philadelphia and Erie.	39.82	4,030	22
62	N. H..	253	1008	Concord, White River Junction.	Northern .....	69.64	3,343	28
63	N. Y..	1208	.....	Buffalo, Hornellsville.	Erie .....	91	5,771	32
64	Ohio..	21005	21005	Cleveland, Leavittsburg.	Atlantic and Great Western..	49.75	5,079	25
65	Va ...	11013	11013	Lynchburg, Bristol...	Atlantic, Mississippi and Ohio	205	3,133	22
66	Conn ..	904	5004	New Haven, New London.	New York, New Haven and Hartford.	51.71	4,754	30
67	Tenn ..	19002	19002	Bristol, Chattanooga..	East Tennessee, Virginia and Georgia.	242.7	2,755	25
68	Va....	11006	11006	Richmond, Greensborough.	Richmond and Danville.....	189.67	4,334	23
69	N. Y..	1211	.....	Albany, Troy .....	New York Central and Hudson River.	6	4,261	30
70	Mass ..	608	3035	Boston, Providence...	Boston and Providence.....	44.19	3,520	35

in States in which the contract-term expired June 30, 1877, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
r. p. o., 44.6 by 8.9, say 42.6 by — (See old report.) f. f. c., d. l.	12	238 10	140 00	4,573 90	3,080 00	July 1, 1877	1.01 m. decrease. Part; residue \$61.20, (215.)	46
r. p. o., 51.7½ by 8.10, f. f. s. l.	26	234 40	236 20	24,513 55	24,701 79	Oct. 1, 1876	In October, 1876. ....	47
r. p. o., 44.6 by 8.9, (42.6 by 8.9. See old report.) f. f. c., d. l.	9	231 80	225 00	12,881 12	12,375 00	July 1, 1877	Part; residue \$75.60, (157.) .18 m. decrease on whole route.	48
r. p. o., 51.7½ by 8.10, f. f. s. l.	18*	230 80	224 50	20,310 40	19,756 00	Oct. 1, 1876	Part; residue \$58.50, (230.) In November, 1876.	49
r. p. o., 41.9 by 8.8, 22.8 by 6.10, 21 by 6.6, f. f. d. l.; r. a. apt., 17 by 6.10, f. f. q. l. to Manchester, 18.26 miles.	37½*	229 65	250 00	8,331 70	9,000 00	July 1, 1877	.28 m. increase .....	50
r. n. o., 39.2 by 9.2, f. f., d. l. to Galion, 80 m.; s. l. residue, 165.25 m.	26½*	225 70	235 60	57,352 92	59,880 90	Nov. 15, 1876	Formerly 80 miles at \$260.60 per m. \$250.70 per m. for 80 miles. In Nov., 1876.	51
13.7 by 9.8, (average.) f. f. s. l.	24½*	225 00	180 00	20,475 00	16,380 00	Jan. 1, 1877	60 days in Feb. and March, 1877.	52
24.3 by 8.11, f. f. c., s. l.	21½*	221 40	173 70	103,947 30	81,552 15	Jan. 1, 1877	60 days in Feb. and March, 1877.	53
r. p. o., 50 by 8, f. f. c., s. l.	18½*	220 90	228 10	23,166 88	23,921 98	Oct. 1, 1876	Part; residue \$78.30, (151.) In Oct., 1876.	54
r. p. o., 39.2 by 9.2, f. f., d. l., 80 m.; s. l. residue 165.25 m.	26½*	214 90	235 60	54,704 22	57,352 92	Jan. 1, 1877	Formerly \$260.60 on 80 m. \$239.90 for 80 m. 60 days in Feb. and March, 1877.	55
r. p. o., 40.8 by 8.6, f. f. c., s. l.	18½*	209 50	225 00	1,466 50	1,575 00	July 1, 1877	.....	56
r. p. o., 44.4 by 8.4, f. f. c., s. l.; r. a. apt., 14.8 by 8.7, f. f. s. l.	24*	203 20	186 10	23,590 24	26,184 27	July 1, 1877	.....	57
r. p. o., 41 by 8.11, f. f. c., s. l.	14	200 50	227 50	34,355 67	33,853 90	July 1, 1877	Main route; branch \$52.20, (267.) .53 m. increase.	58
r. p. o., 23.4 by 6.5, f. f. c., d. l.	23½*	190 75	209 50	9,625 24	10,775 00	July 1, 1877	Formerly \$300 for m. .46 m. increase.	59
43.7 by 8.8½, (size not required by dept.,) 21.6 by 8.8½, f. f. c., d. l.	13	190 00	164 80	12,408 90	10,796 04	July 1, 1877	.19 m. decrease .....	60
r. p. o., 39.2 by 8.7, f. f. c., s. l.	13½*	189 70	178 75	7,553 85	7,117 82	July 1, 1877	Part; residue \$81.90, (143.)	61
r. p. o., 41.9 by 8.8, 22.8 by 6.10, f. f. d. l.	18	183 55	190 00	12,782 42	13,110 00	July 1, 1877	Formerly \$1.150 for m. .64 m. increase. Main route; branch \$45. (347.)	62
14 by 9.2, 14 by 9.3, 12.6 by 9.10, (average.) 13.6 by 9.5, f. f. s. l.	23½*	180 00	133 00	16,380 00	12,103 00	July 23, 1876	In November, 1876 ..	63
14.4 by 7.10, f. f., s. l.	18*	180 00	94 50	8,953 00	4,701 37	Oct. 1, 1876	Part; residue \$62.10, (203.) In Nov., 1876.	64
r. p. o., 40.1 by 8.7, f. f. c., s. l.	14	176 20	218 50	36,121 00	44,792 50	July 1, 1877	1 m. increase .....	65
12.4½ by 6.10, f. f., s. l.	31	175 50	157 50	9,075 10	7,942 00	July 1, 1877	Formerly \$67 for m. 1.71 m. increase.	66
r. p. o., 38.6 by 9, f. f. c., s. l.	14	170 80	189 70	41,453 16	46,040 19	April 1, 1877	Main route; branch \$90.90, (123.) In April, 1877.	67
25 by 8.9, f. f., s. l.	10½*	169 20	153 00	32,092 16	29,005 74	July 1, 1877	0.09 m. increase .....	68
no r. a. ....	46½*	168 30	126 00	1,009 80	756 00	July 23, 1876	Part; residue \$559.20, (14.) In Nov., 1876.	69
14.8 by 6, f. f., d. l.	36	167 50	138 60	7,401 82	6,098 40	July 1, 1877	0.19 m. increase .....	70

F.—Table showing the readjustment 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 mails.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
71	Vt....	407	2005	Brattleborough, Bel- lows Falls.	Central Vermont .....	24.46	3,264	25
72	Conn	975	5002	East Thompson, Wil- limantic.	New York and New England.	33.21	3,228	28
73	R.I....	802	4002	Providence, New Lon- don.	New York, Providence and Boston.	63.94	3,864	25
74	Pa....	8077	8075	Easton, Allentown...	Lehigh Valley .....	17.84	3,517	27
75	Mass	643	3066	Worcester, Nashua...	Worcester and Nashua .....	46.54	3,082	30
76	Mass	607	3034	Boston, East Thomp- son.	New York and New England.	53	3,186	28
77	Mass	607	3034	.....do.....	.....do .....	53	3,069	28
78	Me....	9	12	Ban.or, Vanceborough	Consolidated European and North American.	113.93	2,740	25
79	Conn	975	5002	East Thompson, Wil- limantic.	New York and New England.	33.68	2,923	28
80	Ala....	17013	17013	New Orleans, Mobile	New Orleans, Mobile and Texas	140	2,791	26
81	Mass	744	3062	Miller's Falls, Brattle- borough.	Central Vermont.....	21.32	3,170	30
82	N. J...	7001	7001	New York, Easton...	Central, of New Jersey.....	74	2,433	20
83	Mass	637	3041	Middleborough Hy- annis.	Old Colony .....	45.29	2,151	25
84	Pa....	8010	.....	Allentown, Waverly	Lehigh Valley.....	190.67	2,830	27
85	Conn	913	5014	New Haven, Willi- mautic.	Boston and New York Air-line.	56	2,810	27
86	N. H....	371	1012	Nashua, Rochester...	Nashua and Rochester.....	49.40	2,043	28
87	Ohio...	21034	21034	Salamanca, Dayton...	Atlantic and Great Western	389.55	2,644	27
88	Me....	7	8	Portland, Rochester...	Portland and Rochester .....	52.68	1,930	25
89	N. Y....	1227	6036	Rome, Ogdensburg...	Rome, Watertown and Ogdens- burg.	142	2,337	30
90	N. J...	7013	7013	New York, Easton...	Morris and Essex .....	87.40	1,811	25
91	N. Y....	1224	6026	Albany, Canada line..	Delaware and Hudson Canal Company.	189.93	2,119	30
92	Mass	622	3033	Lawrence, Manchester	Manchester and Lawrence....	27.06	1,747	25
93	Ga....	15001	15001	Atlanta, Charlotte....	Atlanta and Richmond Air-line	266.5	1,946	26
93a	Mass	609	3038	Boston, Plymouth...	Old Colony.....	37.27	1,900	25
94	Conn	903	5010	New Haven, Williams- burg.	New Haven and Northampton	85.82	1,633	30
95	Mass	645	3035	Fitchburg, Bellows Falls.	Cheshire .....	64.65	1,818	30
96	Pa....	8029	8029	New Castle, Home- wood.	Pittsburg, Fort Wayne and Chicago.	15.2	1,767	25
97	N. J...	7023	7023	New York, Denville..	Delaware, Lackawanna and Western.	35.93	1,496	25
98	Pa....	8042	8041	Pittsburgh, Oil City..	Allegheny Valley.....	132.60	1,717	23
99	Cal....	46003	46003	Roseville, Redding...	Central Pacific.....	151.45	1,714	22

in States in which the contract-term expired June 30, 1877, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
23.4 by 6.11, f. f., d. l.	18	163 90	184 50	4,008 99	4,428 00	July 1, 1877	0.46 m. increase .....	71
12.6 by 6.9, f. f., d. l.	21*	163 00	157 50	5,413 23	5,304 60	July 1, 1877	Formerly \$96 for m. . .47 m. decrease.	72
16 by 6.10, f. f., s. l.	31½*	162 90	130 50	10,415 82	8,319 37	July 1, 1877	0.19 m. increase .....	73
22 by 8.6, 1 l., 15 by 6, 1 l., 10 by 6, ½ l., all f. f.	64*	162 00	221 40	2,890 08	3,670 81	July 1, 1876	1.26 m. increase. In Sept., 1876.	74
12 by 7, 15 by 7, f. f., d. l.	18	161 20	96 30	7,502 24	4,453 87	July 1, 1877	0.29 m. increase .....	75
12.6 by 6.9, f. f., d. l.	21*	161 10	97 20	8,538 30	5,151 60	Jan. 1, 1877	In Feb., 1877. Part; residue \$45.90, (324)	76
.....do .....	21*	160 30	161 10	8,495 90	8,538 30	July 1, 1877	Part; residue \$45. (353.)	77
r. p. o., 20 by 9, f. f., s. l.	6	158 30	175 00	18,035 11	20,693 75	July 1, 1877	4.32 m. decrease .....	78
12.6 by 6.9, f. f., d. l.	21*	157 50	54 00	5,304 60	1,914 72	Jan. 1, 1877	\$96 m. m. In Feb., 1877.	79
17.6 by 7.3, f. f., d. l.	14	155 70	135 00	21,798 00	18,900 00	Feb. 1, 1877	In Feb., 1877 .....	80
10.5 by 6.5, f. f., s. l.	18	152 10	168 75	3,251 89	3,543 75	July 1, 1877	0.38 m. increase .....	81
13.11 by 6.11, f. f., d. l.	12	151 30	144 00	11,196 20	10,656 00	July 1, 1877	.....	82
14 by 8.4, 10.2 by 6, f. f., d. l.	12	146 80	153 00	6,648 57	8,191 00	July 1, 1877	Formerly \$1,000 m. m. 1.71 m. decrease.	83
22 by 8.6, 1 l., 15 by 6, 1 l., 10 by 6, ½ l., to Manch Chunk, 30 m., 22 by 8.6, 11, res. all f. f.	20½*	146 70	108 00	27,971 28	18,801 00	Oct. 1, 1876	In Sept., 1876. Formerly 55 m., at \$103.105 m., at \$94.80. 1.17 m. increase.	84
9.10 by 6.8, f. f., s. l.	17½*	146 70	45 00	8,215 20	2,520 00	Feb. 1, 1877	In Feb., 1877 .....	85
12 by 7, 15 by 7, f. f., d. l.	12	145 00	81 00	7,163 00	4,001 40	July 1, 1877	.....	86
14.4 by 7.10, f. f., s. l.	15½*	144 00	88 20	56,095 20	34,358 31	Oct. 1, 1876	In Nov., 1876 .....	87
12 by 6.11, f. f., d. l.	12	141 40	65 00	7,448 95	3,800 00	July 1, 1877	Formerly \$420 m. m. 0.68 m. increase.	88
24 by 7.6, f. f., s. l.	15*	139 50	138 00	19,809 00	19,596 00	July 1, 1877	Main route; branch \$52.20, (273)	89
11.6 by 9, f. f., d. l.	14½*	136 00	117 90	11,886 40	9,555 30	July 1, 1877	Formerly 19 m., at \$126.90; 14.40 m., at \$54.	90
21.6 by 6.10, f. f., s. l.	18½*	135 90	136 80	25,811 45	25,982 42	July 1, 1877	Main route; branches \$76.50, \$70.20, (154.177.)	91
17 by 7, 12.2 by 6.7, f. f., d. l.	18	133 30	163 00	3,607 09	4,564 00	July 1, 1877	0.94 m. decrease .....	92
19.6 by 8.11½, f. f., s. l.	7	132 30	81 00	35,257 95	21,586 50	Apr. 1, 1877	In April, 1877 .....	93
14 by 8.4, 10.2 by 6.6, f. f., d. l., 11.28 m.; no r. a. residue.	36½	130 50	150 00	4,863 73	5,590 50	July 1, 1877	Main route; branch \$45. (372.) .73 m. decrease.	93a
15.5 by 6.5, f. f., d. l.	18	127 90	144 00	10,976 37	12,309 12	July 1, 1877	Main route; branch \$58.60, (223.) 0.34 m. increase.	94
24 by 8.8, f. f., s. l.	18	126 00	160 00	8,145 90	10,240 00	July 1, 1877	0.65 m. increase .....	95
12 by 9, f. f., s. l. . .	12	124 20	135 00	1,887 84	2,025 00	July 1, 1877	0.2 m. increase .....	96
17.7 by 7.6, f. f., d. l.	12	121 60	100 80	4,369 08	3,621 75	July 1, 1877	.....	97
14.6 by 8.8, f. f., s. l.	19	121 50	90 00	16,110 90	11,943 90	July 1, 1877	0.11 m. decrease .....	98
20.8 by 8.10½, f. f., s. l.	7	121 50	112 50	18,401 17	17,038 12	Oct. 16, 1876	Pay on 47 m. fixed from June 30, 1874, at \$125, and from July 1 to Oct. 15, 1876, at \$112.50 per m. In Oct., 1876.	99

F.—Table showing the readjustment 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 mails.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
100	Mass	638	3042	Yarmouth Port, Provincetown.	Old Colony.....	<i>Miles.</i> 44.56	<i>Pounds.</i> 1,393	25
101	Pa....	8075	8073	Allentown, Harrisburg.	Philadelphia and Reading ....	90	1,576	24
102	Ind...	22025	22025	Indianapolis, Terre Haute.	Indianapolis and Saint Louis..	72	1,569	26½
103	N. Y..	1219	.....	New York, Chatham Village.	New York and Harlem.....	130.5	1,078	25
104	Colo..	38001	38001	Denver, El Moro .....	Denver and Rio Grande .....	209.2	1,258	20
105	Pa....	8075	.....	Allentown, Harrisburg	Philadelphia and Reading ....	90	1,479	25
106	Pa....	8002	8002	Philadelphia, Pottsville.	.....do .....	92.5	1,405	22
107	Mass	634	3039	South Braintree Junction, Newport.	Old Colony.....	61.16	1,391	25
108	Mich	24007	24007	Detroit, Port Huron ..	Grand Trunk.....	64.5	1,345	22
109	N. J ..	7018	7018	Philadelphia, Bridgeton.	West Jersey.....	38.40	1,298	25
110	Ga....	15012	15012	Macon, Atlanta .....	Central Railroad and Banking Company.	103.52	1,270	23
111	R. I. .	801	4001	Providence, Worcester	Providence and Worcester....	44.17	1,028	30
112	Colo..	38001	38001	Denver, El Moro .....	Denver and Rio Grande .....	209.2	1,258	20
113	Pa....	8045	8044	Miles Grove, New Castle.	Erie and Pittsburgh .....	83.6	1,248	25
114	Conn	908	5011	Bridgeport, Winsted..	Naugatuck .....	62.28	1,235	23
115	N. Y..	1255	6063	Canandaigua, Elmira	Northern Central.....	68.50	1,231	25
116	Pa....	8019	8019	Binghamton, New Hampton.	Delaware, Lackawanna and Western.	144.50	1,217	25
117	N. Y..	1823	6033	West Chazy, Rouse's Point.	Delaware and Hudson Canal Company.	15.29	1,205	30
118	Conn	909	5012	Bridgeport, Pittsfield	Housatonic .....	110.55	976	27
119	N. Y..	1229	6041	Utica, Norwich.....	Delaware, Lackawanna and Western.	54.50	960	24
120	Pa....	8021	8021	Williamsport, Elmira	Northern Central .....	79.17	1,197	23
121	Pa....	8064	8064	Pittsburgh, Cumberland.	Pittsburgh and Connellsville..	147.8	1,187	30
122	Mass	641	3051	Taunton, Mansfield Junction.	Boston, Clinton, Fitchburg and New Bedford.	11.92	1,168	30
123	Kans	33008	33008	Kansas City, Ottawa	Leavenworth, Lawrence and Galveston.	33.3	1,157	20
124	Ind...	22017	22018	Indianapolis, Peoria ..	Indianapolis, Bloomington and Western.	212.2	1,150	28
125	Me...	5	6	Brunswick, Bath .....	Maine Central .....	9.05	1,101	25

*in States in which the contract-term expired June 30, 1877, &c.—Continued.*

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
14 by 8.4, 10.2 by 6, f. f., d. l.	12	117 10	118 00	5,217 97	9,319 44	July 1, 1877	Formerly \$4,000 m. m. .52 m. decrease.	100
11.9 by 8.7, f. f., d. l., to Emaus, 6 m.; s. l. residue; additional r. a. between Reading and Sinking Spring; 6 m.	28½*	116 53	110 70	10,487 70	9,963 00	July 1, 1877	.....	101
39.4 by 9, f. f., s. l.	12	115 20	196 00	8,294 40	14,112 00	July 1, 1876	In Sept., 1876 .....	102
19.9½ by 8.3, 13.5 by 8.5, f. f., d. l.; 66 m., s. l., residue 64.5 m.	11½*	113 00	100 00	14,601 50	13,550 00	June 15, 1876	\$500 m. m. 64.5 m. at \$103. In June, 1876, Pay from July 1, 1876, reduced 10 per cent.	103
9.2 by 7.5, f. f., s. l.	7	112 00	.....	.....	.....	May 11, 1876	Extension Pueblo to El Moro, 90 2 m. In Mar., 1877. Pay 10 per cent. less from July 1, 1876.	104
11.9 by 8.7, f. f., s. l.	26*	110 70	232 00	9,963 00	20,880 00	July 1, 1876	In Sept., 1876 .....	105
15.2 by 8.7, f. f., s. l. to Auburn, 83 m., d. l. residue 9.5 m.	17½*	109 02	112 50	10,084 35	19,406 25	July 1, 1877	.....	106
14 by 8.4, 14 by 8.4, 10.2 by 6.6, 10.2 by 6.6, (average 12.1 by 7.6.) f. f., d. l., 22.82 m.; no r. a., residue, 38.34 m.	13½*	107 10	126 00	6,550 23	8,710 50	July 1, 1877	Formerly \$930 per annum per m. m. service. .59 m. decrease.	107
23.8 by 7.5, f. f. c., s. l.	18	105 30	90 00	6,791 85	5,805 00	Aug. 21, 1876	In Aug., 1876 .....	108
13 by 8.3, f. f., s. l.	12	102 60	99 00	3,939 84	4,401 60	July 1, 1877	Formerly \$600 for side-service.	109
11.7 by 6.7, f. f., s. l.	13	101 70	87 30	10,527 98	9,037 29	July 1, 1876	69 days; 9 from Mar. 15, and 30 from May 15, 1876, and 30 from Jan. 1, 1877.	110
Average 13.2 by 6.1, f. f., d. l.	24*	100 90	110 00	4,456 75	6,340 00	July 1, 1877	Formerly \$1,500 for m. m. .17 m. increase.	111
9.2 by 7.5, f. f., s. l.	7	100 80	70 00	21,087 36	19,672 86	Mar. 1, 1877	Main route. In Mar., 1877.	112
12 by 9, f. f., s. l. .	12	100 80	117 00	8,426 88	9,711 00	July 1, 1877	0.06 m. increase .....	113
16 by 6.1½, 15.10 by 5.8, f. f., s. l.	12	99 90	106 20	6,231 77	6,584 40	July 1, 1877	Main route; branch \$45. Formerly \$150 for m. m. .28 m. increase.	114
14.8 by 8.6, f. f., s. l.	18	99 90	108 90	6,843 15	7,459 65	July 1, 1877	.....	115
19 by 7, f. f., s. l. .	12	99 00	76 50	14,305 50	11,054 42	July 1, 1877	.....	116
21.6 by 6.10, f. f., s. l.	12	99 00	.....	.....	.....	Nov. 20, 1876	New .....	117
14 by 6.5, f. f., d. l.	12	98 20	86 40	10,856 01	9,549 79	July 1, 1877	Main route; branches \$45, (364.)	118
15.6 by 7, f. f., d. l.	12	98 20	80 00	5,351 90	4,360 00	July 1, 1877	.....	119
14.8 by 8.6, f. f., s. l.	18	98 10	160 00	7,766 57	12,480 00	July 1, 1877	1.17 m. increase .....	120
14.6 by 8.6, f. f., s. l.	16½*	98 10	76 50	14,499 18	11,306 70	Oct. 1, 1876	In Oct., 1876. Main route; branch \$52.20, (270.)	121
no r. a. ....	30	97 20	112 50	1,158 62	1,950 00	July 1, 1877	Formerly \$600 m. m. .08 m. decrease.	122
15 by 9, f. f., s. l. .	6	96 30	75 60	3,206 79	2,517 48	Apr. 1, 1877	In April, 1877 .....	123
18 by 9, f. f., s. l. .	18	96 30	135 00	20,434 86	28,647 00	July 1, 1876	In Oct., 1876 .....	124
15.10 by 6.7½, f. f., t. l.	18	94 50	120 00	855 22	1,080 00	July 1, 1877	0.05 m. increase. Branch; main route \$278 60, \$268.70, (37, 38.)	125

F.—Table showing the readjustment 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.	
126	Me ...	13	15	Bath, Rockland .....	Knox and Lincoln .....	49.86	843	18
127	N. Y. ...	1207	6007	Attica, Corning .....	Erie .....	111	1,048	30
128	Tenn ...	19002	19002	Cleveland, Dalton .....	East Tennessee, Virginia and Georgia.	28.5	1,031	25
129	Vt ...	528	2012	Wells River, Montpelier.	Montpelier and Wells River ..	33.78	1,028	21
130	Kans ...	33005	33005	Kansas City, Baxter Springs.	Missouri River, Fort Scott and Gulf.	160.2	1,529	20
131	N. Y. ...	1256	6064	Syracuse, Oswego .....	Oswego and Syracuse .....	35.5	1,015	25
132	N. H. ...	371	1012	Nashua, Rochester ...	Worcester and Nashua .....	49.40	761	25
133	Pa ....	8017	8017	Scranton, Northumberland.	Lackawanna and Bloomsburg.	80	986	25
134	Vacant							
135	N. Y. ...	1245	6028	Albany, Binghamton	Delaware and Hudson Canal..	142	933	24
136	N. Y. ...	1233	6045	Long Island City, Greenport.	Long Island .....	94.31	927	25
137	Me ...	6	7	Portland, Canada Line	Grand Trunk .....	166.31	927	20
138	Me ...	244	13	Bangor, Bucksport ...	Consolidated European and North American.	19.89	660	22
139	Ohio ...	21034	21034	Salamanca, Dayton ..	Atlantic and Great Western..	389.55	88	28
140	N. Y. ...	1257	6065	Syracuse, Binghamton	Syracuse, Binghamton and New York.	80	883	24
141	Pa ....	8008	8008	Lamokin, Port Deposit	Philadelphia and Baltimore Central.	59.25	861	25
142	Ohio ...	21005	21005	Cleveland, Sharpsville	Atlantic and Great Western..	84.40	858	25
143	Pa ....	8022	8022	Williamsport, Erie ...	Pennsylvania .....	248.08	839	22
144	Conn ...	916	5018	Hartford, Millerton ..	Connecticut and Western.....	69.93	599	20
145	Conn ...	911	5007	Waterbury, Providence.	Hartford, Providence and Fishkill.	122.94	818	22
146	Me ...	34	3	Farmington, Brunswick.	Maine Central .....	69.50	810	20
147	N. Y. ...	1228	6040	Chenango Forks, Norwich.	Delaware, Lackawanna and Western.	30.69	564	24
148	N. J. ...	7008	7008	Trenton, intersection Delaware, Lackawanna and Western Railroad.	Pennsylvania .....	68.7	777	25
149	N. Y. ...	1276	6084	Sayre, Fair Haven.	Southern Central .....	121	771	25
150	Mass..	642	3052	Taunton, New Bedford.	Boston, Clinton, Fitchburg and New Bedford.	21.90	754	30
151	Ohio ...	21001	21001	Newark, Columbus ...	Central Ohio .....	33	748	25
152	Mass..	656	3048	Mansfield, South Framingham.	Boston, Clinton, Fitchburg and New Bedford.	22.02	507	28
153	Mass..	631	3046	South Framingham, Pratt's Junction.	.....do .....	29.74	727	30
154	N. Y. ...	1224	6026	Albany Junction, Troy.	Delaware and Hudson Canal Company.	6	719	24
155	N. Y. ...	1273	6081	Fonda, Gloversville ..	Fonda, Johnstown and Gloversville.	10	717	20

in States in which the contract-term expired June 30, 1877, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
14 6 by 7.2, 13 by 6.8, f. f., d. l.	12	92 80	100 00	4,627 00	6,000 00	July 1, 1877	Formerly \$1,000 for ferriage. 0.14 m. decrease.	126
13 by 9.2, f. f., s. l.	315*	91 80	247 50	10,189 80	27,472 50	July 1, 1877		127
22 by 8.4, f. f., s. l. (Old report.)	14	90 90	135 00	2,590 65	3,847 50	Apr. 1, 1877	Branch; main route \$170.80, (67.) In Apr. 1877.	128
12 by 6.10, f. f., s. l.	6	90 90	63 00	3,525 10	2,433 06	July 1, 1877	0.16 m. increase . . .	129
15 by 9, f. f., s. l.	7½*	90 72	69 12	14,533 34	11,073 02	Apr. 1, 1877	In April, 1877 . . . . .	130
14 by 7, f. f., s. l.	18	90 00	100 00	3,195 00	3,550 00	July 1, 1877		131
12 by 7, d. l.	12	90 00				Jan. 20, 1875	In Aug., 1876. New: pay from July 1 1876, reduced to ten per cent.	132
19 by 7, f. f., s. l.	21½*	89 10	81 00	7,128 00	6,480 00	July 1, 1877		133
15.3 by 8.4, f. f., s. l.	18	86 40	90 90	12,263 80	12,907 80	July 1, 1877		134
13 by 6, f. f., s. l.	12	86 40	81 00	8,148 38	7,938 00	July 1, 1877	Main route; branch \$45, (362.) 3.69 m decrease.	135
19.9 by 8, f. f., s. l.	9½*	86 40	133 00	14,369 18	22,770 00	July 1, 1877	1.31 m. decrease . . .	137
16.8 by 8.3, f. f., d. l.	12	84 70	80 10	1,684 68	1,549 91	July 1, 1877	0.54 m. increase . . . .	138
14.4 by 7.10, f. f. c., s. l.	15*	84 60	144 00	32,955 93	56,095 20	Jan. 1, 1877	60 days in Feb. and Mar., 1877.	139
16 by 7.3, fixtures, s. l.	12	84 60	90 00	6,768 00	7,200 00	July 1, 1877		140
9 by 3.6, 10 by 6.6, f. f., d. l.	12	83 70	73 80	4,959 22	4,372 61	July 1, 1877		141
14.4 by 7.10, f. f. c., s. l.	10½*	82 80	180 00	6,928 32	11,106 70	Jan 1, 1877	Formerly 34.65 m., at \$62 10. 60 days in Feb. and Mar., 1877.	142
r. a. apt., 8.10 by 5.7, 10.8 by 8.8, s. l.	13½*	81 90	102 60	20,317 75	25,453 00	July 1, 1877	Part; residue \$129.70, (61.)	143
12 by 6, furniture, d. l.	15*	81 10	50 00	5,671 32	4,150 80	July 1, 1877	0.75 m. increase . . . .	144
14.2 by 6.6, f. f., s. l.	16½*	81 00	72 00	9,958 14	8,820 00	July 1, 1877	0.44 m. increase . . . .	145
16 by 6.7, s. l. to Leeds Junction, 39 miles. In charge of conductor thence to South Lewiston, 12 m. t. l.; Lewiston to Brunswick, 18.5 m.	9½*	81 00	67 50	5,314 50	4,876 21	July 1, 1877	18.5 m., at \$91 per m. Formerly \$50 per annum for m. m. 2 m. decrease.	146
15.6 by 7, f. f., d. l.	12	80 20	60 00	2,461 33	1,841 40	July 1, 1877		147
13 by 6½, f. f., s. l.	13½*	79 20	72 00	5,441 04	4,946 40	July 1, 1877		148
11 by 6.4, f. f., s. l.	12½*	79 20	54 00	9,583 20	7,788 00	July 1, 1877	Formerly \$1,200 per annum for side service. 1 m. decrease.	149
no r. a. . . . .	36	78 30	119 70	1,714 77	3,066 32	July 1, 1877	Formerly \$612.50 for m. m. 1.39 m. in crease.	150
in b. c.; no r. a. . .	18½*	78 30	85 50	2,523 90	2,821 50	Oct. 1, 1876	Part; residue \$220.90, (54.) In Oct., 1876.	151
14 by 6.9, 12 by 6.9, f. f., d. l.	13½*	77 50	54 00	1,706 55	1,188 00	July 1, 1877	.02 m. increase . . . .	152
14 by 6.9, f. f., s. l.	20*	77 40	81 00	2,301 87	2,349 00	July 1, 1877	0.74 m. increase . . . .	153
in b. c.; no r. a. . .	18	76 50	67 50	459 00	405 00	July 1, 1877	Branch; main route \$135.90, (91.)	154
8 by 6, f. f., s. l. . .	15*	76 50	64 00	765 00	1,390 00	July 1, 1877	Formerly \$750 per annum side service	155

F.—Table showing the readjustment 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.	
156	Pa ....	8064	8063	Pittsburg, Cumberland	Pittsburg and Connellsville...	150.10	705	25
157	Me ...	2	5	Portland, Waterville.	Maine Central .....	72.53	694	25
158	N. Y..	1221	6024	Eagle Bridge, Rutland	Delaware and Hudson Canal Company.	62.50	682	25
159	Cal ...	46018	46018	San Fernando, San Bernardino.	Southern Pacific .....	81.12	534	15
160	Mo....	28018	.....	Hannibal, Louisiana..	Saint Louis, Keokuk and Northwestern.	26.08	530	20
161	N. Y..	1205	6005	Rochester, Avon .....	Erie .....	18	668	30
162	Conn..	991	5016	Hartford, Springfield.	Connecticut Valley and Springfield.	31.10	478	30
163	Conn..	902	5009	New London, Palmer.	Central Vermont .....	65.27	635	30
164	N. Y..	1230	6042	Owego, Ithaca.....	Delaware, Lackawanna and Western.	35	627	24
165	N. Y..	1813	6098	Gloversville, Northville.	Gloversville and Northville...	17½	432	20
166	Del ...	9502	9502	Delmar, Crisfield....	Eastern Shore.....	38	613	16
167	Mass..	644	3047	Sterling Junction, Fitchburg.	Boston, Clinton, Fitchburg and New Bedford.	14.15	610	25
168	Pa .....	.....	8016	Penn Haven Junction, Tomhicken.	Lehigh Valley .....	24.7	608	25
169	N. Y..	1283	6087	Utica, Watertown ...	Utica and Black River.....	92.22	606	23
170	Mass..	659	3049	Frammingham, Lowell.	Boston, Clinton, Fitchburg and New Bedford.	29.44	600	23
171	N. J..	7019	7019	Glassborough, Millville	West Jersey.....	22	598	25
172	N. J..	7005	7005	Philadelphia, Monmouth Junction.	Pennsylvania.....	54.56	593	35
173	Ga....	15010	15010	Savannah, Macon....	Central Railroad and Banking Company.	192½	591	22
174	Pa....	8003	8003	Philadelphia, Westchester.	Westchester and Philadelphia	26.35	588	18
175	Mass	647	3061	Palmer, Miller's Falls.	Central Vermont.....	34.95	585	30
176	Pa....	8056	8055	Pittsburgh, Washington.	Pittsburgh, Cincinnati and Saint Louis.	23.71	566	17
177	N. Y..	1224	6026	Whitehall, Castleton.	Delaware and Hudson Canal Company.	16	563	25
178	Pa....	8104	8102	Hanover Junction, Hanover.	Hanover Branch .....	13.37	399	20
179	Pa....	8040	8039	Blairsville, Allegheny.	Pennsylvania .....	64.6	555	18
180	Mo ...	28028	28028	Pierce City, Oswego..	Missouri and Western .....	73.76	546	20
181	Ga....	15011	15011	Macon, Columbus....	Southwestern .....	100.94	544	20½
182	N. Y..	1225	6034	Oswego, Richland....	Rome, Watertown and Ogdensburg.	28.5	538	30
183	Va ...	11011	11011	Petersburgh, Norfolk.	Atlantic, Mississippi and Ohio	81.5	538	30
184	N. Y..	1249	6058	Buffalo, Emporium...	Buffalo, New York and Philadelphia.	123.51	533	25

in States in which the contract-term expired June 30, 1877, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
14.6 by 8.6, f. f., s. l.	18	76 50	98 10	11,482 65	14,499 18	July 1, 1877	Main route; branches \$54, \$45, (257.) 2.30 m. increase.	156
16 by 6.10½, f. f., s. l.	10½*	75 60	175 00	5,483 26	12,824 00	July 1, 1877	.18 m. decrease on whole route. Part: residue \$231.80, (48.)	157
12.3 by 6.7, f. f., s. l.	6	75 60	137 70	4,725 00	8,709 75	July 1, 1877	11.5 m. formerly at \$146.70 per m.	158
no r. a. ....	6	75 00	.....	.....	.....	Nov. 16, 1875	New. In Sept., 1876. Pay from July 1, '76, reduced 28 per cent.	159
18.6 by 9, s. l. ....	12	75 00	.....	.....	.....	June 16, 1876	Extension; residue of route under contract. Pay on extension from July 1, 1876, reduced ten per cent.	160
11.5 by 10.2 f. f., s. l.	22*	74 70	72 00	1,344 60	1,296 00	July 1, 1877	.....	161
10.6 by 6.9, f. f., s. l.	6	73 00	.....	.....	.....	June 1, 1876	New	162
11 by 6.4, f. f., s. l.	21*	72 90	108 00	4,758 18	7,020 00	July 1, 1877	.27 m. increase. ....	163
7.9 by 7.6, f. f., s. l.	12	72 90	80 00	2,551 50	2,800 00	July 1, 1877	.....	164
8 by 6, f. f., d. l. ....	12	72 10	62 40	1,252 73	1,288 45	July 1, 1877	Formerly \$100 per annum for m. m. at Mayfield.	165
22 by 8, f. f., s. l. ....	6	72 00	58 50	2,736 00	2,223 00	July 1, 1877	.....	166
14 by 6.9, f. f., s. l. 9 m.; no r. a. res.	29½*	72 00	81 00	1,018 80	1,134 00	July 1, 1877	.15 m. increase. ....	167
15 by 6.6, f. f., d. l. to Hazelton, 15.9 m., s. l. res.	14½*	72 00	76 50	1,778 40	1,889 55	Oct. 1, 1876	Main route; branches \$45, \$45, (361, 377.) Formerly \$ m. at \$75 In Sept., 1876.	168
19 by 6.10, f. f., s. l.	12	72 00	58 50	6,639 84	5,394 87	July 1, 1877	.....	169
14 by 6.9, f. f., s. l.	12	72 00	55 80	2,119 68	1,618 20	July 1, 1877	.44 m. increase. ....	170
13 by 8.3, f. f., s. l.	12	71 10	76 50	1,564 20	1,683 00	July 1, 1877	.....	171
8 by 6.6, f. f., s. l., r. a.; 12 inward 6 outward between Jamesburg and Monmouth Junction 5.76 miles.	20½*	71 10	81 00	3,879 21	4,338 36	July 1, 1877	Main route; branches \$40.50, \$48.60, (391, 303.) 1 m. increase.	172
8.2 by 7, f. f., s. l. ....	14	71 10	69 30	13,660 03	13,314 26	July 1, 1876	68 days, 8 from Mar. 15, 30 from May 15, 1876, and 30 from Jan. 1, 1877.	173
8 by 5, f. f., d. l. ....	24*	71 10	67 50	1,873 48	1,866 50	July 1, 1877	0.22 m. increase. Formerly \$102.75 per annum side service.	174
10.5 by 6.5, f. f., s. l.	12	71 10	90 00	2,484 94	3,150 00	July 1, 1877	0.05 m. decrease. ....	175
10.8 by 8.10½, f. f., s. l.	12	70 20	58 50	1,664 44	1,333 80	July 1, 1877	0.91 m. increase. ....	176
In b. c.; no r. a. ....	12	70 20	90 00	1,123 20	1,440 00	July 1, 1877	Branch; main route \$135.90, (91.)	177
11.6 by 6, f. f., d. l.	12	69 40	45 00	927 87	585 00	July 1, 1877	0.37 m. increase. ....	178
11 by 8.6, fixtures, s. l.	6	69 30	58 50	4,476 78	3,726 45	July 1, 1877	0.90 m. increase. ....	179
12.6 by 6.10, f. f., s. l.	6	69 30	45 00	5,111 56	2,596 95	Apr. 1, 1877	In May, 1877, 10.83 m. extension at \$15 per m. from Jan. 16 to Mar. 31, 1877.	180
12.8 by 6.3, f. f., s. l.	7	69 30	67 50	6,995 14	6,813 45	July 1, 1876	75 days, 15 from Mar. 15 and 30 from May 15, 1876, and 30 from Jan. 1, 1877.	181
23 by 7, f. f., s. l. ....	6	68 40	65 00	1,949 40	1,852 50	July 1, 1877	.....	182
18.2 by 8.7, f. f., s. l.	6	68 40	54 00	5,574 60	4,479 60	July 1, 1877	0.5 m. increase. ....	183
11.9 by 6, f. f., s. l.	6	68 40	60 00	8,448 08	7,410 60	July 1, 1877	.....	184

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

Order.	State.	Number of route.	New number of route.	Terminl.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	Pounds.	
185	N. Y..	1813	6098	Gloversville, Northville.	Gloversville and Northville...	17½	521	20
186	Ind...	12008	22008	New Albany, Michigan City.	Louisville, New Albany and Chicago.	288	424	20
187	N. Y..	1290	6091	Buffalo, Jamestown..	Buffalo and Jamestown .....	71.09	369	30
188	Conn.	914	5015	Hartford, Saybrook Point.	Connecticut Valley .....	44.15	513	30
189	Ga....	15016	15016	Macon, Eufaula .....	Southwestern .....	144.84	510	18½
190	Md...	10017	10017	Saint Denis, Point of Rocks.	Baltimore and Ohio .....	60	505	19
191	Me...	11	4	Belfast, Burnham Village.	Maine Central .....	34.79	357	20
192	Ga....	15013	15013	Macon, Brunswick...	Macon and Brunswick .....	188	499	16
193	N. J..	7026	7026	New York, Pemberton Junction.	New Jersey Southern .....	84.6	491	35
194	W. Va.	12001	12001	Harper's Ferry, Harrisonburg.	Baltimore and Ohio .....	101.60	491	19
195	Ga....	15005	15005	Millen, Augusta .....	Central Railroad and Banking Company.	53½	488	18
196	Md...	10006	10006	Baltimore, Williamsport.	Western Maryland .....	91.62	483	18
197	Conn.	991	5016	Hartford, Springfield.	Connecticut Central, (late Connecticut Valley and Springfield.)	31.67	478	30
198	Pa....	8034	8033	Hanover, Gettysburg	Hanover Branch .....	16.60	332	20
199	N. Y..	1258	6066	Rouse's Point, Canada Line.	Champlain and St. Lawrence	2.25	456	25
200	Kans.	33003	33003	Lawrence, Coffeyville.	Leavenworth, Lawrence and Galveston.	142.9	762	20
201	N. Y..	1234	6046	Hicksville, Port Jefferson.	Long Island .....	36.5	319	25
202	N. Y..	1252	6061	Brocton, Corry .....	Allegheny Valley .....	44.68	457	20
203	Pa....	8025	8025	Irvine, Corry .....	Pittsburgh, Titusville and Buffalo.	95	442	20
204	Md...	10007	10007	Annapolis, Annapolis Junction.	Annapolis and Elk Ridge .....	21.5	442	25
205	Pa....	8013	8013	Pottsville, Herndon ..	Philadelphia and Reading .....	81.10	301	19
206	N. Y..	1206	6006	Avon, Dansville .....	Erie .....	30.72	436	20
207	R. I..	803	4004	Providence, Bristol...	Providence, Warren and Bristol.	15.75	432	18
208	Ohio	21005	21005	Leavittsburg, Sharpsville.	Atlantic and Great Western ..	34.65	431	25
209	Pa....	8027	8027	Lancaster, Middleton	Pennsylvania .....	31.5	430	28
210	Pa....	8036	8035	Tyrone, Curwinstown.	Pennsylvania, (lessees) .....	47.5	428	16
211	N. Y..	1287	6038	Oswego, Lewiston....	Rome, Watertown and Ogdensburg.	146.92	428	30

in States in which the contract-term expired June 30, 1877, &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.	O-der.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
8 by 6, s. l. ....	12	68 40				July 1, 1876	\$100 m. m. at Mayfield. New. In Jan. 1877.	185
11 by 7, f. f., s. l. ...	7*	68 00	60 00	19,584 00	17,280 00	July 1, 1873		186
18 by 7, f. f., d. l. ...	12	67 60	63 00	4,805 68	4,478 67	July 1, 1877		187
11.6 by 6 9/16, 7.6 by 7, 10.6 by 6.9, (average, 9.10 by 6.10.) f. f., s. l.	12	67 50	54 00	2,980 12	2,330 64	July 1, 1877	0.99 m. increase	188
12.8 by 6.3, f. f., s. l.	7	67 50	64 80	9,776 70	9,385 63	July 1, 1876	Main route; no adjustment on bra's 75 days, 15 from Mar. 15, 30 from May 15, 1876, and 30 from Jan. 1, 1877.	189
16 by 8.6, f. f., s. l.	14 1/2*	67 50	90 00	4,050 00	5,400 00	July 1, 1877		190
15.11 by 7.1, f. f., d. l.	12	66 70	54 00	2,320 49	1,846 20	July 1, 1877	0.60 m. increase	191
14 by 7, f. f., s. l. ...	6	66 60	60 30	12,520 80	11,336 40	July 1, 1876	Main route; 76 days, 16 from Mar. 15, 30 from May 15, 1876, and 30 from Jan. 1, 1877. 7 trips part of the year.	192
8 by 6, f. f., s. l. ...	8 1/2*	66 60	60 30	5,634 36	5,101 32	July 1, 1877	Main route; branches \$51.30, \$45, (280, —)	193
16 by 8.6, f. f., s. l.	7 1/2*	66 60	74 70	6,766 56	7,505 11	July 1, 1877	1.13 m. increase. Part; residue \$51.30, (281.)	194
8.2 by 7, f. f., s. l. ...	7	66 60	67 50	3,538 12	3,585 93	July 1, 1876	70 days, 10 from Mar. 15, 30 from May 15, 1876, and 30 from Jan. 1, 1877.	195
11 by 8.2, f. f., s. l.	12	65 70	67 50	6,019 43	6,184 35	July 1, 1877		196
10.6 by 6.9, f. f., s. l.	6	65 70	73 00	2,043 27	2,270 30	July 1, 1876	From July 1, 1877, 0.57 m. increase.	197
11.6 by 6, f. f., d. l.	12	64 90	54 00	1,077 34	945 00	July 1, 1877	0.90 m. decrease	198
In b. c.; no r. a. ...	13	63 90	116 66	143 77	262 50	July 1, 1877		199
15 by 9, f. f., s. l. ...	6	63 36	56 88	9,054 14	8,128 15	Apr. 1, 1877	Main route; branch \$50.40, (287.) In April, 1877.	200
10.3 by 8, f. f., d. l. to Northport, 16.50 m.; s. l. residue.	12	63 10	63 00	2,103 15	2,119 50	July 1, 1877	Formerly 20 m., at \$54. 20 m., at \$53.10.	201
11 by 6, fixtures, s. l.	6	63 00	47 70	2,814 84	2,760 81	July 1, 1877	Formerly \$600 m. m.; 0.62 m. decrease.	202
11 by 6, f. f., s. l. ...	12 1/2*	63 00	60 30	5,985 00	5,728 50	July 1, 1877		203
In b. c.; fixtures, s. l.	15*	63 00	57 50	1,354 50	1,383 75	July 1, 1877	1 m. increase	204
8.9 by 7.7, f. f., d. l. to Shamokin, 60 m., s. l., residue 21.10 m.	10 3/4*	62 20	49 50	4,833 42	4,014 45	July 1, 1877	21.10 m., at \$52.20 per m.	205
11.5 by 10.2, f. f., s. l.	15*	62 10	60 00	1,908 33	1,843 80	July 1, 1877		206
In b. c.; no r. a. ...	12	62 10	60 00	978 07	1,926 00	July 1, 1877	Formerly \$1050 for m. m.; 1.15 m. increase.	207
14.4 by 7.10, f. f., s. l.	18*	62 10	61 20	2,151 76	2,120 58	Oct. 1, 1876	Part; residue \$180. (64.) In Nov., 1876.	208
In b. c.; no r. a. ...	16 1/2*	62 10	63 00	1,956 15	1,965 60	July 1, 1877	0.3 m. increase	209
10.8 by 8.1, f. f., s. l.	12	62 10	58 50	2,949 75	2,375 00	July 1, 1877	0.4 m. increase. Pay on 6.5 m. fixed from Sept. 1, 1875.	210
23 by 7, f. f., s. l. ...	6	62 10	56 00	9,123 73	3,899 84	July 1, 1877	\$62.10 per m. for 77.28 m. extension, in addition to former annual pay from Aug. 10, 1876.	211

F.—Table showing the readjustment 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.	
212	N. J.	7003	7003	Elizabethport, (n. o.) Sea Plain.	Central, of New Jersey .....	47.90	426	20
213	N. Y.	1288	6088	Carthage, Morristown	Utica and Black River .....	50.08	423	20
214	Cal.	46005	46005	Sacramento, Folsom City.	Sacramento Valley .....	23.2	421	20
215	Me.	1	1	Waterville, Skowhegan.	Maine Central .....	18.78	418	25
216	Ark.	29006	29006	Malvern, Hot Springs	Hot Springs .....	25.11	337	17
217	N. Y.	1815	6032	Fort Edward, Glen's Falls.	Delaware and Hudson Canal Company.	6.92	335	20
218	N. Y.	1267	6037	Syracuse, Lacona ...	Rome, Watertown and Ogdensburg.	44.92	415	30
219	Me.	10	14	Oldtown, Blanchard..	Bangor and Piscataquis .....	63.80	408	21
220	Mass.	650	3029	Pittsfield, North Adams.	Boston and Albany .....	20.44	407	25
221	Pa.	8030	8038	Milesburg, Bellefonte.	Pennsylvania .....	2.9	261	10
222	Mass.	636	3064	Braintree Depot, Cohasset.	Old Colony, (late South Shore)	11.61	395	20
223	Conn.	906	5910	Plainville, New Hartford.	New Haven and Northampton.	14.32	258	30
224	N. Y.	1248	6057	Utica, Smith's Valley	Utica, Clinton and Binghamton	31.40	250	20
225	N. H.	255	1002	Concord, Portsmouth.	Concord .....	59.16	390	25
226	Pa.	8043	8042	Brauch Junc., Indiana	Pennsylvania .....	19	386	17
227	Mass.	658	3068	Springfield, Athol....	Springfield, Athol and North-eastern.	48.27	385	23
228	Ind.	22022	22022	Goshen, Anderson....	Cincinnati, Wabash and Michigan.	114.32	333	15
229	Pa.	8018	8018	Scranton, Carbondale	Delaware and Hudson Canal Company.	17.60	382	20
230	Ohio	21010	21010	Sandusky, Chicago...	Baltimore and Ohio, (lessees Sandusky, Mansfield and Newark.)	28	380	27
231	N. Y.	1226	6035	Watertown, Cape Vincent.	Rome, Watertown and Ogdensburg.	26	377	30
232	Pa.	8035	8034	Huntingdon, Mount Dallas.	Huntingdon and Broad Top...	45.14	376	20
233	Pa.	8044	8043	Meadville, Oil City...	Atlantic and Great Western..	36.63	374	25
234	Mass.	649	3056	South Vernon Junction, Keene.	Connecticut River .....	24.19	370	25
235	Va.	11004	11004	Alexandria, Round Hill.	Washington and Ohio .....	52.74	368	23
236	N. Y.	1299	6009	Goshen, Montgomery.	Erie .....	10.25	362	27
237	Pa.	8074	8072	Mount Dallas Station, New Bridgeport.	Pennsylvania .....	31	359	20
238	Pa.	8083	8081	Pittsburgh, Monongahela City.	Pittsburgh, Virginia and Charleston.	31.04	355	25
239	N. Y.	1204	6004	Newburg, Chester ..	Erie .....	19.75	354	28
240	Conn.	945	5017	New Haven, Ansonia	New Haven and Derby .....	13.42	350	22
241	Pa.	8039	8038	Tyrone, Lock Haven	Pennsylvania .....	53.1	348	20
242	Del.	9503	9503	Clayton, Easton .....	Delaware and Maryland .....	44	347	20
243	N. Y.	1269	6074	Ithaca, Cortland Village.	Utica, Ithaca and Elmira .....	23	345	24
244	Va.	11012	11012	Petersburg, Lynchburg.	Atlantic, Mississippi and Ohio	123.25	344	26
245	Cal.	46020	46020	Colfax, Nevada City	Nevada County Narrow Gauge	22.81	267	12
246	Ohio	9557	21951	Columbus, Chillicothe	Scioto Valley .....	51.76	266	20

in States in which the contract-term expired June 30, 1877, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
13 by 7, f. f., s. l. . . .	6	62 10	61 20	2,974 59	2,931 43	July 1, 1877	.....	212
13 by 6.6, f. f., s. l. . .	12	61 20	67 50	3,064 89	2,901 26	July 1, 1877	Main route; branch \$45; 29.58 miles, formerly at \$51.30.	213
no r. a. . . . .	12	61 20	56 25	1,419 84	1,305 00	Nov. 1, 1876	In Nov., 1876	214
15.11 by 7.1, f. f., s. l. .	12	61 20	90 00	1,149 33	1,530 00	July 1, 1877	Part; residue \$238.10, (46.)	215
7.6 by 2.6, s. l. . . . .	7	61 00	.....	.....	.....	Feb. 15, 1876	New. In Mar., 1877. Pay from July 1, 1876, reduced 10 per cent.	216
in b. c.; no r. a. . . .	12	61 00	.....	.....	.....	May 1, 1876	In Jan., 1877. New.	217
8.7 by 7, f. f., s. l. . . .	6	60 30	49 50	2,708 67	2,223 54	July 1, 1877	.....	218
14 by 9, f. f., s. l. . . .	6	60 30	49 50	3,847 14	2,682 90	July 1, 1877	\$60.30 per mile for 9.6 m. extension from May 1, 1877.	219
in b. c.; no r. a. . . .	24	60 30	54 00	1,232 53	1,449 00	July 1, 1877	Formerly \$315 for m. m.; .56 m. decrease.	220
10.8 by 8.1, f. f., d. l. .	18	59 50	54 00	172 55	145 80	July 1, 1877	Branch; main route \$35.80, (241.) .2 m. increase.	221
in b. c.; no r. a. . . .	12	59 40	58 00	639 63	1,400 00	July 1, 1877	Formerly \$704 for m. m. .39 m. decrease.	222
15.5 by 6.5, f. f., d. l. .	18	58 60	45 00	839 15	745 20	July 1, 1887	Branch; main route \$127.90, (94.) 2.24 m. decrease.	223
15.6 by 7, f. f., d. l. . .	12	58 60	45 00	1,840 04	1,413 00	July 1, 1877	.....	224
14.6 by 6.10, f. f., s. l. .	12	58 50	60 00	3,460 86	3,600 00	July 1, 1877	0.84 m. decrease	225
in b. c.; no r. a. . . .	9*	58 50	54 00	1,111 50	1,026 00	July 1, 1877	.....	226
12 by 7, f. f., s. l. . . .	6	58 50	57 00	2,823 79	2,998 86	July 1, 1877	Formerly \$150 for m. m. 1.71 m. decrease.	227
10.8 by 6.4, fixtures, s. l. .	6	58 50	45 00	6,637 72	5,144 40	Oct. 1, 1876	In Dec., 1876	228
6.6 by 6, f. f., d. l. . . .	12	58 50	45 00	1,029 60	1,114 45	July 1, 1877	0.49 m. increase. Formerly \$344.50 for m. m.	229
20 by 8, f. f., s. l. . . .	18*	58 50	67 50	1,638 00	1,890 00	Oct. 1, 1876	Part; residue \$230.80, (49.) In Nov., 1876.	230
in b. c.; no r. a. . . .	12	57 60	62 50	1,497 60	1,625 00	July 1, 1877	.....	231
8.10 by 6.9, fixtures, s. l. .	12	57 60	54 00	2,600 06	2,376 00	July 1, 1877	Main route; branch \$45, (373.) 1.14 m. increase.	232
14.4 by 7.10, f. f., s. l. .	12	57 60	56 25	2,109 88	2,039 06	July 1, 1877	0.38 m. increase	233
17.8 by 6.11, f. f., s. l. .	12	57 60	62 50	1,393 34	1,500 00	July 1, 1877	0.19 m. increase	234
12 by 6, f. f., s. l. . . .	12	57 60	53 00	3,037 82	2,515 70	July 1, 1877	.....	235
18.7 by 7.2, f. f., s. l. .	9*	56 70	50 00	581 17	512 50	July 1, 1877	.....	236
in b. c.; f. f., s. l. . . .	12	56 70	45 00	1,757 70	1,440 00	July 1, 1877	1 m. decrease	237
10 by 8, f. f., s. l. . . .	12	55 80	60 30	1,732 03	1,919 95	July 1, 1877	0.80 m. decrease	238
no apt.; no r. a. . . .	198*	55 80	65 00	1,102 05	1,283 75	July 1, 1877	Main route; branch \$50.40, (291.)	239
no apt.; no r. a. . . .	18	55 80	55 00	748 83	742 50	July 1, 1877	0.08 m. decrease	240
10.8 by 8.1, f. f., s. l. .	12	55 80	56 25	3,074 58	3,099 37	July 1, 1877	Main route; branch \$59.50, (221.)	241
10 by 6.6, f. f., s. l. . .	6	55 80	54 00	2,455 20	2,376 00	July 1, 1877	.....	242
15 by 9, fixtures; no r. a. . . .	6	55 80	58 50	1,283 40	1,345 50	July 1, 1877	.....	243
18.2 by 8.7, f. f., s. l. .	6	55 80	58 50	6,877 35	7,239 38	July 1, 1877	0.25 m. increase	244
no r. a. . . . .	14	55 00	.....	.....	.....	May 1, 1876	New; in Jan., 1877. Pay from July 1, '76, reduced 10 per cent.	245
9.4 by 6.9, f. f., s. l. . .	12	55 00	.....	.....	.....	May 1, 1876	New; pay from July 1, 1876, reduced 10 per cent. Pay on 20.56 m. fixed from July 3, 1876.	246

F.—Table showing the readjustment 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.
247	Md ...	10005	10005	Weverton, Hagerstown.	Baltimore and Ohio .....	<i>Miles.</i> 24.53	<i>Pounds.</i> 152	23½
248	Mass .	661	3069	Holyoke, Westfield...	New Haven and Northampton .....	10.53	106	30
249	Md ...	10004	10004	Araby, Frederick ....	Baltimore and Ohio .....	3.75	338	20
250	Mass .	653	3044	South Braintree Junction, Fall River.	Old Colony .....	34.36	336	25
251	N. Y..	1815	6032	Fort Edward, Glen's Falls.	Delaware and Hudson Canal..	6.92	335	20
252	N. Y..	1295	6093	New York, Babylon..	Southern, of Long Island .....	36.25	331	25
253	N. Y..	1277	6085	Newburg, Millerton..	Dutchess and Columbia .....	56.50	331	20
254	N. Y..	1815	6032	Fort Edward, Glen's Falls.	Delaware and Hudson Canal..	6.92	331	20
255	N. Y..	1268	6073	Rondout, Stamford ..	Ulster and Delaware, (late New York, Kingston and Syracuse.)	73.30	330	16
256	Ohio ..	21019	21019	Clayton, Keokuk .....	Toledo, Wabash and Western.	44	325	25
257	Pa. ....	8064	8063	Connellsville, Uniontown.	Pittsburgh and Connellsville..	11.7	324	20
258	N. Y..	1235	6048	Oswego, Middletown.	New York and Oswego Midland	250.2	322	25
259	Pa. ....	8066	8065	Corning, Antrim .....	Fall Brook Coal Company .....	52.4	320	17
260	N. H..	254	1009	Concord, Claremont Junction.	Concord and Claremont .....	56.80	252	21
261	Pa. ... {	80201	8020	Elmira, Blossburg....	Tioga .....	45.5	318	20½
262	Pa. .... {	81095	8109	Tioga Junction, Elmira.	Tioga and Elmira State Line..	23	318	20
263	Ill ...	23047	23047	Chester, Tamaroa ....	Iron Mountain, Chester and Eastern.	42	311	13½
264	Va. ....	11016	11016	Lynchburgh, Danville	Washington City, Virginia Midland and Great Southern.	65.97	311	22
265	N. Y..	1275	6083	Montgomery, Kingston.	Wallkill Valley .....	33.46	311	25
266	Cal ...	46004	46004	Folsom City, Shingle Springs.	Placerville and Sacramento Valley.	26.5	243	12
267	Va. ....	11002	11002	Owl Run, Warrenton	Washington City, Virginia Midland and Great Southern.	9.17	306	16
268	Pa. ....	8005	8005	Philadelphia, Norristown.	Philadelphia and Reading, (less sees Philadelphia, Germantown and Norristown.)	16.24	306	18
269	N. Y..	1284	6089	Cayuga, Ithaca .....	Cayuga .....	38.05	306	20
270	Pa. ....	8064	8064	Connellsville, Uniontown.	Pittsburgh and Connellsville..	12	302	20
271	N. Y..	1806	6047	Manorville, Sag Harbor.	Long Island .....	35.25	301	25
272	Mass .	737	3045	Cohasset Narrows, Wood's Hole.	Old Colony .....	17.92	299	25
273	N. Y..	1227	6036	De Kalb Junction, Norwood.	Rome, Watertown, and Ogdensburg.	25	297	30
274	Md ...	10012	10012	Clayton, Chestertown	Kent County .....	30.08	296	16
275	Ill ...	22050	.....	Vincennes, Danville..	Paris and Danville .....	114.19	233	20
276	N. Y..	1286	6075	Horseheads, Ithaca...	Utica, Ithaca and Elmira .....	48.5	231	22

*n States in which the contract-term expired June 30, 1877, &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> 16 by 8.6, f. f., d. l.	12	Dolls. 55 00	Dolls. 47 70	Dolls. 1,349 15	Dolls. 1,156 72	July 1, 1877	0.28 m. increase .....	247
15.5 by 6.5, f. f., d. l.	12	55 00	45 00	579 15	473 85	July 1, 1877	.....	248
in b. c.	33*	54 90	90 00	205 87	270 00	July 1, 1877	0.75 m. increase .....	249
in b. c.; no r. a.	18	54 90	45 00	1,886 36	2,530 00	July 1, 1877	Formerly \$1,000 for m. m. .36 m. increase.	250
in b. c.; no r. a.	12	54 90	61 00	379 90	422 12	July 1, 1876	In Jan., 1877, \$61 perm. from May 1 to June 30, 1876.	251
12.8 by 6.6, f. f., s. l.	12	54 00	45 00	1,957 50	3,581 25	July 1, 1877	Formerly \$1,950 per annum for terminal and side service.	252
8 by 6.5, f. f., s. l.	6	54 00	45 00	3,051 00	2,542 50	July 1, 1877	Main route; branch \$45.	253
in b. c.; no r. a.	18	54 00	54 90	373 68	379 90	July 1, 1877	.....	254
12 by 7.5, f. f., s. l.	6	54 00	45 00	3,958 20	3,298 50	July 1, 1877	.....	255
12 by 9.10, f. f., s. l.	12	54 00	62 00	2,376 00	2,728 00	July 1, 1876	In November, 1876. Branch; main route \$242.50, (44.)	256
in b. c.; no r. a.	12	54 00	52 20	631 80	626 46	July 1, 1877	Branch; main route \$76.50, (156.) .3 m. decrease.	257
14.8 by 7, f. f., s. l.	6	54 00	45 00	13,510 80	11,259 00	July 1, 1877	Main route .....	258
11.5 by 7, f. f., s. l.	14½*	54 00	67 50	2,829 60	.....	July 1, 1877	Formerly \$45 per m. on 13.6 m. Main route; branch \$46.80, (321.) Route as rearranged from July 1, 1877.	259
12 by 7, d. l. in summer, s. l. in winter—say 6 months in each year.	12	53 60	120 00	3,044 48	6,998 80	July 1, 1877	Formerly \$400 per annum for m. m. 1.81 m. increase.	260
14.3 by 7; 10.2 by 6.3, f. f., s. l.	12	53 10	67 50	2,416 05	.....	July 1, 1877	Main route .....	261
14.3 by 7; 10.2 by 6.3, f. f., s. l.	12	53 10	.....	.....	.....	Feb. 1, 1877	Discontinued; covered by Route 8020.	262
9 by 6, f. f., s. l.	6	53 10	45 00	2,230 20	1,890 00	Apr. 1, 1877	In March, 1877 .....	263
in b. c.; s. l.	6	53 10	45 00	3,503 00	2,985 30	July 1, 1877	0.37 m. decrease .....	264
18 by 8.8, f. f., s. l.	6	53 10	27 00	1,776 72	903 42	July 1, 1877	.....	265
no r. a.	6	53 00	50 00	1,404 50	1,300 00	July 1, 1874	In Nov., 1876, ½ m. increase. Pay 10 per cent. less from July 1, 1876.	266
in b. c.	12	52 20	45 00	478 67	412 65	July 1, 1877	Branch; main route \$200.50, (58)	267
no apt.; no r. a.	17½*	52 20	49 50	847 72	803 88	July 1, 1877	.....	268
8.1 by 6.9, f. f., s. l.	9*	52 20	62 00	1,986 21	2,359 10	July 1, 1877	.....	269
in b. c.; no r. a.	12	52 20	48 60	626 40	583 20	Oct. 1, 1876	Branch; main route \$98.10, (121.) In Oct., 1876.	270
10.6 by 6.3, f. f., s. l.	6	52 20	48 60	1,840 05	1,713 15	July 1, 1877	.....	271
in b. c.; no r. a.	12	52 20	53 00	935 42	1,311 51	July 1, 1877	Formerly \$375 per m. m. .25 m. increase.	272
in b. c.; no r. a.	12	52 20	62 50	1,305 00	1,562 50	July 1, 1877	Branch; main route \$139.50, (89.)	273
10 by 6, f. f., s. l.	6	52 20	51 30	1,570 17	1,580 04	July 1, 1877	.....	274
10 by 6, f. f., s. l.	6	52 00	.....	.....	.....	June 1, 1876	31.81 m. extension. Pay from July 1, 1876, reduced 10 per cent. In Feb., 1877.	275
10.6 by 7, f. f., s. l.	7½*	52 00	.....	.....	.....	Oct. 1, 1874	13.12 m. from Aug. 1, 1875; 15.49 m. from Jan. 1, 1876. In Nov., 1876.	276

F.—Table showing the readjustment 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 mails.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
277	R. I. . .	825	4003	Wickford Landing, Wickford Junction.	Newport and Wickford Railroad and Steamboat Co.	3.40	295	30
278	N. Y. . .	1265	6019	Dunkirk, Titusville ..	New York Central and Hudson River.	91.16	291	20
279	Mo . . .	28013	28013	Brunswick, Pattonsburg.	Hatch & Van Every, (lessees Brunswick, Chillicothe and Saint Louis)	80.5	289	15
280	N. J. . .	7026	7026	Manchester, Barnegat Junction.	New Jersey Southern .....	20.30	288	25
281	W. Va .	12001	12001	Harrisonburg, Staunton.	Baltimore and Ohio .....	26.06	287	19
282	Pa. ....	8078	8076	Red Bank Furnace, Driftwood.	Allegheny Valley .....	109.95	285	20
283	N. J. . .	7023	7023	Jamesburg, Sea Girt..	Freehold and Jamesburg Agricultural.	27.70	285	30
284	N. H. . .	258	1010	Contoocook Village, Hillsborough Bridge.	Concord and Claremont .....	15	223	21
285	Pa. ....	8054	8053	Freeport, Butler .....	Pennsylvania .....	22.06	281	20
286	Me . . .	231	18	West Waterville, North Anson.	Somerset .....	25.70	278	20
287	Kans . .	33003	33003	Cherryvale, Independence.	Leavenworth, Lawrence and Galveston.	10	276	12
288	N. J. . .	7017	7017	Jersey City, Nyack...	Northern, of New Jersey .....	28.71	275	25
289	Va . . .	11015	11015	Portsmouth, Weldon .	Seaboard and Roanoke .....	79.31	273	25
290	Pa. ....	8031	8031	Columbia, Sinking Springs.	Reading and Columbia .....	39.7	273	19
291	N. Y. . .	1204	6004	Vail's Gate Junction, (n. o.) Turner's Junction.	Erie .....	12.75	273	29
292	Mass . .	606	3033	Boston, Bellingham ..	New York and New England .	31.77	272	22
293	Iowa . .	27033	27033	Albia, Knoxville .....	Chicago, Burlington and Quincy	33.97	222	12
294	N. Y. . .	1814	.....	Batavia, Attica .....	New York Central and Hudson River.	11	151	25
295	Cal . . .	46019	46019	Visalia, Goshen .....	Visalia .....	8.37	130	15
296	Iowa . .	27032	27032	Grinnell, Montezuma	Central, of Iowa, (lessees of Grinnell and Montezuma.)	14.75	118	18
297	Iowa . .	27034	27034	Sioux City, Portlandville.	Sioux City and Pembina .....	30.01	106	15
298	N. J. . .	2259	7038	Rahway, Perth Amboy.	Pennsylvania .....	7.45	69	30
299	Ohio. ....	21053	.....	Columbus, Toledo .....	Columbus and Toledo .....	125.23	269	25
300	Pa. ....	8033	8032	Columbia, Frederick	Pennsylvania .....	69.90	256	25
301	N. Y. . .	1264	6071	Syracuse, Earlville...	Syracuse and Chenango .....	42.47	265	25
302	N. Y. . .	1278	6086	Cooperstown, Cooperstown Junction.	Cooperstown and Susquehanna Valley.	16	255	20
303	N. J. . .	7005	7005	Bordentown, Trenton	Pennsylvania .....	7	252	35
304	Md . . .	10014	10014	Bowie, Pope's Creek .	Baltimore and Potomac .....	48.88	251	14

*in States in which the contract-term expired June 30, 1877, &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> in b. c.; no r. a. . .	15½*	<i>Dolls.</i> 51 30	<i>Dolls.</i> 52 20	<i>Dolls.</i> 174 42	<i>Dolls.</i> 177 48	July 1, 1877	.....	277
12 by 7, f. f., s. l. . .	6	51 30	45 00	4, 676 50	4, 102 20	July 1, 1877	.....	278
8 by 8, fixtures. . .	8½*	51 30	45 00	4, 129 65	3, 622 50	Jan. 10, 1877	In Jan., 1877. . . . .	279
8 by 6, f. f., s. l. . .	12	51 30	45 00	1, 041 39	913 50	July 1, 1877	Branch; main route \$66 60, (193.)	280
16 by 8.6, f. f., s. l. .	7½*	51 30	45 00	1, 336 87	1, 172 70	Jan. 11, 1877	From July 1, 1877. 36 m. increase. Part; residue \$66.60, (194.)	281
14.6 by 8.9, f. f., s. l. .	9*	51 30	45 00	5, 640 43	4, 947 75	July 1, 1877	.....	282
6.6 by 8.7, s. l. . . .	12	51 30	45 00	1, 421 01	1, 788 64	July 1, 1877	Formerly \$542.14 per annum for side service.	283
10 by 4.6, fixtures, d. l. in summer, s. l. in winter, say 6 months in each year.	9*	50 90	50 00	763 50	750 00	July 1, 1877	.....	284
8.5 by 6, fixtures; d. l.	12	50 40	45 00	1, 111 82	953 50	July 1, 1877	0.76 miles increase ..	285
12.6 by 6.6, f. f., s. l	6	50 40	45 90	1, 295 28	1, 179 63	July 1, 1877	.....	286
in b. c.; no r. a. . .	6	50 40	51 30	504 00	513 00	Apr. 1, 1877	Branch; main route \$63.36, (200.) In April, 1877.	287
6.10 by 6.6, f. f., s. l	6	50 40	45 00	1, 446 28	2, 008 00	July 1, 1877	Formerly \$658 for side service. 1.29 miles decrease.	288
21.4 by 8.6, f. f., s. l	6½*	50 40	53 10	3, 997 22	4, 208 70	July 1, 1877	0.05 miles increase ..	289
6.10 by 6.5, f. f., s. l	14½*	50 40	48 60	2, 000 88	1, 929 42	July 1, 1877	Main route. . . . .	290
no apt.; no r. a. . .	20½*	50 40	50 00	642 60	637 50	July 1, 1877	Branch; main route \$55.80, (239.)	291
in b. c.; no r. a. . .	14½*	50 40	54 00	1, 601 20	1, 975 58	July 1, 1877	Formerly \$360 per annum for m. m.	292
7 by 6.6, f. f., s. l. .	6	50 00	.....	.....	.....	Feb. 21, 1876	New; in Jan., 1877. Pay from July 1, '76, reduced 10 per cent.	293
in b. c.; no r. a. . .	6	50 00	.....	.....	.....	Apr. 5, 1876	New; in May, 1876. Pay from July 1, '76, reduced 10 per cent.	294
caboose; no r. a. . .	7	50 00	.....	.....	.....	Jan. 24, 1876	New; in Sept., 1876. Pay from July 1, '76, reduced 10 per cent.	295
b. c.; no r. a. . . .	6	50 00	.....	.....	.....	Jan. 1, 1876	New; distance counted from Junction 3½ miles lap; in Oct., 1876. From July 1, 1876, pay reduced 10 per cent.	296
no r. a. . . . .	7	50 00	.....	.....	.....	Mar. 16, 1876	New; in Nov., 1876. From July 1, 1876, pay reduced 10 per cent.	297
no apt.; no r. a. . .	6	50 00	.....	.....	.....	Feb. 1, 1876	New. From July 1 1876, pay reduced 10 per cent.	298
15.11 by 9.3, f. f., s. l	12	49 50	.....	.....	.....	Dec. 1, 1876	Pay on 78.27 m. fixed from Jan 15, 1877. New; in June, 1877.	299
7.8 by 6.3, f. f., s. l	8½*	49 50	45 00	3, 460 05	3, 127 50	July 1, 1877	0.40 miles increase ..	300
9 by 6.8, fixtures, s. l.	8½*	49 50	50 00	2, 102 26	2, 123 50	July 1, 1877	.....	301
in b. c. . . . .	12	48 60	56 25	777 60	900 00	July 1, 1877	.....	302
in b. c.; no r. a. . .	18	48 60	88 00	340 20	616 00	July 1, 1877	Branch; main route \$71.10, (172)	303
14.8 by 8.7, f. f., s. l	6	48 60	45 00	2, 375 56	2, 190 60	July 1, 1877	0.20 miles increase ..	304

F.—Table showing the readjustment 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>	
305	Ohio...	9044	21040	Marietta, Canal Dover.	Marietta, Pittsburgh and Cleveland.	99.96	249	25
306	N. Y...	1231	6043	Cassville Junction, Richfield Springs.	Delaware, Lackawanna and Western.	21	247	24
307	Mass.	632	3028	South Framingham, Milford.	Boston and Albany .....	12.30	247	25
308	R. I...	804	4005	Warren, Fall River ..	Fall River, Warren and Providence.	9.99	246	20
309	Pa....	8046	8045	Oil City, Ashtabula ..	Lake Shore and Michigan Southern.	87.49	243	20
310	N. J...	7021	7021	Elmer, Salem .....	West Jersey.....	16.60	243	25
311	Conn.	903	5003	Middletown, Berlin Junction.	New York, New Haven and Hartford.	11.15	242	30
312	Pa....	8009	8009	Honesdale, Lackawaxen.	Erie .....	25.04	242	24
313	N. Y...	1247	6056	Schoharie Junction, Schoharie.	Schoharie Valley.....	4.38	241	25
314	Pa....	8052	8051	Greenville, Hilliards.	Chenango and Allegheny.....	46.40	234	18
315	Va...	11007	11007	Richmond, West Point.	Richmond, York River and Chesapeake.	40.50	233	25
316	N. Y...	1286	6075	Horseheads, Ithaca...	Utica, Ithaca and Elmira.....	48.5	231	22
317	Iowa.	27003	27003	Burlington, La Clede.	Burlington and Southwestern.	183.52	229	18
318	N. J...	7037	7037	New York, Middletown.	New Jersey Midland.....	88	228	28
319	Pa....	8014	8014	Port Clinton, Williamsport.	Philadelphia and Reading.....	121.53	228	20
320	Mass.	655	3030	Palmer, Winchendon.	Boston and Albany .....	49.65	227	25
321	Pa....	8081	8065	Lawrenceville, Elkland.	Fall Brook Coal Company.....	12.28	224	13
322	N. Y...	1238	6049	Norwich, Cortland....	New York & Oswego Midland	49.21	223	15
323	N. Y...	1286	6075	Horseheads, Ithaca...	Utica, Ithaca and Elmira .....	48.50	223	24
324	Mass.	607	3034	East Thompson, Southbridge.	New York and New England.	17	217	28
325	Cal...	46022	46022	Watsonville, Santa Cruz.	Santa Cruz.....	23.39	217	15
326	N. H...	262	1004	Hookset, Pittsfield...	Concord .....	20.35	214	18
327	Pa....	8015	8015	Sunbury, Tomhicken.	Pennsylvania .....	44.1	209	19
328	Neb.	34003	.....	Omaha, Tekamah ....	Omaha and Northwestern .....	47.8	208	18
329	N. Y...	1296	6094	New York, Patchogue	Flushing, North Shore and Central.	59.21	203	25
330	Conn.	917	5019	Litchfield, Hawleyville.	Shepaug .....	32.78	192	20
331	Va....	11003	11003	Manassas, Strasburg.	Washington City, Virginia Midland & Great Southern.	62.55	188	10
332	N. Y...	1274	6082	Johnsonville, Greenwich.	Greenwich and Johnsonville..	14	172	25
333	Ala...	17015	17015	Chattanooga, Meridian.	Alabama and Chattanooga.....	295	166	15
334	N. Y...	1251	6060	Skaneateles Junction, Skaneateles.	Skaneateles.....	5.5	165	15
335	Md...	10009	10009	Salisbury, Ocean City.	Wicomico and Pocomoke .....	31.02	162	20
336	N. Y...	1803	6031	Nineveh Junction, Jefferson Junction.	Delaware and Hudson Canal..	21	147	25
337	N. Y...	1223	6025	Schenectady, Ballston	.....do .....	16	140	28

*in States in which the contract-term expired June 30, 1877, &c.—Continued.*

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
8.9 by 8.6, f. f., s. l.	6	48 60	50 00	4,858 05	4,998 00	July 1, 1876	In Nov., 1876 .....	305
15.6 by 7, f. f.; no r. a.	12	47 70	55 00	1,001 70	1,155 00	July 1, 1877	.....	306
in b. c.; no r. a. ....	12	47 70	54 00	586 71	948 00	July 1, 1877	Formerly \$300 for m. m. 0.30 m. increase.	307
in b. c.; no r. a. ....	12	47 70	60 00	476 52	420 00	July 1, 1877	2.99 miles increase ..	308
18 by 8.6, 13 by 8.6, f. f., s. l.	6	47 70	45 00	4,173 27	3,919 05	July 1, 1877	0.40 miles increase ..	309
10.8 by 6.5; f. f., no r. a.	6	47 70	45 00	791 82	747 00	July 1, 1877	.....	310
in b. c.; no r. a. ....	18	47 70	46 80	531 85	718 00	July 1, 1877	Formerly \$250 for m. m. 1.15 m. increase.	311
no apt.; no r. a. ....	12	47 70	54 00	1,194 40	1,350 00	July 1, 1877	0.04 miles increase ..	312
in b. c.; no r. a. ....	18	47 70	72 00	208 92	360 00	July 1, 1877	.....	313
11 by 6.10, f. f., s. l.	9*	46 80	54 00	2,171 52	2,565 00	July 1, 1877	1.10 m. decrease. Pay on 14 m. fixed from July 1, 1876.	314
11 by 7, f. f., s. l. ....	12	46 80	50 00	1,895 40	1,792 80	July 1, 1877	0.66 miles increase ..	315
10.6 by 7, f. f., s. l.	7 <sup>3/4</sup> *	46 80	52 00	2,269 80	2,522 00	July 1, 1876	In Nov., 1876, 19.89 m. from Oct. 1, 1874; 13.12 m. from Aug. 1, 1875; 15.49 m. from Jan. 1, 1876, all at \$52 per m., to June 30, 1876.	316
11.10 by 9.4, 13.6 by 8.6, f. f., s. l.	6	46 80	45 00	8,588 73	5,877 50	July 1, 1877	Pay on 53.02 m. fixed at \$46.80 per m. from Dec. 1, 1876. In June 1877.	317
13.2 by 6.9, f. f. and m. c., s. l.	6 <sup>1/2</sup> *	46 80	74 70	4,118 40	6,573 60	July 1, 1877	.....	318
9.6 by 8.8, f. f., s. l.	7 <sup>3/8</sup> *	46 80	54 00	5,687 60	6,562 62	July 1, 1877	.....	319
10.3 by 6.3, f. f., s. l.	10 <sup>1/4</sup> *	46 80	45 00	2,323 62	2,216 25	July 1, 1877	0.40 miles increase ..	320
11 by 7.4, f. f., s. l.	12	46 80	45 00	574 70	552 60	July 1, 1877	Branch; main route \$54, (259.)	321
9 by 7.6, f. f.; no r. a.	6	46 80	45 00	2,303 02	2,214 45	July 1, 1877	.....	322
10.6 by 7, fixtures, s. l.	6	45 90	50 00	2,226 15	2,269 80	July 1, 1877	.....	323
no r. a. ....	21*	45 90	97 20	780 30	1,652 40	Jan. 1, 1877	Part; res., \$161.10, (76.) In Feb., 1877.	324
in b. c.; no r. a. ....	7	45 90	.....	.....	.....	Aug. 1, 1876	New; in July, 1877..	325
7.3 by 4.8, f. f., s. l.	6	45 90	50 00	934 06	1,000 00	July 1, 1877	0.35 miles increase ..	326
6.6 by 8.6, f. f., s. l.	6	45 00	48 60	1,984 50	2,143 26	July 1, 1877	.....	327
9.5 by 7.5, f. f., s. l.	6	45 00	.....	.....	.....	Nov. 16, 1876	Pay on 40.2 m. under contract at \$50 per mile. Residue, extension.	328
12.3 by 6.3, f. f., s. l.	11*	45 00	51 30	2,664 45	6,637 47	July 1, 1877	Main route; formerly \$3,600 per annum for terminal and side service.	329
11.6 by 6.6, f. f., s. l.	9 <sup>1/4</sup> *	45 00	60 00	1,475 10	1,935 00	July 1, 1877	0.53 miles increase ..	330
11.6 by 8.8, f. f., s. l.	6	45 00	51 00	2,814 75	2,871 05	July 1, 1877	.....	331
in b. c.; no r. a. ....	12	45 00	38 57 <sup>1/2</sup>	630 00	540 00	July 1, 1877	.....	332
15 by 7, f. f., s. l. ....	6	45 00	53 00	10,840 50	15,635 00	July 1, 1876	In Dec., 1876, 270.5 m. at \$36 per m. Land-grant.	333
7 by 3; no r. a. ....	18	45 00	50 00	247 50	560 00	July 1, 1877	Formerly \$235 per annum for m. m.	334
9.6 by 8, f. f., s. l.	6	45 00	.....	.....	.....	July 1, 1876	New; 0.52 m. increase	335
6.6 by 6, f. f., s. l.	6	45 00	40 50	945 00	850 50	July 1, 1877	.....	336
In b. c.; no r. a. ....	18	45 00	46 80	720 00	748 80	July 1, 1877	.....	337

F.—Table showing the readjustment 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.	
338	Pa....	8060	8059	Lebanon, Tower City.	Philadelphia and Reading .....	43.1	135	20
339	N. Y..	1260	6068	Stapleton, Tottenville.	Staten Island .....	13	134	25
340	Va....	11019	11019	Harrisonburg, Staunton.	Shenandoah Valley .....	26.78	133	20
341	Me....	3	2	Newport, Dexter .....	Maine Central .....	14.90	128	25
342	Pa....	8024	8024	Alton, Carrollton .....	Erie, (lessees) .....	24.79	128	24
343	Pa....	8093	8091	Larrabee, Clermont ..	McKean and Buffalo .....	22.15	127	15
344	N. Y..	1262	6070	East Gainesville, Perry	Rochester and Pine Creek ..	6.55	126	12
345	Mo....	23033	28033	Kansas City, Lexington.	Wyandotte, Kansas City and Northwestern.	43.35	123	16
346	Pa....	8080	8078	Tunkhannock, Montrose.	Montrose .....	28.05	123	15
347	N. H..	253	1008	Franklin, Bristol .....	Northern .....	13.11	121	.....
348	Ind....	22035	22035	Muncie, La Fayette...	La Fayette, Muncie and Bloomington.	85.43	117	25
349	Ohio ..	21054	21054	Xenia, Washington C. H.	Dayton and Southeastern.....	31.15	112	18
350	Pa....	8036	8084	Holidaysburg, Royer.	Pennsylvania .....	20.43	112	14
351	Wis....	25029	25029	Lone Rock, Richland Centre.	Pine River Valley and Stevens Point.	16.5	111	12
352	Pa....	8062	8061	Schuylkill Haven, Glen Carbon.	Philadelphia and Reading.....	13.2	107	15
353	Mass ..	637	3034	East Thompson, Southbridge.	New York and New England ..	17.75	102	28
354	Ind....	22016	22016	Fairland, Martinsville	Fairland, Franklin and Martinsville.	38.50	102	20
355	N. H..	256	1003	Manchester, North Weare.	Concord .....	19.95	95	20
356	Mass ..	633	3037	Canton Depot, Stoughton.	Boston and Providence .....	4.15	94	35
357	Mass ..	736	3060	Milford, Ashland .....	Providence and Worcester....	12.02	93	28
358	Pa....	8041	8040	Washington, Wheeling	Hempfield .....	32.4	89	18
359	Pa....	8058	8057	Pottstown, Colebrookdale.	Philadelphia and Reading.....	13.05	86	13
360	N. Y..	1210	6010	Goshen, Pine Island ..	Erie .....	11	81	18
361	Pa....	.....	8016	Lumber Yard, Ebervale.	Lehigh Valley .....	6.23	79	25
362	N. Y..	1233	6045	Mineola, Hempstead..	Long Island.....	2.5	76	25
363	Mass ..	662	3059	Milford, Bellingham ..	Providence and Worcester....	4.10	74	28
364	Conn ..	909	5012	Brookfield, Danbury..	Housatonic .....	6.30	72	25
365	N. J ..	7038	7038	Rahway, Perth Amboy	Pennsylvania .....	7.45	69	30
366	Ky....	20019	20019	Louisville, Cecilian ...	Louisville and Nashville .....	48.28	62	15
367	Mass ..	640	3043	Taunton, Middleboro'.	Old Colony.....	11.71	60	25
368	Tenn ..	19017	19017	Knoxville, Maryville ..	Knoxville and Maryville.....	16.27	56	12
369	N. Y..	1202	6002	Sufferns, Piermont....	Erie .....	18	56	25
370	Pa....	2412	8012	Hazle Creek Bridge. Audenreid, Trescow.	Lehigh Valley .....	9.5	50	25
371	Pa....	2496a 8059	8058	Barnitz, Williams Mills Junction.	Harrisburg and Potomac.....	13.9	48	10
372	Mass ..	609	3038	Atlantic, West Quincy.	Old Colony.....	3.17	47	25

in States in which the contract-term expired June 30, 1877, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
6.7 by 4.11, f. f., s. l.	8½*	45 00	36 00	1,939 50	1,551 60	July 1, 1877	.....	338
In b. c.; no r. a. . . .	12*	45 00	50 00	585 00	1,800 00	July 1, 1877	Formerly \$750 per annum for m. m.; 8 m. decrease.	339
8 by 8, f. f., s. l. . . .	6	45 00	.....	.....	.....	July 1, 1876	New; in Dec., 1876. Discontinued as a separate route Jan., 10, 1877.	340
In b. c.; no r. a. . . .	12	45 00	50 00	670 50	840 00	July 1, 1877	Formerly \$140 per annum for m. m.; 0.90 m. increase.	341
No apt.; no r. a. . . .	8½*	45 00	36 00	1,115 55	916 00	July 1, 1877	0.71 m. decrease . . . .	342
8.6½ by 6.9, f. f., s. l.	8½*	45 00	40 50	996 75	943 65	July 1, 1877	1.15 m. decrease . . . .	343
No apt.; no r. a. . . .	12	45 00	50 00	294 75	327 50	July 1, 1877	.....	344
8.1 by 5.2, f. f., s. l.	6	45 00	.....	.....	.....	Dec. 1, 1876	In May, 1876. New.	345
6.8 by 4.8, f. f., s. l.	6	45 00	36 00	1,262 25	908 64	July 1, 1877	.....	346
In b. c.; no r. a. . . .	6	45 00	50 00	589 95	650 00	July 1, 1877	0.11 m. increase. Branch; main route, \$183.55, (62)	347
14.2 by 7.9, f. f., s. l.	6	45 00	.....	.....	.....	Aug. 10, 1876	In Feb., 1877. New.	348
8.2 by 7.6, f. f., s. l.	6	45 00	.....	.....	.....	Jan. 1, 1877	New; in July, 1877..	349
In b. c.; no r. a. . . .	9	45 00	40 50	919 35	860 62	July 1, 1877	0.82 m. decrease . . . .	350
B. c.; no r. a. . . . .	6	45 00	.....	.....	.....	Aug. 16, 1876	New; in Nov., 1876..	351
No apt.; no r. a. . . .	9½*	45 00	36 00	594 00	475 20	July 1, 1877	.....	352
No r. a. . . . .	21*	45 00	45 90	798 75	780 30	July 1, 1877	Part; residue \$160.30, (77); 0.75 m. increase.	353
11 by 7, fix., s. l. . . .	6	45 00	.....	.....	.....	Oct. 22, 1876	New; in April, 1877.	354
In b. c.; no r. a. . . .	12	45 00	50 00	897 75	1,025 00	July 1, 1877	0.55 m. decrease . . . .	355
No apt.; no r. a. . . .	18	45 00	50 00	186 75	250 00	July 1, 1877	Formerly \$50 per annum for m. m.; 0.15 m. increase.	356
In b. c.; no r. a. . . .	12	45 00	50 00	540 90	584 00	July 1, 1877	0.34 m. increase. . . . .	357
16 by 8.6, f. f., s. l.	12	45 00	49 50	1,458 00	1,961 00	July 1, 1877	0.4 m. increase. Formerly \$377 per annum for side service	358
No apt.; no r. a. . . .	6	45 00	36 00	587 25	469 80	July 1, 1877	.....	359
No apt.; no r. a. . . .	12	45 00	40 00	495 00	440 00	July 1, 1877	.....	360
No r. a. . . . .	12	45 00	67 50	280 35	420 52	Oct. 1, 1876	In Sept., 1876. Branch; main route \$72, (168.)	361
In b. c.; no r. a. . . .	18	45 00	81 00	112 50	202 50	July 1, 1877	Branch; main route \$86.40, (136.)	362
In b. c.; no r. a. . . .	12	45 00	50 00	184 50	250 00	July 1, 1877	0.90 m. decrease . . . .	363
In b. c.; no r. a. . . .	18	45 00	27 00	283 50	155 25	July 1, 1877	Branch; main route \$98.20, (118); 0.55 m. increase.	364
No apt.; no r. a. . . .	6	45 00	50 00	335 25	372 50	July 1, 1876	\$50 per m. from Feb. 1 to June 30, 1876.	365
12 by 7, f. f., s. l. . . .	6	45 00	.....	.....	.....	Jan. 1, 1877	New; in Mar., 1877..	366
In b. c.; no r. a. . . .	24	45 00	50 00	526 95	527 00	July 1, 1877	1.17 m. increase . . . .	367
No r. a. . . . .	6	45 00	.....	.....	.....	Mar. 20, 1876	New; in Aug., 1876. Pay from July 1, 1876; reduced 10 p.c.	368
6.10 by 6.6, f. f., s. l.	6½*	45 00	50 00	810 00	900 00	July 1, 1877	.....	369
No r. a. . . . .	6	45 00	75 00	427 50	1,312 50	July 1, 1876	In Sept., 1876. 8 m. transferred to route 8016.	370
In b. c.; no r. a. . . .	6	45 00	.....	.....	.....	Feb. 1, 1876	New. Discontinued July 13, 1877. Pay reduced 10 per cent. from July 1, 1876.	371
In b. c.; no r. a. . . .	12	45 00	50 00	142 65	158 50	July 1, 1877	Branch; main route \$86.40, (134); .28 m. decrease.	372

F.—Table showing the readjustment 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>	
373	Pa....	8034	8035	Saxton, Dudley.....	Huntingdon and Broad Top ..	6	42	12
374	Pa....	8026	8026	Strasburg, Leaman Place.	F. & H. Baumgardner .....	4.25	38	20
375	Mass	635	3040	South Abington Junction, Bridgewater.	Old Colony.....	7.07	35	20
376	Pa....	8076	8074	Conshohocken, Flourtown.	Philadelphia and Reading ....	7.25	30	7
377	Pa....	.....	8016	Tunnel, Eckley.....	Lehigh Valley .....	2.23	27	25
378	N. J ..	7031	7031	Atsion, Bridgeton ....	Vineland .....	37.75	106	35
379	N. J ..	7010	7010	Greensburg Station, New Brunswick.	Pennsylvania .....	29.13	98	20
380	N. J ..	7034	7034	Jersey City, Greenwood Lake.	Montclair and Greenwood Lake.	46.90	96	20
381	N. J ..	7029	7029	Whiting, Atco.....	New Jersey Southern.....	33.30	95	35
382	Pa....	8107	8104	South West Junction, (n. o.) Uniontown.	Pennsylvania, (operating Southwestern.)	37.38	93	20
383	Pa....	8096	8091	Oxford, Peters' Creek	Peach Bottom.....	21.93	93	20
384	Pa....	8102	8100	Tamaqua, Mauch Chunk.	Central, of New Jersey.....	13.7	78	20
385	N. J ..	7039	7039	Woodbury, Penn's Grove.	Delaware Shore.....	20.47	75	20
386	N. J ..	7002	7002	Somerville, Flemington.	Central, of New Jersey.....	16.06	73	20
387	Pa....	8101	8099	Osceola Mills, Ramey.	Pennsylvania.....	9.20	64	12
388	Utah	41004	41004	Sandy Station, Bingham Cañon.	Bingham Cañon and Camp Floyd.	22.5	62	15
389	Ohio ..	21021	21021	Carey, Findlay .....	Cincinnati, Sandusky and Cleveland.	16	58	16
390	Del...	9505	9505	Wilmington, Landenburg.	Wilmington and Western....	19.53	53	12
391	N. J ..	7005	7005	Jamesburg, South Amboy.	Pennsylvania .....	14.95	50	30
392	Pa....	8079	8077	Chambersburg, Mont Alto.	Mont Alto .....	14.75	45	18
393	Pa....	8007	8007	Bridgeport, Downingtown.	Philadelphia and Reading.....	21.48	39	12
394	Pa....	8071	8069	Towanda, Barclay ....	Towanda Coal Co., (lessees Barclay Railroad.)	12	38	15
395	N. Y..	1825	6100	Valley Stream, Oceansus.	Long Island .....	8.50	28	20
396	Ill....	23058	23058	Alvin, Fisher.....	Havana, Rantoul and Eastern.	40.5	70	9½
397	Cal...	46021	46021	Los Angeles, Santa Monica.	Los Angeles and Independence	16.80	57	20
398	Kans	33015	33015	Ottawa, Williamsburg	Kansas City, Burlington and Santa Fé.	17.38	55	18
399	N. H..	360	1016	Portsmouth, Dover...	Eastern.....	11.64	21	25
400	Minn.	26019	26019	Worthington, Luverne.	Worthington and Sioux Falls	34.61	90	15
401	N. J ..	7033	7033	Bridgeton, Port Norris.	Bridgeton and Port Norris....	20.24	68	20
402	Tenn	19013	.....	Tracy City, Cowan ...	Tennessee Coal and Railroad .	23	61	12
403	Pa....	8053	8052	Carlisle, Mountain Creek.	South Mountain Iron Co.....	18	48	12
404	Me...	4	17	Calais, Princeton ....	St. Croix and Penobscot.....	21.29	44	12

*in States in which the contract-term expired June 30, 1877, &c.—Continued.*

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
In b. c.; no r. a. . . . .	6	45 00	54 00	270 00	324 00	July 1, 1877	Branch; main route \$57.60, (232.)	373
Apt.; no r. a. . . . .	6	45 00	52 94	191 25	225 00	July 1, 1877	.....	374
In b. c.; no r. a. . . . .	12	45 00	40 00	318 15	390 00	July 1, 1877	Formerly \$80 for m. m. 0.68 m. decrease.	375
No apt.; no r. a. . . . .	6	45 00	27 00	326 25	340 75	July 1, 1877	Formerly \$145 for m. m.	376
No r. a. . . . .	6	45 00	67 50	100 35	150 52	Oct. 1, 1876	In Sept., 1876. Br'ch; main route \$72, (168.)	377
8 by 6, f. f., s. l. . . . .	6	40 50	36 00	1,528 87	1,359 00	July 1, 1877	.....	378
In b. c.; no r. a. . . . .	13*	40 50	36 00	1,179 76	1,048 68	July 1, 1877	.....	379
In b. c. . . . .	6	40 50	36 00	1,899 45	1,206 00	July 1, 1877	\$40.50 per m. on 13.4 m. from Aug. 5 to June 30, 1877.	380
8 by 6, f. f., s. l. . . . .	7½	40 50	45 00	1,348 65	1,498 50	July 1, 1877	.....	381
In b. c.; no r. a. . . . .	6	40 50	.....	.....	.....	Jan. 1, 1877	New	382
In b. c.; no r. a. . . . .	8*	40 50	36 00	888 16	755 28	July 1, 1877	Pay on 3.76 m. fixed from July 1, 1876. 1.42 m. increase.	383
In b. c.; no r. a. . . . .	6	40 50	45 00	554 85	751 50	July 1, 1877	3 m. decrease.	384
11.2 by 8.10, fix.; no r. a. . . . .	42	40 50	.....	.....	.....	Jan. 5, 1877	New	385
No apt.; no r. a. . . . .	6	40 50	38 70	650 43	621 52	July 1, 1877	.....	386
In b. c.; no r. a. . . . .	6	40 50	45 00	372 60	407 70	July 1, 1877	0.14 m. increase. Pay on 2.07 m. fixed from Apr. 15, 1877.	387
In b. c.; no r. a. . . . .	7	40 50	.....	.....	.....	Aug. 1, 1876	In Mar., 1877. New.	388
In b. c.; no r. a. . . . .	6	40 50	50 00	648 00	800 00	July 1, 1876	In Sept., 1876.	389
7.5 by 6.10, f. f., s. l. . . . .	6	40 50	36 00	790 96	703 08	July 1, 1877	.....	390
In b. c.; no r. a. . . . .	9	40 50	45 00	605 47	672 75	July 1, 1877	Branch; main route \$71.10, (172.)	391
In locked box. . . . .	6	40 50	36 00	597 37	531 00	July 1, 1877	.....	392
No apt.; no r. a. . . . .	6	40 50	27 00	869 94	579 96	July 1, 1877	.....	393
In charge of conductor. . . . .	6	40 50	36 00	486 00	432 00	July 1, 1877	.....	394
In b. c.; no r. a. . . . .	18	40 50	.....	.....	.....	Jan. 1, 1877	New. Trips, 12 in summer; 6 in winter.	395
8 by 7; no r. a. . . . .	6	40 00	.....	.....	.....	Mar. 13, 1876	New. Pay from July 1, 1876, less 10 per ct. In Oct. and Nov., 1876.	396
18 by 9; no r. a. . . . .	6	40 00	.....	.....	.....	June 1, 1876	In March and April, 1877. New. Pay from July 1, 1876, reduced 10 per cent.	397
In b. c.; no r. a. . . . .	6	40 00	.....	.....	.....	Mar. 20, 1876	New; in May, 1877. Pay from July 1, 1876, reduced 10 per cent.	398
In b. c.; no r. a. . . . .	6	40 00	.....	.....	.....	Feb. 25, 1874	New; in Mar., 1876. Pay from July 1, 1876, reduced 10 per cent.	399
In b. c.; no r. a. . . . .	6	36 00	.....	.....	.....	Sept. 1, 1876	New; in Jan., 1877.	400
7.5 by 7, f. f.; no r. a. . . . .	93*	36 00	27 00	728 64	1,196 48	July 1, 1877	Formerly \$650 per annum for side service	401
In passenger car; no r. a. . . . .	6	36 00	40 00	828 00	920 00	July 1, 1876	In Sept., 1876.	402
No r. a. . . . .	6	36 00	25 00	648 00	450 00	July 1, 1877	.....	403
7 by 9; no r. a. . . . .	6	36 00	50 00	766 44	2,100 00	July 1, 1877	Formerly \$1050 for side service; 0.29 m. increase.	404

F.—Table showing the readjustment 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>	
405	Va....	11014	11014	Glade Springs, Saltville.	Atlantic, Mississippi and Ohio.	9.5	43	12
406	N. Y..	1816	6099	Crown Point, Hammondsville.	Crown Point Iron Co .....	11.82	25	10
407	Pa....	8099	8097	White Haven, Upper Lehigh.	Central, of New Jersey.....	9.85	23	20
408	Mass.	746	3053	Taunton, Attleboro' ..	Boston, Clinton, Fitchburg and New Bedford.	11.12	23	28
409	Pa....	8103	.....	Wilkesbarre, Wana-mie.	Central, of New Jersey.....	11.55	21	15
410	Pa....	8097	8095	Pittsburgh, Castle Shannon.	Pittsburgh and Castle Shannon	7	14	12
411	N. Y..	1816	.....	Crown Point, Hammondsville.	Crown Point Iron Co .....	11.82	25	10
412	Miss..	18094	18004	Artesia, Starkville...	Mobile and Ohio .....	11.5	82	8
413	Ala'...	17022	17022	Selma, Martin's Station.	New Orleans and Selma.....	20.5	33	15
414	Tex....	31013	31013	Houston, Orange .....	Texas and New Orleans.....	106.84	57	16
415	Va.....	11017	.....	Chester, Winterpock .	Clover Hill, (late Richmond and Petersburg.)	18.75	12	18

Excess of former over present amount of annual pay by readjustment ..  
Amount of reductions made under act of July 12, 1876.....

*in States in which the contract-term expired June 30, 1877, &c.—Continued.*

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	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>			
In locked apt . . . .	6	36 00	27 00	342 00	256 50	July 1, 1877	0.5 m. decrease . . . . .	405
In passenger car; no r. a.	6	36 00	31 50	425 52	372 33	July 1, 1877	.....	406
In b. c.; no r. a. . .	6	36 00	45 00	354 60	441 90	July 1, 1877	0.03 m. decrease . . . . .	407
No r. a. . . . .	18	36 00	67 50	400 32	1,125 22	July 1, 1877	5.55 m. decrease . . . . .	408
b. c.; no r. a. . . . .	6	36 00	.....	.....	.....	July 1, 1876	New; in Oct., 1876... ..	409
No apt. . . . .	6	36 00	27 00	252 00	189 00	July 1, 1877	.....	410
Locked box in passenger car.	6	35 00	.....	.....	.....	June 1, 1876	New; in Jan., 1877. Pay from July 1, 1876, reduced 10 per cent.	411
In charge of conductor.	3½*	31 50	.....	.....	.....	July 1, 1876	Branch; main route \$57.60. In Mar., 1877.	412
b. c.; no r. a. . . . .	3	30 00	.....	.....	.....	May 1, 1876	New; in Oct., 1876, 6 trips a portion of the year. Pay from July 1, 1876, reduced 10 per cent.	413
7.2 by 6.8, f. f., ½ l.	3	27 00	.....	.....	.....	Dec. 1, 1876	New; in May and June, 1877.	414
In charge of conductor.	6	18 00	20 00	337 50	.....	July 1, 1877	.25 m. increase. . . . .	415
.....				4,879,989 18	4,882,067 35			
.....				.....	4,879,989 18			
.....					2,078 17			
.....					465,851 29			

THOS. J. BRADY,  
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 and Chattanooga.....	333	17015	17015	Central Railroad and Barking Company.....	110	15012	15012
Alexandria and Washington.....	56	11018	11018	Do.....	173	15010	15010
Allegheny Valley.....	98	8042	8041	Do.....	195	15005	15005
Do.....	202	1252	6061	Central Vermont.....	71	407	2005
Do.....	282	8078	8076	Do.....	81	744	3062
Annapolis and Elk Ridge.....	204	10007	10007	Do.....	163	902	5009
Atlanta and Richmond Air Line.....	93	15001	15001	Do.....	175	647	3061
Atlantic and Great Western.....	64	21005	21005	Champlain and Saint Lawrence	199	1258	6066
Do.....	87	21034	21034	Cheshire.....	95	645	3055
Do.....	139	21034	21034	Chicago, Burlington and Quincy	293	27033	27033
Do.....	142	21005	21005	Cincinnati, Lafayette and Chi-			
Do.....	208	21005	21005	cago.....	36	22029	22029
Do.....	233	8044	8043	Cincinnati, Sandusky and Cleve-			
Atlantic, Mississippi and Ohio.....	65	11013	11013	land.....	389	21021	21021
Do.....	183	11011	11011	Cincinnati, Wabash and Michi-			
Do.....	244	11012	11012	gan.....	228	22022	22022
Do.....	405	11014	11014	Cleveland, Columbus, Cincinnati			
Baltimore and Ohio.....	26	10003	10003	and Indianapolis.....	51	21042	21042
Do.....	33	10003	10003	Do.....	55	21042	21042
Do, (operating Baltimore,				Clover Hill, (late Richmond and			
Pittsburgh and Chicago).....	40	21047	21047	Petersburg).....	415	11017	.....
Do.....	43	12002	12002	Columbus and Toledo.....	299	.....	21053
Do.....	47	12002	12002	Columbus and Xenia.....	31	.....	21014
Do, (lessees Sandusky,				Columbus, Chicago and Indiana			
Mansfield and Newark).....	49	21010	21010	Central.....	22	21015	21015
Do.....	190	10017	10017	Concord.....	50	251	1001
Do.....	194	12001	12001	Do.....	225	255	1002
Do, (lessees Sandusky,				Do.....	326	262	1004
Mansfield and Newark).....	230	21010	21010	Do.....	355	256	1003
Do.....	247	10005	10005	Concord and Claremont.....	260	254	1009
Do.....	249	10004	10004	Do.....	284	258	1010
Do.....	281	12001	12001	Connecticut and Western.....	144	916	5018
Baltimore and Potomac.....	304	10014	10014	Connecticut Central, (late Con-			
Baltimore, Pittsburgh and Chi-				necticut Valley and Spring-			
cago. (See Baltimore				field).....	197	991	5016
and Ohio.).....	219	10	14	Connecticut River.....	59	648	3067
Bangor and Piscataquis.....				Do.....	234	649	3056
Barclay. (See Towanda Coal				Connecticut Valley.....	188	914	5015
Company.).....				Connecticut Valley and Spring			
Baumgardner, F. and H.....	374	8026	8026	field.....	162	991	5016
Bingham Cañon and Camp Floyd.....	388	41004	41004	Do, (See Connecticut Central)			
Boston and Albany.....	18	605	3025	Consolidated European and			
Do.....	35	605	3025	North American.....	78	9	12
Do.....	220	650	3029	Do.....	138	244	13
Do.....	307	632	3028	Cooperstown and Susquehanna			
Do.....	320	655	3030	Valley.....	302	1278	6086
Boston and New York Air Line.....	85	913	5014	Crown Point Iron Company.....	406	1816	6099
Boston and Providence.....	70	608	3035	Do.....	411	1816	.....
Do.....	356	633	3037	Dayton and Southeastern.....	349	21054	21054
Boston, Clinton, Fitchburg and				Delaware and Hudson Canal.....	91	1224	6026
New Bedford.....	122	641	3051	Do.....	117	1823	6033
Do.....	150	642	3052	Do.....	135	1245	6028
Do.....	152	656	3048	Do.....	154	1224	6026
Do.....	153	631	3046	Do.....	158	1221	6024
Do.....	167	644	3047	Do.....	177	1224	6026
Do.....	170	659	3049	Do.....	217	1815	6032
Do.....	408	746	3053	Do.....	229	8018	8018
Do.....	401	7033	7033	Do.....	251	1815	6032
Bridgeton and Port Norris.....				Do.....	254	1815	6032
Brunswick, Chillicothe and Saint				Do.....	336	1803	6031
Louis. (See Hatch and Van				Do.....	337	1223	6025
Every.).....				Do.....	242	9503	9503
Buffalo and Jamestown.....	187	1290	6091	Delaware and Maryland.....			
Buffalo, New York and Phila-				Delaware, Lackawanna and			
delphia.....	184	1249	6058	Western.....	97	7028	7028
Burlington and Southwestern.....	317	27008	27008	Do.....	116	8019	8019
Cayuga.....	369	1284	6089	Do.....	119	1229	6041
Central, of Iowa, (lessees Grin-				Do.....	147	1228	6040
fell and Montezuma).....	296	27032	27032	Do.....	164	1230	6042
Central, of New Jersey.....	82	7001	7001	Do.....	306	1231	6043
Do.....	212	7003	7003	Do.....	385	7039	7039
Do.....	384	8102	8100	Delaware Shore.....	114	38001	38001
Do.....	386	7002	7002	Denver and Rio Grande.....	102	38001	38001
Do.....	407	8099	8097	Do.....	112	1277	6085
Do.....	409	8103	.....	Dutchess and Columbia.....	253	360	1016
Do.....	54	21001	21001	Eastern.....	399	.....	.....
Central Ohio.....	151	21001	21001	Eastern Shore.....	166	9502	9502
Do.....	99	46003	46003				
Central Pacific.....							

## Index to Table F—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
East Tennessee, Virginia and Georgia.....	67	19002	19002	Lake Shore and Michigan Southern Do.....	10	1241	.....
Erie Do.....	128	19002	19002	Do.....	13	21045	21045
Do.....	19	1201	.....	Do.....	16	21045	21045
Do.....	25	1201	6001	Do.....	21	21007	21007
Do.....	52	1208	6008	Do.....	24	21007	21007
Do.....	63	1208	.....	Do.....	28	1241	.....
Do.....	127	1207	6007	Do.....	41	1241	6052
Do.....	161	1205	6005	Do.....	309	8046	8045
Do.....	206	1206	6006	Leavenworth, Lawrence and Galveston Do.....	123	33008	33008
Do.....	236	1209	6009	Do.....	200	33003	33003
Do.....	239	1204	6004	Do.....	287	33003	33003
Do.....	291	1204	6004	Lehigh Valley Do.....	74	8077	8075
Do.....	312	8009	8009	Do.....	84	8010	.....
Do. (Leasees).....	342	8024	8024	Do.....	168	.....	8016
Do.....	360	1210	6010	Do.....	361	.....	8016
Do.....	369	1202	6002	Do.....	370	2412	8012
Erie and Pittsburgh.....	113	8045	8044	Do.....	377	.....	8016
Fairland, Franklin and Martinsville.....	354	22016	22016	Long Island Do.....	136	1233	6045
Fall Brook Coal Company.....	259	8066	8065	Do.....	201	1234	6046
Do.....	321	8081	8065	Do.....	271	1806	6047
Fall River, Warren and Providence.....	308	804	4005	Do.....	362	1233	6045
Flushing, North Shore and Central.....	329	1296	6094	Do.....	395	825	6100
Fonda, Johnstown and Gloversville.....	155	1273	6081	Los Angeles and Independence Louisville and Nashville.....	397	46021	46021
Freehold and Jamesburg Agricultural.....	283	7023	7023	Do.....	366	20019	20019
Gloversville and Northville.....	165	1813	6098	Louisville, New Albany and Chicago.....	186	12008	22008
Do.....	185	1813	6098	McKean and Buffalo.....	343	8093	8091
Grand Trunk.....	108	24007	24007	Macon and Brunswick.....	192	15013	15013
Do.....	137	6	7	Maine Central Do.....	37	5	6
Greenwich and Johnsonville.....	332	1274	6082	Do.....	38	5	6
Grinnell and Montezuma. (See Central, of Iowa.).....	137	6	7	Do.....	46	1	1
Hanover Branch.....	178	8104	8102	Do.....	48	2	5
Do.....	198	8034	8033	Do.....	125	5	6
Harrisburg and Potomac.....	371	2496a { 8059	8036	Do.....	146	34	3
Hartford, Providence and Fishkill.....	145	911	5007	Do.....	157	2	5
Hatch & Van Every, (lessees Brunswick, Chillicothe and Saint Louis).....	279	28013	28013	Do.....	191	11	4
Havana, Rantoul and Eastern.....	396	23058	23058	Do.....	215	1	1
Hempfield.....	358	8041	8040	Do.....	341	3	2
Hot Springs.....	216	29006	29006	Manchester and Lawrence.....	92	622	3063
Housatonic.....	118	909	5012	Marietta and Cincinnati.....	39	21028	21028
Do.....	364	909	5012	Do.....	45	21028	21028
Huntingdon and Broad Top.....	232	8035	8034	Marietta, Pittsburgh and Cleveland.....	305	9044	21040
Do.....	373	8034	8035	Missouri and Western.....	180	28020	28028
Indianapolis and Saint Louis.....	102	22025	22025	Missouri River, Fort Scott and Gulf.....	130	33005	33005
Indianapolis, Bloomington and Western.....	124	22017	22018	Missouri Pacific.....	27	28001	28001
Indianapolis, Cincinnati and La Fayette.....	29	22005	22005	Mobile and Ohio.....	412	18004	18004
Do.....	34	22003	22003	Mont Alto.....	392	8079	8077
Iron Mountain, Chester and Eastern.....	263	23047	23047	Montclair and Greenwood Lake.....	380	7034	7034
Kansas City, Burlington and Santa Fe.....	398	33015	33015	Montpelier and Wells River.....	129	528	2012
Kent County.....	274	10012	10012	Monroe.....	346	8080	8078
Knox and Lincoln.....	126	13	15	Morris and Essex.....	90	7013	7013
Knoxville and Maryville.....	363	19017	19017	Nashua and Rochester.....	86	371	1012
Lackawanna and Bloomsburg.....	133	8017	8017	Naugatuck.....	114	903	5011
La Fayette, Muncie and Bloomington.....	348	22035	22035	Nevada County Narrow Gauge.....	245	46020	46020
Lake Shore and Michigan Southern Do.....	3	1241	6052	New Haven and Derby.....	240	915	5017
Do.....	4	1241	6052	New Haven and Northampton.....	94	906	5010
Do.....	5	1241	.....	Do.....	223	906	5010
Do.....	6	1241	.....	Do.....	248	661	3069
Do.....	7	1241	6052	New Jersey Midland.....	3-8	7037	7037
Do.....	8	1241	6052	New Jersey Southern.....	193	7026	7026
Do.....	9	1241	.....	Do.....	280	7026	7026
				Do.....	381	7029	7029
				Newport and Wickford Railroad and Steamboat Company.....	277	825	4003
				New Orleans and Selma.....	413	17022	17022
				New Orleans, Mobile and Texas.....	80	17013	17013
				New York and Harlem.....	103	1219	.....
				New York and New England.....	72	975	5002
				Do.....	76	607	3034
				Do.....	77	607	3034
				Do.....	79	975	5002
				Do.....	292	608	3033
				Do.....	324	607	3034

## Index to Table F—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
New York and New England ..	353	607	3034	Philadelphia and Reading, (lessees Philadelphia, Germantown, and Norristown) ..	268	8005	8005
New York and Oswego Midland ..	358	1235	6048	Do ..	319	8014	8014
Do ..	322	1238	6049	Do ..	338	8060	8059
New York Central and Hudson River ..	11	1217	.....	Do ..	352	8062	8061
Do ..	14	1211	.....	Do ..	359	8058	8057
Do ..	69	1211	.....	Do ..	376	8076	8074
Do ..	278	1265	6019	Do ..	393	8007	8007
Do ..	294	1814	.....	Philadelphia, Germantown and Norristown. (See Philadelphia and Reading.)			
New York, Kingston and Syracuse. (See Ulster and Delaware.)				Pine River Valley and Stevens Point ..	351	25029	25029
New York, New Haven and Hartford ..	12	907	5006	Pittsburgh and Castle Shannon ..	410	8097	8095
Do ..	17	905	5005	Pittsburgh and Connellsville ..	121	8064	8064
Do ..	66	9-4	5004	Do ..	156	8064	8063
Do ..	311	903	5003	Do ..	257	8064	8063
New York, Providence and Boston ..	73	802	4002	Do ..	270	8064	8064
Northern ..	62	253	1008	Pittsburgh, Cincinnati and Saint Louis ..	15	21032	21032
Do ..	347	253	1008	Do ..	32	21027	21027
Northern Central ..	57	10092	10002	Do ..	176	8056	8055
Do ..	115	1255	6063	Pittsburgh, Fort Wayne and Chicago ..	53	21092	21092
Do ..	120	8021	8021	Do ..	96	8029	8029
Northern, of New Jersey ..	288	7017	7017	Pittsburgh, Titusville and Buffalo ..	303	8025	8025
Northwestern ..	327	34003	.....	Pittsburgh, Virginia and Charleston ..	238	8083	8081
Old Colony ..	83	637	3641	Placerville and Sacramento Valley ..	266	46004	46004
Do ..	93a	609	3038	Portland and Rochester ..	88	7	8
Do ..	100	638	3042	Providence and Worcester ..	111	801	4001
Do ..	107	634	3039	Do ..	357	736	3060
Do., (late South Shore) ..	222	636	3-64	Do ..	363	662	3059
Do ..	250	654	3044	Providence, Warren and Bristol ..	207	803	4004
Do ..	272	737	3045	Reading and Columbia ..	290	8031	8031
Do ..	367	640	3043	Richmond and Danville ..	68	11006	11006
Do ..	372	609	3038	Richmond and Petersburg ..	42	11008	11008
Do ..	375	635	3040	Do .. (See Clover Hill.)			
Omaha and Northwestern ..	328	34003	.....	Richmond, Fredericksburg and Potomac ..	30	11001	11001
Oswego and Syracuse ..	131	1256	6064	Richmond, York River and Chesapeake ..	315	110-7	11007
Paris and Danville ..	275	23050	.....	Rochester and Pine Creek ..	344	1262	6070
Peach Bottom ..	383	8096	8054	Roma, Watertown, and Ogdensburg ..	89	1327	6036
Pennsylvania ..	1	7004	.....	Do ..	182	1225	6034
Do ..	2	8001	.....	Do ..	211	12-7	6038
Do., (lessees Philadelphia and Erie) ..	61	8022	8022	Do ..	218	1267	6037
Do ..	143	8022	8022	Do ..	241	1226	6035
Do ..	148	7008	7008	Do ..	273	1327	6036
Do ..	172	7005	7005	Sacramento Valley ..	214	46005	46005
Do ..	179	8040	8039	Saint Croix and Penobscot ..	404	4	17
Do ..	209	8027	8027	Saint Louis, Keokuk, and Northwestern ..	160	28018	.....
Do., (lessees) ..	210	8036	8035	Sandusky, Mansfield, and Newark. (See Baltimore and Ohio) ..	325	46022	46022
Do ..	221	8039	8038	Santa Cruz ..	289	11015	11015
Do ..	226	8043	8042	Seaboard and Roanoke ..	313	1247	6056
Do ..	237	8074	8072	Schoharie Valley ..	246	9055	21051
Do ..	241	8039	8038	Siota Valley ..	340	11019	11019
Do ..	245	8054	8054	Shenandoah Valley ..	314	8052	8051
Do ..	298	2259	7038	Shenango and Allegheny ..	330	917	5019
Do ..	300	8043	8032	Shepang ..	297	27034	27034
Do ..	303	7005	7005	Sionx City and Pembina ..	334	1251	6060
Do ..	327	8015	8015	Skaneateles ..	286	231	18
Do ..	350	8086	8-84	Somerset ..	149	1276	6084
Do ..	365	7038	7038	Southern Central ..	252	1295	6093
Do ..	379	7010	7010	Southern, of Long Island ..	159	46018	46018
Do., (operating Southwestern) ..	382	8017	8014	Southern Pacific ..	403	8053	8052
Do ..	387	8011	8099	South Mountain Iron Company ..	181	15011	15011
Do ..	391	7005	7005	South Shore. (See Old Colony.)	129	15016	15016
Petersburg ..	60	11009	11009	Southwestern ..			
Philadelphia and Baltimore Central ..	141	8 08	8008	Do ..			
Philadelphia and Erie. (See Pennsylvania.)							
Philadelphia and Reading ..	101	8075	8073				
Do ..	105	8075	.....				
Do ..	106	8022	8022				
Do ..	205	8013	8013				

## Index to Table F—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Southwestern. (See Pennsylvania.)				Utica, Ithaca, and Elmira.....	243	1269	6074
Springfield, Athol and North-eastern.....	227	658	3068	Do.....	276	1286	6075
Staten Island.....	339	1260	6068	Do.....	316	1286	6075
Syracuse and Chenango.....	301	1264	6071	Do.....	323	1286	6075
Syracuse, Binghamton and New York.....	140	1257	6065	Vineland.....	378	7031	7031
Tennessee Coal and Railroad Company.....	402	19013	.....	Visalia.....	295	46019	46019
Terre Haute and Indianapolis.....	20	22002	22002	Walkkill Valley.....	265	1275	6083
Do.....	23	23031	23031	Washington and Ohio.....	235	11004	11004
Texas and New Orleans.....	414	31013	31013	Washington City, Virginia Mid-land and Great Southern.....	58	11002	11002
Tioga.....	261	8020	8020	Do.....	264	11016	11016
Tioga and Elmira State Line.....	262	8109	8109	Do.....	267	11002	11002
Toledo, Wabash and Western.....	44	21019	21019	Do.....	331	11003	11003
Do.....	256	21019	21019	Westchester and Philadelphia.....	174	8003	8003
Towanda Coal Company, (lessees Barclay Railroad).....	394	8071	8069	Western Maryland.....	196	10006	10006
Utica and Black River.....	169	1283	6087	West Jersey.....	109	7018	7018
Do.....	213	1288	6088	Do.....	171	7019	7019
Ulster and Delaware, (late New York, Kingston and Syracuse).....	255	1268	6073	Do.....	310	7021	7021
Utica, Clinton and Binghamton.....	224	1248	6057	Wicomico and Poconoche.....	335	10009	10009
				Wilmington and Western.....	391	9505	9505
				Worcester and Nashua.....	75	643	3066
				Do.....	132	371	1012
				Worthington and Sioux Falls.....	400	26019	26019
				Wyandotte, Kansas City and Northwestern.....	345	28033	28033

G.—Statement compiled from the printed annual reports of the Post-Office Department, showing the amount of railroad mail-service and the cost thereof, from the commencement of such service in the fiscal year ending June 30, 1836, to June 30, 1877.

Date.	Length of routes.	Annual transportation.	Annual cost.	Length of new railroad routes.	Date.	Length of routes.	Annual transportation.	Annual cost.	Length of new railroad routes.	Date.	Length of routes.	Annual transportation.	Annual cost.	Length of new routes.
	Miles.	Miles.	Dollars.	Miles.		Miles.	Miles.	Dollars.	Miles.		Miles.	Miles.	Dollars.	
June 30, 1836		*1,878,296			June 30, 1848		4,327,400	584,192		June 30, 1862	21,338	22,777,219	2,498,115	
June 30, 1837	974	*1,793,024	*307,444		Oct. 1, 1848	4,957		587,204	222	June 30, 1863	22,152	22,871,558	2,538,517	
June 30, 1838		*2,356,852	*404,123		June 30, 1849	5,497	4,861,177	635,740	540	June 30, 1864	22,616	23,301,942	2,567,044	
June 30, 1839		*3,396,055	*520,602		June 30, 1850	6,886	6,524,593	818,227	1,389	June 30, 1865	23,401	24,087,568	2,707,421	
June 30, 1840		*3,889,053	*595,353		June 30, 1851	8,255	8,364,503	985,019	1,369	June 30, 1866	32,092	30,609,467	3,391,592	18,691
June 30, 1841		*3,946,450	*585,843		June 30, 1852	10,146	11,082,768	1,275,520	1,891	June 30, 1867	34,015	32,437,900	3,812,600	1,923
June 30, 1842	3,091	*4,424,262	432,568	2,117	June 30, 1853	12,415	12,986,705	1,601,329	2,269	June 30, 1868	36,018	31,886,178	4,177,126	2,003
June 30, 1843		*5,692,402	*733,687		June 30, 1854	14,440	15,433,389	1,758,610	2,025	June 30, 1869	39,537	41,399,284	4,723,686	3,519
November 4, 1843	3,714		531,752	623	June 30, 1855	18,333	19,202,469	2,073,089	3,893	June 30, 1870	43,727	47,551,970	5,128,901	4,190
June 30, 1844		*5,747,355	*804,006		June 30, 1856	20,323	21,809,296	2,310,369	1,990	June 30, 1871	49,834	55,557,048	5,724,979	6,107
June 30, 1845		*6,484,592	*843,430		June 30, 1857	22,530	24,267,944	2,559,847	2,207	June 30, 1872	57,911	62,491,749	6,502,771	8,077
October 31, 1845	4,092		562,141	378	June 30, 1858	24,431	25,763,452	2,828,301	1,901	June 30, 1873	63,457	65,621,445	7,257,196	5,546
June 30, 1846		*7,781,828	*870,570		June 30, 1859	26,010	27,268,384	3,243,974	1,579	June 30, 1874	67,734	72,460,545	9,113,190	4,277
November 1, 1846	4,402		587,769	310	June 30, 1860	27,129	27,653,749	3,349,662	1,119	June 30, 1875	70,083	75,154,910	9,216,518	2,349
June 30, 1847		4,170,403	597,475		Discontin'd					June 30, 1876	72,348	77,741,172	9,543,134	2,265
Nov. 1, 1847	4,735		597,923	333	May 31, 1861	6,886	5,701,093	978,910		June 30, 1877	74,546	85,358,710	9,053,936	2,198
					In operation									
					June 30, 1861	22,018	23,116,823	2,543,709	1,775					

\* Railroad and steamboat service combined; no separate report.

† Decrease, caused by the discontinuance of routes in Southern States.

‡ Increase, caused in part by the resumption of service in the Southern States.

§ Decrease in cost caused by reductions in the rates of pay, under act of July 12, 1876.

THOS. J. BRADY,  
Second Assistant Postmaster-General.

H.—Statement of the number, description and prices of mail-bags, mail-catchers, and mail-locks and keys purchased, and of the expense incurred on account thereof, during the fiscal year ended 30th June, 1877, viz :

Number.	Description.	Sizes.	Price.	Cost.	Aggregate.
2,000	Leather mail-pouches .....	No. 2	\$5 70	\$11,400 00	
4,200	do .....	No. 3	4 75	19,950 00	
3,000	do .....	No. 4	3 80	11,400 00	
2,500	do .....	No. 5	2 70	7,560 00	
	Royalty of patent on same .....		10	1,200 00	
12,000					\$51,510 00
400	Leather horse-mail bags .....	No. 1	6 60	2,640 00	
300	do .....	No. 2	5 60	1,680 00	
700					4,320 00
2,000	Mail-catcher pouches .....		4 25	8,500 00	
60,000	Jute canvas mail-sacks, (with cord attached) .....	No. 1	78	46,800 00	
10,000	do .....	No. 2	52	5,200 00	
5,000	do .....	No. 3	15	750 00	
75,000					52,750 00
4,000	Cotton canvas mail-sacks, (for foreign mails) .....	No. 3	21	840 00	840 00
20,000	Mail-bag label-cases .....		12	2,400 00	2,400 00
100,000	Mail-bag label-books .....		01½	1,500 00	
	Royalty of patent on same .....		00½	500 00	
294,675	Printed wooden tags .....		00½	1,473 38	2,000 00
353,775	do .....		3½ mills	1,238 20	
648,450					2,711 58
	Repairs of mail-bags of every description .....				37,389 71
200	Mail-catchers .....	15	00	3,000 00	
400	Sockets .....	40		160 00	
100	Rubber springs .....	60		60 00	
					3,220 00
	Total expense of mail-bags and mail-catchers .....				165,641 29
	MAIL LOCKS AND KEYS.				
20,000	Iron mail-locks .....		58	11,600 00	
5,000	Iron mail-keys .....		11	550 00	
					12,150 00
1,000	Street letter-box locks .....		1 25	1,250 00	
500	Street letter-box lock keys .....		15	75 00	
					1,325 00
	Total cost of mail locks and keys .....				13,475 00

THOS. J. BRADY,  
Second Assistant Postmaster-General.

I.—Railway post-office lines in the United States June 30, 1877, showing the increase and decrease in the service since June 30, 1876.

Terminal points.	Miles of route.	Miles of service.	Service each way.	\$1,400.	\$1,300.	\$1,150.	\$1,000.	Increase of miles of route from June 30, 1876, to June 30, 1877.	Increase of miles of service from June 30, 1876, to June 30, 1877.	Decrease of miles of service from June 30, 1876, to June 30, 1877.	Increase in number of clerks from June 30, 1876, to June 30, 1877.				Decrease in number of clerks from June 30, 1876, to June 30, 1877.			Increase in lines of railway post-offices from June 30, 1876, to June 30, 1877.
											\$1,400.	\$1,300.	\$1,150.	\$1,000.	\$1,400.	\$1,300.	\$1,000.	
Albany to Buffalo, N. Y.	298	596	Daily	3	9	10	19			596		9	10		9	10	1	
Atlanta to Augusta, Ga.	171	342	do			4							4			4		
Baltimore, Md., to Canandaigua, N. Y.	325	650	do		3	2	5					3	2		3	2		
Baltimore, Md., to Grafton, W. Va.	280	1,120	Twice daily		10	8	3					10	8		10	8		
Bangor to Vanceborough, Me.	118	236	Daily			4							4			4		
Bloomington, Ill., to Mexico, Mo.	200	400	do		2	3	1					2	3		2	3		
Boston, Mass., to Portland, Me.	116	232	do		4	4	2					4	4		4	3	1	
*Boston, Mass., to Troy, N. Y.	192	384	do															
Boston, Mass., to Saint Albans, Vt.	290	1,160	Twice daily	1	3	8	1		580			3	8	1	3	8		
Boston, Mass., to Albany, N. Y.	200	800	do	1	8	10	12					8	10		11	4		
Boston to Wellfleet, Mass.	122	488	do			6			244				6			6		
Boston to Fitchburg, Mass.	50	100	Daily				1											
Boston, Mass., to Bangor, Me.	249	996	Twice daily	1	10	12	1					10	12	1	10	13		
Bristol to Chattanooga, Tenn.	242	484	Daily		4	2	2					4	2		4	2		
Buffalo, N. Y., to Toledo, Ohio	295	1,770	Thrice daily	4	8	20	27		590			8	20		10	20		
*Burlington to Council Bluffs, Iowa	291	582	Daily															
Cairo to Centralia, Ill.	112	224	do		3	3	1					3	3		3	5		
Chattanooga, Tenn., to Atlanta, Ga.	140	280	do	1	3	4						3	4		3	4		
Chicago, Ill., to Fort Howard, Wis.	242	484	do			8	1					4	8		4	11		
Chicago, Ill., to Toledo, Ohio	243	1,458	Thrice daily	4	10	23	24		486			10	23	4	10	19		
†Chicago, Ill., to Burlington, Iowa	207	828	Twice daily		8	10	2		302			8	10		6	13		
Chicago to Freeport, Ill.	121	242	Daily		4	3						4	3		3	4		
Chicago, Ill., to Cincinnati, Ohio.	310	620	do		6	9	as					6	9	5	5	8		
Chicago, Ill., to Iowa City, Iowa.	237	474	do		4	4	2					4	4	2	5	8		
Chicago, Ill., to Cedar Rapids, Iowa.	219	876	Twice daily		9	8	3		438			9	8	3	5	6		
Chicago to Centralia, Ill.	258	516	Daily		6	5	4					6	5	1	6	9		
Chicago, Ill., to Saint Louis, Mo.	280	560	do	1	6	7	1					6	7	1	6	8		
Chicago, Ill., to Davenport, Iowa	183	366	do		4	2	2	183	366			4	2	2				
Chicago, Ill., to Dubuque, Iowa	202	404	do		4	4		202	404			4	4					1
†Chicago, Ill., to Sparta, Wis.	255	510	do	2	6	13	4	255	510		2	6	13	4				
Cleveland to Cincinnati, Ohio	244	488	do	1	4	3	1					4	3		4	6		
Cleveland, Ohio, to Indianapolis, Ind.	282	564	do		3	3	3					3	3	3	4	6		
*Clinton to Council Bluffs, Iowa	350	700	do															
Cincinnati, Ohio, to Saint Louis, Mo.	340	680	do		3	11	1					3	11	1	3	14		
*Davenport to Council Bluffs, Iowa	307	614	do															
Detroit, Mich., to Chicago, Ill.	284	568	do		4	6	1					4	6		4	5		
*Dubuque, Iowa, to Centralia, Ill.	345	690	do															

*Dubuque to Fort Dodge, Iowa.....	214	428	do																
Grafton, W. Va., to Cincinnati, Ohio.....	309	618	do	6	7				618		6	7		5	8	1			
Grafton, W. Va., to Chicago, Ill.....	559	1,118	do	9	6	5					9	6	2	9	7				
†Galesburg to Quincy, Ill.....	99	198	do	2	1		99	198			2	1							
Indianapolis, Ind., to Saint Louis, Mo.....	261	522	do	4		5					4		5	4	5				
La Fayette, Ind., to Quincy, Ill.....	273	546	do	1	4	10	2				4	10	1	4	15				
Louisville, Ky., to Nashville, Tenn.....	185	370	do	2	5	10					5	10		5	9				
Lynchburg, Va., to Bristol, Tenn.....	203	406	do	1	3	2	2				3	2	2	3	4				
Louisville, Ky., to Milan, Tenn.....	284	568	do		3	4					3	4		3	4				
New Orleans, La., to Cairo, Ill.....	548	1,096	do	2	6	10	2				6	10	2	6	13				
New York, N. Y., to Boston, Mass.....	234	936	Twice daily	2	8	18	8				8	18		9	18	3			
New York, N. Y., to Washington, D. C.....	232	1,392	Thrice daily	4	9	10	16	464			9	10		10	8				
New York to Dunkirk, N. Y.....	459	1,836	Twice daily	2	12	15	18				12	15		11	16	2			
New York to Albany, N. Y.....	144	288	Daily	1	4	3	7		288		4	3	1	5	4				
Omaha, Nebr., to Ogden, Utah.....	1,032	2,064	do	2	11	17	6				11	17	5	13	20				
Philadelphia to Pittsburgh, Pa.....	358	2,864	Four daily	1	8	6	21	2,148			8	6		6	5	2			
Pittsburgh, Pa., to Saint Louis, Mo.....	620	1,240	Daily		12	13	43				12	13	28	6	8				
Pittsburgh, Pa., to Cincinnati, Ohio.....	313	626	do		3	4	5				3	4			6				
Quincy, Ill., to Kansas City, Mo.....	261	522	do		4	5					4	5		4	5				
Quincy, Ill., to Denison, Tex.....	593	1,186	do		10	4					10	4		10	4				
Rochester to Niagara Falls, N. Y.....	77	154	do			3						3			3				
San Francisco, Cal., to Ogden, Utah.....	881	1,762	do	1	10	15	2				10	15		11	15				
Saint Louis, Mo., to Atchison, Kans.....	330	1,320	Twice daily	4	9	7	4	660			9	7	4	3	7				
Toledo, Ohio, to La Fayette, Ind.....	203	406	Daily		4	8	1				4	8		4	9				
Washington, D. C., to Petersburg, Va.....	155	620	Twice daily	2	9	9	7				9	9	2	11	9				
*Petersburg, Va., to Weldon, N. C.....	65	260	do																
Washington, D. C., to Lynchburg, Va.....	178	356	Daily		4	2	3				4	2	2	4	3				
Hornellsville to Buffalo, N. Y.....	91	182	do																
Total .....	17,761	46,370		44	311	408	289	739	7,390	1,502									

\* Service performed by route-agents detailed to this line.  
† Formerly Milwaukee, Wis., to Saint Paul, Minn.

† These routes cover the one formerly called Chicago to Quincy, Ill.  
*a b* (See recapitulation of foregoing table on page 138.)

## Recapitulation and comparative statement of the service of June 30, 1876, and June 30, 1877.

	June 30, 1876.	June 30, 1877.	Increase.	Decrease.
Number of lines of railway post-offices .....	63	64	1	
Aggregate number of miles of the above .....	17, 713	17, 761	48	
Number of miles of actual service performed daily .....	41, 671	46, 370	4, 699	
Number of miles of actual service performed annually .....	15, 209, 915	16, 924, 050	1, 714, 135	
Number of head clerks at \$1,400 per annum .....	361	42		319
Number of head clerks at \$1,300 per annum .....		313	313	
Number of clerks at \$1,200 per annum .....	463			463
Number of clerks at \$1,150 per annum .....		411	411	
Number of assistant clerks at \$1,000 per annum .....	216	283	67	
<i>a</i> An assistant clerk at \$500 per annum .....	1	1		
<i>b</i> An assistant clerk at \$840 per annum .....	1	1		
Total number of clerks .....	1, 042	1, 051	791	782
With annual compensation amounting to .....	\$1, 278, 340	\$1, 222, 690	Net decrease.....	\$55, 650
			Net increase.... 9	

THOS. J. BRADY,  
Second Assistant Postmaster General.

POST-OFFICE DEPARTMENT,  
OFFICE GENERAL SUPT RAILWAY MAIL SERVICE,  
Washington, D. C., November 1, 1877.

RAILWAY POST-OFFICE CLERKS.

SIR: The expenditure for railway post-office-clerks for the fiscal year ending June 30, 1876, was \$1,223,750.19. The expenditure for the fiscal year ending June 30, 1877, was \$1,223,569.41, a decrease of one one-hundredths of 1 per cent., (.01 per cent.)

The appropriation for the fiscal year ending June 30, 1878, is \$1,225,000, allowing no margin whatever for increase.

At the commencement of the fiscal year the salaries of employes of this service were rearranged, with a view to the reduction of the expenses.

The salaries of head clerks, railway post-office (except those designated to take charge of the different lines) were reduced from \$1,400 per annum to \$1,300.

The salaries of clerks, railway post-office, were reduced from \$1,200 to \$1,150 per annum.

The salaries of assistant clerks, railway post-office, were not reduced, but left at \$1,000 per annum.

The mileage of daily railway post-office service has increased over that in operation June 30, 1876, which included the fast mail-service, 4,625 miles, and the mileage of annual service 1,688,135 miles, although during the year the fast and limited services on the New York Central and Hudson River, Lake Shore and Michigan Southern, and Pennsylvania Railroad and its connections were discontinued, and but partially restored.

The appropriation, however, does not allow a proportionate increase in the force of railway post-office clerks, and it has been necessary to make details from various other lines where, by any possibility, the men could be spared.

At present there are about 50 route-agents detailed for duty in the railway post office cars to perform the local work, while their services are needed upon the lines to which they were appointed. It is deemed that the public service would suffer less by using them to perform that portion of the duties on railway post-office lines, which, though strictly route-agents' work, is generally performed by the railway post-office clerks on the same lines, or, in other words, in making distribution of local mails.

In addition to this, this branch absolutely needs for the proper performance of its work about twenty additional men to be distributed to the different new lines in various sections of the country. This branch of the service would then stand as follows:

Number of clerks in the service June 30, 1877 .....	1, 046
Additional number needed .....	70
<b>Total .....</b>	<b>1, 116</b>
Number of clerks in the service June 30, 1876 .....	1, 042
Number of clerks required at present .....	1, 116
An increase of .....	74
Or an increase of .....	7 $\frac{1}{10}$ %

The mean increase of the force in this service each year since 1870 has been 19.6 per cent.

In this connection particular attention is called to the reasons given,

in the statement of mail distributed, for the rapid increase of work in railway post-offices.

Taking the service as it stood on June 30, 1877, and the number of agents detailed for railway post-office duty, as a basis, the estimate for railway post-office clerks for the year ending June 30, 1879, will be as follows:

The service as it stood June 30, 1877.....	\$1,222,690
Add 70 clerks detailed from other branches of the service.....	70,000
	<hr/>
	1,292,690
Add 7 per cent., which is the same increase given above, the estimate will be.....	1,385,000

#### ROUTE-AGENTS.

The expenditure for route-agents for the fiscal year ending June 30 1876, was \$940,151.97; for the fiscal year ending June 30, 1877, \$959,680.25; an increase of 2.1 per cent.

The appropriation for the year ending June 30, 1878, is \$1,000,000.

The force and expense of this branch were somewhat reduced, owing to the limits of the appropriation, during the past fiscal year.

The old basis of compensation was \$900 per annum for an average daily run of 90 miles, and \$30 additional to the \$900 per annum for each additional 10 miles to the average daily run. This was reduced so that they received only \$20 in addition to the annual salary for each additional 10 miles to the average daily run.

The necessities of the service, however, made an immediate increase necessary as soon as the appropriation for the present fiscal year became available, and the standing of the service is as large as possible under the appropriation.

The increase was made necessary by the detail of a large number of these agents to perform route-agents' service on lines where the railway post-office clerks had performed this duty in connection with their more distinctive duties.

With all the increase allowable under the appropriation, on many lines the force is too small for the prompt and efficient performance of the work.

Undue increase of expense in this branch is prevented, it will be seen, by the method of payment. All salaries are based upon the actual number of miles run by the agents. The actual increase of expense is therefore governed entirely by the increase in the railroad system.

The estimate for the fiscal year ending June 30, 1879, is therefore an increase of 7 per cent. on the appropriation for the present fiscal year, or \$1,070,000.

#### MAIL-ROUTE MESSENGERS.

The expenditure for mail-route messengers for the fiscal year ending June 30, 1876, was \$147,152.27; for the fiscal year ending June 30, 1877, \$146,538.93.

The only difference between mail-route-messenger and route-agents' service is the length of the route, or the average daily run and the amount of annual compensation, mail-route messengers receiving less than \$900 per annum, and route-agents \$900 and over, consequently the reduction in route-agents' pay increases the expenditure for mail-route messengers, as it takes them out of the one class into the other. Consequently the standing of this branch of the service on June 30, 1877, showed at the rate of an annual expenditure of \$162,086.

This branch of the service probably increases faster than any other, except the railway post-office branch, in consequence of the building of

a large number of short lines of railroad upon which it is necessary to place service.

There are at present very many routes upon which mails are carried without messengers to accompany and distribute them, owing to the lack of appropriations out of which to pay them for their services.

Reduction in the expense of this class is also very difficult as it is paid out in such small amounts. Since June 30 some reduction has been made, which will be continued as fast as possible, to come within the limits of the appropriation.

Taking the present standing of the service as a basis, an increase of 7 per cent. should be made for the ensuing fiscal year. This would place the estimate at \$171,000 for the fiscal year ending June 30, 1879.

Deficient appropriation for this service is more directly felt by the public than for any other. As a rule there is only one mail-route messenger upon any road. To discontinue that service means to discontinue to the public on the line of the road all facilities for the expeditious interchange of mails. As their salaries range from \$200 to \$800, averaging about \$500 per annum, a further material reduction is hardly possible.

#### LOCAL AGENTS.

The expenditure for local agents during the fiscal year ending June 30, 1876, was \$101,813.27. The expenditure for the fiscal year ending June 30, 1877, was \$105,718.70.

These employés have charge of the transfer of mails at all junctions of railroad-routes.

Provision should be made for additional security to the mails during such transfers.

This can only be done by providing sufficient appropriations to employ such number of men as will enable the department to have all transfers made under the protection of an employé. In making these transfers the mails are more or less exposed to the public. They are generally made in the midst of the bustle and confusion attendant upon the arrival and departure of trains and through the mass of people rushing to and from them.

The development and perfection of the registered-letter system are dependent in a very great measure upon direct transfers, which can only be made where these officers are employed.

The report of the Third Assistant Postmaster General will show the importance of this recommendation.

The estimate for the fiscal year ending June 30, 1879, is \$125,000.

#### DUTIES AND SALARIES.

I can but urge the justice of making the appropriation for this class of employés sufficient to enable the department to restore them to the old rate of \$1,400 per annum for head clerks railway post-offices; \$1,200 per annum for clerks railway post-offices; and \$1,000 and less for assistant clerks, route-agents, and mail-route messengers.

The employés of this service are required to be absent from their homes, on expense, on an average at least half the time. This, of course, lessens their salaries a proportionate amount. The responsibilities of a railway post-office clerk in charge of a car are greater than those of most employés of the government at similar salaries. His duties require constant and unremitting attention and study. He is required in many cases to be on duty night and day. He is liable to, and is, called upon

at all hours, and can have no regular holidays. He is exposed to all the dangers incident to railroad life, and upon his fidelity and knowledge of the service is dependent interests of unusual magnitude. He is deprived of the domestic privileges enjoyed by all other classes of governmental officers. His peculiar duties requiring him to remain on his feet when the train is in motion, (the time when all classes of railroad employes, except, perhaps, conductors on local trains, can sit at ease,) intensifies the physical strain attendant upon the jar and motion of the cars, and, in a few years, brings upon him diseases which necessitate his retirement from the service. This is becoming more apparent every year.

It would seem that all these considerations would warrant the strong recommendation that sufficient appropriation be made to enable the department to restore former salaries.

The average salary of a railway post-office clerk is \$1,160 per annum. He is required to expend at least \$160 as expenses when absent from his home. His average daily run upon the cars is from 25 to 50 per cent. greater than that of the train-men upon the same roads. As stated above, all his time upon a train is occupied in his distribution, standing at a case; nor does his duty commence or end with the starting or arrival of the train upon which he runs. He is, on the contrary, required to report to the car for duty from one to four hours in advance of the starting time, and after arrival required to accompany the mails to the post-office, attend to transfers, and other and similar duties. His "lay off" is necessarily devoted to preparation of "slips," "labels," &c., for his "run," or to study, in order that he may keep posted in the daily changes made in the schedules of connecting trains, or the changes in the routes by which offices off the railroads are supplied. Ninety-five per cent. of all the mail in the country pass over and is handled upon the railroad-lines of the country. The importance of the service can be shown in no better way.

This increase, or rather restoration, of the salaries would necessitate an increase in the estimates given above of 5 per cent.

#### CHANGE IN CLASSIFICATION.

It has been the practice heretofore to make a separate appropriation for each of the following classes of employes of the service, viz:

Railway post-office clerks.

Route-agents.

Mail route messengers.

Local agents.

It was originally intended that the first class (railway post-office clerks) should only make distribution of the through mails while in transit.

The second, (route-agents,) a distribution of local mails to post-offices on the line of their routes.

The third, (mail-route messengers,) to be in charge of closed mails only.

The fourth, (local agents,) to attend to transfers of mails at stations.

As the service has grown and improved, it was found that the duties could be combined and extended; so that now each employe who performs duty in an apartment or car on a railroad is required to make the distribution of all through mails, or of mails originating on the line, for connecting routes, to attend to the distribution and delivery of the local mails, to take charge of all pouches conveyed over the line, and make all necessary transfers of mail. The principal distinction, in

fact, being the character of the line, whether long or short, heavy or light.

It would, therefore, be better for the service, and prove more economical, should the appropriation be made in gross for these four classes, designating them as postal clerks, and allowing, say, five classes: First class, pay not to exceed \$900 per annum; second class, pay not to exceed \$1,000 per annum; third class, pay not to exceed \$1,200 per annum; fourth class, pay not to exceed \$1,400 per annum; assistant postal clerks, pay not to exceed \$800 per annum.

Should this be done, the third and fourth class would be employed only where the necessity of the service requires railway post-office cars, and the others upon all other routes, and classed, as now, according to distance run or work performed.

TABLE A.—Statement for the years 1870 to 1877, inclusive, of the number of railway-post-office clerks, route-agents, mail-route messengers, and local agents employed; amount of annual compensation to each class; and the percentage of increase and decrease in number and annual compensation.

Year.	Number of railway post-office clerks in service at end of each fiscal year.	Increase in railway post-office clerks.	Increase per cent.	Annual compensation.	Increase of annual compensation.	Decrease of annual compensation.	Increase per cent. of annual compensation.	Decrease per cent. of annual compensation.
1870.....	375			\$442,600 00				
1871.....	513	138	36.8	649,400 00	\$206,800 00		46.72	
1872.....	642	129	25.15	821,600 00	172,200 00		26.53	
1873.....	752	110	17.13	941,000 00	19,400 00		2.36	
1874.....	850	98	13.03	1,058,200 00	117,200 00		12.45	
1875.....	901	51	6.00	1,163,600 16	105,400 16		9.96	
1876.....	1,042	141	15.65	1,223,750 19	60,150 03		5.16	
1877.....	1,046	4	00.38	1,223,569 41		\$180 78		00.01

Year.	Number of route-agents in service at end of each fiscal year.	Increase in route-agents.	Increase per cent.	Annual compensation.	Increase in annual compensation.	Decrease in annual compensation.	Increase per cent.	Decrease per cent.
1870.....	587			\$574,606 00				
1871.....	684	97	16.52	671,280 00	\$96,680 00		16.83	
1872.....	764	80	11.69	737,820 00	66,540 00		9.91	
1873.....	862	98	12.83	828,240 00	90,420 00		12.25	
1874.....	936	74	8.58	896,680 00	68,440 00		8.26	
1875.....	987	51	5.45	896,390 52		\$289 48		00.32
1876.....	1,017	30	2.95	940,151 97	43,761 45		4.88	
1877.....	1,065	48	4.72	959,660 86	19,508 89		2.07	

## REPORT OF THE POSTMASTER-GENERAL.

Statement for the years 1870 to 1877, inclusive, &amp;c.—Continued.

Year.	Number of mail-route messengers in service.	Increase in mail-route messengers.	Decrease in mail-route messengers.	Increase per cent.	Decrease per cent.	Annual compensation.	Increase in annual compensation.	Decrease in annual compensation.	Increase per cent.	Decrease per cent.
1870.....	78					\$45,710 00				
1871.....	103	25		32.05		61,910 00	\$16,200 00		35.44	
1872.....	146	43		41.75		89,910 00	28,000 00		45.23	
1873.....	171	25		17.12		106,740 00	16,830 00		18.72	
1874.....	211	40		23.39		136,540 00	29,800 00		27.92	
1875.....	225	14		6.64		129,999 35		\$6,540 65		4.79
1876.....	219		6		2.67	147,152 27	17,152 92		13.19	
1877.....	248	29		13.24		147,598 61	446 34		03.03	

Year.	Number of local agents in service at end of year.	Increase of local mail-agents.	Decrease of local mail-agents.	Increase per cent.	Decrease per cent.	Annual compensation.	Increase in annual compensation.	Decrease in annual compensation.	Increase per cent.	Decrease per cent.
1870.....	66					\$46,230 00				
1871.....	82	16		24.24		58,430 00	\$12,200 00		26.39	
1872.....	95	13		15.75		69,216 00	10,786 00		18.46	
1873.....	110	15		15.79		82,796 00	13,680 00		19.76	
1874.....	124	14		12.73		94,710 00	11,814 00		14.25	
1875.....	125	1		00.80		89,980 70		\$4,729 30		4.11
1876.....	137	12		9.6		101,813 27	11,832 57		13.15	
1877.....	136		1		00.73	105,718 70	3,905 43		3.83	

NOTE.—The annual compensation for the years 1875, 1876, and 1877 is the amount actually expended, while the annual compensation for the previous years is the amount estimated upon the basis of the number of clerks, route-agents, &c., in service during those years.

TABLE B.—Statement for the years 1870 to 1877, inclusive, of steamboat and railroad routes, miles of annual service on the same, also miles of railway post-office service and miles of annual service thereon, together with the increase and decrease per cent.

Year.	Miles of steamboat-routes.	Increase of miles of steamboat-routes.	Decrease of miles of steamboat-routes.	Increase per cent.	Decrease per cent.	Miles of annual service on steamboat-routes.	Increase in annual miles of service on steamboat-routes.	Decrease in annual miles of service on steamboat-routes.	Increase per cent.	Decrease per cent.
1870.....	20,695					4,122,385				
1871.....	20,334		361		1.74	4,644,778				
1872.....	18,860		1,474		7.25	4,308,436		376,342		8.03
1873.....	16,762		2,098		11.12	3,947,785		360,651		9.37
1874.....	18,634	1,872		11.17		4,078,725	130,940		3.32	
1875.....	15,788		2,846		15.27	3,957,852		119,873		2.94
1876.....	14,883		905		5.73	3,704,533		254,319		5.14
1877.....	17,685	2,802		18.83		4,038,238	333,705		9.01	

TABLE B.—Statement of steamboat and railroad routes, &amp;c.—Continued.

Year.	Miles of railroad service.	Increase of miles of railroad service.	Increase per cent.	Miles of annual service on railroad routes.	Increase in miles of annual service on railroad routes.	Increase per cent.
1870	43,727			47,551,970		
1871	49,834	6,107	13.96	55,557,048	8,005,078	16.83
1872	57,911	8,077	16.21	62,491,749	6,934,701	12.48
1873	63,457	5,546	9.40	65,621,445	3,129,696	5.01
1874	67,734	4,277	6.74	72,460,545	6,839,100	10.42
1875	70,083	2,349	3.47	75,154,910	2,694,365	3.72
1876	72,348	2,265	3.23	77,741,172	2,586,262	3.44
1877	74,546	2,198	3.04	85,353,710	7,617,538	9.80

Year.	Total miles of railroad and steamboat routes.	Increase of miles of railroad and steamboat routes.	Decrease of miles of railroad and steamboat routes.	Increase per cent.	Decrease per cent.	Miles of annual service on railroad and steamboat routes.	Increase of miles of annual service on railroad and steamboat routes.	Increase per cent.
1870	64,422					51,674,355		
1871	70,168	5,746		8.92		60,241,826	8,567,471	16.58
1872	76,771	6,603		9.41		66,800,185	6,558,359	10.89
1873	80,219	3,448		4.49		69,569,230	2,769,045	4.14
1874	86,368	6,149		7.66		76,539,270	6,970,040	10.02
1875	85,871		497		00.57	79,113,762	2,574,492	3.36
1876	87,231	1,360		1.58		81,445,705	2,331,943	2.95
1877	92,231	5,000		5.73		89,396,948	7,951,243	9.76

Year.	Miles of route on which there is railway post-office service.	Increase of miles of route of railway post-office service.	Increase per cent.	Miles of annual service by railway post-office.	Increase of miles of annual service by railway post-office.	Increase per cent.
1870	8,252			6,500,000		
1871	11,208	2,956	35.82	10,072,540	3,572,540	54.96
1872	14,117	2,909	25.95	12,296,850	2,224,310	22.08
1873	14,866	749	5.30	12,747,625	450,775	3.66
1874	16,414	1,548	10.41	14,307,635	1,560,010	12.23
1875	16,932	518	3.16	14,639,785	332,150	2.32
1876	17,713	781	4.61	15,209,915	570,130	3.89
1877	17,761	48	00.27	16,898,040	1,688,125	11.10

Year.	Miles of route of railroad or steamboat on which there is route-agent or mail-messenger service.	Increase of miles of route of railroad or steamboat on which there is route-agent or mail-messenger service.	Increase per cent.	Miles of annual railroad or steamboat service on which there is route-agent or mail-messenger service.	Increase of miles of annual railroad or steamboat service on which there is route-agent or mail-messenger service.	Increase per cent.
1870						
1871						
1872						
1873						
1874						
1875						
1876	61,685			54,435,000		
1877	65,789	4,104	6.65	61,973,238	7,538,238	13.85

## INCREASE IN SERVICE.

The accompanying tables A and B are an exhibit of the increase of this branch of the postal service. While the increase in the miles of railroad routes in operation June 30, 1877, over that in operation June 30, 1876, was three and four one-hundredths per cent., (3.64 per cent.,) the increase in miles of annual service performed over these routes was nine and eight-tenths per cent., (9.8 per cent.)

The increase in the total miles of railroad and steamboat routes was five and seventy-three one-hundredths per cent., (5.73 per cent.,) while the increase in the miles of annual service performed over these routes was nine and seventy-six one-hundredths per cent., (9.76 per cent.)

The increase in miles of railway post-office routes was but twenty-seven one-hundredths per cent., (.27 per cent.,) while the increase in the miles of annual service performed was eleven and ten one-hundredths per cent., (11.10 per cent.)

The increase in the miles of route on which there is route-agent and mail-route-messenger service was six and sixty-five one-hundredths per cent., (6.65 per cent.,) while the increase in the miles of annual service performed was thirteen and eighty-five one-hundredths per cent., (13.85 per cent.) Thus the annual service performed has increased in much greater proportion than the miles of route over which it was performed.

The increase in the number of clerks and agents and in the expense of performing the service has not shown a corresponding ratio.

The service annually performed by railway post-office clerks has increased eleven and ten one-hundredths per cent., (11.10 per cent.) The annual expenditure has decreased fourteen one-hundredths of one per cent., (.14 per cent.)

The service annually performed by route-agents and mail-route messengers has increased thirteen and eighty-five one-hundredths per cent., (13.85 per cent.) The expenditure for route-agents and mail-route messengers has increased two and four one-hundredths (2.04 per cent.) and three and two one-hundredths per cent., (3.02 per cent.,) respectively.

The increase in annual mileage service performed does not indicate fully the increased work performed by the employés of the railway mail-service.

As it is well known, the railway post-office service is of comparatively recent origin. The work formerly performed in post-offices at distributing centers has been gradually assumed by the railway post-office lines as the system has been perfected, until now no distribution is made at any post-office except for the lines immediately centering at that post-office. The balance of the mail is massed on some line of railway post-office which directly connects the section for which the mail is destined, and distributed while in transit.

TABLE C.—Statement of mail distributed on the various railway post-office lines of the railway mail-service.

Division.	Date.		Months.	Number of letters distributed.	Number of sacks of paper mail distributed.	Whole number of pieces of paper mail distributed.	Number of packages of registered matter.
First .....	July 1, 1876	June 30, 1877	12	27, 047, 641	100, 809	29, 163, 200	.....
Second .....	July 1, 1876	June 30, 1877	12	76, 054, 770	222, 062	44, 309, 220	555, 478
Third .....	July 1, 1876	June 30, 1877	12	32, 289, 300	123, 294	25, 658, 800	261, 800
Fourth .....	July 1, 1876	June 30, 1877	12	10, 775, 600	29, 496	5, 899, 200	.....
Fifth .....	July 1, 1876	June 30, 1877	12	92, 232, 880	429, 507	85, 901, 333	.....
Sixth .....	July 1, 1876	June 30, 1877	12	96, 469, 547	426, 457	85, 291, 466	.....
Seventh .....	July 1, 1876	June 30, 1877	12	54, 120, 370	220, 140	44, 028, 000	.....
Eighth .....	July 1, 1876	June 30, 1877	12	17, 021, 400	50, 038	10, 007, 600	.....
Through mail line, New York to Chicago .....	July 1, 1876	June 30, 1877	12	78, 847, 800	292, 824	58, 564, 800	257, 070
Total .....				484, 909, 308	1, 899, 627	379, 823, 619	1, 074, 348

TABLE D.—Consolidated statement of facing-slips received on letter-packages made up by railway post-office clerks and route-agents in the several divisions of the railway mail-service during the year ending June 30, 1877.

Divisions.	Total number of slips returned.	Total correct.	Total incorrect.	Total errors.	Total number of packages mis-sent.	Total number of packages mis-directed.	Number of letters handled.
First .....	1, 200, 017	1, 194, 075	5, 942	9, 172	(a)	(a)	60, 000, 850
Second .....	1, 512, 128	1, 506, 405	5, 723	9, 764	108	67	75, 606, 400
Third .....	761, 088	755, 513	5, 575	7, 359	327	.....	38, 054, 400
Fourth .....	1, 334, 187	1, 332, 443	11, 744	17, 411	(a)	(a)	66, 709, 350
Fifth .....	1, 900, 943	1, 871, 094	29, 854	51, 783	430	164	95, 047, 400
Sixth .....	3, 546, 065	3, 488, 152	57, 853	85, 818	1, 630	.....	177, 300, 250
Seventh .....	1, 406, 496	1, 381, 596	24, 900	40, 447	(a)	(a)	70, 324, 800
Eighth .....	121, 692	120, 263	1, 429	2, 061	(a)	(a)	66, 084, 600
Through mail line, New York to Chicago .....	607, 204	586, 488	20, 716	41, 102	(a)	(a)	87, 868, 800
Total .....	12, 389, 765	12, 226, 029	163, 736	264, 917	2, 495	231	676, 996, 850

a Not given.

b Imperfect return.

## MAGNITUDE OF DISTRIBUTION ON LINES OF RAILWAY MAIL-SERVICE.

Table C is an exhibit of the amount of mail distributed in the various lines of railway post offices.

As this is the first year in which a record has been kept, it is not absolutely perfect, but is sufficiently so to give some idea of the workings of the service.

The number of letters distributed, amounting to over four hundred and eighty-four (484,000,000) million, does not include the letters handled in "city" packages, made up direct for the larger post offices at the office of origin, or in the railway post-offices, but includes only those distributed piece by piece to the various connecting lines and to post offices on the line, nor does it include mail local to the line over which the railway post-office passes.

Table D gives the returns of slips made on railway post-office and route-agent lines during the year. Each package of letters, except those

for "city" delivery direct, is covered by a slip bearing the name of the clerk making the same, date and name of the route upon which he performs service. All mistakes contained in these packages are checked against the clerk who makes the package, and a record of the same is forwarded to the general office. In this way the manner in which each clerk performs his duty is known.

It will be seen that during the year twelve million three hundred and eighty-nine thousand seven hundred and sixty-five (12,389,765) slips were returned. Of these twelve million two hundred and twenty-six thousand and twenty-nine (12,226,029) covered packages in which the distribution was correct, and one hundred and sixty-three thousand seven hundred and thirty-six (163,736) covered packages which contained mistakes in the distribution.

The packages covered by the one hundred and sixty-three thousand seven hundred and thirty-six (163,736) slips contained two hundred and sixty-four thousand nine hundred and seventeen (264,917) letters that were missent and delayed.

The estimated number of letters contained in the packages covered by the twelve million three hundred and eighty thousand seven hundred and sixty-five (12,389,765) slips is six hundred and seventy-six million nine hundred and ninety-six thousand eight hundred and fifty, (676,996,850.)

It would therefore appear that one letter out of each twenty-five hundred letters distributed was missent.

As these slips are not placed upon "direct" packages for city delivery, which constitute about fifty per cent. (50 per cent.) of all the mails, the showing in reality is much better than indicated above.

The estimated number of letters mailed in the United States during one year is seven hundred million, (700,000,000;) of pieces of second-class mail, one hundred and sixty million, (160,000,000,) and of pieces of third-class mail, two hundred and forty million, (240,000,000,) a total of one thousand one hundred million (1,100,000,000) pieces of mail matter.

By table C it will be seen that there was distributed on the railway post-offices alone, during the year, four hundred and eighty-four million nine hundred and nine thousand three hundred and eight (484,909,308) pieces of "letter" mail, and three hundred and seventy nine million eight hundred and twenty-three thousand six hundred and nineteen (379,823,619) pieces of second and third-class mail—a total of eight hundred and sixty-four million seven hundred thousand (864,700,000) pieces.

#### CIVIL SERVICE.

The statement of work performed and errors reported shows a great improvement over the past year.

Since the adoption in this service of a system of examination and checks there has been a steady increase in the efficiency of the employés.

During the year the record of each man has been obtained, and if he did not pass a satisfactory examination upon the actual distribution which he was required to perform upon the cars, he was called upon to resign. Some of the examinations are highly creditable. As the examinations cover the actual work each man is called upon to perform, the most hypercritical cannot object to being subject to it, and, if retired from the service on account of inefficiency, cannot complain. The only objection that can be raised to such examination is that success depends upon the memory. Occasionally, a clerk will pass a good ex-

amination, but make a very poor distribution. This, however, is corrected by the system of slips explained above, by which all errors made are recorded.

The system adopted during this fiscal year of making all appointments for a probationary period of six months, at the end of which they absolutely expire, and only reappointing an employé on condition that his record is good and he has shown that he is an efficient clerk, has proven a success. Each clerk recognizes at once that his record will be closely scrutinized, and takes especial pains to make himself proficient, in order that he may not fail of reappointment.

I think it is safe to say that there is in operation in this branch of government service the most perfect "civil service" that has been or can be adopted. Each employé understands that it is upon his record only that he can be retained in the service. That record is made up from the daily record of work performed.

There is no possible way of evading or influencing the result after the work has passed out of his hands, and the result is increased efficiency each year.

#### RAILROAD-SERVICE.

Under date of July 14, 1876, the executive officers of the railroad companies over which the department had established the "fast" and "limited" mail-service, gave notice that on and after July 22 service would be discontinued on their lines.

The fast and limited mail-service was regular railway post-office service, run over the New York Central and Lake Shore Railroads once each way daily on special trains, and the other trips on regular passenger-trains, and over the Pennsylvania Railroad run, except one trip each way daily between Philadelphia and Trenton, on regular passenger-trains, the department, however, controlling to a great extent the arrangement of schedules and the choice of trains.

Prior to the establishment of this service there was double daily railway post-office service on the New York Central and Hudson River Railroad, and all the service on the Lake Shore and Michigan Southern Railroad that was desired; single daily railway post-office on the Pennsylvania Railroad to Pittsburgh, Pa., but none west on the connecting lines.

When the service was discontinued July 22, the New York Central and Hudson River Railroad would only furnish single daily railway post-office service on their line to Buffalo, N. Y., and double daily service of an inferior grade on the Lake Shore and Michigan Southern Railroad.

On the Pennsylvania Railroad the old service was restored.

Negotiations were immediately commenced with both these railroad companies, which were pushed as vigorously as possible during the ensuing months, and finally resulted in the Pennsylvania Railroad tendering ample and complete accommodations for railway post-office and other mail service. The new service was commenced December 12, 1876, and has been since improved as fast as the company could build the necessary equipment, nearly all of which was required to be new.

The Lake Shore and Michigan Southern Railroad also consented to place any facilities in their power at the disposal of the department, and very complete service was placed on the road on January 1 of this year.

The New York Central and Hudson River Railroad, however, have steadily refused to grant any facilities at all commensurate with the weight of mails passing over their road, or the character of country through which the road runs. There is but one service each way daily

by railway post-office car. The mails are carried on only such trains as the company will permit, and then only in case there is sufficient room in the baggage-cars after the regular baggage is loaded.

Such service as this cannot and does not meet the requirements of the public.

Negotiations were commenced the early part of the fiscal year with a view of placing additional railway post-office service on the lines out of Boston, Mass., Chicago, Ill., and Saint Louis, Mo.

The discontinuance of the railway post-office service on the trunk-lines made the necessity of this more apparent, and during the fall and winter months additional service was placed on the leading lines out of Chicago, Ill., and Saint Louis, Mo., and on the Hoosac Tunnel line between Boston, Mass., and Troy, N. Y.

Owing to the small appropriation for railway post-office clerks, the full advantage of this increased service has not as yet been realized.

Negotiations have also been carried on with a view to obtaining from the joint lines between Boston, Mass., and Albany, N. Y., and New York, N. Y., via Springfield, Mass., better postal-car accommodations, but as yet without particular success, although the prospect is now encouraging.

#### COMPENSATION FOR MAIL-TRANSPORTATION.

The experience of this fiscal year can but impress upon the department and Congress the necessity of some change in the law regarding the transportation of mails upon railroads, so that the department can control proper facilities for the same. It is not likely that any railroad will absolutely refuse to carry mails, but the use of certain trains has been repeatedly refused by several of the large companies, and it has also been absolutely impossible to obtain sufficient facilities from one of the largest trunk-lines for the proper performance of the work local to the line.

In most cases, however, the companies have shown a disposition to afford the department such facilities as were necessary until the report of the special commission on railway mail-transportation could be made and acted upon.

The appropriation for mail-transportation is nearly, if not quite, sufficient to obtain all the accommodation the department needs, unless it be increased speed. The fault lies in the method of compensation. The basis should be the accommodations afforded, and each separate accommodation should be paid for and be a distinct factor in the aggregate.

Under the present law the payment for weight is greatly excessive if the mail is carried in bulk only, while the payment for car-space is greatly deficient where long postal cars are provided. It is vastly more profitable to carry the mails in bulk, stowed away with baggage. It is therefore to be expected that the companies will not furnish car-space sufficient for the proper distribution unless there be some other and greater inducement than that now afforded by the schedule of payment for postal cars.

As the department can by a simple and practicable change in the present law be placed in an attitude where it can negotiate and command, rather than coax and beg, and this, too, without a material increase in the expenses of mail-transportation, it seems but reasonable to ask that it be done.

Through Philadelphia and Albany passes an average of over eighty tons of mails daily, or 50 per cent. of all the mail originating daily in the United States. At the option of a railroad company, this matter can be, and has been shown is, delayed in reaching its destina-

tion. You may have the most perfect possible connecting and lateral service, but this delay cannot be avoided unless there is some way provided for obtaining such facilities as the department requires from any and all companies.

The department should be clothed with absolute power to demand of, and obtain from, any and all railroads, not only that mail be carried upon any regular train which it may select, but that sufficient accommodations should be afforded to enable the employés of this department to make the necessary distribution while in transit.

In the United States, the average distance which mail is carried being so much greater than in any other country, and consequently so much time consumed in transit, it should not be more delayed by forcing it into terminal or "distributing post-offices" for distribution to connecting lines, when it can be done upon the railroad, and be ready upon arrival at any point for dispatch upon connecting trains.

Another feature which, though not expressly commanded by law, yet is by custom ingrafted upon the carriage of mails by railroads from the practice which obtained where mails were almost entirely conveyed by coaches, is that of compelling the railroad to go with the mails to all post-offices within eighty rods of their line. The transportation of mails upon railroads should end and begin at the station, including, however, all transfers at common depots. As it is now, the mail at the greater number of post-offices is carried by persons who acknowledge no fealty to the department, who at the time of the arrival of the mails have their entire attention occupied with business consequent upon the arrival and departure of trains at and from the stations; the mails are thrown one side until all other business is finished before being attended to. The mails are thus exposed to all sorts of irregularities, for which, in most cases, the department has no remedy, the person whose duty it is to attend to them not being an employé of the department, while the railroad companies, doing this messenger service in most cases under protest, will not co-operate in correcting the irregularities.

#### ESSENTIAL FEATURES OF A LAW GOVERNING COMPENSATION FOR MAIL TRANSPORTATION.

The essential elements of a bill to regulate the compensation to railroad companies for the transportation of the mails are—

First. Payment in proportion to the service performed—increasing with increase of service; decreasing with decrease of service; recognizing frequency, quality, and efficiency of the service.

Second. Confining the service performed by the railroad companies strictly to the transportation of the mails on railroads.

Third. Making it, if possible, obligatory upon the part of the railroad to give the mails the full advantage of all their facilities.

#### RAPID TRANSPORTATION.

The "fast" and "limited" mail-service which was in operation at the commencement of the fiscal year, but which was discontinued during July, afforded the public the greatest possible accommodation. By it the delivery of the great bulk of the correspondence was greatly advanced. It enabled the dispatch of mails at the great commercial centers for the distant sections of the country to be held to a much later hour, affording the public the advantage of the time before consumed in transit. It delivered the mail at destination at an earlier and more seasonable hours, and increased the regularity and punctuality of the delivery of the mails.

As the postal cars are now attached to overloaded passenger-trains,

it is impossible to make schedule time, and the consequence is, connections are frequently missed, which, in most sections, involves a delay of from twelve to twenty-four hours.

This could be entirely overcome by running railway post-office trains between Boston, New York, Chicago, Saint Louis, Cincinnati, and Washington, where the bulk of mails is sufficient to warrant it, (to which passenger accommodations might be attached within certain limits,) connecting at those points with trains run upon the best schedules the department could obtain for the compensation that the bulk and importance of the mails would warrant.

TABLE F.—*Casualties in the railway mail service, from July 1, 1876, to July 1, 1877.*

1876.

*July 31.*—Mail-train collided with a freight-train near Manassas, on the Virginia Midland Railroad, and Route Agent John C. Clark received severe injuries about the head and arms, which incapacitated him for duty for about three weeks.

*August 22.*—Jacob Roos, head clerk Chicago and Cincinnati railway post-office, while passing through train, slipped and fell under the cars, two of which passed over his left arm, rendering amputation necessary; he also had two ribs broken and was otherwise internally injured.

*28.*—Mail-train on Cairo and New Orleans Railroad ran into a washed culvert near Tongaloo, wrecking mail and baggage cars and two coaches. Mail-car thrown down embankment, and W. T. Tinkle, head clerk, slightly injured. Mail-matter not in pouches damaged by water.

*September 3.*—Mail train between Baltimore and Grafton, when near Harper's Ferry, W. Va., ran into some freight-cars which were off the track. The postal-car was thrown over the express-car, tender, and engine, and into the Chesapeake and Ohio Canal, and completely wrecked. Postal Clerks A. F. Rittenhouse and G. W. Waite were severely injured. No mail lost.

*September 8.*—New York and Washington through line, a package of newspapers damaged by fire caused by a spark from the locomotive.

*September 12.*—Mail-train New York to Washington, when near Torresdale, Pa., collided with freight-train, completely demolishing the postal car and scattering the mail along track for about a mile; no mail reported lost. Clem R. James, chief head clerk, was thrown out with great force, and received injuries from the effects of which he died September 20 following.

*September 12.*—Postal car on Danville and Charlotte Railroad ran off the track, and William Ira Eddins, route-agent, was seriously injured.

*September 14.*—C. M. Black, postal clerk, Lafayette and Quincy railway post-office, was slightly injured while catching mails.

*October 11.*—Lake Shore and Michigan Southern Railroad, between Toledo and Bryan, Ohio, two sacks paper-mail almost totally destroyed by fire, caused by a spark from the engine. The mail being in a through baggage-car, the fire gained considerable headway before being discovered.

*December 6.*—Mail-boat with mail for Escanaba left Fayette, Delta County, Michigan, December 6, 1876, and as nothing more was ever heard from boat or boatmen, it is believed she went down, with all on board, during a severe storm. Mails small; two lives supposed to have been lost.

*December 7.*—Accident on the Vicksburgh and Meridian route, caused by a broken rail, by which Thomas W. Lindsey, route-agent, was slightly injured.

*December 20.*—Mail-train on Kansas City (Mo.) and Denver (Colo.) Railroad, when near Ellis, Kans., went through a bridge into the dry creek-bed below; took fire, and the mail-car and contents were entirely destroyed. D. L. Crandell, route-agent, was seriously bruised and burned. The mail lost was 28 registered packages, one No. 2 pouch, letter-mail, and 4 tie-sacks paper-mail.

*December 22.*—Mail-car on Pottsville, Tamaqua and Herndon (Pa.) route, near Locust Gap, Pa., was thrown from track and completely demolished, and, taking fire from the overturned stove, a portion of the mail was destroyed. Charles Shelley, route-agent, slightly injured.

*December 29.*—Lake Shore and Michigan Southern Railroad: the No. 5 Pacific Express, consisting of 2 engines, 4 baggage and express, and 7 passenger cars, upon arriving at Ashtabula, (and by reason of the bridge giving way,) was, with the exception of one engine, precipitated into the river below, where the wreck took fire and a great number of persons were killed and injured. No postal car or clerks on train, but about 8,000 pounds of mail was totally destroyed.

*December 29.*—New York and Montreal: night express from Montreal went through bridge near Pittsford; no mail lost, and no one seriously injured.

1877.

*January 8.*—Vermont Central Railroad, Rutland and Burlington division: mail car thrown from track. J. W. Snow, route-agent, seriously injured by stove falling upon him.

*January 15.*—John C. Thomas, postal clerk, New York and Buffalo, in attempting to board train (while in motion) at Syracuse, N. Y., was thrown under the cars, and received injuries from effects of which he died the same night.

*January 18.*—James N. Murdock, route-agent Richmond and Charlotte Railroad, while stepping from train on a broken platform at Richmond, Va., seriously injured his ankle.

*January 20.*—Southern Minnesota Railroad: mail-car thrown off the track, near Ramsey, and rolled down an embankment and caught fire. Small amount of paper-mail burned.

*March 9.*—Lake Shore and Michigan Southern Railroad: train No. 4, leaving Chicago, when near Sedan, collided with a freight-train; tender and baggage-car telescoped into the postal car, which immediately took fire, and car and contents (including registered matter) were entirely destroyed. Among the registers was a box, said to contain 25 rouleaux of gold, mailed by Donahue, Kelly & Co., San Francisco, Cal., to Eugene Kelly & Co., New York City; about 80 pounds of this, more or less melted, was saved from the wreck and delivered to Kelly & Co., through Postmaster T. L. James, of New York, N. Y.

*April 26.*—Bridge gave way near Easton, on the Maryland and Delaware Railroad, throwing engine and mail-car down embankment; no mail lost, nor injuries reported.

*June 1.* Lynchburg and Bristol Railway post-office: when near Bangs Station, the roof of mail-car was discovered to be on fire. No mail burned, but all was more or less injured by water.

*June 1.* Columbus and Athens Railroad: trains wrecked by washing out of culvert, and W. H. H. Minturn, route-agent, was seriously injured.

*June 2.* Lehigh Valley Railroad: mail-train thrown from track, between Laceyville and Wyalusing, and mail-car thrown over on its side. No mail lost, but one sack paper-mail slightly damaged by water from the cooler. No injuries reported.

June 9. Thomas Morrow, route-agent, Pittsburgh and Altoona, got aboard Cincinnati express at Union depot, Pittsburgh, mistaking it for his own train, and upon discovering his error, when near Birmingham, he jumped from the train while it was in motion and received very serious injuries.

June 19. Train on Chicago and Southwestern Railroad went through bridge near Brighton, Iowa. No personal injuries reported, but all the mail was more or less damaged by water and grease.

June 26. New York and Pittsburgh: train when near Cave Station was struck by a tornado. The side door of postal car was torn from its hinges and the car flooded and almost upset; four or five letters were blown from the car, but no other mail was lost or damaged.

#### FIRE.

I would respectfully recommend that some further provision be made to guard against fire in the postal cars.

As will be seen in the report of casualties, Exhibit F, the mails have severely suffered during the fiscal year from this cause, and there was no case where the loss could not have been avoided had some simple precautionary measures been taken.

In the accident on the Lake Shore Road at Sedan, Ind., the entire mail from the West to the East was destroyed, resulting in untold confusion and inconvenience to the public, and the destruction of registered mail to the value of between seventy-five thousand (\$75,000) dollars and one hundred thousand (\$100,000) dollars.

A plan has been submitted, which appears feasible, of placing a gas fire-extinguisher (charged ready for use) in the bottom of the car so as to be reached from either inside or outside. By this means, in case an accident occurred resulting in fire, an immediate application could be made.

In every case of destruction by fire, which has come within my knowledge, this or a similar device could have been utilized.

As most of these fires have been ignited by the lamps used on the train, one of the first steps to be taken would be to ascertain whether some method of lighting could not be adopted which would reduce this liability, and at the same time afford the requisite light.

My former recommendation, that an expenditure for this purpose not exceeding five hundred (\$500) dollars, is renewed.

#### UNIFORMS.

As many of the mails are necessarily exposed to the public while in transit between post-offices and stations, and being transferred at stations, it seems very necessary that all the protection possible should be thrown around them.

The adoption of closed wagons in the large cities has worked satisfactorily.

As mails, while being transferred, are more or less exposed to depreciation, it has been recommended that all employés of this service who, in the discharge of their duties, are required to handle the mails in public, be required to wear some uniform dress, that it may be known whether or not persons in possession of the same are properly authorized.

I would therefore respectfully recommend that Congress be asked to authorize such uniform, and attach a penalty to its use by unauthorized persons.

Very respectfully,

THEO. N. VAIL, *Gen. Sup't.*

HON. THOS. J. BRADY, *Second Ass't P. M. G.*

POST-OFFICE DEPARTMENT,  
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., Nov. 1, 1877.*

SIR: I have the honor to submit the following as my report of the operations of this office for the fiscal year ending June 30, 1877, and to call your attention to the subjoined tables, numbered from 1 to 17, which form part of the same, viz:

No. 1. Estimates of the expenditures and revenues of the Post-Office Department for the fiscal year ending June 30, 1879, with explanatory papers, marked No. 1 *a* to No. 1 *g*.

No. 2. Estimate of the indebtedness of the department for the past two fiscal years, (not yet adjusted.)

No. 3. Receipts and expenditures for the fiscal year ending June 30, 1877, compared with the two preceding years.

No. 4. Receipts and disbursements on account of the Post-Office Department at treasury depositories.

No. 5. Receipts and disbursements at post-office depositories.

Nos. 6 and 7. Number and value of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the year.

No. 8. Number and value of official postage-stamps, stamped envelopes, and wrappers furnished the several executive departments during the year.

No. 9. Statement showing increase or decrease in issues of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards of all kinds during the year.

No. 10. Statement of amount of dead mail-matter treated in the division of dead letters during the year.

No. 11. Statement showing the number, classification, and disposition of unmailable letters received in the division of dead letters during the year.

No. 12. Statement showing detailed classification and disposition of letters containing valuable inclosures received in the division of dead letters during the year.

No. 13. Statement showing the number of foreign letters received and treated in the division of dead letters during the year.

No. 14. Statement showing the number, classification, and disposition of dead registered letters in the division of dead letters during the year.

No. 15. Statement of the number of registered letters transmitted from each State and Territory during the year.

No. 16. Statement showing the operations of the registered-letter system at the cities of New York and Chicago during the year.

No. 17. Statement showing the number and value of registered packages forwarded during the year for the Post-Office and Treasury Departments.

ESTIMATES.

A detailed explanation of the estimates of appropriations required for the service of this office during the coming fiscal year will be found among the papers accompanying the table (No. 1) of estimates attached to this report. The list of estimates embraces ten items, principally for the manufacture of postage-stamps, stamped envelopes, and postal cards, and aggregates \$905,000—a decrease of \$246,150, or 21.3 per cent., from the appropriations for the current year, notwithstanding that there is

an estimated increase of issues of 10 per cent. in postage-stamps, 12 per cent. in stamped envelopes, and 20 per cent. in postal cards. This decrease in the amount of the estimates is due to exceedingly advantageous contracts recently entered into for the manufacture of postage-stamps and postal cards.

The cost of manufacturing stamped envelopes is by law refunded to the department when the envelopes are sold to the public; and deducting the amount estimated for this item, with those for the stamped-envelope agency, and for ship, steamboat, and way letters, also refunded, leaves the estimated net cost to the revenues for maintaining the service of this office at \$335,000.

#### OPERATIONS OF THE BUREAU.

The work of this office is distributed among the divisions of finance, of stamps, stamped envelopes and postal cards, of dead letters, of registration, and of files, records, and mails, details of the operations of which are presented in the following statements:

#### DIVISION OF FINANCE.

The receipts and expenditures of the department during the fiscal year ended June 30, 1877, as shown by the books of this division, were as follows:

##### *Receipts.*

Letter-postage, paid in money.....	\$241,353 26
Box rents and branch offices.....	1,321,968 08
Fines and penalties.....	7,541 62
Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards.....	25,757,515 76
Dead letters.....	4,945 50
Revenue from money-order business.....	109,148 01
Revenue from money-order business, international, June 30, 1875.....	63,261 84
Miscellaneous.....	25,846 19
Total.....	27,531,585 26

The item of revenue from money-order business, international, (\$63,261.84.) properly belongs to the receipts for 1875, and if deducted from above total would make the actual receipts for the last fiscal year.....	\$27,468,323 42
The total expenditures for the year were.....	32,322,504 24

An excess over the receipts appertaining to, and for, the last fiscal year of 4,854,180 82

The total receipts for the year were \$1,112,612.24 (or 4.0+ per cent.) less than those of the preceding year, and \$1,126,618.54 (or 4.0+ per cent.) less than the estimates therefor.

The decrease is due largely to the reduction in receipts for official postage-stamps, the amount derived from that source during the last fiscal year being only \$370,730.47 against \$1,281,389.43 for the previous year. Excluding official postage-stamps and money-order receipts from both fiscal years, the reduction in ordinary receipts was only \$183,592.29, or about three-fifths of one per cent.

As explained by note appended to the summary of receipts and expenditures in the report of the Auditor for the Post-Office Department for the last fiscal year, the appropriation for official postage-stamps for this department was not available as revenue, because of the terms of the act making the appropriation; and, accordingly, the amount of such

stamps used by the department during the last fiscal year (\$656,095.50) does not appear either in the aggregate receipts or in the receipts from official postage-stamps.

Table No. 3, which accompanies this report, shows the receipts and expenditures by fiscal quarters, and the increase or decrease as compared with previous years.

In addition to the receipts stated above, there was realized on grants from the treasury, on account of special and deficiency appropriations, the sum of \$7,013,300, making the total amount received from all sources \$34,544,885.26, an excess over the expenditures of \$1,058,562.82.

The estimated expenditures for the fiscal year ending June 30, 1879, are .....	\$36,427,771 00
The estimated revenue for the same year is .....	29,034,098 28

Leaving a deficiency to be appropriated out of the general treasury of ..	7,393,672 72
---	--------------

Table No. 1, accompanying this report, furnishes the estimates in detail.

Of the appropriations for deficiencies, undrawn and unexpended, on the 30th June, 1876, there was the sum of \$10,771,960.75.

The unexpended balances for 1873 and 1874 having been carried to the surplus fund June 30, 1877, there remained on that date, undrawn and available, a total of .....	\$9,084,556 13
During the year there was drawn the sum of .....	6,700,000 00

Leaving for payment of indebtedness to June 30, 1877; .....	2,384,556 13
Against above amount there is chargeable for mail-service not yet ad- justed, the sum of (estimated) .....	645,073 46

Leaving a net balance of deficiency appropriations of .....	1,739,482 67
---	--------------

A detailed statement of unadjusted liabilities will be found in Table No. 2.

The receipts and disbursements at treasury and post-office depositories during the last fiscal year may be briefly summarized thus:

At treasury depositories:

Balance subject to draft June 30, 1876 .....	\$866,175 69
Aggregate receipts during the year ended June 30, 1877 .....	11,317,719 24
Total .....	12,183,894 93
Amount of warrants paid during year .....	11,103,783 61
Balance subject to draft June 30, 1877 .....	1,080,111 32

Transactions at these depositories, in detail, with amount of increase or decrease, as compared with previous years, are shown in Table No. 4, accompanying this report.

At post-office depositories:

Balance subject to draft June 30, 1876 .....	\$321,947 66
Aggregate receipts during the year ended June 30, 1877 .....	3,223,614 20
	3,545,561 86
Less amount of credit balances for 1876, paid during the last fiscal year ..	4,372 94

Total .....	3,541,188 92
Disbursements during the year .....	3,161,923 62
Amount subject to draft June 30, 1877 .....	379,265 30

Table No. 5, submitted with this report, exhibits the receipts and disbursements at the different post-office depositories in detail.

During the year there were 4,113 contracts for mail-service received

from the Second Assistant Postmaster-General, and 7,252 orders of the Postmaster-General, recognizing mail-service not under contract, curtailing or extending service or modifying previous orders, being an increase of 302 contracts and a decrease of 1,060 orders, as compared with the previous year. These contracts and orders were entered upon the books of the division, for reference when passing upon reports from the Auditor for the payment of mail-contractors and other creditors of the department. The number of such reports received and adjusted during the year was 30,154, a decrease of 2,696 from the previous year.

Accounts were kept with the treasury, 9 sub-treasuries, and 35 designated depositories, involving the sum of \$11,317,719.24, against which 12,593 warrants were issued.

Accounts were also kept with 100 post-office depositories, involving the sum of \$3,323,614.20, of which \$2,661,480.56 arose from the proceeds of the depository offices themselves; \$408,839.74 from deposits (on 8,476 certificates) by other offices; and \$153,293.90 from collection drafts. Against the accumulations in the depository offices, 17,561 drafts were issued. In addition to the amount paid out by draft, the sum of \$1,321,851.21 was paid to route-agents, railway post-office clerks, mail-messengers, and letter-carriers by the postmasters authorized to make such payments, the accounts for which were rendered monthly to this office.

Upon the deposit desk of this division a record of 3,053 depositing offices was kept, showing that 9,832 certificates of deposit were received and entered, 6,700 circulars of instruction and 896 Auditor's statements of account forwarded to postmasters, and 2,300 letters from postmasters relative to balances due were received, noted upon the books, and properly referred or answered.

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

During the year, through the agency of this division, there were issued to postmasters for sale to the public ordinary postage-stamps to the number of 689,580,670, and of the value of \$18,181,676; of newspaper and periodical stamps, 1,388,709, valued at \$1,090,605.10; of ordinary stamped envelopes, plain, 84,285,700, valued at \$2,281,574.11; of stamped envelopes bearing a return-request, 64,374,500, valued at \$2,069,995.65; of newspaper-wrappers, 21,991,250, valued at \$265,362; of postal cards, 170,015,500, valued at \$1,700,155; of official postage-stamps issued to Executive Departments for official use, 13,867,145, valued at \$614,107.20; and of official stamped envelopes and wrappers, 14,750,445, valued at \$412,361.41; making a total number of 1,060,253,919, and a total value of \$26,525,836.47.

These figures show the following differences from the values of the same articles issued during the previous year: There has been an increase in the value of newspaper and periodical stamps issued of \$55,350.35, or 5.85 per cent.; of ordinary stamped envelopes, \$1,255.37, or 0.05 per cent.; and of postal cards, \$192,005, or 12.73 per cent. There has been a decrease in the issues of ordinary stamps of \$591,778, or 3.15 per cent.; of special-request stamped envelopes, \$9,582.65, or 0.46 per cent.; of newspaper-wrappers, \$8,361.50, or 3.05 per cent.; of official stamps, \$49,724.30, or 7.49 per cent.; and of official stamped envelopes and wrappers, \$16,749.52, or 3.9 per cent. In the value of all the ordinary issues there was a decrease of \$361,111.43, or 1.39 per cent.; in the value of the ordinary and official issues combined there was a

decrease of \$427,585.25, or 1.58 per cent. This is the only instance within the last ten years of a falling off in the general issues.

Additional to the above, there were issued during the year 5,137,000 registered-package envelopes, 9,829,200 post-office (unstamped) envelopes, and 344,500 dead-letter envelopes, making a total of 15,310,700.

In sending out the foregoing supplies, the following number of requisitions was filled :

For ordinary postage-stamps.....	103,829
For newspaper and periodical stamps.....	8,204
For official postage stamps.....	37,911
For ordinary stamped envelopes and wrappers, (plain).....	51,504
For special-request stamped envelopes.....	55,865
For official stamped envelopes.....	3,155
For postal cards.....	47,322
For registered-package envelopes.....	42,268
For post-office envelopes.....	40,150

Making a total of..... 390,208

In the following table a comparison is made with the operations of the division in the same particulars during the preceding fiscal year :

Articles.	Requisitions filled in 1877.	Requisitions filled in 1876.	Increase.	Decrease.
Ordinary stamps.....	103,829	104,037		208
Newspaper and periodical stamps.....	8,204	7,212	992	
Official stamps.....	37,911	39,035		1,124
Ordinary stamped envelopes.....	51,504	49,969	1,535	
Special-request envelopes.....	55,865	66,190		10,325
Official stamped envelopes.....	3,155	3,059	96	
Postal cards.....	47,322	43,103	4,219	
Registered-package envelopes.....	42,268	41,640	628	
Post-office envelopes.....	40,150	39,685	285	
Total.....	390,208	394,110	7,755	11,657
Net decrease, (nearly 1 per cent.).....				3,902

The number of packages of ordinary stamps forwarded was.....	107,305
Of newspaper and periodical stamps.....	8,209
Of official stamps.....	38,077
Of ordinary stamped envelopes and wrappers.....	72,875
Of special-request stamped envelopes.....	52,043
Of official stamped envelopes.....	7,075
Of postal cards.....	58,058
Of registered-package envelopes.....	42,818
Of post-office envelopes.....	40,780

An aggregate of..... 427,240

The following is a comparison between the number of packages sent out during the year with the number sent during the year preceding :

Articles.	Number of packages sent in 1877.	Number of packages sent in 1876.	Increase.
Ordinary stamps.....	107,305	105,343	1,962
Newspaper and periodical stamps.....	8,209	7,093	1,116
Official stamps.....	38,077	38,711	*434
Ordinary stamped envelopes.....	72,875	69,019	3,856
Special-request envelopes.....	52,043	51,500	543
Official stamped envelopes.....	7,075	6,886	189
Postal cards.....	58,058	53,231	4,827
Registered-package envelopes.....	42,818	42,440	378
Post-office envelopes.....	40,780	40,436	344
Total.....	427,240	414,659	12,581
Percentage of net increase.....			3.0

\*Decrease.

Out of the above very large number of packages transmitted but two were lost—one package of postage stamps, valued at \$74, and the other a package of stamped envelopes, valued at \$8.15—the amount of which is probably the smallest loss that has ever occurred before in one year.

The system of collecting postage in advance on newspapers and periodicals mailed from their offices of publication to regular subscribers, under the act of Congress approved June 23, 1874, still exhibits its advantages over the system formerly in operation. Over 14,000 quarterly returns, covering collections of this particular class of postage, have been made during the year by postmasters at 3,576 offices, which returns, after being carefully audited, have been entered upon the books of the division. The amount of this postage is as follows:

On 40,865,246 pounds of matter, at 2 cents per pound .....	\$817, 304 92
On 6,913,803 pounds of matter, at 3 cents per pound .....	207, 414 24
Total .....	1, 024, 719 16

This shows an increase over the amount collected during the preceding year of \$10,564.89, or 1.04 per cent. Of the total amount it will be seen from the subjoined table that more than half was collected at only six post-offices:

Offices.	Pounds of newspaper and periodical matter.	Amount of postage on same.
New York, N. Y. ....	15, 397, 438	\$338, 029 62
Chicago, Ill. ....	3, 653, 202	77, 915 81
Boston, Mass. ....	3, 082, 255	66, 412 40
Philadelphia Pa. ....	2, 175, 112	52, 643 84
Saint Louis, Mo. ....	2, 093, 503	43, 797 72
Cincinnati, Ohio. ....	1, 869, 110	39, 724 86
Total .....	28, 270, 620	618, 524 25

From the decrease in the number of requisitions filled during the year, as before stated, (though such decrease is but trivial,) it must not be assumed that the labors of this division have been reduced. This is far from being the case. They have, on the contrary, been very largely increased, not by the usual and legitimate augmentation of business, but by the instrumentality of an evil which sprang into existence several years since, and which has already grown to dangerous proportions. I allude to the practice among postmasters at fourth-class offices of selling stamps and stamped envelopes to persons outside of their respective deliveries, and of using them as the medium for private traffic, or for the discharge of private obligations, with a view to increasing their compensation under the present law regulating salaries. Under ordinary circumstances it has been heretofore customary to examine carefully every requisition for these articles, in the endeavor to prevent excessive supplies, and to confine them within an amount proportional to the postmaster's bonded obligations; but since the passage of the law referred to, and especially during the past year, so inordinate in amount have these requisitions been, that a still greater degree of vigilance has of necessity been exercised. The largest amount of time and labor possible with the present force of the division, or compatible with its prompt performance of other necessary duties, has thus been bestowed

in efforts to check the increasing delinquencies of postmasters in this matter.

Further on in this report will be found statements to show why the present system of compensating postmasters, under which these delinquencies occur, should be abolished.

#### DIVISION OF DEAD LETTERS.

The whole number of letters received and treated during the year in this division was 3,288,290, a reduction from last year's receipts of 296,454, or over 8 per cent., which may be explained by the general depression of business, (causing less commercial correspondence,) and the greater efficiency of the delivery service.

The decrease in the number of letters without inclosures returned to their writers, is accounted for by the reduced appropriation which necessitated the discharge of ten of the clerks engaged on that work. At its last session, however, Congress provided for the restoration of seven of these clerks from the beginning of the next fiscal year, and the number of this class of letters returned will therefore be proportionately increased.

Owing to the improved system of exchange of unclaimed foreign correspondence under the union postal treaty of Berne, I am gratified to be able to furnish with this report a table (No. 13) showing not only the whole number of foreign letters returned to the country of origin, but the exact number returned to each.

The present system of treating held-for-postage letters (notifying the persons addressed, and holding the letters thirty days subject to their order and a remittance of the amount due) was introduced in April, 1865, and another year's experience has not developed any sufficient reason for its change, although it will always provoke some hostility on the part of persons who feel the inconvenience of its operation, while they do not appreciate the necessity for its continuance.

The whole number of applications for missing correspondence during the year was 9,109, and in 3,477 of these cases the letters or packages were restored.

The amount of money deposited in the treasury from letters which could not be restored to the owners was \$4,754.

I would repeat the recommendation twice made by my predecessor, that some means be adopted whereby the whole number of letters mailed in this country annually may be approximately ascertained.

Owing to the want of space, the dead-letter museum has been abolished. It is a subject for regret that this display, which was the chief object of interest to visitors to the department, could not have been preserved.

For detailed statement of the work done in this division, you are referred to Tables Nos. 10, 11, 12, 13, and 14, submitted herewith.

#### DIVISION OF REGISTERED LETTERS.

Table No. 15, accompanying this report, exhibits a statement by quarters of the number of registered letters mailed and the amount of fees collected thereon, in each of the several States and Territories during the last fiscal year. It will be observed that the total number of letters and packages registered was 4,348,127, of which 673,739 were forwarded without registry fee; and of the remainder, on which fees were collected, 3,528,480 were domestic and 145,908 addressed to foreign countries. The amount of fees (exclusive of postage) collected was \$367,438.80, being an

increase over the previous year of \$32,022.20, or nearly 11 per cent. The increase in number was 340,310, or  $8\frac{1}{2}$  per cent.

In Table No. 16 will be found a statement of business performed in connection with this branch of the service at two of the principal offices of the country, New York and Chicago, the former of which handled 1,639,231, and the latter 608,392 letters, packages, and pouches for mailing, delivery, and in transit.

The losses during the year were unusually small. Omitting those occasioned by the accidental burning of a postal car at Sedan, Ind., on the 7th of March last, (the extent and character of which have not yet been fully ascertained by reason of the destruction of the accompanying records,) the number of packages actually lost was only 899, say one out of 4,830, or about one-fiftieth of 1 per cent. of the entire number forwarded.

Table No. 17, showing the number and value of packages transmitted for the Post-Office and Treasury Departments, is worthy of special examination, as affording evidence of the great efficiency of the registry service.

It will be observed that the number of packages of postage-stamps, stamped envelopes, and postal cards forwarded was 343,642, valued at \$26,525,836.47; and of United States bonds, currency, and internal-revenue stamps, 31,811, valued at \$124,147,040.54. The losses in these large transactions were confined to one package of postage-stamps, valued at \$74, and one of stamped envelopes, valued at \$8.15—a total loss of only two packages, valued at \$82.15, out of 375,453 packages, valued at \$150,677,877.01. Of the \$124,147,040.54 carried for the Treasury Department not a single penny was lost. Certainly no argument is needed, beyond the presentation of these facts, to demonstrate the security of the registry system as a means of conveyance for valuable matter.

The system is in operation at all post-offices, and its advantages are therefore extended to every individual in the country.

I may be justified in quoting briefly from the postmaster at New York City, who uses the following language in his report of the operations of the registry branch of his office for the last fiscal year, viz:

“Despite the great increase in the registered matter handled, the extra labor involved through the through-registered-pouch system and the postal convention of Berne, all registered matter has been treated with accuracy and dispatch, and of 1,639,231 packages, pouches, and letters handled in this office during the year not a single one has been lost in this office, and a perfect record exists of each and every one, affording quick reference and a thorough report, as to receipt or disposal, in any instance when desired.

“Nearly half a million registered letters were delivered in this city during the year, and there were registered at the general post-office and stations 180,768. The statistics of this and previous years show that the increase is steady, and there is no diminution in the confidence of the public in this branch of the service. I find that the number of registered letters handled in this office has more than doubled within the past five years, averaging 20 per cent. yearly increase.

“The amount of value passing through the registered mails is fabulous, and if it were possible to compute it, the result would be almost beyond belief. Packages of ‘greenbacks’ are sent, of various amounts, and in one instance one package delivered in this city contained \$500,000 in United States bank-notes, and, as was stated in evidence before the Senatorial committee in December last, forty-three packages, containing \$8,600,000 in bonds, were sent by a banking-house in this city to a foreign

bank by one steamship mail, being mailed the night before sailing, and therefore remaining in this office over night."

The through-pouch system inaugurated by my predecessor, and fully and clearly explained in his report for the fiscal year ending June 30, 1876, has justified the most sanguine expectations formed of it, and its further extension cannot fail to result beneficially to the service.

The following is a list of the through-registered pouch offices in the United States, together with the offices with which they exchange through pouches daily, viz:

Albany, N. Y., exchanges with Boston and New York.

Augusta, Ga., exchanges with New York.

Boston, Mass., exchanges with New York, Philadelphia, Portland, Washington, Chicago, Cincinnati, Saint Louis, Albany, and Buffalo.

Bangor, Me., exchanges with Portland.

Buffalo, N. Y., exchanges with Boston and New York.

Cleveland, Ohio, exchanges with New York.

Chicago, Ill., exchanges with Boston, Philadelphia, New York, Washington, San Francisco, Cincinnati, Saint Louis, Detroit, Saint Paul, and Sacramento.

Cincinnati, Ohio, exchanges with Boston, Philadelphia, New York, Washington, Saint Louis, Chicago, New Orleans, Louisville, and Nashville.

Detroit, Mich., exchanges with Chicago and New York.

Galveston, Tex., exchanges with New Orleans and Houston.

Houston, Tex., exchanges with Saint Louis and Galveston.

Indianapolis, Ind., exchanges with New York.

Kansas City, Mo., exchanges with Saint Louis.

Louisville, Ky., exchanges with Cincinnati.

Nashville, Tenn., exchanges with Cincinnati.

New Orleans, La., exchanges with Boston, New York, Philadelphia, Cincinnati, Saint Louis, and Galveston.

New York, N. Y., exchanges with Boston, Philadelphia, Washington, Chicago, San Francisco, Saint Louis, Cincinnati, Albany, Buffalo, Indianapolis, Detroit, Cleveland, Augusta, Pittsburgh, Richmond, Savannah, and Portland.

Philadelphia, Pa., exchanges with Boston, New York, Washington, Chicago, Cincinnati, and Saint Louis.

Pittsburgh, Pa., exchanges with New York.

Portland, Me., exchanges with Boston, Bangor, and New York.

Richmond, Va., exchanges with New York.

San Francisco, Cal., exchanges with Chicago and New York.

Sacramento, Cal., exchanges with Chicago.

Savannah, Ga., exchanges with New York.

Saint Louis, Mo., exchanges with Boston, New York, Philadelphia, Chicago, Cincinnati, New Orleans, Houston, Kansas City, and Texarkana.

Saint Paul, Minn., exchanges with Chicago.

Texarkana, Ark., exchanges with Saint Louis.

Washington, D. C., exchanges with Boston, New York, Philadelphia, Chicago, Cincinnati, and Saint Louis.

From reliable data, recently obtained, I am satisfied that the fees collected on registered matter will fully cover the cost of maintaining the system, despite the burden imposed by the gratuitous work done for the Post-Office and Treasury Departments. In reaching the conclusion that this branch of the service is self-sustaining, with a wide margin for unpaid work, I have taken into account only the registry fees paid, and

have made no allowance for postages on a large amount of matter that never would have found its way into the mails except for the advantages afforded by registration.

While, so far as the public is concerned, the system may be regarded only as a useful adjunct to the postal service, it is a necessity to the department itself for the transmission of its own valuable matter to points not reached by any other sure means of conveyance.

#### DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and other inclosures received, opened, and examined during the year was 1,149,560, an increase over the previous year of 221,560, or nearly twenty-four per cent.

Among the inclosures were 557 containing money, and 3,061 containing unsalable postage-stamps and stamped envelopes.

Of the letters received, 24,301 were briefed, recorded, and filed, after final action had been taken upon them, and 7,134 letters, written in the bureau, were copied, enveloped, and stamped for mailing. The number of printed circulars stamped and mailed was 176,400.

A large portion of the work of this division is done by the messengers when not engaged in their regular duties, and they are frequently occupied long beyond the usual office hours.

#### ABUSE IN THE SALE OF STAMPS.

A matter seriously affecting the operations of this office grows out of the manner of compensating postmasters at fourth-class offices. The act of Congress of June 23, 1874, abolished the mode previously existing of allowing annual salaries based on the cancellation of stamps, and substituted the present system of commissions on the revenues. The presidential offices were assigned annual salaries, as before, to continue for two years upon each adjustment; but the fourth-class offices, comprising about 96 per cent. of the entire number, were allowed commissions on their current business in the settlement of their quarterly accounts-current. The rates of commission are 60 per cent. on the first \$400 per annum of revenue collected, realizing \$240; 50 per cent. on the next \$800, realizing \$400; and 40 per cent. on the surplus until the total amount of compensation reaches \$1,000—the minimum salary of the presidential class. To entitle an office to be assigned to this class, the amount of its annual revenue need only reach \$2,100, on no portion of which do the commissions fall below 40 per cent.

These liberal commissions furnish a strong incentive to postmasters at the smaller offices to increase their sales of postage-stamps, which constitute the almost exclusive source of revenue, and the questionable practices to which they have resorted to attain this end have become a matter of public notoriety. The abuse appears when the postmaster at a fourth-class office sells or trades stamps outside of its delivery. If sold within the delivery of another fourth-class office, the latter suffers to the extent of the commissions gained by the postmaster making the sale; if within the delivery of a presidential office, whose compensation it does not affect, then the amount of these commissions is a clear loss to the postal revenues.

Upon this office devolves the duty of issuing the stamps, and if it were possible to regulate the matter by furnishing only proper quantities, it is here that the abuse must be checked. In detailing the operations of the Stamp Division in a previous part of this report, allusion

was made to the great increase of work following the effort to check abuses by regulating the supply of stamps. The closest scrutiny has been exercised in filling requisitions; many of them have been reduced or wholly refused, only to be renewed with fresh excuses; others (and a great many more of them than could be given attention) were referred to the special agents for personal investigation; and all postmasters discovered in irregular practices have been promptly reported by this office, with a recommendation for removal. Many gross attempts at fraud have been frustrated; but all the vigilance that has been exercised in this direction has failed to provide an adequate remedy. So far from this, the evil has, on the whole, been constantly upon the increase. That this should be so will not occasion surprise when the facts are considered. There are now over 37,000 post-offices in the United States, scattered over a wide area of territory, concerning whose varying wants it is practically impossible for the department to be at all times fully and accurately advised; and the representations of postmasters in calling for supplies must, therefore, to a great extent, be accepted. Experience, though, has shown that second only to the variety of expedients developed by postmasters in effecting sales is the plausibility of the excuses assigned by them for needing unusual supplies.

It will be remembered that while any very great increase in a postmaster's requisition over the amount of stamps usually called for would probably be observed in the customary examination made, a small increase would either escape notice or be regarded as legitimate; and yet even a small increase in each requisition filled by the department, considering the frequency with which they are made and the immense number of offices making them, would in the course of a year aggregate a vast amount. This has been demonstrated by the actual experience of this office ever since the present method of compensation went into effect. With numerous notable exceptions, where extraordinary amounts have been called for, the requisitions of postmasters at the smaller offices have been gradually increased until their amount in general is known to be far beyond legitimate requirements, while it is impossible in a majority of cases to discriminate between honest and dishonest demands.

To establish a fixed arbitrary standard of supplies for each office would be productive of more evil than good, for it would admit of no allowance for the fluctuations of business or the growth and decline of communities in a country where sometimes cities and towns are built up and abandoned in an incredibly short space of time. Equally impracticable is it to investigate by agents all the cases of presumptive fraud that present themselves. To do this would require the present force of agents to be largely multiplied, with their time devoted exclusively to the business. The fact also will not escape attention that the legitimate patrons of an office might be seriously inconvenienced by the failure of their postmaster's supplies pending an investigation of his requisitions, and that they, rather than he, would be the sufferers if he happen to have traded off the stamps to outside parties. While the evil might undoubtedly be corrected to some extent by creating severe penalties for irregular sales, (the law at present imposing none,) yet it is not within the power of legislation to provide a remedy for all the various forms of abuse that have grown up if the incentives offered by the present system of compensation are allowed to remain. Besides, it is manifestly unwise, on general principles, to hedge in the sale of stamps. Better far not have the compensation depend upon the sale of stamps, and thus be free to encourage sales to the fullest possible extent.

The present system of compensation has at least the merit of furnish-

ing the curious paradox that the sale of stamps must be restricted to foster the postal revenues.

That the embarrassment attending the supply of stamps is among the least serious of the objections to the present system of compensation will be more fully understood from the following statement of some of its worst effects:

1st. *It is seriously demoralizing the service.*—On this point the testimony of disinterested postal officers in all sections of the country, and of other intelligent observers not connected with the service, is explicit and unvarying. It would appear that a large proportion of the postmasters at non-presidential offices, in defiance of orders and with a clear knowledge that they are swindling the government or robbing other postmasters of their legitimate earnings, are constantly engaged in soliciting and making sales of stamps to persons outside their proper deliveries—mostly in the large cities, where the practice is less likely to be observed, but often in the territory of their humbler neighbors, whose honesty or timidity prevents retaliation. Scarcely a day passes when the mails of this office are not laden with complaints of this wrong and the undoubted proofs of its growth. When discovery of it is made, and the offender is called on to explain, it is often the case that falsehood and sometimes perjury are the consequence. Every State and Territory of the Union is more or less infected, and it finds an outlet in almost every avenue of business. Its demoralizing effect will be best appreciated when it is considered that even merchants of good standing, large and respectable publishing-houses, insurance and banking companies, wealthy manufacturing corporations, and others engaged in every variety of private enterprise, are offering inducements, in one form or another, to these postmasters to dispose at a discount and in an otherwise illicit manner of the supplies furnished them only for their customary patrons. Every postmaster, indeed, who disposes of his stock in this way is indirectly guilty of perjury, for he violates that portion of his oath of office by which he is obligated “to *faithfully* perform all the duties required” of him.

It would be vain to attempt to enumerate all the agencies through which the abuse is perpetrated and encouraged. The postal establishment itself has been made the medium of disposing of stamps procured from country postmasters, it having been discovered that some of the authorized local agents for the sale of stamps in large cities have obtained supplies from this source, instead of purchasing them through the regular channels at the nominal discount allowed them by law. Among the possibilities is the one that postmasters at the presidential offices may obtain supplies in the same way at a discount, instead of procuring them from the department at full rates, and thus add to the emoluments afforded them by a fixed compensation. So, too, the retail stamp clerks at large post-offices might be enabled to dispose of considerable quantities of stamps obtained from the same sources, without the knowledge of their employers, (the postmasters,) who can require an accountability only for stamps regularly delivered for sale. To the uninitiated observer it may appear strange, and be suggestive of curious ideas about the administration of government, that public securities (for such postage-stamps are) should be hawked around at a discount, when the law fixes the standard and requires the issues to be accounted for at face value.

2d. *It is not an equitable method of compensation.*—It must be obvious to any one, after a moment's reflection, that the sale of stamps is no test of the work required of a postmaster. The primary object of his employment is to make up, dispatch, receive, and distribute the mails with

promptitude and regularity; and the principal labor of his office is performed in connection with these duties. The mere sale of stamps, while it imposes a responsibility upon him, represents the least of his labors. He may, for instance, in one day dispose of every stamp that he has on hand; he may make heavy sales of them, even in advance of their receipt, imposing not even the labor of handling them; or he may, by exchanging them for goods, and by using them for the payment of private obligations, or as a medium of traffic, create a fictitious sale, involving no labor at all connected with his office, and altogether disproportioned to its real business. And such is frequently the case. Without the exercise of any duty legitimately appertaining to their official business, postmasters at fourth-class offices all over the country have so traded and exchanged and huckstered out in private traffic the stamps furnished them for public sale—often for less than their value—that to-day there is scarcely a city in the land where they cannot be bought of private parties at a material discount from legal rates.

3d. *It is the occasion of great injustice.*—This is the case whenever a dishonest postmaster encroaches in his sales upon the postal territory of his neighbors. His compensation is increased without any increase of work, while without any reduction of work their compensation is reduced. The great majority of postmasters at the non-presidential offices are undoubtedly honest and faithful, and it is but fair to them that the system of compensation which permits so gross a wrong should be at once abandoned. Justice demands that they should not only be protected from the encroachments of their less conscientious neighbors, but that they should not be left exposed to the temptations engendered by the system, with the spirit both of retaliation and avarice to encourage a departure from correct paths.

It has, too, been time and again discovered that an outgoing postmaster, instead of turning over to his successor the stamps remaining in his custody, has preferred to retain them and treat them as sold, in order to get the commissions allowed by law. By selling these stamps afterwards, (and on the allowance of a small discount, the sale of stamps in a small place, for a time, might be easily monopolized,) he would be enjoying the emoluments of the office while the new postmaster was doing the work. In the aggregate, the injustice which results from even this one form of abuse is enormous.

4th. *It is impairing the revenues of the department.*—On the 1st of July, 1874, when the present system of compensating postmasters at fourth-class offices went into effect, there were 1,547 presidential offices, receiving annual salaries adjusted under the old system, to continue for two years, commencing on that date, and whose compensation, consequently, was not affected by their sales of stamps during the two years in question.

The total amount of stamps sold at all the post-offices for the three years ending June 30, 1874, under the old law, when the compensation was not dependent upon sales, was \$60,964,159.28, of which the salaried offices mentioned above sold \$46,810,910.29, or 76.78 per cent., and the remaining offices, \$14,153,248.99, or 23.22 per cent. During the next ensuing three years, commencing July 1, 1874, under the new system, the total amount sold was \$71,939,845.20, of which the same 1,547 salaried offices sold \$51,396,433.57, or 71.44 per cent., and the remaining (fourth-class) offices, \$20,543,411.63, or 28.56 per cent., showing an increase of \$4,585,523.28, or 9.7 per cent., at the presidential, and \$6,390,162.64, or 45.1 per cent., at the non-presidential offices.

To put the matter differently, during the last three years these little

offices increased their ratio of the total sales, from the standard of the preceding three years, just 5.34 per cent., or \$3,841,587.73, at the expense of the presidential offices. It is fair to presume that the rate of commissions allowed on this sum did not average less than 50 per cent., at which rate the amount of commissions lost to the government would be \$1,920,793.86. These figures, of course, disclose nothing as to the encroachments of the fourth-class offices upon each other.

During the fiscal year ending June 30, 1876, the total amount of stamps sold was \$24,583,968.40, of which the above 1,547 offices sold \$17,677,635.78, or 71.9 per cent., and the remaining offices, \$6,906,332.62, or 28.1 per cent.; and during the fiscal year ending June 30, 1877, the total amount sold was \$24,362,423.49, of which the presidential offices sold \$16,742,719.24, or 68.7 per cent., and the fourth-class offices, \$7,619,704.25, or 31.3 per cent.

This shows a decrease of \$934,916.54 at the presidential offices, an increase of \$713,371.63 at the non-presidential offices, and a net decrease of \$221,544.91 in the aggregate sales.

That there is a steadily growing tendency to increase the sales at the small offices at the expense of the larger ones, will appear from the fact that the proportions between the non-presidential and the presidential offices during the year ending June 30, 1875, were 26.2 and 73.8 per cent., respectively; during the next year, 28.1 and 71.9 per cent., respectively; and during the last year, 31.3 and 68.7 per cent, respectively.

In making the foregoing comparisons, the sales at the 1,547 presidential offices that existed on the 1st of July, 1874, were taken against those at all the remaining offices throughout the whole three years, without regard to the fact that during that time many fourth-class offices became presidential, either legitimately or by speculating in stamps, and the further fact that by the supplemental act of July 12, 1876, reducing the rates of commission, many presidential offices have been reduced to the fourth class. It should also be mentioned that the newspaper and periodical stamps provided for the special purpose of prepaying postage on second-class matter by publishers and news-agents, were excluded from the sales, leaving the comparison to be made on the stamps sold to the public for general purposes. As these newspaper and periodical stamps did not go into use until the 1st of January, 1875, and as the postage on second-class matter had previously been collected *in money* at the offices of delivery, the propriety of excluding them will be apparent.

Again: The sales during the three years ending June 30, 1874, under the old system, were, as before stated, \$60,964,159.28, while during the next ensuing three years, under the new system, they were \$71,939,845.20; being an increase of \$10,975,685.92, or 18 per cent. The total compensation paid to postmasters during and on account of the same periods was, under the old system, \$16,064,000.82, and under the new, \$21,743,552.04; being an increase of \$4,779,551.22, or 28.1 per cent.

The ratio of increase in the compensation thus exceeded that of the sales fully ten per cent., notwithstanding there were two special causes creating a tendency in the opposite direction: 1st. The aggregate compensation for the last three years was greatly lessened by the reduced commissions under the act of July 12, 1876. 2d. The change on the 1st of January, 1875, in the manner of collecting postage on second-class matter, largely transferred collections from the small offices to the large ones, (at places of publication.) The former thus lost the commissions on this matter, (50 per cent.,) and the large offices gained nothing, because the salaries had been fixed shortly before the change, to continue

for two years. There was consequently this double effect, that the collections appeared in the salaries of the fourth-class offices under the old system, and did not enter into the salaries of the presidential offices under the new system.

The reduction in the aggregate sales during the past year was, as compared with the previous one, as before stated, \$221,544.91, or about nine-tenths of one per cent., while the reduction in the aggregate compensation was only \$123,628.08, or a little less than one and seven-tenths per cent., despite the fact that the salaries of the presidential offices were reduced by the readjustment under the act of July 12, 1876, already referred to, several hundred thousand dollars per annum. From this it will be apparent that there was a large increase during the year in the compensation of postmasters at fourth-class offices, notwithstanding the reduction in the aggregate sales.

It may be said that the compensation of postmasters at fourth-class offices may at least be somewhat controlled by assigning them to the presidential class whenever the commissions in any case have reached the sum of \$1,000. But even here the system is defective. The law provides that the salaries of the presidential offices shall be "assigned in even hundreds of dollars, and payable in quarterly payments, to be ascertained and fixed by the Postmaster-General from the respective quarterly returns to the Auditor for the Post-Office Department, or copies or duplicates thereof, *for four quarters immediately preceding the adjustment,*" &c. The returns for *four quarters* are thus required before an office can be assigned an annual salary; and it sometimes happens that pending the receipt by the Postmaster-General of the required returns, an office receives, in the way of box-rents and commissions, an amount far in excess of the annual salary assigned to it upon the same returns, to take effect in the future.

A notable instance is that of the post-office at a city of recently acquired importance in Dakota. The office went into operation on the 9th of April last, and its revenues up to the 30th September, (a little less than six months,) amounted to \$6,225.13, on which the postmaster realized a compensation (in the way of box-rents and commissions) of \$3,371.48. At this rate, his compensation for the entire year will amount to \$6,742.96, and the returns upon which he will have received it will entitle him to a future salary of only \$2,800 per annum.

A similar case has occurred in the oil regions of Pennsylvania, where the postmaster of a fourth-class office received a compensation for the year ending September 30, 1877, of \$3,771.48, upon a gross revenue of \$7,197.33; and upon the same amount of revenue the office was assigned to the presidential class with an annual salary of \$2,600.

The great discrepancy in compensation between the above offices in the past, and the slight difference between their salaries in the future, is easily accounted for. As fourth-class offices they received the whole amount of the box-rents, while as presidential offices they will receive only commissions on the box-rents; and from this source the Dakota office collected \$1,341.53 in six months, and the Pennsylvania office, \$1,212.50 during the entire year.

Additional light will be thrown on the subject by the abstracts presented below. They are but sample cases taken from a great mass on the files of this office, and the list might be very largely extended. For obvious reasons, the names of parties implicated are omitted in many instances.

1. The postmaster at New York City, in a recent letter to the department, says: "I desire to again call your attention to the remarkable

decrease in the sales of postage-stamps at this office, as shown by the following figures :

Sales for the quarter ending September 30, 1876 .....	\$592,614
Sales for the quarter ending September 30, 1877 .....	556,487
Decrease.....	\$36,127

"There can be no doubt that this apparent falling off in the business of this office is due to the irregular practice of postmasters in other places in disposing of postage-stamps in this city in the various methods with which the reports of the special agents of the department must have rendered you familiar."

2. The assistant superintendent of the railway mail-service at San Francisco, Cal., reports that "the two largest business houses in Salt Lake City, having branches and agencies in every town and village in the Territory, and being in daily receipt of from 100 to 200 letters, have not purchased from the Salt Lake post-office five dollars' worth of stamps for two years. On the contrary, they have them for sale, offering in one instance, at least, to furnish \$1,500 worth to the Salt Lake postmaster if he needed them. \* \* \* One Mormon from Southern Utah, coming into Salt Lake recently, bought new sets of furniture for his entire house, and paid for the same in postage-stamps."

3. A Georgia postmaster, whose name is withheld, writes, under date of August 28, 1877: "I sell stamps—give a percentage on stamps. A portion of these stamps go to Somerville, Ga.; some to Chattanooga, Tenn. There is a large amount of defrauding and swindling done under that salary and stamp law throughout the whole United States. There will be no end to swindling until the law is repealed. I am not alone in the swindling by many hundreds. Congress passed the law—left gaps open for postmasters to walk in at; they all do it. All classes provide for themselves; the devil for all."

4. The postmaster at Battle Creek, Mich., reports that peddlers of cigars and other goods are fitted out in his town, who traverse the country with teams, and in small places sell their merchandise for postage-stamps, at such rates as to be able to undersell the Post-Office Department. "You can readily see how it will affect its revenues." He instances the case of a debt of fifty dollars being paid in postage-stamps to a citizen of his town through a justice of the peace in the State of New York.

5. The following case illustrates a practice quite general among retiring postmasters: The postmaster at a small place in Mississippi, on entering into office, discovered that the late postmaster on going out had taken stamps received only two days before, amounting to \$1,055.20, leaving the new postmaster entirely unsupplied. These stamps, it was claimed, had been sold, and the postmaster demanded the commission, which amounted to over \$400. This would seem to be a very liberal compensation for two days' work.

6. The postmaster at Biddeford, Me., writes that a large number of country offices in his vicinity are selling stamps improperly, and says that "not one of them has increased in the amount of legitimate business for the past two years." The following is one of the cases he reports:

Average sale of stamps per quarter at Waterborough Center, prior to passage of present salary law .....	\$44 00
Sales during second quarter, 1875.....	842 00

At these rates, the salary before the law would have been about \$130 per year; at present it would be about \$1,500.

7. One of the most enterprising dealers in stamps lives in Little Rock,

Ark., and he will be designated here as Mr. K. During the past year Mr. K. has mailed extensively to southern postmasters, circulars soliciting the sale of sewing-machines of several different manufacturers, and offering to receive postage-stamps in payment. He points out to them the low cost of a machine after deducting the commissions allowed by the government on the stamps, and says: "If you have the stamps on hand, send them at once; if not, order them and notify me, so that I may know that you accept the offer." He gives most excellent references as to his responsibility. His circulars are headed "*Strictly confidential, and for postmasters only,*" and have the following foot-note: "N. B.—For the benefit of postmasters who think it a violation of law for them to dispose of stamps for a machine, I would say that I had one of our best attorneys here examine the law thoroughly on the subject, and he says it is no violation of law. There is, however, an order of the Postmaster General against it; but the only penalty is removal from office, should he find it out and so desire. The penalty, however, will never be enforced, as this transaction is strictly confidential, and no one will know of our trade. If you want a good machine, there is nothing wrong in this trade." In one edition of his circular dated Sept. 18, 1877, under the caption of "A No. 2 Wheeler and Wilson H. C. sewing-machine, worth, retail price, \$90, given free to every postmaster in West Tennessee," he uses the following language: "Order for me on Oct. 1st, say, \$60 worth of postage-stamps of any denomination. \* \* Sixty dollars' worth of stamps will only cost you \$24; that is all you have to pay the government for them; therefore, you make the machine clear, free of cost to you. Now this is an offer never made before, and as there is nothing wrong in your accepting it, I think you will undoubtedly do so. Our Congress meets October 15, 1877, and in a few weeks they will change the postal law, so as to take from you the large commissions you now get, and instead pay you a small salary; then the machines would cost you at least \$50 cash."

To their credit it may be said that many postmasters refused to be tempted by K., and forwarded his circulars to the department with varying comments, some indignant and others humorous. Among the latter is that of a postmaster in Arkansas, who says: "I really believe the temptation or the tempter ought to be removed, and I think it would tend to the good of the service; you know I am mortal and hate to refuse a good thing, so I wish you would speak to him, (K.,) and tell him to QUIT." So, too, of a postmaster in a Missouri town, who writes as follows to a special agent: "Please see inclosed the great inducement I am offered; instead of procuring one sewing-machine, I have a notion to order a dozen and sew up this whole town, post-office and all. Wonder if it wouldn't pay to go into the sewing-machine business altogether? If I had a stock on hand, wouldn't you like to buy one cheap? I think this same hook has been cast at some of my neighboring postmasters, and I shouldn't wonder if some of them would bite." He signs his name with the addendum "Not yet in the sewing-machine business." It is evident, however, that all postmasters were not able to resist the seductive offers of Mr. K., for a special agent in July reported him on the authority of one of his agents as having \$40,000 worth of stamps on hand, and as selling them in New York City. Another special agent reports the following:

"There is no doubt that many postmasters in different parts of the country are yielding to his (K.'s) solicitations to sell stamps contrary to the regulations of the department. \* \* \* The extent to which the speculation in postage-stamps is carried, and its results to the service,

render additional legislation absolutely necessary. Either the present method of compensating postmasters by commissions must be abandoned, or the sale of stamps must be regulated by law specifically, and penalties enforced for their violation. The penalty of removal from office is utterly ineffectual, as one speculation is often worth more than the legitimate compensation of the postmaster for years."

It is no wonder that the postmaster at Little Rock, writing to the Auditor under date of May 22, last, should say, "It will be observed that my estimate (of receipts) is much lower than for any previous quarter;" for besides Mr. K., at least two other parties in Little Rock are known to have advertised to receive stamps in payment for goods, one of them at "25 per cent. off."

8. In addition to the case of the party just mentioned, which is specially referred to on account of the notoriety he has attained in disposing of his machines, the department has at various times and in various ways obtained circulars and letters showing that a large number of prominent business firms all over the country are to some extent engaged in a similar effort to procure trade. Among these are included two or three publishing-houses of New York, one or two publishers of Philadelphia, two or three jewelry establishments of Cincinnati, a large clothing house in Boston, a large tea company in Boston, two or three firms in Chicago, and a number of others, some of whose cases will be specially referred to hereafter.

9. The postmaster at Eau Claire, Wis., under date of October 30, of this year, writes as follows: "Owing to a strong *bear movement* among the little post-offices, our stamp-market has been greatly depressed during the past quarter. People seem disinclined to pay the face value for stamps *when they know where they can buy them 40 per cent. off*. Our city is growing larger, as also the mails, *while our sale of stamps grows beautifully less*."

10. Special Agent Bigelow reports as follows: "The postmaster at ———, Maine, acknowledged to me that he had sold to parties in Portland, Me., stamps, &c., to the amount of \$200 or \$300. He delivered them to the parties in his store, and claims to have sold them for full value. I find that the postmaster purchased of these parties on same day goods to the amount of several hundred dollars."

11. The postmaster at Cleveland, Ohio, writes as follows: "Mr. ———, of this city, this day brought 100 6-cent stamps to this office to exchange. He said they were sent to him in the way of trade by a party in Marine City, Mich."

12. The following case is of the same character as that mentioned in No. 5: Upon going out of office, the postmaster at a small town in Georgia carried off stamps amounting to \$522.67, and reported to this office that his stock had all been sold. A few days after, a report was received here from the postmaster at Griffin, Ga., to the effect that this party was then selling stamps at a discount within the delivery of the Griffin office.

13. The postmaster at Houston, Tex., writes: "There is a man in this city who formerly purchased from \$300 to \$400 worth of stamps at this office monthly. He now not only does not buy of us, but furnishes all the news-agents (who sell stamps) and several large firms with stamps and envelopes, all bought from country postmasters, who pay the government 40 cents on the dollar for them."

14. The postmaster at Saint Louis, Mo., states that it has come to his knowledge that one ———, postmaster at ———, Utah, has offered to buy \$500 worth of groceries, provided that the merchant will take post-

age-stamps in payment. He states also that he has heard of another offer to purchase \$500 or \$600 worth of goods with postage-stamps.

15. The postmaster at ———, Utah, writes to certain merchants in Saint Louis, Mo.: "On perusal of your advertisement in Semi-Weekly Deseret News, I have resolved to get shoes from your establishment by mail or express on wholesale terms if you can take postage-stamps in payment."

16. The postmaster at Savannah, Ga., states that the value of stamps sold at his office in the month of July, shows a falling off this year from 1874 of \$692.35, and from 1873, of \$661.17. This state of facts he attributes almost entirely to the increasing practice among postmasters at small offices of selling or disposing of stamps "by sending them to this city in payment of debts or in exchange for money or goods."

17. Upon investigating affairs at the post-office at ———, Maine, Special Agent Bigelow reports as follows: "Office is under sole charge of Mrs. ———, (mother of the postmaster.) I have positive proof that some time ago she made arrangements to send postage-stamps to her son in Saint Louis, to be used in a large manufacturing establishment of which he was book-keeper and cashier. She has sent him regularly by mail since January, 1875, stamps as follows:

January to March, 1875.....	\$200 00
April to June 30, 1875.....	301 00
July to September 30, 1875.....	422 61
Total .....	923 61

"It will be seen that Mrs. ——— has been doing a thriving business for an office which rated prior to July 1, 1874, at only \$58 per annum."

18. The post-office at ———, (near New York City,) N. Y., was established 30th July, 1874. For the last three quarters of 1876 its sales averaged \$237 per quarter. After investigation, the special agent reported that "the actual business of the post-office, according to the postmaster's own admission, is very small, and the average number of letters sent away will not exceed ten daily. Postmaster was under the impression that it was his duty to receive orders for stamps from anybody; that all he had to do was to deliver them in New York City, and receive the face value for them."

19. Similar to the above is the case of the post-office at ———, (near Charleston,) S. C. The sales at this office were increased from \$75 in the first quarter of 1876, to \$422.80 in the second quarter of same year. The special agent who investigated the matter reports that the "postmaster had sold during second and third quarters of present year nearly \$700 in stamps, &c., making an annual average sale of nearly \$1,400. The post-office there is supported only by a limited country patronage, and could not legitimately consume over \$300 per annum in stamp stock."

20. Some time ago the clerk of one of the most prominent hotels in New York wrote to the postmaster at Clinton, Iowa, offering to purchase large quantities of stamps at a discount. Although the attention of his employer was called to the matter as soon as it was discovered, the clerk appears to be pursuing the same practice, having on the 25th October, 1877, made a similar proposition to the postmaster at Santuck, S. C. It is fair to presume that this man, with his great facilities for the sale of stamps, is largely engaged in the business of buying and selling them, perhaps at a discount.

21. On October 17 of the present year John A. Dice, deputy United States marshal in Michigan, writes to the department that parties in

that State are purchasing 3-cent stamps at \$1.50 per hundred—just half their legal value.

22. The postmaster at a small fourth-class office in one of the Southern States was dismissed January 20, 1876. On the first of that month he had on hand stamps to the value of \$162.30, and on the 10th he received an additional supply of \$501.20, making a total of \$663.50 to be accounted for. Of this amount he turned over to his successor \$84.49, leaving \$579.01 accounted for as sold. Affidavits were submitted to the department to show that these extraordinary sales for so small a place were made in the usual course of business, upon application of the postmaster's patrons, without any solicitation on his part, and the member of Congress for the district vouched for the postmaster's good faith in the matter. The explanation was that his neighbors resented his displacement, (he was removed for stealing money-letters,) and purchased his stamps in large quantities to manifest their sympathy with him and their dislike of his successor. A suspicious circumstance connected with the affair, however, is the fact that not long subsequently one of the postmaster's bondsmen was reported by the special agent in New York as remitting large quantities of stamps to that city in payment of bills. The commissions allowed on the \$579.01 sold for the 20 days in January as compensation for services during that period amount to \$240.49, more than the salary for half a year under the old system of computing salaries, and more than the salary under the present system for the previous quarter, (92 days.) At this rate throughout the entire year, the annual compensation of the office would be \$4,388.94, or \$388.94 more than the salary paid any postmaster in the United States, except the postmaster at New York City.

23. The postmaster at Walton, N. Y., reports that certain postmasters at small offices in his vicinity are interfering quite seriously with the business of his office by selling stamps within its delivery.

24. Some time back the postmaster at Portsmouth, Va., reported that "some of the postmasters of the fourth class are making a business of trading in stamped envelopes, for the purpose of increasing their compensation, in a manner calculated to diminish the receipts of the larger offices," and cited conclusive instances of the same.

25. The postmaster at Memphis, Tenn., has heretofore stated that he has "reason to believe that country postmasters are selling stamps in Memphis," from the fact that his stamp and envelope sales have been materially reduced—one month only showing \$911.45 less than the sales for the same month of the preceding year, when the present salary law was not in force.

26. The postmaster at Greensburg, Ind., some time ago reported that a prominent grocer in his town was doing a large business in selling postage stamps at ninety cents on the dollar, and by his own admission had already cleared a considerable sum on a net profit of 10 per cent.

27. A short time after the salary law went into operation it was discovered that the postmaster at ———, N. J., besides being station-agent of a railroad company, was also the agent of a land company, whose headquarters were located in New York. An officer of the latter company openly declared to the department that, as they could not pay their agent much salary, they had got him the post office to help him out, and that they proposed to buy all their stamps of him, and had already sent him a customer for \$200 worth. He stated that the salary of the office in this way could easily be run up to \$700 or \$800 a year, and claimed that the effort was justified by the law. The postmaster himself evinced his desire to co-operate by ordering large quantities of stamps from the

department. The legitimate sales of this office would probably not exceed \$100 a year.

28. A rather striking instance of the effects of the present salary law is afforded in the case of a country post-office in Virginia. The sales of stamps, &c., at this office before the passage of the law averaged about \$30 per quarter. For three quarters of the last fiscal year they averaged \$345 per quarter. Upon an investigation into the causes of this tremendous increase, it appeared that the postmaster was a wealthy gentleman residing in one of the principal cities of the State, the president of two banking-houses, and that the most of the stamps received were sold to these institutions. The assistant postmaster, who does the business of the office, admitted that its legitimate sales could not possibly exceed \$50 per quarter. The salary should therefore be about \$100 per year; but under improper sales, as above, it would be about \$700.

29. Some time back, Special Agent Sharretts, in the course of an investigation as to the improper sale of stamps at ———, N. Y., discovered from the testimony of gentlemen in that vicinity that arrangements had been made by certain parties in Sullivan County "with at least a hundred postmasters for all the postage-stamps they could supply, and with whom the commissions allowed by the department" were to be divided. He found, also, that the sale of stamps in that section at a discount was notorious; that even "teamsters hauling freight to and from the railway-stations buy stamps from interior offices at a discount of 25 or 30 per cent., and sell them at an advance."

30. Special Agent Hawley, in reporting the case of some business men in Chicago who buy their stamps in suburban towns, though using them in the city, says: "The present mode of compensating postmasters furnishes a premium to fraud, and there will be continual trouble until the system is changed."

31. Special Agent Henry, after investigating improper sales of stamps at ———, N. Y., reported that the postmaster was actively engaged in business in Buffalo; that most of the stamps sold at the office were used in Buffalo; and that for "every dollar of commission thus gained to the postmaster there was a corresponding loss to the department."

32. Special Agent C. E. Henry, on investigating certain large sales of stamps and stamped envelopes in Ohio, makes the following remarks: "The proceeds of a peddler's trip is generally a large quantity of stamps, envelopes, and cards that must again be turned into money. The department is no doubt informed of the various dodges in this kind of swindling that is demoralizing to the service, and if continued robs the department of millions of dollars. Patent-medicine men understand it, and buy all their stamps of country postmasters to induce them to sell their medicines. It would be impossible even for a very large force of agents to stop it. Those who purchase stamps in that way nearly always refuse to give information. A sure and speedy remedy is needed."

33. The postmaster at Utica, N. Y., writes under a recent date that the "merchants and publishers" of his city frequently "receive postage-stamps from parties out of town in payment of bills," and that some of these merchants are "now making efforts to dispose of them."

34. The postmaster at Oxford, Ala., sends to the department a written proposition made him by a person living in another place, of which the following is an extract: "I buy of postmasters a great many stamps, and will buy of you if you wish to sell at a discount. \* \* I do this in the strictest confidence. \* \* I will take \$500 worth a month if I can get them." The party then refers to a number of respectable business firms in Georgia and Alabama to show his standing.

35. Special Agent John B. Furay some time ago called attention to "the immense amount of revenue that is being stolen by postmasters at small offices in the shape of commissions for stamps sold." He further says: "I have heard complaints from every postmaster at presidential offices all over the whole West of the falling off in sales of stamps without any decrease whatever in the number of letters mailed. I do not know that the evil exists to the same extent in the East, but out here in the West I do know that it is fearful." Mr. Furay then goes on to state some of the ways in which sales are made to "commercial agents," to "runners," to "publishers in the cities," &c.

36. The postmaster at Birmingham, Ala., states that "it is almost an every-day occurrence to see men going the rounds" there "with stamps and stamped envelopes at a discount, and in exchange for goods. I could supply my office at a heavy discount, were I so disposed. I was offered a large lot of stamps and stamped envelopes to-day by a merchant who got them from parties here peddling them for goods or trade."

37. The postmaster at Omaha, Nebr., has also reported that merchants of his city are receiving postage-stamps from other places, and have endeavored to exchange them at his office.

38. The postmaster at Carbondale, Pa., reports the case of a large coal company in that section who are buying all their stamps of a country postmaster, who is also one of their agents.

39. The postmaster at Willimantic, Conn., some time since inclosed to the department the advertisement of a certain party who offers to sell postage-stamps at 5 per cent. discount.

40. Special Agent J. L. Wilder reported more than a year ago from Oshkosh, Wis., that "there never was a time when so many persons are found with unusually large lots of postage-stamps as at present. Postmasters of small offices are often using stamps in discharge of private debts."

41. The postmaster at Watertown, N. Y., under date of July 7, 1877, writes as follows: "The sale of stamps by country postmasters at 40 per cent. off for goods among our merchants, peddlers, cigar and tobacco dealers, and especially our insurance companies, is rapidly reducing" the revenues "of this office. Our mails are as heavy as ever, but our receipts for stamps will be from \$4,000 to \$5,000 short from the above cause." He instances the case of a party "who has had extensive mail business with this office for the last few years; but, since the late law of adjustment of salaries, he does not buy anything of us, and has stamps to sell." He also states that insurance companies, "sewing-machine companies, and others take stamps in the way of trade, and do well; but the government goose gets picked by it."

42. The postmaster at Washington, N. J., writes that "for a few years back one of the largest dry-goods stores in this town has been selling postage-stamps in quantities to suit purchasers. The supposition is that they procure them from some of the inland post-offices in exchange for goods. \* \* \* It is an injury to the government if they are procured as I suppose."

The following case will afford some explanation to this complaint: A firm engaged in manufacturing parlor-organs in Washington, N. J., reported to the chief special agent of the department that they had "sold an organ for \$100" to a postmaster in Tennessee, "agreeing to take pay in installments of \$25 every three months in 3-cent stamps;" that "he sent September 11 (1876) \$30 in 3-cent stamps—\$5 to prepay freight;" and that on February 5 (1877) they received from the post-

master a registered letter purporting to contain \$39 in 3-cent stamps, but which was found to have "nothing in it." They submitted the envelope—a small one of letter size—to show that it never could have contained 1,300 3-cent stamps, and its appearance certainly sustained this theory. The purchase of the organ with stamps was a fraud upon the government, which the firm could at least regard with complacency so long as they were sharing the gains, if they did not, indeed, solicit the trade; but when the postmaster adds to this fraud another at their expense, they suddenly become awakened to the enormity of *his* offense, and with an air of virtuous indignation draw the following conclusion: "We presume any man who as postmaster would defraud the government would also steal an organ if he could, or send a bogus registered letter." In a spirit not of divine charity, but still with an eye to business, they close the letter with the request: "Please go for his scalp, and if you can, get our money."

A supplement to this case is afforded by that of the postmaster at ———, Ohio, who, more innocent and perhaps more honest than many of his neighbors, writes as follows to the department: "I have a chance to buy an organ and pay for it in postage-stamps. May I have the privilege of doing it? I am a poor man and not in very good health, and would like to procure an organ for my family."

43. Not far from the above city of Washington, N. J., is a small post-office which will be designated by its initial letter K., as will also its postmaster, from whom the office is named. He (Mr. K.) was reported as selling stamps improperly by a postal clerk at Washington in a communication of which the following is an extract, viz: "I wish to call your attention to the sales of postage-stamps and postals to the business men of this place by parties outside of this post-office. The different firms here in the organ and piano business are getting postage-stamps from all parts of the country in exchange for organs. I know one firm that have received during the last six months over \$700 worth of stamps from the South and West. There are several other merchants that are sending out a great amount of mail-matter that have not bought a stamp from this office for years. I will give you the name of ———, (K.) postmaster at ———, (K.) N. J., that sold in this town yesterday, May 1, 1877, postage-stamps to the amount of \$75—25 sheets 3-cent stamps. This I know for a fact, as it is entered in the purchaser's book as above."

During the last year Mr. K. sold stamps amounting to \$1,753.90, when his sales previously had not exceeded \$75 per annum. In order to obtain stamps when his requisitions had been refused, he represented that there had been a great increase of business at his place, and furnished certificates from the parties requiring the stamps for use. These certificates were *not dated at any place*, leaving the inference that the parties resided at K., but as a matter of fact it has been ascertained that they were engaged in business at Washington. Indeed, one of them is signed by the firm of organ-dealers mentioned in the preceding case. It is but fair to say, though, that the certificate of this latter concern bears evidence of mutilation, the upper portion, which probably contained the name of place and date, having been cut off, and simply the date appearing at the bottom, evidently in the handwriting of the postmaster.

44. Quite recently the proprietors of a leading weekly periodical in Philadelphia, Pa., wrote to the department asking to have exchanged a large quantity of postage-stamps which, as they stated, had been "received in the course of business" from persons in other places. They

stated further that they had "accumulated during the last year nearly one thousand dollars' worth" in this way.

45. The postmaster at Blue Earth City, Minn., reports that nearly all the merchants in his town have quantities of stamps on hand which they have received for goods.

46. Special Agent W. H. Bigelow some time ago reported that the post-office at Solon, Ma., was suffering from the depredations of a neighboring post-office.

47. Some time ago the postmaster at a country office in West Virginia made requisition for a very unusual quantity of stamps, (\$396 worth,) which, on investigation, were found to be intended for a high State official of West Virginia, whose office was at the capital of the State.

48. Near the first of the present year the postmaster at Baltimore, Md., called attention to the fact that a large quantity of stamps was being received by certain merchants in his city from a country postmaster. On examining this postmaster's accounts, it was discovered that his sales had increased from an average of \$17 per quarter before the passage of the salary law to an average of \$264 per quarter since. At this rate, his compensation as postmaster would be increased from about \$40 per annum to fully \$600.

49. Some time ago the postmistress at ———, La., near New Orleans, making requisition for an unusually large quantity of stamps, was investigated by a special agent, who discovered that she was keeping a news-depot in New Orleans, and largely disposing of stamps there.

50. The postmaster at Graham, N. C., reports the case of the owner of a neighboring cotton-factory who purchases all his stamps at another place, his brother being the postmaster.

51. The postmaster at Galveston, Tex., writes under date of July 7, last: "This office has been frequently victimized by the sending postage-stamps in large quantities to merchants of this city by parties in the country. \* \* \* This practice has at last come to be such a good thing that it is gone into systematically and largely. \* \* \* It is such an evident fraud on the department that I would suggest a thorough investigation of it throughout this State."

The same postmaster sends to the department a circular of a sewing-machine agent in Houston, Tex., sent to a certain merchant in Galveston, stating in substance that he has large quantities of stamps on hand received in the way of trade, and offering them in amounts to suit at 2½ per cent. discount.

52. The following extract from a letter received at this office recently is one out of many requests made on the department to exchange or redeem stamps that have been acquired in the way of trade. It is from a merchant of Albany, N. Y.: "We get a great many postage-stamps by mail in payment for cards, pictures, &c.—more than our mail matter demands; and if we are obliged to receive them as cash, there should be some way of exchanging them."

53. The postmaster at Gouverneur, N. Y., reports the case of a banking-house in his place which mails annually letters amounting to \$200 of postage, the stamps for which are purchased entirely at a small office. He says: "At this rate, while my office is doing the postal work, the postmaster at some other office is receiving \$120 per year more than he is entitled to, and the Post-Office Department is actually losing that amount." He also instances other irregularities of a similar character, and states that stamps are offered by private parties for sale at 10 per cent. discount.

54. The postmaster at Fort Scott, Kans., says: "I have reason to

believe that there are a number of small offices in this section of the State who are sending stamps to merchants of this city in payment for goods."

55. The postmaster at Milwaukee, Wis., under date of June 26, 1877, says: "Large amounts of postage-stamps are being disposed of in this city by country postmasters. From the best information I can obtain, I estimate the amount at not less than \$10,000 per annum. Of course the government is being defrauded thereby. I trust that Congress will, at its next session, \* \* \* base the compensation of small country post-offices upon the amount of stamps canceled."

56. The postmaster at Frederick, Md., more than a year ago reported to the department that stamps were being offered for sale by private parties in his place at one-sixth less than their legal value.

57. Special Agent Belden, after investigating the matter of unusual sales of stamps at ———, Mich., some time since, reported that certain members of the deputy postmaster's family, who were doing business in Detroit and Chicago, were purchasing all their stamps at that office, for the purpose of increasing the postmaster's compensation.

58. The postmaster at Taunton, Mass., reports the case of a heavy grain and flour firm which formerly purchased stamps at his office to the amount of \$200 a month, and which now obtains all its stamps in the way of trade with country postmasters. This firm is still, however, mailing and receiving its letters at the Taunton office.

59. The postmaster at Naperville, Ill., incloses to the department, under date of March 7, 1877, a letter received from a company in Chicago, from which the following is extracted: "We can use from twenty-five to fifty thousand stamps per week, and would like to know if you could supply us with this amount at a liberal discount, as we cannot get discount at the Chicago post-office. *All large stamp-consumers in this city are buying in the country for the same reason.*"

60. The postmaster at Keene, N. H., reports the fact that stamped-envelopes are being sold in his place, by private parties, for less than government rates.

61. The department is in possession of a letter addressed to a certain postmaster in Maryland, offering to buy 27,000 postage-stamps of 3 and 6 cent denominations, at a discount of about 25 per cent.

62. The postmaster at Champion, Mich., forwards to the department a proposition made him by a party in Marquette to purchase 5,000 stamped envelopes and divide commissions.

63. The postmaster at a presidential office in Wisconsin recently inclosed to the department convincing proofs that the postmaster at Dupont, Wis., was selling stamps improperly. He states that the stamps thus disposed of were "so plenty and used so much for traffic, that they are called 'Dupont currency.'" "The little handful of mail received at Dupont (weekly only) is kept in the house, with no show of office-furniture, and yet the postmaster's salary exceeds mine by considerable."

64. The same postmaster in another letter says the general practice among country postmasters of selling stamps for goods "is getting worse. Of the mills, stores, and banks, in this city, fourteen of the twenty have not bought a stamp of me for a year and a half. My business and social relations with all of them are pleasant; but they say they have to take the stamps or lose the trade, so they take them—in many instances at a discount. \* \* \* Stamps are brought in here and exchanged for all conceivable articles of merchandise, and are urged upon the citizens here for debts and dues of all kinds."

65. A merchant of Hartland, Vt., writes to the department quite re-

cently that in his store he frequently sees men peddling stamps which are publicly stated to have been obtained in the way of trade with a certain fourth-class postmaster.

66. The postmaster at Somerville, N. J., in alluding to the practice among country postmasters of selling stamps outside of their delivery, "and thus taking advantage of the present mode of compensation," says that "the government is defrauded out of hundreds of dollars yearly in this county, and the evil is daily increasing."

67. Special Agent Schaurte, some time ago, in reporting the investigation of a case where certain private parties were found to be selling stamps at a discount in Saint Louis, Mo., took occasion to say: "I know several firms in this city who are in constant receipt of stamps from postmasters in payment of debts. \* \* \* I am in hopes that the first thing Congress will do is to repeal the law regulating the salaries of postmasters at fourth-class offices. The quarterly salary should be based upon stamps actually canceled, verified by oath; and whenever a postmaster is caught raising his salary fraudulently, he should be prosecuted for embezzlement and perjury."

68. The postmaster at Savannah, Ga., some time ago reported the case of a country postmaster who had sent stamps to a merchant of that city, probably in payment of a debt.

69. The postmaster at Houston, Tex., in a recent letter to the department, says: "In August last I wrote you concerning the fraudulent practice of postmasters throughout the State who were selling postage-stamps to the agent of 'a prominent sewing machine company' in this city. Since then I find that other parties are dealing in stamps in the same manner." He then mentions the agents of two other sewing-machine companies who are engaged in the traffic, one of whom a few days prior to the date of his letter had received "two thousand dollars' worth in this way." He says further, "I should think some measure should be speedily passed by Congress preventing this grand swindle, which is perhaps greater than the whisky-ring in the direct loss of revenue to the government."

70. Shortly after the present salary law went into operation, it was noticed that the requisitions for stamps from the postmaster at ———, Md., a small office near Baltimore, were increasing largely in amount. After an investigation of the matter, Special Agent Henderson reports as follows: "The friends of the postmaster, with his knowledge, are soliciting the sale of stamps to persons living and doing business in Baltimore City, Md., and outside the delivery of his office. The postmaster informed me that he knew his friends were soliciting the sale of stamps, and persons living in the city had called for stamps and he asked no questions, but delivered them. I also learn that most of the smaller offices in this vicinity are soliciting the sale of stamps in the same manner."

71. Quite similar to the last case is that of the postmaster at another small office in Maryland. The special agent who examined the matter says of the postmaster: "In his capacity as agent of the ——— Railroad Company he purchases stamps from himself for the use of the company. The treasurer of the company, whose office is in Baltimore, purchases from this postmaster from friendly motives. The ——— Company purchase a large proportion of the stamps sold at this office."

The postmaster's average sales per quarter prior to the passage of the present salary law were \$67.50; his sales for the first quarter of 1875 were \$457.78. At this rate, his salary (which should probably be about \$100 a year) would reach nearly \$800.

72. The postmaster at Amenias, N. Y., says: "The sale of stamps at this office is being seriously affected by the operation of a wholesale, stationer and cigar-manufacturer, whose place of business is at ——— N. Y. Shortly after the new law for fixing salaries of postmasters went into operation, he offered to sell me stamps in large quantities at 25 per cent. discount. I discovered that he sold goods to postmasters, and took postage-stamps in payment. He has a number of peddlers' wagons running all through this and adjoining States, and it is these that bring in the stamps. This party sells them to the stores, the banks, hotels, and anywhere that he can find a purchaser, giving a discount in some cases as large as he offered me."

73. At a small office in Massachusetts, near Boston, where the legitimate sale of stamps would average about two or three hundred dollars per quarter, the postmaster made a requisition during the third quarter of 1875 for stamps to the value of over six thousand dollars. These were no doubt to be sold in Boston.

74. The following is extracted from a circular received by a large number of postmasters: "On the fifteenth page you will see a description of our \$5 rifle. It is the biggest bargain we have ever offered, and that is saying a great deal. We will send you this rifle and the Swiss watch, represented above, for \$13.50 in postage-stamps."

75. The postmaster at New York sends a letter received from a private party by certain bankers in his city, of which the following is an extract: "I have had sent me \$100 in 3c., 5c., 6c., and 10c. postage-stamps. They have been paid me on a debt owing me. Can you buy them to use? and, if so, your very lowest percentage you will buy them of me."

76. The postmaster at Berkshire, N. Y., under date of 29th June, 1877, reported the case of several parties who are peddling postage stamps in his place, received in payment of debts from postmasters.

77. The postmasters at Ithaca, N. Y., says: "In making up my statement for the quarter ending September 30, 1877, I find that the sale of stamps for the quarter shows a falling off of over \$400 from the amount sold during the same quarter last year, while I believe we have handled as many, if not more, letters than we did during that time. We have several wholesale dealers that have not purchased their stamps at this office, though they send off their usual supply of letters. Some of them have told me that their agents have taken stamps of parties 'off on the road,' as they term it. We have some wholesale confectioners, tobaccoists, paper-dealers, grocers, &c., who do not buy their usual supply at this office—to some of them we have not sold a dollar's worth in months; and as they get them somewhere, the inference is that they accommodate certain postmasters who are patrons of theirs at the expense of the revenues of the department."

78. The postmaster at Ashland, Pa., says that "there is not a small office within ten or fifteen miles of this office that don't sell or trade stamps for goods."

79. The following is an extract from a letter sent by a business man in New York to the postmaster at Harlingen, N. J.: "I want two hundred dollars' worth of 3-cent postage-stamps, fifty dollars' worth of 6-cent stamps, and fifty dollars of 2-cent stamps. If you will get them for me or send me word when you have them, I will come or send for them. I expect 25 per cent. off."

80. Special Agent Wildman, writing the department in a certain case, says that a store at Clark's Hill, Ind., "is furnished with stamps by a traveling-agent for a tobacco-house in Cincinnati."

81. The postmaster at Aberdeen, Miss., informs this office that the postmaster at ———, Miss., is supplying several of the largest business houses in Aberdeen with stamps, and he is satisfied that one of the banking houses there is acting as the postmaster's agent.

82. The following proposition, it is well to say, is the only one of its kind received. It is addressed to the Third Assistant Postmaster-General, by a person purporting to be a merchant in Caseyville, Ky.: "If you will furnish postage stamps, upon the order of the postmaster here, to the amount of \$400, every three months, I will pay you individually, \$25 per quarter." The proposition was not accepted.

83. The postmaster at Windsor, Vt., reports that several postmasters in his vicinity have been trading in stamps, receiving merchandise in payment, causing a decrease in the sales of his office, and says: "One person had several hundred dollars' worth received from postmasters for merchandise." He mentions the postmaster and late postmaster at ———, Vt., and the postmaster at ———, N. H., as "largely engaged in the business." At the former place, two successive postmasters were removed for selling stamps improperly.

84. The postmaster at Muscoda, Wis., reports that "the postmaster at ———, Wis., after failing to sell a large quantity of stamps to a banker in Muscoda, expressed them to Chicago;" also that "the postmaster at ———, Wis., had sold stamps in quantity to merchants in Muscoda."

85. Shortly after the present law regulating salaries went into effect, a person—probably a traveling commercial agent—offered to furnish one of the local agents of the department in Wall street, New York, with \$10,000 worth of stamps a month at a material discount.

86. Some time since two merchants in New York wrote the department, asking to have large quantities of stamps exchanged for currency, stating that they were constantly in receipt of stamps from all parts of the country sent in payment of goods.

87. The postmaster at Luverne, Minn., reports that "postmasters ten miles away have sold stamps to the merchants of Luverne, trading them for such necessities as dry goods and groceries."

88. The postmaster at ———, Ill., a suburb of Chicago, some time since ordered 50,000 one cent stamps for a newspaper publisher in Chicago, who, he stated, was his best "customer, using a large amount of stamps." Only a few days previously he had obtained stamps to the amount of \$117. Prior to the passage of the salary law his supplies averaged less than \$30 per quarter.

89. Not long since Special Agent S. D. Brown reported that certain merchants of Louisville, Ky., had received postage-stamps from a postmaster in Tennessee in payment for cigars and tobacco, and reported that said firm had on hand two hundred dollars' worth of stamps acquired in this way.

90. The postmaster at Minneapolis, Minn., expresses his belief that the practice of paying for merchandise with postage-stamps "is quite common among some postmasters in charge of small offices," and says he knows "by actual count" that his "office cancels a larger amount of stamps than it sells."

91. The postmaster at Norwalk, Conn., reports that a merchant in Norwalk applied to him for the redemption of a quantity of postage-stamps which had been "taken for merchandise from a country postmaster who was running a little store;" also that, "upon inquiry among other merchants," he finds "there are several postmasters of the fourth class who are disposing of stamps far beyond the jurisdiction of their offices in a similar manner."

92. The postmaster at Flora, Ill., reports that in his town there are "several merchants who have large quantities of stamps on hand that they traded goods for."

93. The postmaster at Fayetteville, Ark., reports that "it is a common practice among country postmasters in his vicinity to traffic in stamps;" that "every Saint Louis drummer has a large supply of stamps to pay his hotel and livery bills;" and that he was told by a drummer that "one postmaster trades stamps for goods to the amount of \$50 or \$60 at a time."

94. The postmaster at Ripon, Wis., reports "that many postmasters are hawking postage-stamps and stamped envelopes \* \* \* \* in the large places in Wisconsin."

95. The postmaster at Norfolk, Va., reports that postmasters in North Carolina in mercantile business "often send quantities of postage-stamps to pay for purchases made in Norfolk," and that "the stamps are afterwards peddled around the city."

96. The postmaster at Asheville, N. C., reports that it is a common practice among the country postmasters in his vicinity to bring stamps to Asheville and trade them for goods.

97. Special Agent Bigelow reports that the postmaster at ———, Vt., "very reluctantly admitted that he had sold stamps in all quantities to commercial travelers and peddlers."

98. Special Agent Brown, after investigating improper sales at ———, Ky., says: "It is clearly established that the office has been making an unlawful disposition of stamps."

99. Special Agent Charles Field, upon investigating affairs at the post-office at ———, Mass., reported that the "son of the assistant postmaster, who had entire charge of office and store where the office was located, purchased the goods for his store with postage-stamps, and thus fraudulently increased the postmaster's compensation."

100. Special Agent Johnson, upon investigating the post-office at ———, O., discovered that the postmaster, (a merchant,) was selling stamps for goods. The postmaster stated that "being in the mercantile business," he was "frequently visited by commercial travelers," and that, he being one of their patrons, they desired to give him "the benefit of sales of stamps," and hence made their purchases of him.

#### MISCELLANEOUS.

It is only just to the employes of the office that I should testify to the fidelity and zeal with which they have performed their duties. There has been a large increase of work throughout all branches of the office, and much of the work being of such a character as to require immediate attention when presenting itself, has not infrequently, in times of unusual pressure, made demands upon the clerical force for extra services outside of the usual office hours. Such demands have been cheerfully and promptly met.

Not only is the increase of force asked for this office not proportioned to the increase of work to be expected, but it is designed to throw greater safeguards around operations in which the government has large interests at stake.

Very respectfully, &c.,

A. D. HAZEN,  
*Third Assistant Postmaster-General.*

Hon. D. M. KEY,  
*Postmaster-General.*

No. 1.—*Estimates of appropriations required for the service of the fiscal year ending June 30, 1879, by the Post-Office Department.*

## OFFICE OF THE POSTMASTER-GENERAL.

Mail depredations and special agents, including amount necessary for fees to United States attorneys, marshals, &c.....	\$150,000 00
Advertising.....	75,000 00
Preparation and publication of post-route maps, including constant revision of former editions and furnishing maps, diagrams, and other information by the topographer and assistants.....	45,000 00
Miscellaneous items in the office of the Postmaster-General.....	1,500 00

## OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

Compensation to postmasters.....	7,500,000 00
Clerks in post-offices.....	3,700,000 00
Letter-carriers.....	2,100,000 00
Wrapping-paper.....	25,000 00
Twine.....	50,000 00
Marking and rating stamps.....	12,000 00
Letter balances and scales.....	5,000 00
Rent, fuel, and light.....	450,000 00
Office furniture.....	30,000 00
Stationery.....	55,000 00
Miscellaneous and incidental items.....	145,000 00

## OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

Inland transportation, railroad.....	10,140,126 00
Inland transportation, other than railroad.....	7,090,673 00
Railway post-office clerks.....	1,385,000 00
Route-agents.....	1,070,000 00
Mail-route messengers.....	171,000 00
Local agents.....	125,000 00
Mail messengers.....	692,472 00
Mail locks and keys.....	15,000 00
Mail-bags and mail-bag catchers.....	200,000 00

## OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL.

Postage-stamps.....	85,000 00
Expenses of agency.....	8,100 00
Stamped envelopes and newspaper-wrappers.....	547,000 00
Expenses of agency.....	16,300 00
Postal cards.....	170,000 00
Expenses of agency.....	6,100 00
Registered-package envelopes, locks, and seals.....	40,000 00
Post-office and dead-letter envelopes.....	25,000 00
Ship, steamboat, and way letters.....	6,000 00
Engraving, printing, and binding drafts and warrants.....	1,500 00

## OFFICE OF SUPERINTENDENT OF FOREIGN MAILS.

Transportation of foreign mails.....	250,000 00
Balance due foreign countries, including the United States portion of the expenses of the international office, organized under the provisions of article 15 of the general postal union treaty concluded at Berne, October 9, 1874.....	40,000 00
	<hr/> 36,427,771 00

Estimated amount which will be provided by the department from its own revenue accruing from postages and other sources, viz:

Ordinary revenues.....	\$27,798,098 28
Money-order receipts.....	200,000 00
Official postages.....	1,036,000 00
	<hr/> 29,034,098 28

Leaving a deficiency in the revenue of the Post-Office Department, to be provided for out of the general treasury.....	7,393,672 72
Official stamps and stamped envelopes for the use of the Post-Office Department during the year.....	700,000 00

A. D. HAZEN,

Third Assistant Postmaster-General.

OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,

Washington, D. C., October 21, 1877.

## No. 1 a.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE CHIEF CLERK TO THE POSTMASTER-GENERAL,  
Washington, D. C., September 7, 1877.

SIR: In compliance with your request of August 25, I have the honor to submit the estimates called for, as follows, viz:

For "mail depredations and special agents".....	\$150,000
For "preparation and publication of post-route maps".....	45,000
For advertising .....	75,000
For miscellaneous items in the office of the Postmaster-General.....	1,500

The estimates for "mail depredations, &c.," and for preparation and publication of post-route maps, are accompanied by explanations from the chiefs of the divisions under whose supervision the expenditures are made.

With reference to the estimate for advertising, it is proper to say that it is based upon the presumption that Congress will, at its next session, repeal the law fixing rates for the payment of newspapers for official advertising. (*Vide* sec. 853, Revised Statutes.) Experience has shown that the amount therein provided for is entirely inadequate for the purpose, and the department suffers great inconvenience from the refusal of newspaper publishers to insert advertisements at the price fixed.

I refrain from entering into details upon this subject for the reason that it will be brought to the attention of Congress by a communication addressed to the proper committee.

Very respectfully,

W. A. KNAPP,  
*Chief Clerk.*

HON. A. D. HAZEN,  
*Third Assistant Postmaster-General.*

---

No. 1 b.

POST-OFFICE DEPARTMENT,  
OFFICE CHIEF OF DIVISION  
SPECIAL AGENTS AND MAIL DEPREDACTIONS,  
Washington, September 7, 1877.

SIR: In reply to your communication of the 27th ultimo, I have the honor to say that the estimate for expenses of the division of special agents and mail depredations for the year ending June 30, 1879, is one hundred and fifty thousand (\$150,000) dollars, including the amount which it may be necessary to expend for 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.

The importance of this branch of the service is becoming daily more apparent as the operations of the department are being more widely extended.

More special agents than the number now upon the list might have been employed with great advantage to the service, but a determination on the part of the Postmaster-General to keep within the sum appropriated for the year ending on 30th June, 1877, (\$150,000,) and the caution

consequently exercised, leaves a small unexpended balance, which will be covered into the treasury.

The amount appropriated for the current year (\$135,000) is deemed inadequate for the service, but the necessary care will be exercised to keep the expenditures within the prescribed limit.

Very respectfully, your obedient servant,

C. COCHRAN, JR.,  
*Chief of Division.*

W. A. KNAPP, Esq.,  
*Chief Clerk Post-Office Department.*

---

No. 1 c.

POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,  
*Washington, D. C., October 6, 1877.*

SIR: I respectfully submit that in the estimates of appropriations required for the fiscal year ending June 30, 1879, there be inserted this item, with the attached clause authorizing the sale of maps, (same as in the act of Congress, March 3, 1877, "making appropriations for the service of the Post-Office Department," &c.):

For preparation and publication of post-route maps, including constant revision of former editions and furnishing maps, diagrams, and other information by the topographer and assistants, forty-five thousand (\$45,000) dollars; and the Postmaster-General may authorize the publication and sale of said maps to individuals at the cost thereof, the proceeds of said sales to be applied as a further appropriation for said purpose.

In submitting the present estimate, I have the honor to present for your consideration the restoration of our working force, and, thereby, our availability for performing the work required for the department's service, which service has been constantly increasing since the reduction of our force, and I am prepared to furnish the information in detail that may be desired for a full understanding of this special work.

The sum above estimated will cover the salaries of draughtsmen employed on current and on new work, the engraving, lithographing, and photolithographing, the printing, coloring, mounting, and backing maps, the purchase of copper-plates, lithographic stones where requisite, map-paper and other materials used, the purchase of technical books, atlases and maps for reference, the payment of clerical force, and other incidentals.

The work of the topographer's office is so varied in its nature, that fuller details must be sought in my special report to you on the subject.

Respectfully submitted.

W. L. NICHOLSON,  
*Topographer Post-Office Department.*

Hon. D. M. KEY,  
*Postmaster-General.*

The proceeds of sales of maps during the fiscal year ending June 30, 1877, were \$666.58.

This amount, deposited in the United States treasury, was drawn upon and used "as a further appropriation" in the "preparation and publication of post-route maps," as allowed by the law, act July 12, 1876.

W. L. N.

*Estimate of appropriation required for the service of the Topographer's office, Post Office Department, under the head, "For preparation and publication of post-route maps, &c.," for the fiscal year ending June 30, 1879.*

For salaries.....	\$26, 440
For engraving new maps and altering old plates.....	6, 300
For lithographing and photolithographing, (including changes of old work).....	5, 800
For printing maps from engravings and lithographs.....	2, 000
For map-paper, copper-plates, and lithographic stones.....	1, 200
For electrotype-duplicating the original engraved copper-plates for their preservation.....	1, 400
For backing, mounting, and binding maps.....	900
For drawing materials, purchase of maps, atlases, books, &c.....	490
For miscellaneous contingencies.....	470
	<hr/>
	45, 000

### No. 1 d.

#### POST-OFFICE DEPARTMENT, APPOINTMENT OFFICE, Washington, D. C., October 20, 1877.

SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the fiscal year ending June 30, 1879, under the following heads, viz:

For compensation to postmasters.....	\$7, 500, 000
For clerks in post-offices.....	3, 700, 000
For letter-carriers.....	2, 100, 000
For wrapping-paper.....	25, 000
For twine.....	50, 000
For marking and rating stamps.....	12, 000
For letter balances and scales.....	5, 000
For rent, fuel, and light.....	450, 000
For office furniture.....	30, 000
For stationery.....	55, 000
For miscellaneous and incidental items.....	145, 000
	<hr/>
Making in the aggregate.....	14, 072, 000

In submitting the above estimates, I have to say that they are substantially the same as those presented for these items last year; and I cannot well perceive how the interests of the postal service, so far as they relate to this bureau, can be properly administered if smaller amounts are appropriated. The experience of the past fiscal year has demonstrated that only by the strictest economy, and also by the denial of many postal facilities which seemed particularly necessary, could the expenditures for the most of the different items be kept within the limits of the reduced appropriations for the same; and, even with the utmost care, there is a deficiency in the item of postmasters' salaries. I therefore have to urge a more liberal appropriation for the various items above mentioned than that granted for the last or present fiscal year, in order that the interests of a service which is constantly expanding, and the business and other diversified affairs of a wide-spread population, may be properly cared for.

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

Yours, very respectfully,

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

Hon. A. D. HAZEN,  
Third Assistant Postmaster-General.

A.—Statement showing the increase or decrease per centum, for the items named below, of the appropriations for the fiscal years ending June 30, 1877, and June 30, 1878, as compared with the estimates for the fiscal year ending June 30, 1879; also the increase or decrease per centum, for the same items, of the expenditures for the fiscal year ending June 30, 1877, as compared with the estimates for the fiscal year ending June 30, 1879.

Items.	Appropriation for the fiscal year ended June 30, 1877.	Estimate for the fiscal year ending June 30, 1879.	Per centum of increase or decrease of estimates for 1878-1879 over appropriation for 1876-1877.		Appropriation for the fiscal year ending June 30, 1878.	Estimate for the fiscal year ending June 30, 1879.	Per centum of increase or decrease of estimates for 1878-1879 over appropriation for 1877-1878.		Expended during the fiscal year ended June 30, 1877.	Per centum of increase or decrease of estimates for 1878-1879 over expenditures for 1876-1877.	
			Increase.	Decrease.			Increase.	Decrease.		Increase.	Decrease.
For compensation to postmasters .....	\$7,000,000	\$7,500,000	7.14	.....	\$7,250,000	\$7,500,000	3.44	.....	\$7,284,283 36	2.96	.....
For clerks in post-offices .....	3,290,000	3,700,000	12.46	.....	3,340,000	3,700,000	10.77	.....	3,233,151 60	14.43	.....
For letter-carriers .....	1,900,000	2,100,000	10.52	.....	1,825,000	2,100,000	15.06	.....	1,893,595 58	10.63	.....
For wrapping-paper .....	20,000	25,000	25.00	.....	22,500	25,000	11.11	.....	17,207 50	45.28	.....
For twine .....	50,000	50,000	.....	.....	50,000	50,000	.....	.....	38,771 17	28.96	.....
For marking and rating stamps .....	10,000	12,000	20.00	.....	9,000	12,000	33.33	.....	9,994 98	21.00	.....
For letter balances and scales .....	5,000	5,000	.....	.....	5,000	5,000	.....	.....	2,773 50	80.27	.....
For rent, fuel, and light .....	390,000	450,000	15.30	.....	400,000	450,000	12.5	.....	373,694 54	20.41	.....
For office furniture .....	20,000	30,000	50.00	.....	20,000	30,000	50.00	.....	7,049 59	325.00	.....
For stationery .....	50,000	55,000	10.00	.....	55,000	55,000	.....	.....	43,427 46	26.64	.....
For miscellaneous and incidental items .....	75,000	145,000	93.33	.....	80,000	145,000	81.25	.....	64,266 64	125.00	.....
Total .....	12,810,000	14,072,000	9.85	.....	13,056,500	14,072,000	7.77	.....	12,968,215 92	8.51	.....

No. 1 e.

POST-OFFICE DEPARTMENT, OFFICE OF THE  
SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 8, 1877.*

SIR: In compliance with your request of August 25, 1877, I herewith furnish the estimates for inland transportation, and items incident thereto, for the fiscal year ending June 30, 1879.

Very respectfully, your obedient servant,

THOS. J. BRADY,  
*Second Assistant Postmaster-General.*

Hon. A. D. HAZEN,  
*Third Assistant Postmaster-General.*

*Cost of inland transportation, and the items incident thereto, for the years 1876 and 1877, with the appropriation for 1878, and the estimates of the amounts necessary to be appropriated for 1879; 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 1876.	Cost for 1877.	Per centum increase or decrease of 1877 as to 1876.		Appropriation for 1878.	Per centum increase or decrease of appropriation of 1878 as to cost of 1877.		Estimate for 1879.	Per centum increase or decrease as to appropriation for 1878.	
			Increase.	Decrease		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, railroad.....	\$9,543,134 00	\$9,053,936 00	.....	5½	\$9,250,000 00	2½	.....	\$10,140,126 00	9.62	.....
Inland transportation, other than railroad.....	5,658,006 00	6,330,959 00	11.88	.....	6,237,993 00	.....	1.47	7,090,673 00	13.66	.....
Railway post-office clerks.....	1,278,340 00	1,222,690 00	.....	4.35	1,225,000 00	0.19	.....	1,385,000 00	13.06	.....
Route-agents.....	975,280 00	994,540 00	1.97	.....	1,000,000 00	0.55	.....	1,070,000 00	7.	.....
Mail-route messengers.....	145,610 00	162,086 00	11.3	.....	150,000 00	.....	7.45	171,000 00	14.	.....
Local agents.....	104,910 00	105,531 00	.....	0.59	110,000 00	4.23	.....	125,000 00	13.63	.....
Mail messengers.....	655,768 00	659,497 00	0.57	.....	670,000 00	1.59	.....	692,472 00	3.35	.....
Mail locks and keys.....	16,720 00	13,475 00	.....	19.4	16,000 00	18.73	.....	15,000 00	.....	6.25
Mail-bags and mail-bag catchers.....	208,847 49	165,641 29	.....	20.68	200,000 00	20.74	.....	200,000 00	.....	.....
Total.....	.....	.....	.....	.....	18,858,993 00	.....	.....	20,889,271 00	10.76	.....

NOTE.—The above estimates are based upon the contract prices and annual salaries without reference to fines and deductions. This will explain the apparent discrepancy between this table and the Auditor's statement.

THOS. J. BRADY,  
Second Assistant Postmaster-General.

## No. 1 f.

*Explanation of estimates of appropriations for the office of Third Assistant Postmaster-General.*

## I.—ADHESIVE POSTAGE-STAMPS.

For manufacture of adhesive postage-stamps, of official stamps, and of newspaper and periodical stamps.....	\$85,000 00
The number of ordinary postage-stamps issued during the fiscal year ended June 30, 1877, was .....	689,580,670
Add 10 per cent. for estimated increase .....	68,958,067
Gives estimated issue for fiscal year ending June 30, 1878.....	758,538,737
Add 10 per cent., as before.....	75,853,873
Gives estimated issue of ordinary stamps for fiscal year ending June 30, 1879 .....	834,392,610
Cost of manufacturing that number at present contract price, 9.98 cents per thousand.....	\$83,272 38
Add estimated cost of manufacturing official and newspaper and periodical stamps .....	2,000 00
Gives estimated total cost of manufacturing adhesive postage-stamps during fiscal year ending June 30, 1879 .....	85,272 38

The above estimate will explain itself. For reasons which need not be stated here, the issue of ordinary stamps for the last fiscal year, so far from showing the usual increase, were slightly decreased, as compared with the previous year; and they accordingly form a low basis upon which to estimate future issues. It is therefore thought best to estimate the increase at 10 per cent., although the average annual rate of increase for several years past has been somewhat less than that.

Upon a close estimate it is believed that \$2,000 will be sufficient for the manufacture of official and of newspaper and periodical stamps. It will probably be safe to put the entire amount of the appropriation in round figures at \$85,000.

The amount appropriated for the present fiscal year was \$150,000, based upon the contract prices in force when the estimate was made; and the present reduction is owing to the better rates obtained in a new contract which commenced on the 1st May last, to continue for four years. So advantageous is the new contract that, notwithstanding the estimate allows for an increase of 10 per cent. in the number of stamps required for the next fiscal year, the cost of manufacture will be \$65,000, or 43½ per cent., less than the current appropriation, a large portion of which will, of course, remain unexpended.

## II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and expenses of the agency. \$8,100

This estimate exceeds the present appropriation by \$1,200, and contemplates the employment of additional help, which is required not only by the general increase of business, but to provide additional checks to secure a proper accountability for the stamps manufactured by the contractors. It is desired to have the spoiled stamps counted by the force under the government agent after they are turned over to him for destruction, which he is now unable to do for want of sufficient clerical help. This course was recommended by a committee of post-office offi-

cials who recently made an examination into the condition of affairs at the manufactory. As the spoiled work represents not less than 6 per cent. of the entire production, or say about \$1,173,000 per annum, the importance of rectifying the omission will be readily apparent.

### III.—STAMPED ENVELOPES AND WRAPPERS.

For manufacture of stamped envelopes and newspaper-wrappers .....	\$547,000 00
The cost of stamped envelopes and newspaper-wrappers, both ordinary and official, issued during the year ended June 30, 1877, at present contract prices, was .....	\$436,224 63
Add 12 per cent. for estimated increase.....	52,346 95
Gives estimated cost for year ending June 30, 1878.....	488,571 58
Add 12 per cent. for increase, as before.....	58,628 59
Gives estimated cost of manufacture for year ending June 30, 1879.....	547,200 17

In making this estimate, the same rule is pursued as in the case of adhesive postage-stamps; but owing to the greater popularity of stamped envelopes, the ratio of increase is larger. Judging from the issues for several years prior to July 1, 1876, it is not unreasonable to expect an increase of 12 per cent. per annum, and this rate is accordingly taken in making the present estimate, notwithstanding that the increase during the last fiscal year was not up to this standard, through the same causes that led to a decrease in the issue of adhesive postage-stamps. The average rate of increase in the issues of stamped envelopes for the six years ending June 30, 1876, was  $11\frac{1}{2}$  per cent.

The present contract will expire on the 30th September, 1878, three months after the commencement of the fiscal year for which the appropriation is asked; and while there will probably be some reduction in the rates under a new contract, it is thought safest to estimate at present prices.

It is suggested that the amount of the appropriation be placed in even figures at \$547,000. This amount is \$53,000 less than the appropriation for the present fiscal year. Whatever may be the actual cost of manufacture, it will be refunded to the government, as by law it is added to the postage value of the envelopes in fixing the schedule of prices to the public.

### IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper-wrappers, and expenses of agency .....	\$16,300 00
--	-------------

This estimate is the same as was made last year, and also agrees with the previous appropriations made since the agency was first established. For some cause the appropriation for the current fiscal year was reduced to \$14,150—an amount insufficient to properly conduct the business of the agency. Besides the natural increase of business growing out of the constantly increasing issues of stamped envelopes, there was a considerable addition by the transfer from New York to Hartford, on the 1st of July, of the contract for registered-package, post-office, and dead-letter envelopes, the work attending which was thus thrown upon this agency. As a consequence, it became necessary to make a detail from the Hartford post-office to assist in that branch of the agency devoted purely to post-office work, (the registration of packages,) it having been explained in the report of last year that the envelopes and wrappers are

mailed directly from the agency, (on account of its proximity to the railroad depot,) instead of going through the Hartford post-office. In view of the facts, it is recommended that the appropriation be restored to the original figures of \$16,300.

#### V.—POSTAL CARDS.

For manufacture of postal cards.....	\$170,000 00
Number of postal cards issued during fiscal year ending June 30, 1877....	170,015,500
Add 20 per cent. for increase.....	34,003,100
Gives estimated issue for year ending June 30, 1878.....	204,018,600
Add 20 per cent. for increase, as before.....	40,803,720
Gives estimated issue for year ending June 30, 1879.....	244,822,320
Cost of manufacturing that number at present contract price of 69.56 cents per thousand.....	\$170,298 40

The average rate of increase in the issue of postal cards for the three years ending June 30, 1877, was nearly 24 per cent. During the last fiscal year the increase was exceptionally low, being a little less than 13 per cent. The issues for the quarter ending September 30, 1877, show an increase of over 21 per cent. as compared with the corresponding quarter of the previous year. It would hardly appear safe now to base the estimate on less than 20 per cent., which has accordingly been done above. The appropriation for the present fiscal year is \$300,000, which was made upon the basis of the contract prices in force when the appropriation was made; but under a new contract, entered into on the 1st of July last, for four years, the cards are now being furnished at about one-half the old rates. While, therefore, the estimate contemplates an increase of 20 per cent. in the issues, it aggregates \$130,000, or 43.3 per cent., less than the current appropriation.

#### VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, and expenses of agency.....	\$6,100 00
---	------------

This amount agrees with the present appropriation; and it is believed that it can be made to suffice for the purpose for which it is asked, despite the increase shown in the postal-card business.

#### VII.—REGISTERED-PACKAGE ENVELOPES, LOCKS, AND SEALS.

For registered-package envelopes, locks, and seals.....	\$40,000 00
---	-------------

This estimate is the same in amount with the present appropriation. The amount expended in the purchase of these articles during the year ended June 30, 1877, was \$35,548.04, which, considering the natural growth of the registry system, shows that the estimate is not too large.

#### VIII.—POST-OFFICE AND DEAD-LETTER ENVELOPES.

For post-office envelopes, and for dead-letter envelopes.....	\$25,000 00
---	-------------

This amount is the same as in current appropriation, and is considered sufficient. As in the case of registered-package envelopes, the contract for these articles is let for one year only, and the present rates are exceedingly low.

## IX.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters..... \$6,000 00

By law (sections 3913, 3976, 3977, and 3978, Revised Statutes,) this appropriation is necessary for the payment to masters or owners of vessels not regularly engaged in transporting the mails, for letters brought and delivered to post-offices, on arrival in port, for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amounts paid to said masters or owners, which amounts are consequently refunded to the department. From an examination of actual payments made for a considerable period back, it is believed that an appropriation of \$6,000 will be amply sufficient. The current appropriation is \$7,500.

## X.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants..... \$1,500 00

This amount is for the blank drafts and warrants used in paying contractors and others, and is the same as the current appropriation.

*Comparison of estimates with present appropriations.*

Items.	Estimate for fiscal year ending June 30, 1879.	Appropriation for fiscal year ending June 30, 1878.	Decrease of estimates.	
			Amount.	Per cent.
For manufacture of adhesive stamps, of official and of newspaper and periodical stamps.....	\$85, 000	\$150, 000	\$65, 000	43.3
For pay of agent and assistants to distribute stamps, and expenses of the agency.....	2, 100	6, 900	*1, 200	.....
For manufacture of stamped envelopes and newspaper-wrappers.....	547, 000	600, 000	53, 000	8.8
For pay of agent and assistants to distribute stamped envelopes and newspaper-wrappers.....	16, 300	14, 150	*2, 150	.....
For manufacture of postal cards.....	170, 000	300, 000	130, 000	43.3
For pay of agent and assistant to distribute postal cards.....	6, 100	6, 100	.....	.....
For registered-package envelopes, locks, and seals.....	40, 000	40, 000	.....	.....
For post-office envelopes and for dead-letter envelopes.....	25, 000	25, 000	.....	.....
For ship, steamboat, and way letters.....	6, 000	7, 500	1, 500	20.0
For engraving, printing, and binding drafts and warrants.....	1, 500	1, 500	.....	.....
Totals and net decrease of estimates.....	905, 000	1, 151, 150	246, 150	21.3

\* Increase.

It will be observed from the foregoing that the net decrease of the estimates from existing appropriations is \$246,150, or 21.3 per cent.; and the only items showing an increase are those for maintaining the postage-stamp and stamped-envelope agencies; the estimate for the latter of which, however, agrees with appropriations made prior to the present fiscal year.

As already explained, the cost of manufacturing stamped envelopes is refunded to the department when the envelopes are sold to the public; and deducting the amount estimated for this item, with those for the stamped-envelope agency, and for ship, steamboat, and way letters, also refunded, leaves the estimated net cost to the revenues for maintaining the service of this office at \$335,700.

Respectfully submitted to the Postmaster-General.

A. D. HAZEN,

*Third Assistant Postmaster-General.*

OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., October 1, 1877.

No. 1 *g.*

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,  
Washington, D. C., August 30, 1877.

SIR: I transmit herewith, agreeably to the request made in your letter of the 25th instant, an estimate of the amount required to be appropriated for the foreign mail-service during the fiscal year ending June 30, 1879, as follows, viz:

For foreign mail-transportation .....	\$250,000 00
For balances due foreign countries, including the United States portion of the expense of the international office, organized under the provisions of article 15 of the general postal-union treaty concluded at Berne October 9, 1874.....	40,000 00

I am, very respectfully, your obedient servant,  
JOSEPH H. BLACKFAN,  
*Superintendent.*

Hon. A. D. HAZEN,  
*Third Assistant Postmaster-General.*

---

No. 2.—*Estimate of indebtedness of the Post-Office Department for the fiscal year ended June 30, 1877, not yet adjusted.*

Mail-service under contract or recognized, but not yet reported for payment .....	\$122,354 43
Mail-service unrecognized:	
Fiscal year ended June 30, 1875 .....	\$146,551 00
Fiscal year ended June 30, 1876 .....	157,918 31
Fiscal year ended June 30, 1877 .....	218,249 72
	<hr/>
	522,719 03
	<hr/>
	645,073 46

A. D. HAZEN,  
*Third Assistant Postmaster-General.*

No. 3.—Statement exhibiting the receipts and expenditures, under appropriate heads, by quarter and June

## RECEIPTS.

	Quarter ended September 30, 1876.	Quarter ended December 31, 1876.	Quarter ended March 31, 1877.	Quarter ended June 30, 1877.
Letter-postage paid in money .....	\$46,358 36	\$45,640 46	\$55,101 68	\$94,257 76
Book, newspaper, and pamphlet postage .....				
Box-rents and branch offices .....	331,972 37	329,838 56	330,056 13	330,101 02
Fines and penalties .....	4,319 08	1,260 06	1,872 48	90 00
Postage-stamps, stamped envelopes, news- paper wrappers, and postal cards .....	6,087,588 30	6,382,531 65	6,828,111 41	6,459,281 40
Dead letters .....	1,393 50	1,397 00	771 00	1,379 00
Revenue from money-order business .....				109,148 01
Revenue from money-order business, inter- national, June 30, 1875 .....	63,261 84			
Miscellaneous .....	4,272 93	9,338 95	5,380 79	6,853 52
	6,539,171 38	6,770,009 68	7,221,293 49	7,001,110 71

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

Decrease of receipts from year ended June 30, 1876, \$1,112,612.4, or 4 0 + per cent.

Increase of receipts over year ended June 30, 1875, \$740,224.67, or 2.6 + per cent.

## EXPENDITURES.

Compensation of postmasters .....	1,774,397 77	1,755,252 03	1,889,988 67	1,864,644 89
Additional compensation to postmasters .....				
Compensation of clerks for post-offices .....	800,611 30	803,933 54	809,738 22	818,868 04
Compensation of letter-carriers, and inci- dental expenses .....	474,645 61	471,715 49	418,569 88	528,664 60
Wrapping-paper .....	6,000 00	4,912 50	3,335 00	2,960 00
Twine .....	16,919 00	11,320 17	8,740 00	1,792 00
Postmarking and cancelling stamps .....	4,662 25	1,851 46	3,202 42	278 85
Letter-balances .....	2,200 00	573 50		
Rent, light, and fuel for post-offices .....	86,824 08	93,149 63	92,880 64	100,840 19
Stationery .....	8,150 85	9,014 84	15,169 17	11,092 60
Furniture for post-offices .....	806 06	1,767 14	1,048 32	3,445 57
Miscellaneous—Office of First Assistant Post- master-General .....	14,162 03	15,477 28	15,964 78	18,662 55
Inland-mail transportation—railroad .....	1,883,562 45	2,348,245 94	2,192,067 55	2,277,137 17
Inland-mail transportation—star .....	1,400,067 89	1,434,221 14	1,441,034 23	1,564,324 08
Compensation of railway post-office clerks .....	309,384 73	302,390 22	307,344 02	304,450 44
Compensation of route-agents .....	235,615 84	239,496 25	237,904 37	246,644 40
Compensation of mail-route messengers .....	36,251 77	35,530 95	36,041 74	39,774 15
Compensation of local agents .....	25,636 90	26,079 51	26,449 14	27,553 15
Compensation of mail-messengers .....	158,296 33	166,303 96	164,705 13	169,885 23
Mail-locks and keys .....	1,912 50		1,875 00	11,600 00
Mail-bags and catchers .....	42,326 53	66,772 16	33,604 60	23,327 47
Post-route maps .....	11,446 74	3,801 14	5,418 70	
Mail depredations and special agents .....	51,779 20	38,687 20	38,086 69	10,049 18
Postage-stamps .....	47,944 29	30,448 29	22,808 36	8,988 65
Distribution of postage-stamps .....	2,333 25	1,635 35	1,951 95	508 21
Stamped envelopes and newspaper wrappers .....	174,565 37	111,607 22	112,159 75	29,892 29
Distribution of stamped envelopes and news- paper wrappers .....	4,437 96	3,615 61	2,741 99	1,285 58
Postal cards .....	77,728 52	58,726 65	61,487 71	28,461 06
Distribution of postal cards .....	1,686 74	1,486 94	638 64	451 78
Registered-package envelopes, locks, and seals .....	6,347 96	6,456 36	8,733 04	14,340 68
Official envelopes for postmasters .....	3,514 26	3,211 41	3,704 61	5,682 49
Dead-letter envelopes .....		59 60	447 00	6 70
Ship, steamboat, and way letters .....	1,305 52	842 61	769 79	987 32
Fees to United States marshals, attorneys, clerks of courts, and counsel .....	294 30	1,294 03	488 90	581 79
Engraving, printing, and binding drafts and warrants .....	1 07	407 55	109 00	727 70
Advertising .....	3,682 30	7,984 19	8,157 95	3,006 71
Miscellaneous—Office of the Postmaster- General .....		33 00	54 10	93 60
Foreign-mail transportation .....	49,966 94	54,415 44	60,966 04	48,186 34
Balances due foreign countries .....		2,367 99	15,035 86	5,336 04
Official postal-guides .....	8,291 57	1,772 18	8,078 06	1,770 87
Subsidy—San Francisco, Japan, and China line .....	125,000 00	125,000 00		
	7,852,760 38	8,241,920 47	8,051,501 02	8,176,322 37

## REPORT OF THE POSTMASTER-GENERAL.

197

ters, for the fiscal year ended June 30, 1877, compared with fiscal years ended June 30 1876, 30, 1875.

## RECEIPTS.

Total year ended June 30, 1877.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1876.	Compared with year ended June 30, 1876.		Total year ended June 30, 1875.	Compared with year ended June 30, 1875.	
			Increase.	Decrease.		Increase.	Decrease.
\$241,358 26		\$224,792 37	\$16,565 89		\$286,969 04		\$45,610 78
		211 06		\$211 06	579,364 95		579,364 95
1,321,968 08		1,305,927 05	16,041 03		1,270,554 23	\$51,413 85	
7,541 62		3,358 01	4,183 61		14,286 29		6,744 67
25,757,515 76		26,879,512 10		1,121,996 34	24,490,942 23	1,266,573 53	
4,945 50		9,889 20		4,943 70			4,234 50
109,148 01		190,770 84		81,622 83	120,142 06		10,994 08
63,261 84			63,261 84			63,261 84	
25,846 19		29,736 87		3,890 68	19,921 76	5,924 43	
27,531,585 26		28,644,197 50	100,052 37	1,212,664 61	26,791,360 59	1,387,173 65	646,948 98
		27,531,585 26		100,052 37	27,531,585 26	646,948 98	
		1,112,612 24		1,112,612 24	740,224 67	740,224 67	

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

Decrease of receipts from year ended June 30, 1876, \$569,471 92, or 2 0 + per cent.

Increase of receipts over year ended June 30, 1875, \$197,084 35, or 7 1 + per cent.

## EXPENDITURES.

7,284,283 36	10,759 57	7,397,397 91		7,049,935 77
	208 00	1,175 43		298,187 33
3,233,151 60	1,775 47	3,480,730 15		3,414,811 26
1,893,595 58		1,980,795 02		1,879,210 11
17,207 50		18,207 02		11,567 10
38,771 17		38,718 29		43,811 57
9,994 98		8,857 00		5,943 28
2,773 50		3,007 30		19,449 24
377,694 54	258 62	390,422 77		389,638 85
43,427 46	24 50	43,312 83		39,427 61
7,067 09	46 10	19,499 27		16,864 31
64,266 64	179 90	76,022 66		
8,701,033 11	1,063,961 77	14,745,845 95		18,777,201 20
5,839,647 34	64,827 10			
1,223,569 41		1,223,750 19		
959,660 86		940,151 97		
147,598 61		147,152 27		
105,712 70		101,813 27		
659,190 65	9,027 35	632,648 03		
15,387 50		15,709 70		31,811 42
166,030 76		206,517 49		187,148 08
20,666 58		23,662 92		30,357 91
138,602 27	116 00	118,676 94		150,693 77
110,189 59	3,550 00	120,788 08		
6,428 76		5,050 85		
429,224 63	1,528 60	358,600 14		724,186 84
12,081 14		10,021 16		
926,463 94		182,122 79		
4,264 10		4,027 84		
35,878 04		32,167 59		
16,112 77		15,423 31		
513 30		2,279 40		2,312 42
3,905 24	22 38	4,071 83		3,753 28
2,659 02	348 60	4,903 28		
1,945 32		1,751 0		
22,831 15	12 50	86,855 14		168,381 20
180 70	7 75	1,620 51		178,434 53
213,534 76	7,143 99	229,123 26		181,732 52
22,739 89		33,253 20		6,450 00
19,912 68		18,952 83		
250,000 00		537,500 00		
32,322,504 24	1,163,818 20	33,263,487 58		33,611,309 45

A. D. HAZEN,  
Third Assistant Postmaster-General.

## No. 4.—Receipts and disbursements at treasury

Depositories.	Deposits.	Grants from treasury.	By transfer.	Aggregate accumulation.	Aggregate receipts.
Treasurer U. S., Washington, D. C. ....	\$472,227 56	.....	\$1,749,733 68	\$2,221,961 24	\$472,227 56
Asst. treasurer U. S., Baltimore, Md. ....	167,059 26	.....	75,000 00	242,059 26	167,059 26
Asst. treasurer U. S., Boston, Mass. ....	550,473 30	.....	.....	550,473 30	550,473 30
Asst. treasurer U. S., Charleston, S. C. ....	3,204 41	.....	75,000 00	78,204 41	3,204 41
Asst. treasurer U. S., Chicago, Ill. ....	229,429 55	.....	925,000 00	1,154,429 55	229,429 55
Asst. treasurer U. S., Cincinnati, Ohio. ....	223,023 76	.....	75,000 00	298,023 76	223,023 76
Asst. treasurer U. S., New Orleans, La. ....	87,109 70	.....	350,000 00	437,109 70	87,109 70
Asst. treasurer U. S., New York, N. Y. ....	2,265,014 48	\$6,108,488 87	.....	8,373,503 35	8,373,503 35
Asst. treasurer U. S., Philadelphia, Pa. ....	570,162 82	.....	.....	570,162 82	570,162 82
Asst. treasurer U. S., San Francisco, Cal. ....	357,192 03	.....	25,000 00	382,192 03	357,192 03
Asst. treasurer U. S., Saint Louis, Mo. ....	262,051 01	.....	825,000 00	1,087,051 01	262,051 01
Designated depository, Buffalo, N. Y. ....	.....	.....	.....	.....	.....
Designated depository, Sante Fé, N. Mex. ....	.....	.....	.....	.....	.....
Designated depository, Tucson, Ariz. ....	2,636 91	.....	.....	2,636 91	2,636 91
First Nat'l Bank, Dubuque, Iowa. ....	.....	.....	.....	.....	.....
First Nat'l Bank, Galveston, Tex. ....	1,189 09	.....	.....	1,189 09	1,189 09
First Nat'l Bank, Leavenworth, Kans. ....	2,399 99	.....	.....	2,399 99	2,399 99
First Nat'l Bank, Memphis, Tenn. ....	.....	.....	.....	.....	.....
First Nat'l Bank, Milwaukee, Wis. ....	258 04	.....	.....	258 04	258 04
First Nat'l Bank, Nashville, Tenn. ....	449 29	.....	.....	449 29	449 29
First Nat'l Bank, Portland, Oreg. ....	2,080 02	.....	.....	2,080 02	2,080 02
First Nat'l Bank, Portsmouth, N. H. ....	.....	.....	.....	.....	.....
First Nat'l Bank, Providence, R. I. ....	40 00	.....	.....	40 00	40 00
First Nat'l Bank, Richmond, Va. ....	.....	.....	.....	.....	.....
First Nat'l Bank, Springfield, Ill. ....	142 57	.....	.....	142 57	142 57
First Nat'l Bank, Saint Paul, Minn. ....	792 73	.....	.....	792 73	792 73
First Nat'l Bank, Yankton, Dak. ....	.....	.....	.....	.....	.....
Second Nat'l Bank, Detroit, Mich. ....	.....	.....	.....	.....	.....
Merchants' Nat'l Bank, Cleveland, Ohio. ....	.....	.....	.....	.....	.....
Merchants' Nat'l Bank, Little Rock, Ark. ....	922 65	.....	.....	922 65	922 65
Merchants' Nat'l Bank, Portland, Me. ....	75 80	.....	.....	75 80	75 80
Merchants' Nat'l Bank, Savannah, Ga. ....	98 38	.....	.....	98 38	98 38
Atlanta Nat'l Bank, Atlanta, Ga. ....	1,794 03	.....	.....	1,794 03	1,794 03
Charter Oak Nat'l Bank, Hartford, Conn. ....	115 00	.....	.....	115 00	115 00
City Nat'l Bank, Grand Rapids, Mich. ....	276 24	.....	.....	276 24	276 24
Colorado Nat'l Bank, Denver, Colo. ....	.....	.....	.....	.....	.....
East Tenn. Nat'l Bank, Knoxville, Tenn. ....	255 00	.....	.....	255 00	255 00
Exchange Nat'l Bank, Norfolk, Va. ....	2,114 68	.....	.....	2,114 68	2,114 68
Farmers' and Mechanics' Nat'l Bank, Buffalo, N. Y. ....	49 25	.....	.....	49 25	49 25
Indianapolis N'l B'k, Indianapolis, Ind. ....	929 27	.....	.....	929 27	929 27
German Nat'l Bank, Memphis, Tenn. ....	.....	.....	.....	.....	.....
Nassau Nat'l Bank, Brooklyn, N. Y. ....	500 00	.....	.....	500 00	500 00
Peoples' Nat'l Bank, Charleston, S. C. ....	4,387 82	.....	.....	4,387 82	4,387 82
Planters' Nat'l Bank, Richmond, Va. ....	408 59	.....	.....	408 59	408 59
Planters' Nat'l Bank, Danville, Va. ....	201 84	.....	.....	201 84	201 84
San Antonio N'l B'k, San Antonio, Tex. ....	165 30	.....	.....	165 30	165 30
Total .....	5,209,230 37	6,108,488 87	4,099,733 68	15,417,452 92	11,317,719 24

## Comparative statement between fiscal years

Deposits for fiscal year of 1876 .....	\$5,463,166 31
Deposits for fiscal year of 1877 .....	5,209,230 37
Decrease in deposits for 1877 .....	253,935 94
Grants from the treasury for 1877 .....	\$6,108,488 87
Grants from the treasury for 1876 .....	5,089,776 50
Increase in grants for 1877 .....	1,018,712 37
Aggregate receipts for 1877 .....	11,317,719 24
Aggregate receipts for 1876 .....	10,552,942 81
Increase in aggregate receipts for 1877 .....	764,776 43
Increase of grants from treasury for 1877 .....	1,018,712 37
Deduct decrease of deposits for 1877 .....	253,935 94
Balance .....	764,776 43
Decrease of receipts for 1877 .....	432,878 23
Deduct increase of receipts for 1877 .....	178,942 29
Decrease for 1877, as shown above .....	253,935 94

depositories during the fiscal year ended June 30, 1877.

Increase of receipts over 1876.	Decrease of receipts from 1876.	Warrants drawn.	Increase over 1876.	Decrease from 1876.	Transfer account.		Balance subject to draft June 30, 1877.
					From—	To—	
	\$271,529 38	\$1,902,115 54	\$1,178,909 01		\$300,000 00	\$1,749,733 68	\$31,145 60
\$15,220 27		217,860 93		\$12,106 21		75,000 00	55,709 00
	20,127 57	494,822 02		127,210 23			123,103 10
	25,491 60	96,284 48		233,006 53		75,000 00	
	34,206 68	1,124,854 83		334,495 76		925,000 00	100,219 68
	37,058 75	314,025 14	28,683 01			75,000 00	33,938 43
22,552 51		448,092 70	14,998 53			350,000 00	28,263 97
	32,387 64	4,577,851 80		568,739 37	3,596,468 63		497,635 70
36,651 06		481,676 05	19,943 61		175,000 00		127,501 85
49,751 28		390,836 12	40,561 44			25,000 00	46,711 21
39,836 64		1,074,803 67		9,238 39		825,000 00	29,405 69
	1,000 00				500 00		
	220 90						
2,636 91					2,636 91		
	285 30						
	3,338 13						
1,219 00					3,520 63		20 00
	252 38				230 55		2,232 19
258 04					252 38		
	1,016 55				257 04		1 00
692 74					1,169 12		142 00
	500 00				1,441 37		1,222 31
40 00							
	32 20				40 00		
	556 71				32 20		
613 02					699 28		142 57
	92 07				792 73		
	125 00						
	193 85				125 00		
	2,825 47				148 85		
65 80					3,380 24		376 77
	777 83				54 80		21 00
1,354 03					87 10		98 38
115 00					610 58		1,203 45
9 05							115 00
	273 00				276 24		
218 41					273 00		
2,064 68					286 59		5 00
					2,164 68		
49 25							
	48 93				49 25		
	478 30				1,851 52		
500 00							
4,387 82					500 00		
408 59					6,109 26		892 42
201 84					408 59		
96 35					201 84		
					165 30		
178,942 29	432,878 23	11,123,223 28	1,283,095 60	1,284,796 49	4,099,733 68	4,099,733 68	1,080,111 32

of 1876 and 1877 at treasury depositories.

Warrants drawn for 1876 .....	\$11,124,924 17	
Warrants drawn for 1877 .....	11,123,223 28	
Decrease of warrants for 1877 .....		\$1,284,796 49
Deduct increase of warrants for 1877 .....		1,283,095 60
	1,700 89	1,700 89
Balance subject to draft June 30, 1877 .....		1,080,111 32
Balance subject to draft June 30, 1876 .....		866,175 69
Increase for 1877 .....		213,935 63
Total number of warrants issued during fiscal year of 1876 .....		13,456
Total number of warrants issued during fiscal year of 1877 .....		12,593
Decrease for 1877 .....		863

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 5.—Receipts and disbursements at depository post-offices, on account of the fiscal year ended June 30, 1877.

Offices.	State.	Proceeds.	Deposits.	Collections.	Aggregate accumulations.	Amount subject to draft June 30, 1876.	Credit balance June 30, 1876.	Total.	Disbursements.	Amount subject to draft June 30, 1877.
Adrian	Michigan	\$5,818 83		\$16 93	\$5,835 76	\$1,307 78		\$7,143 54	\$5,123 23	\$2,020 31
Albany	New York	85,288 68	\$31,843 98	1,275 85	118,408 51	6,487 82		124,896 33	117,511 40	7,384 93
Albia	Iowa	1,403 50	503 19	2 28	1,908 97	1,538 09		3,507 06	2,821 82	685 24
Atlanta	Georgia	21,707 17	3,036 83	55 05	24,799 05		\$603 51	24,195 54	24,028 55	166 99
Auburn	New York	20,078 16	4,786 25	496 61	25,361 02	6,034 37		31,395 39	25,383 41	6,011 98
Augusta	Maine	26,128 29	1,217 50		27,345 79	6,113 73		33,459 52	30,637 35	2,822 17
Austin	Texas	15,668 65	2,514 16	5,125 27	23,308 08	3,946 52		27,254 60	23,593 31	3,661 29
Bangor	Maine	12,247 14	2,791 42	90 00	15,128 56	783 63		15,912 19	14,591 16	1,321 03
Batavia	New York	4,171 28	92 08		4,263 36	1,575 81		5,839 17	4,360 21	1,478 96
Bay City	Michigan	6,264 58	233 84	34 76	6,533 18	2,129 95		8,663 13	7,587 82	1,075 31
Binghamton	New York	16,250 24	7,190 06	19 71	23,460 01	2,714 88		26,174 89	21,517 02	4,657 87
Burlington	Vermont	11,261 24			11,261 24	1,572 92		12,834 16	10,818 36	2,015 80
Charleston	Illinois	2,357 05	292 50		2,649 55	363 67		3,013 22	2,677 18	336 04
Charleston*	South Carolina	28,352 59	717 74	266 19	29,336 52			29,336 52	28,256 99	1,079 53
Cleveland	Ohio	152,951 37	11,767 52		164,718 89	20,848 55		185,567 44	171,259 21	14,308 23
Columbus	do	49,364 00	2,761 59	411 64	52,537 23	4,662 87		57,200 10	51,215 82	5,984 28
Concord	New Hampshire	14,844 15	18,155 32		32,999 47	2,579 58		35,579 05	29,539 39	6,039 66
Decorah	Iowa	3,253 20	211 32	6 19	3,470 71	1,438 41		4,909 12	2,990 73	1,918 39
Denver	Colorado	26,984 75	12,565 96	1,614 13	40,264 84	448 50		40,713 34	40,667 31	46 03
Des Moines	Iowa	29,480 24	11,101 69	559 33	41,141 26	13,649 18		54,790 44	50,363 05	4,427 39
Detroit	Michigan	137,897 25	5,442 47	657 23	143,996 95	19,666 85		163,663 80	143,337 40	20,326 40
Dubuque	Iowa	21,532 44	2,265 73		23,798 17	438 78		24,236 95	21,937 91	2,299 04
East Saginaw	Michigan	8,945 64	161 50		9,107 14	1,680 90		10,788 04	9,488 55	1,299 49
Elmira	New York	16,022 28	5,664 95	1,250 78	22,938 01	55 88		22,993 89	20,569 19	2,424 70
Evansville	Indiana	15,331 36	1,090 61		16,421 97	392 08		16,814 05	14,075 55	2,738 50
Fort Dodge	Iowa	3,047 73	1,282 21	59 28	4,389 22	395 64		4,784 86	3,960 15	824 71
Fort Wayne	Indiana	13,785 38	1,222 60	746 16	15,754 14	990 20		16,744 34	13,602 75	3,141 59
Grand Rapids	Michigan	29,094 23	519 16		29,613 39	2,542 25		32,155 64	29,647 97	2,507 67
Harrisburg	Pennsylvania	39,840 57	5,163 95	1,118 84	46,123 36	6,561 21		52,684 57	49,444 19	3,240 38
Hartford	Connecticut	75,791 30	7,175 77	26 48	82,993 55	7,018 52		90,012 07	83,387 16	6,624 91
Houghton	Michigan	884 60	2,173 74		3,058 34	648 49		3,706 83	2,961 05	745 78
Houston	Texas	12,003 98	2,641 38	1,017 02	15,662 38	245 90		15,908 28	14,252 24	1,656 04
Huntsville	Alabama	1,874 79	322 62		2,197 41	289 92		2,487 33	2,152 96	334 37
Indianapolis	Indiana	84,125 41	1,152 86	1,183 61	86,461 88	2,411 27		88,873 15	86,365 78	2,507 37
Iowa City	Iowa	6,246 67	3,918 36	44 79	10,209 82	3,245 65		13,455 47	9,623 96	3,831 51
Jacksonville	Florida	7,910 80	1,168 42	1,825 27	10,904 49	1,448 42		12,352 91	11,951 20	401 71
Jamestown	New York	6,314 01	558 88		6,872 89	1,783 76		8,656 65	6,800 45	1,856 20
Kalamazoo	Michigan	10,312 03	1,341 95	28 09	11,682 07	1,956 40		15,638 47	12,697 95	2,940 52
Keene	New Hampshire	4,759 90	938 50	219 97	5,918 37	1,223 19		7,141 56	5,192 27	1,949 29
Keokuk	Iowa	15,576 61	338 53	182 80	16,131 94	3,265 04		19,396 98	16,906 89	2,490 09
Knoxville	Tennessee	8,349 09	2,732 29	59 85	11,141 23	629 04		11,770 27	10,406 59	1,363 68

La Fayette	Indiana	500 00	129 62	1,050 00	1,679 62	1,047 39	632 23	632 23	2,724 15
Lansing	Michigan	11,380 79	360 36	432 04	12,193 19	2,607 29	14,800 48	12,076 33	4,875 08
Leavenworth	Kansas	11,598 66	13,661 34	957 32	26,217 32	194 64	26,411 96	12,536 88	2,681 05
Lexington	Kentucky	11,835 42	187 32	516 31	12,539 05	1,735 99	14,295 04	11,613 99	5,942 83
Lima	Ohio	4,338 79	3,088 93	28 23	7,455 95	2,075 57	9,531 52	16,328 67	2,756 34
Louisville	Kentucky	124,239 53	2,625 71	92 59	126,957 83	2,736 52	129,694 35	123,751 52	1,031 16
Madison	Wisconsin	15,894 28	2,275 09	47 64	18,217 01	868 00	19,085 01	3,045 79	1,031 15
Malone	New York	2,876 11	20 83	9 95	2,906 89	1,177 06	4,083 95	2,462 61	975 09
Marquette	Michigan	2,436 66	426 60	-----	2,863 26	630 50	3,493 76	5,209 58	3,470 15
Marshalltown	Iowa	4,486 55	34 66	965 55	5,486 76	697 91	6,184 67	8,892 56	1,632 22
Meadville	Pennsylvania	7,531 47	2,444 35	1,651 06	11,626 88	735 83	12,362 71	29,686 01	7,239 24
Memphis	Tennessee	40,276 23	4,450 72	1,443 58	46,170 53	-----	44,951 13	43,318 91	4,700 87
Milwaukee	Wisconsin	110,007 10	7,857 01	10,616 12	128,480 23	8,445 02	136,925 25	129,686 01	11,862 10
Mobile	Alabama	22,330 13	3,004 41	67 00	25,401 54	-----	24,839 13	23,372 36	2,136 69
Montgomery	do	7,229 04	3,989 79	1,503 28	12,722 11	1,815 04	14,537 15	12,828 95	6,139 44
Montpelier	Vermont	6,086 90	2,436 01	86 75	8,609 66	1,570 46	10,180 12	7,881 34	2,298 78
Mount Pleasant	Iowa	3,293 95	154 97	-----	3,448 92	1,873 01	5,321 93	3,091 23	2,230 70
Nashville	Tennessee	33,862 52	2,570 67	142 52	36,575 71	-----	36,475 98	31,775 11	4,700 87
Newark	New Jersey	72,793 79	14,413 95	630 19	87,837 93	18,567 29	106,405 22	94,543 12	11,862 10
New Bedford	Massachusetts	20,019 86	1,356 03	-----	21,375 89	2,524 18	23,900 07	21,763 38	2,136 69
New Haven	Connecticut	63,134 44	17,449 13	83 78	80,667 35	5,563 73	86,231 08	80,091 64	6,139 44
Norwich	New York	3,723 08	299 37	-----	4,022 45	812 76	4,835 21	4,695 48	139 73
Ogdensburg	do	5,706 97	1,756 23	-----	7,463 20	610 95	8,074 15	7,027 62	1,046 53
Olean	do	2,377 12	976 46	-----	3,353 58	1,219 12	4,572 70	2,701 12	1,871 58
Omaha	Nebraska	24,052 01	24,197 12	11,543 10	59,792 23	2,660 86	62,453 09	60,694 79	1,758 30
Peoria	Illinois	30,611 96	2,733 26	-----	33,345 22	3,730 36	37,075 58	34,830 66	2,244 92
Pittsburgh	Pennsylvania	159,139 66	9,529 42	1,587 80	170,256 88	15,868 23	186,125 11	169,228 65	16,896 46
Plattsburgh	New York	3,711 64	2,136 79	-----	5,848 43	785 59	6,634 02	4,275 97	2,358 05
Portland	Maine	57,856 97	8,846 94	14 43	66,718 34	12,257 45	78,975 79	72,030 58	6,945 21
Portsmouth	New Hampshire	6,159 70	8,873 35	-----	15,033 05	1,411 46	16,444 51	11,811 78	4,632 73
Portsmouth	Ohio	4,877 55	4,093 50	-----	8,971 05	1,204 30	10,175 35	8,722 27	1,453 08
Providence	Rhode Island	101,212 01	29,641 54	92 28	130,945 83	23,504 86	154,450 69	115,676 40	38,774 29
Raleigh	North Carolina	11,935 08	2,930 83	667 35	15,533 26	206 52	15,739 78	15,313 46	426 32
Richmond	Virginia	53,858 67	4,398 58	125 01	58,382 26	4,352 92	62,735 18	56,679 10	6,056 08
Rochester	New York	95,859 66	5,247 46	-----	101,107 12	6,521 61	107,628 73	94,577 90	13,050 83
Rutland	Vermont	5,340 65	2,824 84	-----	8,165 49	1,120 49	9,285 98	8,833 89	452 09
Saint Albans	do	3,147 30	271 30	15 98	3,434 58	1,305 17	4,739 75	3,746 75	993 00
Saint Johnsbury	do	4,711 62	2,068 44	645 60	7,425 66	1,732 52	9,158 18	7,627 45	1,530 73
Saint Paul	Minnesota	39,525 35	10,262 54	408 21	50,196 10	3,461 38	53,657 48	52,802 58	854 90
Sandusky	Ohio	7,070 46	1,585 33	46 54	8,702 33	2,547 95	11,250 28	9,215 35	2,034 93
Savannah	Georgia	19,686 71	1,413 31	546 93	21,646 95	-----	20,806 45	20,751 72	54 73
Scranton	Pennsylvania	11,652 56	1,732 61	211 62	13,536 79	2,706 57	16,303 36	12,121 33	4,182 03
Springfield	Illinois	18,340 53	540 13	15 80	18,896 46	1,740 27	20,636 73	18,334 14	2,302 59
Springfield	Massachusetts	43,759 62	4,550 12	-----	48,609 74	2,912 99	51,522 73	44,629 50	6,893 23
Steuenville	Ohio	5,726 26	258 54	-----	5,984 80	1,776 70	7,761 50	4,758 54	3,002 96
Syracuse	New York	55,433 73	3,727 30	271 66	59,432 69	7,024 83	66,457 52	63,572 26	2,885 26
Taunton	Massachusetts	9,960 46	9,334 00	-----	19,294 46	1,608 32	20,902 78	16,103 39	4,799 39
Terre Haute	Indiana	13,431 58	945 62	351 34	14,728 54	906 55	15,635 09	13,712 42	1,922 67
Toledo	Ohio	72,974 71	1,442 93	97,088 34	171,505 98	6,109 08	177,615 06	173,480 51	4,134 55
Towanda	Pennsylvania	3,233 54	56 68	71 67	3,361 89	528 41	3,890 30	2,873 03	1,017 27

\* Made draft office October 1, 1876.

† Changed to deposit office August 1, 1876.

## No. 5.—Receipts and disbursements at depository post-offices, &amp;c.—Continued.

Offices.	State.	Proceeds.	Deposits.	Collections.	Aggregate accumulations.	Amount subject to draft June 30, 1876.	Credit balance June 30, 1876.	Total.	Disbursements.	Amount subject to draft June 30, 1877.
Urbana .....	Ohio .....	\$5,554 06	\$444 39	\$556 99	\$6,555 44	\$1,378 92	.....	\$7,934 36	\$3,916 58	\$4,017 78
Utica .....	New York .....	36,860 77	5,238 10	186 15	42,285 02	3,981 47	.....	46,266 49	42,388 49	3,878 00
Watertown .....	do .....	11,907 77	180 31	.....	12,088 08	2,033 65	.....	14,121 73	13,326 09	795 64
Wellsborough .....	Pennsylvania .....	1,286 38	821 22	9 97	2,117 57	293 24	.....	2,410 81	2,069 86	340 95
Wheeling .....	West Virginia .....	18,079 86	1,802 16	.....	19,882 02	1,711 95	.....	21,593 97	17,965 43	3,628 54
Williamsport .....	Pennsylvania .....	12,645 80	198 43	47 87	12,892 10	965 35	.....	13,857 45	11,568 12	2,289 33
Winona .....	Minnesota .....	6,474 95	2,059 02	.....	8,533 97	1,002 36	.....	9,536 33	7,992 26	1,544 07
Wooster .....	Ohio .....	4,242 84	897 73	.....	5,140 57	1,444 38	.....	6,584 95	3,019 78	3,565 17
Worcester .....	Massachusetts .....	50,041 44	7,506 25	.....	57,547 69	4,970 58	.....	62,518 27	48,203 36	14,314 91
Zanesville .....	Ohio .....	10,476 13	720 66	17 24	11,214 03	2,613 85	.....	13,827 88	9,411 75	4,416 13
Total .....	.....	2,661,480 56	408,839 74	153,203 90	3,223,614 20	321,947 66	\$4,372 94	3,541,188 92	3,161,923 62	379,265 30

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during fiscal year ending June 30, 1877.*

ORDINARY POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATION OF STAMPS.									Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	90-cent.	
September 30, 1876 .....	25, 520, 800	16, 489, 500	111, 583, 700	1, 931, 480	1, 419, 400	1, 351, 580	171, 720	64, 620	3, 680	\$4, 297, 861 00
December 31, 1876 .....	34, 380, 800	16, 211, 300	112, 827, 900	1, 968, 440	1, 213, 800	1, 397, 560	130, 000	58, 520	19, 000	4, 418, 033 00
March 31, 1877 .....	41, 494, 000	19, 070, 900	116, 530, 000	2, 499, 240	1, 747, 700	1, 912, 260	289, 500	114, 450	7, 320	4, 797, 656 00
June 30, 1877 .....	0, 070, 000	17, 921, 150	115, 192, 300	2, 313, 600	1, 558, 150	1, 793, 040	229, 420	90, 180	3, 660	4, 161, 126 00
Total .....	141, 465, 600	69, 692, 850	456, 133, 900	8, 712, 760	5, 939, 050	6, 454, 440	820, 640	327, 770	33, 660	18, 181, 676 00

NEWSPAPER AND PERIODICAL STAMPS.

Quarter ending—	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, 1876.....	73, 655	26, 980	35, 480	31, 345	19, 210	6, 210	42, 145	26, 640	23, 005	11, 385	9, 695	9, 119	4, 510
December 31, 1876.....	66, 510	23, 600	32, 680	28, 210	16, 095	4, 330	37, 955	22, 495	19, 780	10, 510	9, 435	8, 950	4, 460
March 31, 1877.....	72, 180	27, 360	33, 095	29, 560	16, 865	5, 530	42, 170	25, 630	23, 160	11, 080	10, 365	11, 446	5, 205
June 30, 1877.....	71, 570	27, 170	38, 040	32, 265	20, 675	6, 240	46, 410	24, 165	20, 815	12, 470	10, 315	9, 705	5, 250
Total.....	283, 915	105, 110	139, 295	121, 380	72, 845	22, 310	168, 680	98, 930	86, 760	45, 445	39, 810	39, 220	19, 425

Quarter ending—	NUMBER AND DENOMINATION OF STAMPS—Continued.											Value.
	84-cent.	96-cent.	\$1. 92.	\$3. 00.	\$6. 00.	\$9. 00.	\$12. 00.	\$24. 00.	\$36. 00.	\$48. 00.	\$60. 00.	
September 30, 1876 .....	3, 645	9, 190	7, 005	6, 746	3, 207	1, 544	1, 978	926	409	289	853	\$242, 527 20
December 31, 1876 .....	4, 285	9, 740	5, 275	6, 059	2, 926	1, 923	2, 160	986	557	289	949	251, 416 80
March 31, 1877 .....	5, 555	10, 570	7, 575	6, 333	2, 867	1, 384	1, 551	735	668	423	995	258, 137 30
June 30, 1877 .....	4, 195	9, 605	5, 715	6, 215	3, 432	2, 234	2, 260	738	499	191	900	248, 523 80
Total .....	17, 680	39, 105	25, 570	25, 353	12, 432	7, 085	7, 949	3, 385	2, 133	1, 192	3, 700	1, 000, 605 10

No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during fiscal year ending June 30, 1877—Continued.*

## ORDINARY STAMPED ENVELOPES AND WRAPPERS.

Quarter ending—	NUMBER AND DENOMINATION OF ENVELOPES.										NEWSPAPER-WRAPPERS.		Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	12-cent.	15-cent.	30-cent.	90-cent.	1-cent.	2-cent.	
September 30, 1876.....	5,916,000	606,250	13,787,400	16,000	32,400	.....	.....	.....	.....	.....	5,046,500	783,000	\$613,529 16
December 31, 1876.....	4,970,500	745,750	14,881,850	14,000	42,250	.....	.....	.....	.....	.....	4,233,750	373,750	624,106 11
March 31, 1877.....	5,739,250	856,500	14,843,950	19,250	30,200	.....	.....	1,000	.....	.....	5,425,250	255,500	645,089 28
June 30, 1877.....	5,584,750	719,000	15,436,600	16,250	20,250	3,500	2,000	.....	600	200	5,379,750	493,750	664,211 56
Total.....	22,210,500	2,927,500	58,949,800	65,500	125,100	3,500	2,000	1,000	600	200	20,085,250	1,906,000	2,546,936 11

## STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Quarter ending—	NUMBER AND DENOMINATION OF ENVELOPES.						Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	15-cent	
September 30, 1876.....	405,000	476,500	14,686,000	3,500	40,000	.....	\$502,891 70
December 31, 1876.....	438,750	519,000	13,154,500	3,500	41,000	1,000	520,002 20
March 31, 1877.....	537,000	537,250	13,397,500	4,000	26,000	.....	528,640 70
June 30, 1877.....	432,000	529,750	15,088,750	8,000	45,500	.....	518,461 05
Total.....	1,812,750	2,062,500	60,326,750	19,000	152,500	1,000	2,069,995 65

# POSTAL CARDS.

Quarter ending—	Number of cards.	Value.
September 30, 1876 .....	37, 534, 000	\$375, 340 00
December 31, 1876 .....	43, 213, 000	432, 130 00
March 31, 1877 .....	44, 616, 000	446, 160 00
June 30, 1877 .....	44, 652, 500	446, 525 00
Total .....	170, 015, 500	1, 700, 155 00

## OFFICIAL POSTAGE-STAMPS.

Quarter ending—	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.	\$2.00.	
September 30, 1876 .....	76, 780	101, 350	1, 938, 400	277, 300	1, 220	8, 820	6, 980	4, 220	3, 980	55, 320	21, 045	.....	\$116, 514 50
December 31, 1876 .....	98, 800	133, 300	2, 223, 000	210, 300	2, 000	61, 000	62, 400	4, 200	4, 600	13, 350	16, 200	.....	117, 049 00
March 31, 1877 .....	177, 900	149, 800	3, 152, 000	304, 600	30, 500	57, 700	67, 600	59, 200	11, 100	64, 450	43, 400	500	204, 585 00
June 30, 1877 .....	151, 200	142, 800	3, 372, 200	590, 500	15, 050	49, 850	41, 750	14, 650	11, 030	17, 830	13, 625	745	175, 958 70
Total .....	504, 680	529, 250	10, 686, 200	1, 382, 700	48, 770	177, 370	178, 730	82, 270	30, 710	150, 950	94, 270	1, 245	614, 107 20

## OFFICIAL STAMPED ENVELOPES AND WRAPPERS.

Quarter ending—	NUMBER AND DENOMINATION OF ENVELOPES.								NEWSPAPER-WRAP- PERS.		Value.
	1 cent.	2-cent.	3-cent.	6-cent.	10-cent.	12 cent.	15-cent.	30-cent.	1-cent.	2-cent.	
September 30, 1876 .....	200	203, 100	2, 417, 100	66, 400	.....	.....	.....	.....	600, 200	300	\$87, 306 08
December 31, 1876 .....	.....	167, 000	2, 674, 850	50, 000	.....	.....	.....	.....	.....	.....	87, 040 50
March 31, 1877 .....	100	235, 500	3, 713, 550	102, 000	20	.....	.....	.....	800, 000	.....	131, 336 44
June 30, 1877 .....	100	143, 000	3, 257, 850	48, 350	100	325	200	200	270, 000	.....	106, 678 39
Total .....	400	748, 600	12, 063, 350	266, 750	120	325	200	200	1, 670, 200	300	412, 361 41

No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ending June 30, 1877*—Continued.

RECAPITULATION.

Articles.	Whole number.	Value.
Ordinary postage-stamps .....	689, 580, 670	\$18, 181, 676 00
Newspaper and periodical stamps .....	1, 388, 709	1, 000, 605 10
Ordinary stamped envelopes—plain .....	84, 285, 700	2, 281, 574 11
Ordinary stamped envelopes—request .....	64, 374, 500	2, 069, 995 65
Newspaper-wrappers .....	21, 991, 250	265, 362 00
Postal cards .....	170, 015, 500	1, 700, 155 00
Official postage-stamps .....	13, 867, 145	614, 107 20
Official stamped envelopes .....	14, 750, 445	412, 361 41
Aggregate .....	1, 060, 253, 919	26, 525, 836 47

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 7.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ending June 30, 1877.*

Description.	Quarter ending September 30, 1876.	Quarter ending December 31, 1876.	Quarter ending March 31, 1877.	Quarter ending June 30, 1877.	Total.
<i>Ordinary postage-stamps.</i>					
One-cent .....	25,520,800	34,380,800	41,494,000	40,070,000	141,465,600
Two-cent .....	16,489,500	16,211,300	19,070,900	17,921,150	69,692,850
Three-cent .....	111,583,700	112,827,900	116,530,000	115,192,300	456,133,900
Five-cent .....	1,931,480	1,968,440	2,499,240	2,313,600	8,712,760
Six-cent .....	1,419,400	1,213,800	1,747,700	1,558,150	5,939,050
Ten-cent .....	1,351,580	1,397,560	1,912,260	1,793,040	6,454,440
Fifteen-cent .....	171,720	130,000	289,500	229,400	820,640
Thirty-cent .....	64,620	58,520	114,450	90,180	327,770
Ninety-cent .....	3,680	19,000	7,320	3,660	33,660
Value .....	\$4,297,861 00	\$4,418,033 00	\$4,797,656 00	\$4,668,126 00	\$18,181,676 00
<i>Newspaper and periodical stamps.</i>					
Two-cent .....	73,655	66,510	72,180	71,570	283,915
Three-cent .....	26,980	23,600	27,360	27,170	105,110
Four-cent .....	35,480	32,680	33,095	38,040	139,295
Six-cent .....	31,345	28,210	29,560	32,265	121,380
Eight-cent .....	19,210	16,095	16,865	20,675	72,845
Nine-cent .....	6,210	4,330	5,530	6,240	22,310
Ten-cent .....	42,145	37,955	42,170	46,410	168,680
Twelve-cent .....	26,640	22,495	25,630	24,165	98,930
Twenty-four-cent .....	23,005	19,780	23,160	20,815	86,760
Thirty-six-cent .....	11,385	10,510	11,080	12,470	45,445
Forty-eight-cent .....	9,695	9,435	10,365	10,315	39,810
Sixty-cent .....	9,119	8,950	11,446	9,705	39,220
Seventy-two-cent .....	4,510	4,460	5,205	5,250	19,425
Eighty-four-cent .....	3,645	4,285	5,555	4,195	17,680
Ninety-six-cent .....	9,190	9,740	10,570	9,605	39,105
One-dollar-and-ninety-two-cent .....	7,005	5,275	7,575	5,715	25,570
Three-dollar .....	6,746	6,059	6,333	6,215	25,353
Six-dollar .....	3,207	2,926	2,867	3,432	12,432
Nine-dollar .....	1,544	1,923	1,384	2,234	7,085
Twelve-dollar .....	1,978	2,160	1,551	2,260	7,949
Twenty-four-dollar .....	926	986	735	738	3,385
Thirty-six-dollar .....	409	557	668	499	2,133
Forty-eight-dollar .....	289	289	423	191	1,192
Sixty-dollar .....	853	949	998	900	3,700
Value .....	\$242,527 20	\$251,416 80	\$258,137 30	\$248,523 80	\$1,000,605 10
<i>Stamped envelopes and newspaper-wrappers—plain.</i>					
One-cent .....	5,916,000	4,970,500	5,739,250	5,584,750	22,210,500
Two-cent .....	606,250	745,750	856,500	719,000	2,927,500
Three-cent .....	13,787,400	14,881,850	14,843,950	15,436,600	58,949,800
Five-cent .....	16,000	14,000	19,250	16,250	65,500
Six-cent .....	32,400	42,250	30,200	20,250	125,100
Ten-cent .....	.....	.....	.....	3,500	3,500
Twelve-cent .....	.....	.....	.....	2,000	2,000
Fifteen-cent .....	.....	.....	1,000	.....	1,000
Thirty-cent .....	.....	.....	.....	600	600
Ninety-cent .....	.....	.....	.....	200	200
One-cent wrappers .....	5,046,500	4,233,750	5,425,250	5,379,750	20,085,250
Two-cent wrappers .....	783,000	373,750	255,500	493,750	1,906,000
Value .....	\$613,529 16	\$624,106 11	\$645,089 28	\$664,211 56	\$2,546,936 11
<i>Stamped envelopes bearing a request to return.</i>					
One-cent .....	405,000	438,750	537,000	432,000	1,812,750
Two-cent .....	476,500	519,000	537,250	529,750	2,062,500
Three-cent .....	14,686,000	15,154,500	15,397,500	15,088,750	60,326,750
Five-cent .....	3,500	3,500	4,000	8,000	19,000
Six-cent .....	40,000	41,000	26,000	45,500	152,500
Fifteen-cent .....	.....	1,000	.....	.....	1,000
Value .....	\$502,891 70	\$520,002 20	\$528,640 70	\$518,461 05	\$2,069,995 65

## REPORT OF THE POSTMASTER-GENERAL.

No. 7.—Postage-stamps, stamped envelopes, &amp;c.—Continued.

Description.	Quarter ending September 30, 1876.	Quarter ending December 31, 1876.	Quarter ending March 31, 1877.	Quarter ending June 30, 1877.	Total.
<i>Postal cards.</i>					
One-cent .....	37, 534, 000	43, 213, 000	44, 616, 000	44, 652, 500	170, 015, 500
Value .....	\$375, 340 00	\$432, 130 00	\$446, 160 00	\$446, 525 00	\$1, 700, 155 60
<i>Official postage-stamps.</i>					
One-cent .....	76, 780	98, 800	177, 900	151, 200	504, 680
Two-cent .....	101, 350	135, 300	149, 800	142, 800	529, 250
Three-cent .....	1, 938, 400	2, 223, 000	3, 152, 600	3, 372, 200	10, 686, 200
Six-cent .....	277, 300	210, 300	304, 600	590, 500	1, 382, 700
Seven-cent .....	1, 220	2, 000	30, 500	15, 050	48, 770
Ten-cent .....	8, 820	61, 000	57, 700	49, 850	177, 370
Twelve-cent .....	6, 980	62, 400	67, 600	41, 750	178, 730
Fifteen-cent .....	4, 220	4, 200	59, 200	14, 650	92, 270
Twenty-four-cent .....	3, 980	4, 600	11, 100	11, 030	30, 710
Thirty-cent .....	55, 320	13, 350	64, 450	17, 830	150, 950
Ninety-cent .....	21, 045	16, 200	43, 400	13, 625	94, 270
Two-dollar .....			500	745	1, 245
Value .....	\$116, 514 50	\$117, 049 00	\$204, 585 00	\$175, 958 70	\$614, 107 20
<i>Official stamped envelopes and wrappers.</i>					
One-cent .....	200		100	100	400
Two-cent .....	203, 100	167, 000	235, 500	143, 000	748, 600
Three-cent .....	2, 417, 100	2, 674, 850	3, 713, 550	3, 257, 850	12, 063, 350
Six-cent .....	66, 400	50, 000	102, 000	48, 350	266, 750
Ten-cent .....			20	100	120
Twelve-cent .....				325	325
Fifteen-cent .....				200	200
Thirty-cent .....				200	200
One-cent wrappers .....	600, 200		800, 000	270, 000	1, 670, 200
Two-cent wrappers .....	300				300
Value .....	\$87, 306, 08	\$87, 040 50	\$131, 336 44	\$106, 678 39	\$412, 361 41

## RECAPITULATION.

Description.	Number.	Value.
Ordinary postage-stamps .....	689, 580, 670	\$18,181,676 00
Newspaper and periodical stamps .....	1, 388, 709	1, 000, 605 10
Ordinary stamped envelopes, plain .....	84, 285, 700	2, 281, 574 11
request .....	64, 374, 500	2, 069, 995 65
Total stamped envelopes .....	148, 660, 200	4, 351, 569 76
Newspaper wrappers .....	21, 991, 250	265, 362 00
Postal cards .....	170, 015, 500	1, 700, 155 00
Official postage-stamps .....	13, 867, 145	614, 107 20
Official stamped envelopes and wrappers .....	14, 750, 445	412, 361 41
Whole number and value of stamps, stamped envelopes, and postal cards.	1, 060, 253, 919	26, 525, 836 47

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 8.—Statement of the official stamps and stamped envelopes furnished each of the Executive Departments during the fiscal year ending June 30, 1877.

OFFICIAL POSTAGE-STAMPS.

Name of department.	NUMBER AND DENOMINATIONS.												Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	2-dollar.	
Executive.....	3, 000	4, 000	9, 000	1, 500	.....	1, 300	.....	.....	.....	.....	.....	.....	\$600 00
State.....	15, 000	15, 000	68, 400	33, 300	15, 000	30, 000	1, 000	1, 000	1, 000	1, 000	500	1, 245	12, 300 00
Treasury.....	300, 000	240, 000	1, 050, 000	550, 000	25, 000	100, 000	100, 000	50, 000	.....	110, 000	67, 000	.....	196, 850 00
War.....	83, 580	102, 850	519, 200	281, 450	6, 770	26, 170	31, 830	14, 510	7, 610	21, 150	270	.....	52, 857 20
Navy.....	15, 000	20, 000	95, 000	43, 000	2, 000	8, 000	10, 000	.....	6, 000	4, 000	4, 000	.....	14, 360 00
Post Office.....	56, 600	29, 900	8, 057, 600	191, 450	.....	300	12, 900	8, 760	9, 600	9, 300	8, 900	.....	270, 375 00
Interior.....	16, 500	92, 500	833, 000	263, 000	.....	7, 600	21, 000	8, 000	5, 500	4, 000	12, 100	.....	60, 675 00
Justice.....	10, 000	10, 000	34, 000	14, 000	.....	4, 000	2, 000	.....	1, 000	1, 500	1, 500	.....	4, 840 00
Agriculture.....	5, 000	15, 000	20, 000	5, 000	.....	.....	.....	.....	.....	.....	.....	.....	1, 250 00
Total.....	504, 680	529, 250	10, 686, 200	1, 332, 700	48, 770	177, 370	178, 730	82, 270	30, 710	150, 950	94, 270	1, 245	614, 107 20

OFFICIAL STAMPED ENVELOPES.

Name of department.	NUMBER AND DENOMINATIONS.								NEWSPAPER-WRAPPERS.		Value.
	1-cent.	2-cent.	3-cent.	6-cent.	10-cent.	12-cent.	15-cent.	30-cent.	1-cent.	2-cent.	
War.....	400	100	235, 300	1, 600	120	325	200	200	1, 670, 200	300	\$26, 640 91
Post Office.....	.....	748, 500	11, 828, 050	265, 150	.....	.....	.....	.....	.....	.....	385, 720 50
Total.....	400	748, 600	12, 063, 350	266, 750	120	325	200	200	1, 670, 200	300	412, 361 41

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 9.—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 ending June 30, 1877, over those of the preceding year.

Description.	1876.		1877.		Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps .....	698,799,090	\$18,773,454 00	689,580,670	\$18,181,676 00	*9,218,420	*\$591,778 00	*1.31+	*3.15+
Newspaper and periodical stamps .....	1,290,347	945,254 75	1,388,709	1,000,605 10	98,362	55,350 35	7.62+	5.85+
Ordinary stamped envelopes, plain .....	82,467,000	2,280,318 74	84,285,700	2,281,574 11	1,818,700	1,255 37	2.20+	.05+
Ordinary stamped envelopes, request .....	64,554,500	2,079,578 30	64,374,500	2,069,995 65	*180,000	*9,582 65	*.27+	*.46+
Newspaper-wrappers .....	18,498,750	273,723 50	21,991,250	265,362 00	3,492,500	*8,361 50	18.87+	*3.05+
Postal cards .....	150,815,060	1,508,150 00	170,015,500	1,700,155 00	19,200,500	192,005 00	12.73+	12.73+
Total ordinary issues .....	1,016,424,687	25,860,479 29	1,031,636,329	25,499,367 86	15,211,642	*361,111 43	1.49+	*1.39+
Add official postage-stamps .....	17,682,665	663,831 50	13,867,145	614,107 20	*3,815,520	*49,724 30	*21.57+	*7.49+
Add official stamped envelopes and wrappers .....	15,690,155	429,110 93	14,750,445	412,361 41	*939,710	*16,749 52	*5.98+	*3.90+
Aggregate of all issues .....	1,049,797,507	26,953,421 72	1,060,253,919	26,525,836 47	10,456,412	*427,585 25	.99+	*1.58+

\* Decrease.

A. D. HAZEN,  
Third Assistant Postmaster-General.

CLASSIFICATION AND AMOUNT OF MAIL TREATED AND MODE OF TREATMENT.

Class.	Number.	Class.	Delivered unopened.	Opened.	On hand.
Ordinary domestic mailed letters:		Ordinary domestic mailed letters .....	d25, 198	2, 653, 491	10, 000
Unopened from last fiscal year .....	5, 200	Unmailable letters:			
Received during the year .....	2, 683, 489	Held for postage .....	e201, 327	f102, 588	g9, 549
	a2, 688, 689	Containing unmailable matter .....		2, 094	
Unmailable letters:		Misdirected .....	h4, 100	63, 201	
Held for postage—		Blank .....		7, 020	
From last fiscal year .....	b15, 900				
Received during the year .....	297, 564				
	313, 464				
Containing unmailable matter .....	2, 094				
Misdirected .....	67, 301				
Blank .....	7, 020				
	389, 879				
Foreign letters:		Foreign letters .....	182, 521		3, 660
On hand from last fiscal year .....	3, 039				
Received during the year .....	183, 092			23, 541	
	c186, 181	Third-class matter .....			
	23, 541				
Third-class matter, (packages, &c.) .....		Total .....	413, 146	2, 851, 935	23, 209
Total .....	3, 288, 290				

a Including ordinary mail letters, 2,090,286; drop or local, 411,600; returned from hotels, 57,186; fictitious address, 16,794; returned from foreign countries, (domestic origin,) 108,486; ship and steamboat letters, (i. e., brought by sea outside the mails,) 2,261; and registered, 2,076. b Awaiting return of notice. c Including ordinary, 182,339; registered, 3,842. d Card and request letters. e Forwarded to address upon receipt of postage. f Postage not being paid within thirty days. g Awaiting return of notice. h Address corrected and letters forwarded.

*Statement A, showing the disposition of opened letters.*  
LETTERS OPENED AND MANNER IN WHICH DISPOSED OF.

Containing—	Number.	Value.	Containing—	Delivered.		Filed.		Outstanding.		Destroyed.
				Number.	Value.	Number.	Value.	Number.	Value.	
Money:										
Outstanding from last										
fiscal year.....	6,166=	\$11,895 28								
Received during the										
year.....	24,580=	40,062 41								
	30,746	\$51,957 69	Money.....	20,884	\$37,952 62	4,308	\$5,127 38	5,554	\$8,877 69	.....
Drafts, checks, &c.:										
Outstanding from last										
fiscal year.....	716=	98,957 89								
Received during the										
year.....	12,225=	1,301,780 49								
	12,941	1,400,738 38	Drafts, checks, &c.	11,601	1,204,405 76	569	189,261 09	771	7,071 53	.....
Property:										
On hand from last fis-										
cal year.....	8									
Received during the										
year.....	26,348									
	26,356		Property.....	14,126		12,230				
Receipts, &c.....	23,025		Receipts, &c.....	21,094		1,931				
Photographs.....	27,185		Photographs.....	21,282		5,903				
Postage-stamps.....	38,265		Postage-stamps.....	34,731		3,534				
Nothing of value.....	2,700,307		Nothing of value.....	674,793		101				a2,025,413
Total.....	2,858,825	1,452,696 07	Total.....	798,511	1,242,358 38	28,576	194,388 47	6,325	15,949 22	2,025,413

a Including 99,856 letters returned a second time, the writers not being found.

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 11.—Table showing the number, classification, and disposition of unmailable letters received in the Division of Dead Letters during the year ended June 30, 1877.

Received.		Disposed of.	
Held for postage:		A. Held for postage:	
Domestic .....	274, 858	(a) Awaiting reply to circular at beginning of year..	15, 900
Foreign short-paid .....	22, 706	(d) Treated with circulars during year—	
(a) On file in the office at beginning of year .....	15, 900	Domestic .....	261, 651
	313, 464	Foreign short-paid .....	14, 646
Misdirected .....	67, 301	Official and Navy forwarded .....	202, 197
Blank .....	7, 020	B. Opened .....	1, 883
(b) Containing unmailable matter .....	2, 094		19, 384
Hotel .....	57, 186		313, 464
Fictitious .....	17, 157	Misdirected:	
		Address corrected and forwarded .....	1, 840
		(c) Turned over to foreign branch .....	2, 260
		B. Opened .....	63, 201
			67, 301
		Blank:	
		B. Opened .....	7, 020
		Containing unmailable matter:	
		B. Opened .....	2, 094
		Hotel:	
		(c) Turned over to foreign branch .....	4, 523
		B. Opened .....	52, 663
			57, 186
		Fictitious:	
		(c) Turned over to foreign branch .....	363
		B. Opened .....	16, 794
			17, 157
Total .....	464, 222	Total .....	464, 222
A. Letters forwarded upon receipt of reply to circular .....		B. (c) Letters opened containing valuables .....	
(f) Letters turned over to opening branch .....	83, 204	Letters opened containing nothing of value .....	143, 530
Letters on hand awaiting return of circular .....	9, 549		161, 156
	292, 197	Letters containing nothing of value returned to writer .....	86, 680
Value of stamps received with replies to circulars .....	\$6, 127 56	Letters containing nothing of value destroyed .....	56, 850
			143, 530

(a) See report of last year. (b) Containing coins, jewelry, &c., addressed to postal-union countries. (c) Turned over to the foreign branch to be returned to the countries of origin; they are included in the statement of foreign letters treated. (d) Circular notices were sent to the addresses, asking that the postage due be forwarded to this office. (e) These letters were turned over to the various branches having charge of valuable letters, and are included in their statements. (f) These letters were opened, no reply to circulars being received within thirty days.

A. D. HAZEN,  
Third Assistant Postmaster-General.

## REPORT OF THE POSTMASTER-GENERAL.

No. 12.—Table showing the number of foreign letters received and treated in the Division of Dead Letters during the fiscal year ended June 30, 1877.

## CORRESPONDENCE ORIGINATING IN FOREIGN COUNTRIES.

RECEIVED.		DISPOSITION.			
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressee.	On hand.
Ordinary letters—		Ordinary letters ....	175, 211	52	3, 603
On hand from last fiscal year. ....	3, 080				
Received during the year. ....	173, 786				
	173, 866				
Registered letters—		Registered letters....	3, 723	62	57
On hand from last fiscal year. ....	9				
Received during the year. ....	3, 833				
	3, 842				
Printed matter for return .....	3, 473	Printed matter .....	3, 473		
Total .....	186, 181	Total .....	182, 407	114	3, 660

## CORRESPONDENCE ORIGINATING IN THE UNITED STATES AND RETURNED FROM FOREIGN COUNTRIES.

RECEIVED.	
Class.	Number.
Ordinary letters.....	104, 313
Registered letters.....	468
Printed matter.....	3, 705
Total.....	108, 486

STATEMENT A.—Showing the amount of undelivered correspondence returned to and received from each of the several foreign countries.

Countries.	Returned to—				Received from—			
	Ordinary.	Registered.	Printed matter.	Total.	Ordinary.	Registered.	Printed matter.	Total.
Austro-Hungary.....	3, 549	732	295	4, 566				
Belgium.....	720	36	72	828				
Bermuda.....	147			147	186			186
Brazil.....	229	5		234	263	3		266
British India.....	100			100				
Canada.....	50, 678	441		51, 119	50, 084	160		50, 244
Cuba.....	566			566				
Denmark.....	1, 679	19	14	1, 712				
Egypt.....	46	1	1	48				
Ecuador.....	14			14				
France.....	5, 416	113	1, 766	7, 295				
Great Britain.....	59, 438	590	25	60, 053	32, 112	276		32, 388
Germany.....	26, 202	1, 252	251	27, 705				
Greece.....	75	4	62	141				
Guatemala.....	56	1		57				
Hong-Kong.....	18	2		120	99			99
Hawaiian Kingdom.....	160			160	180			180
Italy.....	7, 382	174	550	8, 106				
Japan.....	342	4		346	99	3		102
Luxemburg.....	205	8	4	217				
Mexico.....	633			633				

## STATEMENT A.—Showing the amount of undelivered correspondence, &amp;c.—Continued.

Countries.	Returned to—				Received from—			
	Ordinary.	Registered.	Printed matter.	Total.	Ordinary.	Registered.	Printed matter.	Total.
Norway.....	3,160	59	28	3,247				
Netherlands.....	1,141	8	118	1,267				
Newfoundland.....	211	2		213	153			153
New South Wales.....	411	17		428	476	8		484
New Zealand.....	437	8		445	314	6		320
Portugal.....	2,079	2	25	2,106				
Queensland.....	114	4		118	96	3		99
Roumania.....	33	2	1	36				
Russia.....	1,953	91	149	2,193				
Spain.....	455	14	66	535				
Servia.....	2			2				
Sweden.....	5,518	63	35	5,616				
Switzerland.....	1,815	81	11	1,907				
Salvador.....	22			22				
Turkey.....	6			6				
Venezuela.....	51			51				
Consuls, &c.....	28			28	3,393	9		3,402
Postal Union.....					16,858		3,705	20,563

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 13.—Table showing the detailed classification and disposition of letters containing valuable inclosures for the fiscal year ended June 30, 1877.

Classification.	Delivered.	Filed for reclama- tion.	Outstanding in the hands of postmasters.	Total.
Money.....	20,311	4,871	1,887	27,069
Called "Minor":				
Checks, drafts, bills of exchange, letters of credit, and certificates of stock.....	6,580	367	395	7,342
Money-orders, foreign and domestic.....	3,271	71	284	3,626
Notes and due-bills.....	1,019	57	38	1,114
Deeds and land-warrants.....	405	18	24	447
Mortgages and assignments, releases of, &c.....	42		1	43
Leases, assignments of, &c.....	1	1	1	3
Passage and railroad tickets.....	250	54	25	338
Bank-books.....	15	1	2	18
Pension-certificates and wills.....	9		1	10
Called "Sub-Minor":				
Receipts, bills of lading, &c.....	9,322	506		9,828
Legal documents.....	2,285	31		2,316
Sealed foreign letters inclosed.....	1,469	26		1,495
Sealed domestic letters inclosed.....	247	49		296
Pension papers, registered-letter receipts, &c.....	375	4		379
Locks of hair.....	2,375	108		2,483
Paid notes, canceled checks, &c.....	579	11		590
Photographs.....	23,934	3,251		27,185
Postage-stamps.....	35,023	3,242		38,265
Miscellaneous, (including 90 military papers).....	5,130	347		5,477
Called "Property":				
Jewelry.....	1,168	790		1,958
Dry-goods and clothing.....	1,193	1,304		2,497
Books, pictures, and music.....	4,319	2,725		7,044
Merchandise and samples.....	2,447	3,372		5,819
Cutlery, dental and other instruments.....	183	184		367
Manuscripts.....	280	255		535
Miscellaneous.....	4,441	3,583		8,024
	126,682	25,228	2,658	154,568

A. D. HAZEN,  
Third Assistant Postmaster-General.



No. 15.—Number of registered letters transmitted through the mails from each State and Territory in the United States during the fiscal year ended June 30, 1877.

States and Territories.	Quarter ended September 30, 1876.			Quarter ended December 31, 1876.			Quarter ended March 31, 1877.			Quarter ended June 30, 1877.			Total.			Grand total of letters registered for year ended June 30, 1877.	Fees received.
	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.		
Alabama.....	7,975	25	1,133	9,596	66	1,328	13,695	61	1,330	12,170	53	1,227	43,436	25	5,018	48,659	\$4,364 10
Arkansas.....	6,178	24	806	8,533	35	782	12,535	42	931	12,373	27	777	39,619	128	3,296	43,043	3,974 70
California.....	19,147	3,992	1,351	22,831	4,288	1,385	21,907	3,831	1,356	21,342	3,595	1,234	85,227	15,109	5,326	103,662	10,033 60
Colorado.....	6,658	136	332	7,196	171	390	7,750	139	364	8,331	147	477	29,935	583	1,563	32,081	3,051 80
Connecticut.....	9,663	459	33,779	11,341	642	33,749	13,161	529	33,860	12,072	488	33,749	46,237	2,118	135,137	183,492	4,835 50
Delaware.....	1,364	6	79	1,374	11	73	1,809	17	74	1,688	6	59	6,235	40	285	6,560	627 50
Florida.....	4,368	25	581	4,948	14	433	7,143	30	503	7,322	45	561	23,781	114	2,128	26,023	2,389 50
Georgia.....	10,388	43	1,417	14,486	74	1,709	17,453	124	1,724	14,770	78	1,744	57,097	319	6,594	64,010	5,741 60
Illinois.....	49,006	2,043	6,494	61,807	2,405	6,567	72,830	2,245	7,202	65,363	2,011	6,887	249,006	8,734	27,150	284,890	25,774 00
Indiana.....	27,732	185	2,697	35,134	213	3,060	46,397	254	3,023	41,800	130	2,914	150,973	782	11,694	163,449	15,175 50
Iowa.....	30,929	276	4,123	43,067	405	4,590	48,602	491	4,290	44,877	346	4,420	167,475	1,518	17,423	186,416	16,899 30
Kansas.....	14,577	127	1,831	18,077	184	1,891	21,222	261	1,896	21,965	164	1,970	77,841	736	7,588	86,165	7,857 70
Kentucky.....	12,472	137	1,189	13,048	136	723	16,918	121	807	18,162	121	2,413	60,600	515	5,132	66,247	6,111 50
Louisiana.....	10,447	456	912	13,147	621	819	14,506	648	837	16,006	579	956	54,106	2,304	3,574	59,984	5,641 00
Maine.....	16,180	425	905	17,915	463	1,062	26,171	478	910	19,854	442	1,187	74,120	1,808	4,064	79,992	7,592 80
Maryland.....	8,565	548	855	9,764	390	790	11,459	393	615	11,253	339	749	41,041	1,672	3,009	45,722	4,271 30
Massachusetts.....	23,385	2,975	15,809	28,857	3,657	15,922	32,026	3,136	15,950	30,453	3,491	15,696	116,721	13,359	63,577	193,557	12,998 00
Michigan.....	29,809	1,501	3,618	34,657	1,740	3,619	38,630	1,677	2,499	36,752	1,606	3,787	139,838	6,524	13,523	159,885	14,636 20
Minnesota.....	16,187	416	1,540	22,364	448	2,027	21,528	427	1,363	21,434	443	1,539	83,513	1,734	6,469	91,716	8,524 70
Mississippi.....	8,690	67	1,319	10,709	48	1,234	11,970	69	1,450	13,708	48	1,513	48,077	232	5,546	53,855	4,830 90
Missouri.....	30,101	623	2,289	37,212	659	2,466	47,357	661	2,678	48,230	631	2,973	162,900	2,574	10,406	175,880	16,547 40
Nebraska.....	9,681	174	879	13,141	191	1,315	14,817	212	1,067	14,182	164	1,001	51,821	741	4,292	56,854	5,256 20
Nevada.....	4,117	616	261	4,341	774	268	4,502	568	272	4,647	448	268	17,607	2,406	1,069	21,082	2,001 30
New Hampshire.....	8,040	336	545	9,125	450	638	10,644	391	634	9,519	446	880	37,328	1,683	2,717	41,728	3,901 10
New Jersey.....	11,963	798	612	12,375	978	555	13,312	923	666	13,480	859	642	51,130	3,558	2,475	57,163	5,468 80
New York.....	87,417	10,965	39,794	100,161	12,822	39,659	106,080	12,192	48,176	97,565	11,767	46,116	391,223	47,755	173,745	612,723	43,897 80
North Carolina.....	13,358	27	1,747	15,273	18	1,481	19,453	33	1,540	20,447	33	2,043	68,531	111	6,811	75,453	6,864 20
Ohio.....	44,129	958	4,893	52,852	1,128	5,607	65,203	1,209	6,049	60,587	944	5,823	222,771	4,230	22,372	249,373	22,700 10
Oregon.....	3,767	33	355	4,668	46	467	5,499	32	376	5,389	33	377	19,323	144	1,575	21,042	1,946 70
Pennsylvania.....	56,647	2,816	2,724	65,602	3,109	2,865	74,337	2,559	2,444	74,959	2,238	3,324	271,675	10,722	11,357	593,754	28,239 70
Rhode Island.....	3,414	430	96	3,718	453	115	4,020	450	182	3,794	435	98	14,946	1,768	491	17,205	1,671 40
South Carolina.....	6,801	60	783	8,408	91	540	10,046	83	702	9,641	55	734	34,896	289	2,759	37,944	3,518 50
Tennessee.....	12,435	103	1,253	12,745	100	1,137	18,237	102	1,154	25,196	94	1,629	68,613	399	5,173	74,185	6,901 20
Texas.....	18,246	406	2,250	23,624	470	2,093	33,604	469	2,229	29,833	508	2,332	105,297	1,853	8,904	116,054	10,715 00
Vermont.....	9,298	418	794	11,951	336	681	13,470	441	910	11,830	331	732	46,549	1,526	3,117	51,192	4,807 50
Virginia.....	15,085	63	1,025	17,206	161	1,400	20,242	121	1,309	19,751	93	1,366	72,284	438	5,100	77,822	7,272 20
West Virginia.....	7,521	24	419	8,391	26	551	10,291	131	637	10,251	27	492	36,454	110	2,099	38,663	3,656 40
Wisconsin.....	28,061	489	2,440	38,898	725	2,961	41,343	722	3,043	36,334	510	3,177	144,636	2,446	11,621	158,703	14,708 20
Alaska.....	1	38	2	46	3	1	39	5	2	36	.....	.....	159	6	6	174	16 80

No. 15.—Number of registered letters transmitted through the mails, &amp;c.—Continued.

States and Territories.	Quarter ended September 30, 1876.			Quarter ended December 31, 1876.			Quarter ended March 31, 1877.			Quarter ended June 30, 1877.			Total.			Grand total of letters registered for year ended June 30, 1877.	Fees received.
	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.		
Arizona .....	1,568	15	89	1,878	12	91	1,992	17	107	2,069	23	143	7,507	67	430	8,004	\$757 40
Dakota .....	2,115	60	212	2,940	77	263	3,576	89	219	3,854	70	222	12,485	296	916	13,697	1,278 10
District of Columbia .....	4,704	865	14,297	5,055	978	14,764	6,415	980	18,227	5,175	505	16,832	21,349	3,328	64,120	88,797	2,467 70
Idaho .....	1,754	12	36	2,607	22	33	2,916	31	125	2,823	18	45	10,100	83	239	10,422	1,018 30
Indian .....	1,141	2	50	1,232	6	43	1,775	10	54	1,754	5	48	5,902	23	195	6,120	592 50
Montana .....	2,001	22	192	2,690	28	183	2,699	40	185	3,026	30	172	10,416	120	732	11,268	1,053 60
New Mexico .....	1,738	8	94	1,692	16	109	1,945	13	83	2,442	12	85	7,817	49	371	8,237	786 60
Utah .....	3,881	70	202	4,741	99	224	5,340	93	284	4,956	146	370	18,918	408	1,080	20,406	1,932 60
Washington .....	1,889	55	163	2,233	47	147	2,559	48	129	2,577	46	139	9,258	196	578	10,032	945 40
Wyoming .....	2,611	20	202	3,149	38	228	3,245	43	249	2,702	41	214	11,707	142	893	12,742	1,184 90
Total .....	709,269	33,798	159,498	856,897	39,880	163,118	1,003,570	37,529	174,787	958,744	34,701	176,336	3,528,480	145,908	673,739	4,348,127	367,438 80

## RECAPITULATION.

Total domestic on which fees were collected .....	3,528,480
Total foreign on which fees were collected .....	145,908
Total free .....	673,739
Grand total .....	4,348,127
Total fees received .....	\$367,438 80

A. D. HAZEN,  
Third Assistant Postmaster-General.

No. 16.—*Statement showing the operations of the registered-letter system at the cities of New York and Chicago during the fiscal year ended June 30, 1877.*

Description.	New York.	Chicago.	Total.
Number of registered letters mailed .....	180, 768	33, 680	214, 448
Number of packages of postage-stamps registered .....	153, 689	.....	153, 689
Number of registered letters received for delivery .....	465, 075	219, 616	714, 691
Number of registered letters received for distribution .....	238, 281	295, 550	533, 831
Number of stamped-envelope packages distributed .....	23, 433	22, 835	46, 319
Number of postal-card packages distributed .....	8, 573	6, 710	15, 283
Number of registered packages and pouches for New York City ..	275, 736	.....	275, 736
Number of registered packages and pouches in transit .....	125, 539	.....	125, 539
Number of registered packages and pouches made up and mailed ..	168, 087	.....	168, 087
Total number of letters, packages, and pouches handled ....	1, 639, 231	608, 332	2, 247, 623

A. D. HAZEN.  
Third Assistant Postmaster-General.

No. 17.—*Showing the number and value of registered packages forwarded during the fiscal year ended June 30, 1877, for the Post Office and Treasury Departments.*

Description.	Number of packages.	Value.
Postage-stamps from New York agency .....	153, 591	\$19, 796, 388 39
Stamped envelopes and newspaper-wrappers from Hartford agency ....	131, 993	5, 029, 293 17
Postal cards from Springfield agency .....	58, 058	1, 700, 155 00
Total for the Post Office Department .....	343, 642	26, 525, 836 47
Mutilated currency from Treasury Department, (Treasurer) .....	19, 792	369, 988 13
Currency remitted from Treasury Department, (Treasurer) .....	8, 433	61, 652 51
United States bonds sent from Treasury Department, (Comptroller of Currency) .....	334	26, 228, 250 00
Incomplete currency from Treasury Department, (Comptroller of Currency) .....	133	180, 500 00
United States national-bank notes from Treasury Department, (Comptroller of Currency) .....	394	2, 768 00
Internal-revenue stamps .....	2, 725	97, 303, 881 90
Total for the Treasury Department .....	31, 811	124, 147, 040 54
Aggregate .....	375, 453	150, 672, 877 01

A. D. HAZEN.  
Third Assistant Postmaster-General.

*Statement of the weight of mails dispatched to Postal Union countries during the year.*

	Letters. Grams.	Newspapers, &c. Grams.
To Great Britain and Ireland .....	45, 806, 812	215, 009, 966
Germany .....	26, 443, 506	95, 157, 822
France .....	6, 921, 694	28, 115, 534
Italy .....	2, 343, 492	10, 176, 566
Sweden .....	2, 411, 839	4, 631, 719
Switzerland .....	1, 812, 849	8, 446, 495
Norway .....	1, 893, 812	3, 913, 021
Netherlands .....	1, 181, 349	3, 349, 855
Denmark .....	1, 150, 875	2, 774, 877
Belgium .....	840, 036	2, 785, 814
Spain .....	589, 975	2, 893, 695
Total .....	91, 401, 230	377, 260, 364

#### DIPLOMATIC ACT.

The Swiss Post Department having proposed to all the members of General Postal Union :

1st, by circular of 20th October, 1876, to admit into the General Postal Union, on the same conditions as the French Colonies and British India, that is to say, upon the conditions of the arrangement signed at Berne, the 27th of January, 1876, the British Colonies of Ceylon, the establishments of Détroit, (Straits Settlements,) Labuan, Trinidad, British Guiana, Bermuda Islands, and Jamaica;

2d, by circular of 11 November, 1876, to admit the British Colony of the Island of Mauritius and its dependencies into the General Postal Union, upon the conditions of the aforesaid arrangement of 27 January, 1876;

3d, by circular of 8 January, 1877, to admit also and upon the same conditions into the General Postal Union the British Colony of Hong-Kong;

And no objections to these propositions having been presented within the delay of six weeks prescribed by article 17, paragraph 6, of the treaty of Berne of 9 October, 1874—

The undersigned, duly authorized for that purpose, establish, by the present diplomatic act, the definitive adhesion, from the 1st of April, 1877, of the British Government for its colonies of Ceylon, the Straits Settlements, Labuan, Trinidad, British Guiana, the Bermuda Islands, Jamaica, the Island of Mauritius and its dependencies, and Hong-Kong to the stipulations of the treaty concerning the formation of the General Postal Union concluded at Berne, October 9, 1874, and also to the stipulations of the Detailed Regulations for the execution of the said treaty.

Done at Berne, February 23, 1877.

For the Swiss Federal Council, in the name of the members of the Union :

The Vice-President of the Federal Council,  
[L. S.]

SCHENK.

For the Government of the United Kingdom of Great Britain and Ireland and for the Government of British India :

The Minister-Resident of Her British Majesty near the Swiss Confederation,  
[L. S.]

EDWIN CORBETT.

## DIPLOMATIC ACT.

The Swiss Post Department having proposed by circular of 20th October, 1876, to all the members of the General Postal Union to admit into the Union the whole of the Spanish Colonies upon the same conditions as the French Colonies and British India, that is to say, upon the conditions of the arrangement signed at Berne the 27th of January, 1876, and no objection to this proposition having been presented within the delay of six weeks prescribed by article 17, paragraph 6, of the treaty of Berne of the 9th October, 1874—

The undersigned, duly authorized for that purpose, establish, by the present diplomatic act, the definitive adhesion, from the 1st of May, 1877, of the Government of His Catholic Majesty for the whole of the Spanish Colonies, to the stipulations of the treaty concerning the formation of a General Postal Union, concluded at Berne, the 9th October, 1874, and also to the stipulations of the Detailed Regulations for the execution of the said treaty.

Done in duplicate at Paris, the twenty-first day of April, one thousand eight hundred and seventy-seven, (21 April, 1877.)

For the Swiss Federal Council, in the name of the members of the Union:

The Envoy Extraordinary and Minister Plenipotentiary of the Swiss Confederation, near the French Republic,

[L. s.]

KERN.

For the Government of his Catholic Majesty:

His Ambassador near the French Republic,

[L. s.]

MARQUIS DE MOLINS.

## DIPLOMATIC ACT.

The Swiss Post Department having proposed, by circular of October 20, 1876, to all the members of the General Postal Union, to admit into the union the whole of the Netherland Colonies, on the same conditions as the French Colonies and British India, that is to say, upon the conditions of the arrangement signed at Berne the 27th of January, 1876, and no objection to this proposition having been presented within the delay of six weeks prescribed by article 17, paragraph 6, of the treaty of Berne of 9 October, 1874—

The undersigned, duly authorized for that purpose, establish, by the present diplomatic act, the definitive adhesion, from the 1st of May, 1877, of the Government of the Netherlands for the whole of the Netherland Colonies, to the stipulations of the treaty concerning the formation of a General Postal Union, concluded at Berne, October 9, 1874, and also to the stipulations of the Detailed Regulations for the execution of the said treaty.

Done at Berne, January 19, 1877.

For the Swiss Federal Council, in the name of the members of the Union:

The President of the Confederation,

[L. s.]

DR. J. HEER.

For the Government of the Netherlands:

The Consul-General of the Netherlands near the Swiss Confederation,

[L. s.]

J. G. SUTER-VERMEULEN.

## DIPLOMATIC ACT.

The Swiss Post Department having proposed, by circular of 8th January, 1877, to all the members of the General Postal Union to admit into the Union the Empire of Japan, upon the same conditions as the French colonies and British India; that is to say, upon the conditions of the arrangement signed at Berne the 27th of January, 1876, and no objection to these propositions having been presented within the delay of six weeks, prescribed by article 17, paragraph 6, of the treaty of Berne of 9 October, 1874,

The undersigned, duly authorized for that purpose, establish, by the present diplomatic act, the definitive adhesion, from the 1st of June, 1877, of the Imperial Government of Japan to the stipulations of the treaty concerning the General Postal Union, concluded at Berne the 9th of October, 1874, and also to the Detailed Regulations for the execution of the said treaty.

Done at Berlin, March 3, 1877.

For the Federal Swiss Council, in the name of the members of the Union:

The Envoy Extraordinary and Minister Plenipotentiary of the Swiss Confederation near the German Empire,

[L. S.]

A. ROTH.

For the Imperial Government of Japan:

The Envoy Extraordinary and Minister Plenipotentiary of His Majesty the Emperor of Japan near the German Empire,

[L. S.]

S. AOKY.

## DIPLOMATIC ACT.

The Swiss Post Department having proposed by circular of 6 January, 1877, to all the members of the General Postal Union, to admit into the union the Empire of Brazil upon the same conditions as the French colonies and British India; that is to say, upon the conditions of the arrangement signed at Berne the 27th of January, 1876, and no objection to this proposition having been presented within the delay of six weeks, prescribed by article 17, paragraph 6, of the treaty of Berne of October 9, 1874,

The undersigned, duly authorized for that purpose, establish, by the present diplomatic act, the definitive adhesion, from the 1st of July, 1877, of the Government of the Empire of Brazil to the stipulations of the treaty concerning the formation of a General Postal Union, concluded at Berne the 9th October, 1874, as well as to the stipulations of the Detailed Regulations for the execution of the said treaty.

Done at Berne, March 17, 1877.

For the Swiss Federal Council, in the name of the members of the Union:

The Vice-President of the Federal Council,

[L. S.]

SCHENK.

For the Government of the Empire of Brazil:

The Chargé d'Affaires of Brazil *ad interim* near the Swiss Confederation,

[L. S.]

J. B. DE SERRO BELFORT.

## DIPLOMATIC ACT.

The Swiss Post Department having proposed by circular of the 8th January, 1877, to all the members of the General Postal Union, to admit

into the Union the whole of the Portuguese Colonies upon the same conditions as the French Colonies and British India, that is to say, upon the conditions of the arrangement signed at Berne the 27th of January, 1876, and no objection to this proposition having been presented within the delay of six weeks prescribed by article 17, paragraph 6, of the Berne treaty of 9 October, 1874;

The undersigned, duly authorized for that purpose, establish, by the present diplomatic act, the definitive adhesion, from the 1st of July, 1877, of the Portuguese Government, for the whole of its Colonies, to the stipulations of the treaty concerning the formation of a General Postal Union, concluded at Berne October 9, 1874, and also to the stipulations of the Detailed Regulations for the execution of the said treaty.

Done at Paris the 5th of April, 1877, (one thousand eight hundred and seventy-seven.)

For the Swiss Federal Council, in the name of the members of the Union:

The Envoy Extraordinary and Minister Plenipotentiary of the Swiss Confederation near the French Republic,

[L. S.]

KERN.

For His Majesty the King of Portugal and of the Algarves:

His Envoy Extraordinary and Minister Plenipotentiary near the French Republic,

[L. S.]

J. DA SILVA MENDES. [SEAL.]

#### DIPLOMATIC ACT.

The Swiss Post Department having proposed by circular of 22 May, 1877, to all the members of the General Postal Union to admit Persia into the Union on the same conditions as the French Colonies and British India, that is to say, upon the conditions of the arrangement signed at Berne the 27th of January, 1876, and no objection to this proposition having been presented within the delay of six weeks prescribed by article 17, paragraph 6, of the treaty of Berne, of 9th October, 1874;

The undersigned, duly authorized for that purpose, establish, by the present diplomatic act, the definitive adhesion, from the 1st of September, 1877, of the Persian Government to the stipulations of the treaty concerning the formation of a General Postal Union, concluded at Berne October 9, 1874, and also to the stipulations of the Detailed Regulations for the execution of the said treaty.

Done at Berne, August 18, 1877.

For the Swiss Federal Council, in the name of the members of the Union:

The President of the Confederation,

[L. S.]

HEER.

For the Government of His Imperial Majesty the Schah of Persia:

The Director of the International Bureau of the General Postal Union,

[L. S.]

EUGÈNE BOREL.

#### DIPLOMATIC ACT.

The Swiss Post Department having proposed by circular of 23 April, 1877, to all the members of the General Postal Union, to admit into the Union Greenland and the Danish Islands of the West Indies, namely, St. Thomas, Ste. Croix, and St. Jean, on the same conditions as the French Colonies and British India, that is to say, upon the conditions of the arrangement signed at Berne, January 27, 1876, and no objection to this

proposition having been presented within the delay of six weeks prescribed by article 17, paragraph 6, of the treaty of Berne, of October 9, 1874;

The undersigned, duly authorized for that purpose, establish, by the present diplomatic act, the definitive adhesion, from the 1st of September, 1877, of the Government of His Majesty the King of Denmark, for Greenland and the Islands of St. Thomas, Ste. Croix, and St. Jean, to the stipulations of the treaty concerning the formation of a General Postal Union, concluded at Berne, October 9, 1874, and also to the stipulations of the Detailed Regulations for the execution of the said treaty.

Done in duplicate, at Paris, the first of August, one thousand eight hundred and seventy seven, (1st August, 1877.)

For the Swiss Federal Council, in the name of the members of the Union:

The Envoy Extraordinary and Minister Plenipotentiary of the Swiss Confederation near the French Republic,

[L. S.]

KERN.

For the Government of His Majesty the King of Denmark:

His Envoy Extraordinary and Minister Plenipotentiary near the Government of the French Republic,

[L. S.]

MOLTKE-HVITFELDT.

## APPENDIX.—FOREIGN MONEY ORDER CONVENTIONS.

### ADDITIONAL ARTICLE OF AGREEMENT BETWEEN THE POST OFFICE DEPARTMENTS OF THE UNITED STATES OF AMERICA AND THE DOMINION OF CANADA.

#### SOLE ARTICLE.

To facilitate the exchange of money-orders between the United States and the Dominion of Canada, it is agreed that all money-orders mailed at the exchange offices in the United States, and addressed to payees in the Dominion of Canada, shall be transmissible in the mails between the two countries free of postage.

This article shall take effect immediately, and shall have equal duration with the postal arrangement now in force between the United States and the Dominion of Canada.

Done in duplicate and signed at Washington the twenty-sixth day of October, one thousand eight hundred and seventy-seven, and at Ottawa the twenty-second day of October, one thousand eight hundred and seventy-seven.

[L. S.]

D. M. KEY,

*Postmaster-General of the United States.*

[L. S.]

L. S. HUNTINGTON,

*Postmaster-General of the Dominion of Canada.*

I hereby approve the foregoing additional article, and in testimony thereof I have caused the seal of the United States to be affixed.

[L. S.]

R. B. HAYES.

By the President:

WM. M. EVARTS,

*Secretary of State.*

WASHINGTON, October 26, 1877.

ADDITIONAL ARTICLE OF AGREEMENT BETWEEN THE POST-OFFICE  
DEPARTMENTS OF THE UNITED STATES OF AMERICA AND NEWFOUND-  
LAND.

SOLE ARTICLE.

To facilitate the exchange of money-orders between the United States and Newfoundland, it is agreed that all money-orders mailed at the exchange offices in the United States and addressed to payees in the colony of Newfoundland shall be transmissible in the mails between the two countries free of postage.

This article shall take effect immediately, and shall have equal duration with the postal convention of 20-30 November, 1872, and with the additional articles of agreement concluded thereto.

Done in duplicate and signed at Washington the sixth day of November, one thousand eight hundred and seventy-seven, and at St. Johns the twenty-third day of October, one thousand eight hundred and seventy-seven.

[SEAL.]

D. M. KEY,  
*Postmaster-General of the United States.*

JOHN DELANY,  
*Postmaster-General of Newfoundland.*

I hereby approve the foregoing additional article, and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL.]

R. B. HAYES.

By the President:

WM. M. EVARTS,  
*Secretary of State.*

WASHINGTON, November 6, 1877.

CONVENTION BETWEEN THE POST-OFFICE DEPARTMENT OF THE UNITED  
STATES OF AMERICA AND THE POST-OFFICE DEPARTMENT OF THE  
KINGDOM OF ITALY.

The Post-Office Department of the United States of America and the Post-Office Department of the Kingdom of Italy, being desirous of establishing an exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed to the following articles:

ARTICLE I.

There shall be a regular exchange of money-orders between the two countries.

The maximum amount of each order is fixed at fifty dollars national currency, when issued in the United States, and, when issued in the Kingdom of Italy, at two hundred and fifty lire of gold value.

ARTICLE II.

The Italian Post-Office Department shall have the power to fix the rates of commission on money-orders issued in the Kingdom of Italy; and the United States Post-Office Department shall have the same power in regard to money-orders issued in the United States.

Each Post-Office Department shall communicate to the other its tariff of charges, which shall be established under this convention, and the rates shall, in all cases, be paid in advance by the remitter, and shall not, in any event, be repayable.

It is understood, moreover, that each office is authorized to suspend, temporarily, the exchange of money-orders in case the course of exchange, or any other circumstance, shall give rise to abuses, or cause detriment to its own interests, but such action shall not be taken by either postal administration without sending notice to the other.

### ARTICLE III.

Each administration shall keep the commission charged on money-orders issued in its offices, but shall pay to the other administration one per cent. on the total amount of such orders.

### ARTICLE IV.

In the payment of money-orders to the public in the United States no account shall be taken of any fraction of a cent.

### ARTICLE V.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of the offices of exchange. On the part of the United States the office of exchange shall be New York, and on the part of the Kingdom of Italy, Turin.

### ARTICLE VI.

Any person in the United States, desiring to remit to any part of Italy a sum of money within the limits prescribed by Article I of this convention, may pay it into any post office of the former country, authorized to receive sums, payable in Italy, and to pay orders remitted from that country.

The remitter shall give to the postmaster at such post office the name and exact address of the person to whom the amount is to be paid in the country of destination, and also his own name and address.

Any person in Italy desiring to remit to the United States a sum of money within the limits prescribed by Article I, may pay it into any post office in the country of his residence, giving at the same time his own name and address and the name and exact address of the person to whom the amount is to be paid in the United States.

The receiving post office in either country shall transmit, in accordance with the rules established by its postal administration, due notice of such payment by an internal money-order, or otherwise, to the dispatching exchange office.

### ARTICLE VII.

Each exchange office shall send, twice every week, to the corresponding exchange office of the other country, a certified list of sums received, since the last previous transmission of the certified list, to be paid in the other. The list, by means of which the exchange office of New York shall communicate to the exchange office of Turin the amounts deposited in the United States, to be paid in Italy, shall be in

conformity with the model "A," annexed to the present convention. The list, by means of which the exchange office of Turin shall communicate to that of New York the amounts deposited in Italy, to be paid in the United States, shall follow the pattern "B," hereto annexed.

The lists dispatched from each exchange office, as well as the entries therein, shall be numbered consecutively, commencing with No. 1, at the beginning of each year. These lists must always be sent in duplicate, and must be written in copyable ink.

Should it happen that, at the day when the lists are to be dispatched, there are no deposits to be communicated for payment, the lists must, nevertheless, be sent. But in that event the exchange office will write across the list the words: "No money orders."

#### ARTICLE VIII.

As soon as the lists of the dispatching office shall have reached the receiving office of exchange, the latter shall verify the lists received, and, if errors are found, will correct them with red ink.

The exchange office at Turin will place its mark of acceptance on the back of one of the duplicate lists, received from New York, describe thereon, in detail, the errors made thereon, and then return such duplicate to the exchange office of New York.

The exchange office of New York shall treat in the same way all the lists received from the exchange office of Turin.

The receiving office shall make out internal money orders in favor of the payees for the amounts specified in the lists, and shall forward them, free of postage, to the addressees, or to the offices of destination, in conformity with the regulations, existing in each country, for the payment of money orders.

When the lists shall show irregularities, which the receiving office shall not be able to rectify, that office shall demand an explanation from the dispatching office, which shall give such explanation with as little delay as possible. Pending the receipt of the explanation, the issue of domestic money orders of payment, relating to the entries found to be erroneous in the lists, should be suspended.

#### ARTICLE IX.

At the close of each quarter an account in duplicate shall be prepared and transmitted by the Post Office Department of Italy to the Post Office Department of the United States. For this quarterly account a form shall be used in exact conformity with the pattern "C," hereto annexed.

If this account shows a balance in favor of the Italian postal administration, that of the United States, in returning a copy of the quarterly account, bearing the acknowledgment of its acceptance of the balance, shall transmit therewith a bill of exchange, drawn on Genoa, for the amount thereof, and payable to the Italian postal administration. The latter shall then send an acknowledgment of receipt to the postal administration of the United States.

If, on the other hand, the quarterly account shows a balance in favor of the United States postal administration, the latter shall return one copy, bearing the acknowledgment of its acceptance. In settlement of this account the Italian postal administration shall transmit to that of the United States a bill of exchange for the amount due, drawn on New

York. The United States postal administration shall then send in return an acknowledgment of receipt.

If pending the settlement of an account one of the two postal administrations shall ascertain that it owes the other a balance exceeding five thousand dollars, or twenty-five thousand lire, 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 Post Office Department having to make the payment.

#### ARTICLE X.

In making payments on account, in pursuance of Article IX of this convention, the Italian Post Office Department will make use of a form corresponding to the model "D," and the postal administration of the United States will make use of one like the model "E." Both of these forms are hereto annexed.

#### ARTICLE XI.

Orders, which cannot for any cause be paid to the person for whom they are intended, shall become void, according to the regulations established in the country of destination, and the sums received therefor shall remain at the disposal of the postal administration of the country of origin, so that they may be repaid to the persons interested, or otherwise disposed of, according to the rules established by the laws or regulations of each country. The Italian office will, therefore, place in the quarterly account, to the credit of the United States, all money orders which are entered in the lists from the United States, and which become void by reason of non-payment in Italy. A detailed statement of such orders shall furthermore be transmitted to the Post Office Department of the United States by the Italian Administration at the close of each month. On the other hand, the United States office shall, at the close of each month, promptly transmit to the Italian exchange office, for entry in the quarterly account, a detailed statement of all similar unpaid orders, which were originally certified in the lists from the latter office, and which, under this Article, have become void.

#### ARTICLE XII.

Repayment, whether of an original or duplicate order, must not be made to the remitter until an authorization for such repayment shall first have been received by the Administration of issue from the Administration where such order was payable, and the amounts of the repaid orders shall be duly credited to the former Administration in the quarterly account. It is optional with each postal administration to determine the manner in which repayment to the remitter is to be made.

#### ARTICLE XIII.

Until the two Post Office Departments shall consent to an alteration it is agreed that, in all matters of account, relative to money orders, which shall result from the execution of the present convention, the gold dollar shall be considered equivalent to five lire and eighteen centesimi, gold value.

## ARTICLE XIV.

Each exchange office shall certify its orders to the other in amounts designated in the denominations of the money, both of the dispatching and receiving country, at the rate of conversion established upon the basis of gold of Article XIII of this convention. This conversion shall be checked at the receiving office of exchange.

## ARTICLE XV.

All payments for money orders, whether to or by the public, if not made in money of gold value, shall be made in paper money to the nearest practicable equivalent.

## ARTICLE XVI.

The valuation in gold coin of the United States of deposits in paper money, made in that country for payment in Italy, shall be determined at the exchange office of New York, according to the rate of premium on gold on the day of receipt at that office of notification of such deposits. On the other hand, the value in United States paper currency of money orders, certified in the lists sent from the exchange office of Turin to the exchange office of New York, shall be determined, (also at New York,) in accordance with the premium on gold on the day of the receipt of such lists.

## ARTICLE XVII.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of domestic orders in the country of destination.

## ARTICLE XVIII.

Both postal administrations mutually agree to receive complaints respecting international postal orders, and to dispose of them in accordance with existing regulations in each country.

## ARTICLE XIX.

The Post Office Department in each country shall be authorized to adopt any additional rules, (if not inconsistent with the foregoing,) for the greater security against fraud, or for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post Office Department of the other country.

## ARTICLE XX.

The present convention shall take effect on the second day of July, one thousand eight hundred and seventy-seven, and shall continue in force until twelve months after the date at which one of the contracting parties shall have notified the other of its intention to terminate it.

Done in duplicate and signed in Washington on the thirty-first day of March, in the year of our Lord one thousand eight hundred and

seventy-seven, and in Florence on the twentieth day of April, in the year of our Lord one thousand eight hundred and seventy seven.

D. M. KEY,

*Postmaster-General of the United States.*

[SEAL OF THE POST-OFFICE DEPARTMENT OF THE UNITED STATES.]

G. BARBAVARA,

*Direttore Generale delle Poste Italiane.*

[SEAL OF THE POST-OFFICE DEPARTMENT OF THE KINGDOM OF ITALY.]

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

[SEAL OF THE UNITED STATES.]

R. B. HAYES.

By the President :

WM. M. EVARTS,

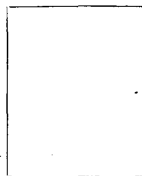
*Secretary of State.*

WASHINGTON, May 8, 1877.

A.

Stamp of New York office.

List No. —



SIR: I have the honor to transmit, to you, in duplicate, a list, containing a detailed statement of the sums received in the United States, since my last dispatch, (List No. —) for orders payable in the kingdom of Italy, amounting in the aggregate to \$———.

Be pleased to examine, complete and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

\_\_\_\_\_  
*Postmaster, New York, N. Y.*

To the Money-Order Office at Turin, Italy.

No. 22.

M. O. B. 1877. } List No. —.  
 . Italian. } Sheet No. —.

Blanks to be filled by the dispatching office at New York, N. Y.												For use of exchange office at Turin.			
Current number of international order.	Number of original order.	Date of original order.	Post-office issuing original order.	Full name of the remitter of the order.	Full name of the beneficiary.	Residence of the beneficiary.	Amount of the original order in United States currency.		Date of receipt at New York.	Premium on gold on date of receipt.	Value of original order in United States gold.	Amount in Italian money.		Post-office on which the final order is drawn.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14		
							Dolls.	Cts.			Dolls.	Cts.	L.	Ot.	

MONEY-ORDER OFFICE,  
 Turin, —, 18—.

SIR: I have examined this list of money orders from No. — to No. —, inclusive, for sums received in the United States for payment in the Kingdom of Italy, amounting in the aggregate to \$ —, and which is to be paid to the net amount of L —.

The said list was found to be correct, with the following exceptions, viz:

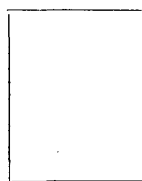
I am, sir, your obedient servant,

To the POSTMASTER at New York, N. Y.

## B.

List No. —.

Stamp of Turin office.

MONEY-ORDER OFFICE,  
*Turin*, —, 18—.

SIR: I have the honor to transmit to you, in duplicate, a list, containing a detailed statement of the sums received in the Kingdom of Italy since my last dispatch, (List No. —,) for orders payable in the United States, amounting in the aggregate to L——.

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

To the POSTMASTER of the Money-Order Exchange Office, New York, N. Y.

M. O. B. 1877. } List No. —.  
 Italian. } Sheet No. —.

Date of arrival of the present list at New York, N. Y., — — —,  
 Premium on gold at that date —.

234

REPORT OF THE POSTMASTER-GENERAL.

Blanks to be filled by the dispatching exchange office at Turin.									For use of exchange office at New York, N. Y.						
Current number of international order.	Number of original order.	Date of original order.	Post-office issuing original order.	Full name of the remitter of order.	Full name of the beneficiary.	Residence of the beneficiary.	Amount of the original order in Italian money.		Value of original order in United States gold.		Amount of original order in United States currency.	Number of domestic order issued by the office at New York.	Office on which the final order is drawn.	Remarks.	
1	2	3	4	5	6	7	8		9		10		11	12	13
						City or town. County. State.	L.	Ct.	Dolls.	Ots.	Dolls.	Ots.			

MONEY-ORDER OFFICE,  
 New York, N. Y., — — —, 18—.

SIR: I have examined this list of money-orders, from No. — to No. —, inclusive, for sums received in the Kingdom of Italy for payment in the United States, amounting in the aggregate to L—, and which is to be paid to the net amount of \$—.

The said list was found to be correct, with the following exceptions, viz:

I am, sir, your obedient servant,

Postmaster, New York, N. Y.





## BALANCE—

To credit of Italian office.					To credit of United States office.				
Amount of orders, issued in the United States .....					Amount of orders, issued in the Kingdom of Italy .....				
Amount of commission due Italy .....					Amount of commission, due the United States .....				
Amount of international orders, originating in Italy, and remaining unpaid .....					Amount of international orders, originating in the United States and remaining unpaid .....				
— dolls. — cts., converted into lire and ct. .... (1 doll. = 5 L. and 18 ct.)					— L. — ct. converted into dolls. and cts. .... (5 L. 18 ct. = 1 dollar.)				
Total .....					Total .....				
United States credit to be deducted .....					Italian credit to be deducted .....				
Balance to credit of Italian office .....					Balance to credit of United States office .....				
Paid on account by the United States office .....	L.	Ct.			Paid on account by the Italian office .....	Dolls.	Cts.		
Balance remaining .....					Balance remaining .....				

The within account exhibits a total balance of —, which, after deduction of the payments on account, as therein stated, leaves a balance remaining of — due the —, —, —, 18—.

The above statement of account is accepted, with a balance of — due the —, —, —, 18—.

Washington, —, —, 18—.

*Auditor of the Treasury for the Post-Office Department.*

D.

No. —.

MONEY-ORDER OFFICE,  
—, —, 18—

SIR: The lists of international money-orders which the Turin exchange-office has transmitted to the New York exchange-office from —, 18—, to —, 18—, amount to the sum of. . . . . — dolls. — cts.

The lists transmitted by the New York office to the Turin office, during the same period, amount to — L. — ct., equal to. . . . . — dolls. — cts.

Difference . . . . . — dolls. — cts.

On account of which the Italian office has already paid the following sums, viz:

—, 18—, —

—, 18—, —

—, 18—, —

—, 18—, — — dolls. — cts.

Difference remaining . . . . . — dolls. — cts.

In accordance with the terms of Article X of the convention of —, 1877, a bill of exchange on New York, N. Y., for — dolls. — cts., (gold,) 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.

## E.

No. —.

MONEY-ORDER OFFICE,  
Washington, —, 18—.

SIR: The lists of international money-orders which the exchange-office of New York has transmitted to the exchange-office of Turin from —, 18—, to —, 18—, amount to the sum of ..... L. — ct.

The lists transmitted by the exchange office of Turin to the New York office, during the same period, amount to — dolls. — cts., equal to ..... L. — ct.

Difference ..... L. — ct.

On account of which the United States office has already paid the following sums,  
viz:

—, 18—, —  
—, 18—, —  
—, 18—, —  
—, 18—, — L. — ct.

Difference remaining ..... L. — ct.

In accordance with the terms of Article X of the convention of —, 1877, a bill of exchange on Genoa for — L. — ct., is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

To the POSTMASTER-GENERAL, &c., &c., &c., Florence, Italy.

*Superintendent Money-Order System.*

## SPECIAL COMMISSION ON RAILWAY MAIL TRANSPORTATION.

WASHINGTON, D. C., *November 14, 1877.*

Hon. D. M. KEY,

*Postmaster-General:*

The commission on railway mail transportation, appointed in the month of August and organized on the 1st of September of last year, under an act of Congress approved July 12, 1876, to examine into the subject of the transportation of the mails by railroad companies, was expected to make its report to Congress at the commencement of its then next session.

With the extensive travel and labor expected of the commission, it was found to be impossible to complete the work assigned them and make a comprehensive report within the short period intervening, and Congress therefore extended it to the next succeeding session.

In pursuance of their duties, and agreeably to the instructions of the Postmaster General, the commission placed itself personally in communication with postal officials, railroad managers, and business men in nearly every section of the country, upon the subject given it in charge, having visited the Eastern, Central, and Western States, including the Pacific slope, last fall and early winter, the Southern States, as well the coast line as the interior, last spring, and the Northwestern during the summer; since when the commission has devoted itself with unceasing energy to the matter committed to its consideration, holding many consultations and visiting distant points for further information when needed, the chairman giving his entire time to the preparation of the report, the other members being in constant communication with him, and always holding themselves in readiness for whatever might be required of them in turn in performance of duty.

The compensation of each commissioner was fixed by the President of the United States at \$450 per month and necessary expenses. A clerk was appointed by the President with a salary of \$200 per month, which continued until the 1st of March, 1877, when Mr. Bassett, until then the clerk, was made one of the commission in place of Mr. Palmer, resigned.

The act of Congress of July, 1876, appropriated the sum of \$10,000 for the expenses of the commission, the duties of which, it was then thought, could be completed in three or four months.

By the act of March, 1877, a further sum of \$6,000 was appropriated, the latter, however, only applicable for the services and expenses incurred after July 1, leaving nearly six months between the 1st January and 1st July unprovided for.

The salary of the commissioners from September 1, 1876,

to December, 1877, (fifteen months,) is .....	\$20, 250 00
Total amount of traveling and other expenditures ....	6, 466 60

Total expenditure.....	26, 716 60
Total amount of appropriations.....	16, 000 00

Leaving a deficiency of.....	10, 716 60
------------------------------	------------

A portion of which is expenses incurred and paid by the commission.

The commission respectfully request that you will ask Congress to make an appropriation to cover this deficiency.

The commission trust that the work in which they have been engaged, and to which they have devoted their best endeavors, will be satisfactory to yourself and to Congress, and will establish a basis upon which the compensation of the railroads can be easily determined in the future. The report of the commission, with the returns from the representative railroads showing the actual cost of service performed by them, will be ready to submit to Congress at an early day.

Before doing so, the commission, however, desire to present the same to you for consideration, with the hope that you will make such suggestions as may seem to you to be desirable.

GARDINER G. HUBBARD,  
*Chairman.*

## CLASSIFICATION OF MAIL-MATTER.

---

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, D. C., November 17, 1877.*

SIR: During the temporary absence of the Assistant Attorney-General for this department, in June last, I was requested by the Acting First Assistant Postmaster-General to advise him as to the proper construction to be placed upon that portion of section 15 of the act of July 12, 1876, which reads as follows, to wit: "Regular publications designed primarily for advertising purposes." To his request I replied, under date of June 7th, in a somewhat lengthy opinion, and since that time to the date of this letter I have had referred to me between three hundred and four hundred publications, submitted to the department by postmasters, and in some instances competing publishers, in order that their status under the aforementioned section might be judicially determined.

The construction of this section, and its application, have involved the careful examination of all the various sections of the statutes relative to the classification of mailable matter and the rates of postage thereunder.

In view of my connection with this matter, you have requested me to suggest to you any conclusions I may have reached upon this very important branch of the postal service, and particularly as to the necessity for any change in the present laws relative to the same.

In accordance with such request I have the honor to submit the following views for your consideration:

Permit me to say, by way of introduction, that I am not of those who believe that rates of postage, as a principle, should be adjusted to accord with the actual carrying cost of the various articles of mail matter. Nor am I of that class who hold to the opinion that the postal department was designed to be a common carrier. I believe it was intended to have, and that its interests are best subserved in having, a limited use. Hence, like everything else having a limited use, it should be carefully guarded.

I agree in the main with the views which have been heretofore expressed upon this subject by the late general superintendent of railway mail service, George S. Bangs, esq., to be found in his printed pamphlet of 1875. Briefly speaking, I hold that within this limited use the primary object of the establishment of a postal system by government was the "general dissemination of intelligence in the interest of the public good."

In this view of it Congress seem to have ever legislated, as recognizing that the welfare of the people, and to a certain extent the perpetuity of our republican institutions, rest upon the intelligence of the citizen. It has made progressive concessions to "the press," notwithstanding the fact that for years the expenditures of the Post-Office Department in the carriage of the newspaper mail have exceeded the receipts, because, doubtless, it has recognized "the press" as an agency of the greatest importance in the promotion of the public good.

Hence, in all its legislation upon this subject, Congress has classed "the press" as privileged matter in the mails, and has, since the act of 1845, been materially cheapening the rates of postage for its transmission through the same, until it reached the act of June 23, 1874, which generously accorded to the "public prints" of the country the benefit of the pound or bulk rates of postage, and thus brought them within the reach of the great body of the people.

It happened that this act was made the occasion by certain sundry not overscrupulous persons for evading the plain spirit which prompted its passage. Under the vaguely loose definition of a "newspaper" and "periodical" which common parlance and even lexicographers have given to these words, it was found possible for persons engaged in certain trade-pursuits which they wished to advertise to the public in a cheap way, and who were attracted by these low rates of postage, to issue weekly, semi-monthly, and less often, but with a degree of regularity which enabled them to lay claim to the title of "periodical," publications devoted to advertising their interests, wares, or specifics, with just enough of hastily-collected news or light reading-matter to enable them to mail them at the low rates fixed by the act of June, 1874. The result was, the mails were freighted with this kind of publication, to the great detriment of the service and the legitimate publications for which the law was intended. The evil became so crying that Congress, upon the recommendation of the Postmaster-General, enacted the 15th section of the act of July 12, 1876, in the hope and with the intent that the evil might be avoided.

The construction given to the law in my letter of the 7th of June has been conceded to be the correct one. With my views you are already familiar, but for the sake of connection I here insert them:

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL,  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, D. C., June 7, 1877.

SIR: I have made careful examination of the publications which you have submitted to this office, to wit, *The Iron Age* and *The Metal Worker*, published by G. D. Williams, at the city of New York, in connection with section 15 of the act of July 12, 1876, and I am of opinion that they are neither of them such publications as bring them within the provisions of that section. There is no ambiguity in the terms "regular publication designed primarily for advertising purposes," as employed in the aforesaid section, but the question of whether a given publication is within the terms employed, being a question of fact rather than law, is not as easily answered. Under the indomitable spirit of enterprise which has ever characterized the business interest of the country, of late years men engaged in certain trade-pursuits have resorted to the expedient of printing or having printed certain publications devoted mainly to the advertisement of their business or trade. These publications are issued in sheets, some of them having the appearance of newspapers, others of pamphlets; they are issued from regular offices of publication, and at regular and stated intervals, some of them designed for free circulation, some for circulation at moderate rates, while others are furnished only to *bona fide* and regular subscribers at a subscription which may be regarded as fair and commensurate, but all of them having for their main object the public and undisguised advertisement of those who publish them.

There can be no doubt that such publications are publications designed primarily for "advertising purposes," and whether they be issued under any of the conditions above named they are alike subject to the rates fixed by the fifteenth section of the act of July 12, 1876. There are, however, publications which do not so undisguisedly advertise the business of those who publish them. They are apparently devoted to the dissemination of intelligence relating to the pursuit or business of a certain class or classes of the general public, such intelligence consisting of correspondence, editorial articles, it may be trade reports, changes in business, and various other matter, as well as what are technically known as advertisements, and yet in point of fact these publications are primarily designed and are so conducted for the advertisement of the busi-

ness interest of those who publish or own them. The main object of such publications being to attract notice to the pursuit of those who publish or own them, it is entirely immaterial to the inquiry to consider by what manner this object is best accomplished. There may be a presumption in favor of all publications of this character which have a *bona fide* subscription list and which are published at rates other than nominal, but it is a presumption which is often overcome by careful diagnosis. The statute was not intended nor does it discriminate against regular publications, denominated class or special publications, *per se*.

Twenty-five years ago a publication which met all tastes, which was for everybody's use, was all that was demanded by the people, but it cannot be denied that at this day the demand is for a division of labor here as elsewhere. It is impossible for a general periodical or newspaper to embrace within its space all the movements of the day, and hence but meager information upon these different subjects can be supplied, the elaborate and scientific details being left to the class-periodicals.

The intention of Congress in the enactment of the statutes was not directed against such regular publications, whether confined to a single department or conveying information interesting and of the highest importance to certain classes of the community, but against those which, under cover of furnishing just such information, were designed primarily to apprise the public, or such of the public as could be induced to subscribe to their publications, of their business or trade.

As a summary of these views I would advise you that publications which are regularly issued by single individuals or by firms, or by combination of individuals or firms engaged in trade, the main object of which is the prosecution of the business interest of the owners or publishers of the same, whether the same be done openly or without disguise, or whether it be done by conveying information relative to the business of a certain class of the general public, as well as such publications as are confined to general purposes of advertising, are such publications as are designated by the fifteenth section of the act of 1876. The question in all cases is a question of intent.

Very respectfully,

A. H. BISSELL,  
Acting for the Assistant Attorney-General  
for the Post-Office Department.

Hon JAMES. N. TYNER,  
First Assistant Postmaster-General.

Very little difficulty was experienced in interpreting the *intent of the legislation* provided in section 15 of this act, but when it was attempted to make application of this construction, involving as it did the question of *intent in the publication*, it was found next to impossible to do it within the limited field of investigation afforded the department. Various tests were tried, but were all found to fall short of even average fairness. It was deemed the test of subscribership would be a fair one, but in the case of Ehrich's Fashion Quarterly, of New York City, it was disclosed that it had a large legitimate subscription-list, although no doubt existed that the primary intent of its publication was to enhance the business of its publishers, who were besides engaged in the sale of notions. The fact of business management as bearing upon the question of intent was, in many cases, impossible to determine, because the *onus probandi* was upon the department.

To illustrate the difficulty the department encountered in its attempt to apply the law above quoted, I have but to cite the case of a well-known fashion-journal, which was submitted by the First Assistant Postmaster General. An *ex-parte* examination of its contents, with such evidence as the postmaster at the city where the same was published was able to furnish, satisfied me that the journal was published, as its primary object, for increasing, by means of advertising, the business of its publisher, to wit, the importation, for sale, of patterns. Subsequently, and after a personal interview with the publisher, and upon his assurance that such was not the case, his publication was restored to the bulk rate of postage. I accidentally ascertained, some time after, that the publisher had, in many of the large cities of this country and Europe, pattern-emporiums, where the business of selling patterns was largely engaged in, and that the very publication which, upon his representa-

tions, had been restored to its former privileged rates, contained such *data* in connection with any pattern desired as enabled the person in charge of the emporium to find its location upon the shelves. *In fine*, the publication served as an extensive catalogue of patterns which were for sale in these various emporiums.

I take at random from the numberless cases presented another, illustrating the difficulty in another way. The New York \* \* \* was submitted by the postmaster at that city as a publication about which he had grave doubts as to its right to the privilege of the pound rate of postage. The publishers, both in letters and in a private interview, protested by all the inviolability of the publishers' oath that their publication was a *bona fide* trade journal, and published in the interest of its subscribers. It was difficult for the department to prove otherwise, though at a subsequent time it was ascertained that this publication belonged to a class having no genuine or paid-up subscription-list, thriving only upon its advertisements, which are inserted free, on the condition that the advertisers will pay full price for a number of copies, which are sent to persons whose names are furnished upon a printed list.

Many other cases might be cited, but these are deemed sufficient to show the necessity for further legislation upon this subject. The purpose of the law is, I think, conceded, except by the class of persons affected by it in the manner thus illustrated, to be wise; but I am satisfied from the observation and experience of the past six months, that the object desired in its passage cannot be attained unless Congress shall enlarge the scope of the inquiry. The *onus probandi* in all such cases should be shifted from the department to the publisher, on the ground that those who desire the benefits of the *privileged rates*, should themselves prove to the department their right to them.

I believe that this can be best attained by the adoption of the plan outlined in the able letter of the present superintendent of railway mail service to the late Postmaster-General Jewell, under date of February, 1876, to wit, the registration or license of privileged second-class matter.

Privileged matter in the mails, I apprehend, should be that which it pays best to carry, either because of the revenue derived from its carriage, or because it serves to disseminate intelligence, and hence tends to promote the public good. To the former belong letters and letters only; to the latter the "public prints" of the country. I believe not only that this "privileged matter" should be carried through the mails as cheaply as possible, but also that there should be placed as few restrictions as possible upon its carriage; and I am of opinion that this plan of registration will accomplish this latter better than any that has ever, to my knowledge, been suggested. In order that this feature may be the better comprehended, I desire to suggest in the same connections some thoughts which have occurred to me relative to the subject of the classification of mail-matter. Under the present law mailable matter is divided into three classes: First, letters; second, regular printed matter; third, miscellaneous matter. In the first class is embraced all correspondence wholly or partly in writing, except book manuscript and corrected proof-sheets passing between authors and publishers. Mailable matter of the second class embraces all matter exclusively in print, and regularly issued from a known office of publication, without addition by writing, mark, or sign.

The section of the law which describes mailable matter of the third class is a sort of an *omnium gatherum* section, in which are enumerated

very many articles of printed matter and merchandise, as though Congress had intended to embrace in this section everything which might be declared mailable, and which was not embraced in the other two classes, and had sought to do so by an exhaustive enumeration. Fearing, however, that it had not so done, it provides in a subsequent section that matter to which no specific rate of postage has been attached, that is to say, matter which has not been classified, shall be charged with postage, not as upon articles of the third class, nor in accordance with its character, but at the rate charged for first-class matter. I think the arrangement is exceedingly illogical. Why, it may be asked, should *book manuscript* be excepted from the first-class rate and charged only the low second-class rate, while upon all other manuscript, including that going to magazines and newspapers, is imposed the payment of the high or first-class rate? Magazines and newspapers, when regularly issued, are among the favored articles of mail-matter, and are transmitted at the lowest or pound rates, while books are looked upon as merchandise and subjected to the highest of all the rates. One would naturally suppose that, if exception were made at all, it would be in case of manuscript relating to privileged matter. I beg to suggest, therefore, if the exception is to be made at all, that the words "authors' manuscript" be substituted for "book manuscript," and that the words following be transposed, so that the sentence shall read "except authors' manuscripts passing between authors and publishers, proof-sheets, and corrected proof-sheets," though I can perceive no reason at all for the exception.

Under the provisions of section 15 of the act of July 12, 1876, two rates were assigned to mail-matter of the third class, a rate for merchandise and a rate for printed matter, while unsealed circulars deposited in letter-carrier offices are chargeable at one cent for each circular. Under the rates fixed in this section it has become a matter of great importance to know the distinction between a circular and some one or more of the terms used in the section of the Statutes describing by enumeration third-class matter. Congress not having defined the term "circular," very many communications have been addressed by postmasters to the department, inclosing specimens of matter deposited for mailing in their office, and requesting a construction and an application of the law in the case submitted, the whole mail in some cases being stopped until a decision of the department shall have been returned, to the great annoyance, not to say injustice, of the sender of the mail-matter in question. I would suggest, as a remedy for these annoyances, an amendment to the section describing third-class matter that shall avoid any enumeration at all, and, by taking out from the third class all miscellaneous or irregular printed matter, and relegating the same to the second class, under the head of "ordinary matter" of that class.

To simplify the classification, therefore, and divide mailable matter naturally, I have the honor to suggest that Congress be asked to amend the statutes relative to the classification of mail-matter, so that to the first class shall belong *written matter*, excepting therefrom the matter I have hereinbefore indicated; to the second class *printed matter*, under the divisions indicated in the next and following sections of this letter; and to the third class, under such restrictions and limitations as may be prescribed, *merchandise*.

As the most important feature of this classification is the registration or license of certain second class matter, you will permit me to discuss it somewhat at length. Bearing in mind the kinds of matter that are

regarded as privileged, and that such matter should be carried as cheaply as possible and with the fewest restrictions possible, printed or second-class matter would be divided then into "regular, or privileged," and "miscellaneous, or ordinary." Within the former class would be embraced all periodicals, and newspapers devoted to public or political matters, religion, morality, social economy, science, literature, the arts, or the industries, and would be entitled to the privilege of registration at the pound or low rate of postage. The "miscellaneous, or ordinary," would include all printed matter now embraced within the third class, including transient magazines and newspapers, and regular publications designed primarily for advertising purposes, or for free circulation, or for circulation through the mails at nominal rates. As has been already stated, the pound rates of postage have heretofore acted as the incentive in prompting the publication by business men of business circulars having the form of newspapers, for which they claimed the right of transportation at the cheap rates. Great confusion has arisen, gross injustice been done, and inconsistent action been taken by postmasters who were called upon to draw the line, and found it difficult to do so, between what were legitimate publications and those which were simply advertising schemes. Of course these opinions have widely differed, publications of a certain class having been admitted to the bulk rates in one city and excluded from them in another. To the end that uniformity may be had, and postmasters relieved of the exercise of these quasi-judicial functions, I beg to suggest that the statutes themselves should draw the line in clear and unmistakable terms. Publications relating to the various industries of the country are rarely now of a general character. The increasing zeal for information upon special subjects, as well as the opportunity which has been offered to enterprising business men under the attractively low rates of postage to own their own newspaper in which to advertise themselves and their business, have caused to spring up within the last few years a large and constantly increasing number of trade or special publications. These publications may be divided into five classes, described as follows :

First. Those publications originated and published for the dissemination of information upon some special subject, or devoted to the interests of some special industry, having a legitimate list of subscribers and being conducted so as to attract more. Notable instances of this class are *The Iron Age*, *The American Grocer*, *The Shoe and Leather Reporter*, and *The Publishers' Weekly*, of New York ; *The Trade-List*, of Cincinnati ; and *The Northwestern Lumberman* and *The Hardware and Implement Trade Review*, of Chicago. There can be no question but what publications of this character should be regarded as equally entitled to all the benefits of the "privileged" class as the leading metropolitan dailies of the country.

Second. Those publications owned and controlled by one, or in many cases several, business concerns, and conducted solely for the advancement of the business or trade of those who own them. Their subscription-price is nominal and they are of no public benefit. To this class may be assigned *Baldwin's Monthly*, the *Leader*, published by Rogers, Peet & Co., and *Vogel Brothers' Monthly*, all of New York City ; the *Commercial Reporter*, of Brooklyn ; the *Trade Price-List*, of Nashville, Tenn., and the *Mirror of Fashion*, of Kansas City.

Third. Those publications which, having no genuine nor paid-up subscribers, insert advertisements free on the condition that the advertiser will pay full price for from two hundred to one thousand papers, which are sent to persons whose names are given to the advertiser upon a printed list. Among publications of this character may be mentioned

the New York Jobbers' Price-Current, and the Commercial Gazette, of New York.

Fourth. Those publications which do desire advertising only. Such do not want subscribers, so as not to be compelled to issue their publications regularly. If the probable receipts are not likely to exceed the expenses, the publication will be deferred for a week or so. The space in their columns allotted to reading-matter is filled with long editorial puffs of houses or individuals, who buy a certain number of copies for distribution, and pay a sum previously agreed upon. The New York Trade-Journal and the New York Trade-Reporter are publications of this class.

Fifth. Pamphlets containing market quotations and the business-cards of various business-houses opposite the page containing the quotations. They have a subscription price which cannot be regarded as nominal, and are sent to *bona fide* subscribers, who are usually retailers living in the smaller cities and towns of the country. As belonging to this class, I may mention the Saint Louis Weekly Dry Goods and Grocery Reporter and Sheldon's Weekly Dry Goods Price List of New York City. Publications having the characteristics or falling within the description of these latter four classes do not come within the requirements of "privileged matter" in the mails. They are not useful as vehicles of accurate thought, nor are they intended for the instruction or entertainment of the people. They are purely personal enterprises, and should pay their way as nearly as possible through the mails.

In this connection, I desire to call your attention to the elastic interpretation which has been given to the term "periodical publication" during the past year, which has resulted in the perpetration of very great injustice toward a conscientious and enterprising class of publishers. Certain publications, issued at stated intervals from a known office of publication, each number containing a novel or a reprint of a novel, in some cases complete in itself, in others incomplete, but having a determinate entirety, to be consummated when a certain number of copies have been published, have been admitted to the mails at the "bulk rate," it having been held that because they contained literary matter and possessed the element of periodicity, they must be regarded as "periodical publications." I cannot understand the logic of a decision which would admit the Sunnyside Library, the first three numbers of which were but reprints in popular form of "Paradise Lost," "Lalla Rookh," and "Don Juan," and at the same time would exclude from the bulk-rates the Tribune series of novels and the Harpers' Half-hour series, which have very properly been charged with the third-class rates, in which charge the publishers thereof have cheerfully acquiesced, although the discrimination against them was very manifest. From inquiries set on foot at one of the large offices of the country, it is believed that not one of the kindred publications to the one first mentioned has a list of subscribers, but is supplied to news-agents and book-sellers for sale over their counters. "Don Juan" between covers would be called a book, and, when sent in the mails, charged as merchandise; published in newspaper form and sent to news-agents for sale, is not treated as merchandise, but as a "periodical publication."

I could multiply these cases, but I apprehend that I have sufficiently demonstrated the need of some more intelligent, uniform, and permanent system of procedure. I am fully satisfied, from an examination extending over a period of nearly six months, that the embarrassments and confusion which have arisen at the local offices throughout the country,

incident to the exercise to some extent of quasi-judicial functions by the postmaster in the separation of mail-matter, imposed by the 15th section of the act of July 12th, 1876, and the constantly increasing vexatious and complicated questions arising from the inartistic and unnatural classification, can best be remedied, and uniformity and permanency given to the rulings of the department, by the registration of "privileged printed matter." In this view I am supported by the postmasters of the leading cities of the United States, as well as by those officers of the department who have given the subject any consideration. To this I desire to call your attention particularly. In the division of mailable matter into classes, printed matter of every kind and description should be placed in the second class in the manner and under the divisions I have hereinbefore specified, the rate of privileged matter to be, as now, two and three cents per pound, and for the "ordinary" not to exceed four times that for the privileged second-class matter. Publishers desiring to have their publications transmitted through the mails at the cheap or privileged rate, should submit their publications to the department under such regulations as to time and method as the Postmaster-General may prescribe, who shall cause the same to be examined, and if found to be within the conditions clearly defined in the law of privileged matter, shall cause a certificate of registration to be issued, which shall be filed in the department, and a duplicate thereof forwarded to the postmaster at the office where such publication is published, who shall place the same on file in his office. Such certificate of registration shall admit the publication to the privileged rate of postage and to transmission through the mails at that rate, until revoked by the Postmaster-General, which shall only be upon evidence submitted to him that the publication has so changed its character as to fall without the conditions named in the act, or that the publisher has been guilty of an intentional evasion of the law. In case a news-dealer should seek to transmit within the bulk package of registered matter, matter subject to a higher rate of postage, he, and not the publication, should be denied the privilege of registration. When registered matter has once passed beyond the office at which it is mailed it should be absolutely protected from detention, unless it should be known to be circulating matter prohibited by law, such as obscene or lascivious articles or advertisements, and notices relating to lotteries and fraudulent schemes or devices. If registered matter is suspected by the postmaster at the office of distribution or delivery, the department and the mailing-office being notified of the suspicion and the cause for it, and if deemed of sufficient weight, inquiry and investigation shall be set on foot at the office of mailing. In addition to the revocation of the certificate of registration, there should be imposed a penalty upon the person submitting false evidence as to the character of his publication.

The advantages of the system of registration will, I think, be found to be incomparable. With a cheap registration-fee the certificate would afford protection from interference by some over-zealous postmaster or envious rival to all the legitimate publications of the country. Much of the difficulty which has arisen during the past year has been, in the first place, from a want of proper understanding of the tests which should be applied in determining the character of a publication rendered necessary by the passage of the act of July 12, 1876, and, in the second place, by the limited scope of inquiry afforded the department. This plan relieves postmasters of the discretionary and judicial power possessed under the present law, and enlarges the field of inquiry on the part of the department. It makes a system which is in

itself a guarantee of permanency in the rulings of the department; it relieves the department of the burden of carrying through the mails at grossly unremunerative rates the tons of printed matter originated and conducted solely for individual purposes; and, while imposing no additional burden upon regular publications, it would, I am confident, yield a handsome revenue to the government. From an examination of the various newspaper directories, I think I can safely assume that between seven thousand and eight thousand publications would be fairly entitled to these privileged rates. The number would change, from time to time, but I am confident it would not vary far from seven thousand five hundred annually. At an annual registration-fee of one dollar, which no *bona fide* publisher will deem in any way burdensome, a handsome revenue from this source alone will be yielded to the department annually.

This plan of registration would also, in my judgment, serve as a most effectual check upon the habit, so almost universally indulged, under our present system, of transmitting in the bulk or second-class packages matter wholly irrelevant to them, and belonging to a different classification. I cannot state with certainty the amount of revenue of which the department is annually deprived by this commingling of second and third class matter, but from inquiries made among members of the postal service, who have daily experience in the handling of the mails, I have no hesitation in saying it amounts to between one million and two million of dollars.

During the period of my connection with this subject of classification my attention has been called to repeated instances of this character: Publishers and news agents have inclosed in their second-class packages merchandise and other matter of the third class, for which the department should receive higher rates. In this way, bundles of patterns, photographs, fashion-plates, handbills, prospectuses, and circulars have been carried through the mails at the bulk rates of postage. In one case I recall, many hundred circulars, each of which should have paid the government one cent, were thus transported at a nominal cost to the sender, while to the department the actual carrying cost was not only several times greater than the revenue which it did actually receive, but just so much less than it ought to have received.

This plan of registration contemplates a more thorough inspection of the matter passing through the mails, so that not only irregular publications shall be excluded from the advantages of this privileged rate, but that extraneous and irrelevant matter shall be rigidly excluded from privileged second-class matter.

The changes which I have suggested in the classification of mail-matter, and others which will appear in the *projet* of the new law which I append hereto, but which the limits of this letter warn me that I should not discuss, will also relieve the department of many of the perplexing questions which have been submitted to it during the past year, growing out of the unnatural arrangement of mail-matter, the opposing rulings which have been made by the different local officers caused by the enumeration of printed matter of the third class with different rates, and the want of harmony in the decisions of the department even upon mooted questions. The correspondence relative to these matters is now imposed upon a score of clerks connected with the office of the First Assistant Postmaster-General, who have in addition the duties relating to appointments and the routine business of that office to perform. Whenever a matter relating to classification or rates has been submitted to the department it has been referred to the clerk in charge of the ap-

pointment desk of the State from which the matter emanates. Very many times it has happened that the same or kindred questions have come to the department from different sections of the country. Without any concert of action, the answers have been written in accordance with the construction placed upon the statutes by the clerk to whom the matter was referred. Hence it has happened that inconsistent rulings have been made by the department itself, and much vexation and confusion created at the different local offices. That uniformity may be had in the future, I have the honor to suggest that the correspondence relating to all matters of this character should be separated from that relating to appointments and the routine business of the office of the First Assistant Postmaster-General, and referred to a special division charged with the correspondence relating to this matter only; and inasmuch as these questions involve almost altogether the construction of statutes, it would seem very proper that this division should be connected with the office of the Assistant Attorney-General for this department. It might be necessary in so doing to increase the numerical force of the department by one or two persons, but it would not involve additional expense, because a part of the force could be relieved of the correspondence relating to other subjects, and charged with that relating to this, and whatever new appointments might be made could be paid from the fees derived from the registration.

In concluding this letter, it may be well to say that the draught of a bill embodying the plan of registration was prepared and copies thereof sent to a large number of publishers and postmasters throughout the country, with the request that they would freely criticise the same, and make such suggestions relative thereto as might appear proper to them, in order that when the bill should be presented to Congress it might not only embody the views of the department upon this highly important subject, but also any valuable and pertinent suggestions made by those outside of the department who were so largely interested in having it as perfect as possible. It affords me pleasure to say that while some of the details have been disapproved of and adversely criticised, the plan as an entirety has been very fully indorsed.

I submit with this letter such comments, both in print and otherwise, as have been forwarded to the department, as requested in your circular-letter which accompanied the bill as originally draughted; also specimen copies of special or trade publications hereinbefore described, and certain other letters and papers which will very forcibly illustrate the need of new legislation upon the subject of classification and rates.

I have the honor to be, very respectfully,

A. H. BISSELL.

Hon. D. M. KEY,  
*Postmaster-General.*



---

ANNUAL REPORT  
OF THE  
AUDITOR OF THE TREASURY  
FOR THE  
POST-OFFICE DEPARTMENT.  
1877.

---



# REPORT OF THE AUDITOR FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY,  
FOR THE POST-OFFICE DEPARTMENT,  
October 30, 1877.

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 ended June 30, 1877.

## COLLECTION OF POST-OFFICE REVENUES.

The number of post-offices in operation during the year was 37,586, which are classified, under the regulations adopted for the government of the department, chapter 25, sections 352 to 368 inclusive, as follows: Special offices, depositing-offices, depository and draft offices, and collection-offices.

The following-named offices are denominated depositories or draft-offices, 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, viz:

Adrian, Mich., J. H. Fee.  
Albany, N. Y., W. H. Craig.  
Albia, Iowa, V. Mendell.  
Atlanta, Ga., Benj. Conley.  
Auburn, N. Y., N. P. Clark.  
Augusta, Me., H. H. Hamlin.  
Austin, Tex., H. B. Kinney.  
Bangor, Me., A. B. Farnham.  
Batavia, N. Y., Wm. Tyrrell.  
Bay City, Mich., T. C. Phillips.  
Binghamton, N. Y., E. B. Stephens.  
Burlington, Vt., B. J. Derby.  
Charlestown, Ill., G. M. Mitchell.  
Charleston, S. C., B. A. Boseman.  
Cleveland, Ohio, N. B. Sherwin.  
Columbus, Ohio, A. D. Rodgers.  
Concord, N. H., J. E. Larkin.  
Decorah, Iowa, A. K. Bailey.  
Denver, Colo., E. C. Sumner.  
Des Moines, Iowa, J. S. Clarkson.  
Detroit, Mich., J. H. Kaple.  
Dubuque, Iowa, G. L. Torbert.  
East Saginaw, Mich., T. Saylor.  
Elmira, N. Y., D. F. Pickering.  
Evansville, Ind., F. M. Thayer.  
Fort Dodge, Iowa, N. M. Page.  
Fort Wayne, Ind., F. W. Keil.  
Grand Rapids, Mich., P. R. L. Pierce.  
Harrisburg, Pa., M. W. McAlarney.  
Hartford, Conn., J. H. Burnham.  
Houghton, Mich., F. A. Douglass.

Houston, Tex., T. H. Scanlon.  
Huntsville, Ala., J. D. Sibley.  
Indianapolis, Ind., W. R. Holloway.  
Iowa City, Iowa, M. H. Brainard.  
Jacksonville, Fla., H. Jay.  
Jamestown, N. Y., A. M. Clark.  
Kalamazoo, Mich., L. B. Kendall.  
Keene, N. H., A. Smith.  
Keokuk, Iowa, J. C. Parrott.  
Knoxville, Tenn., Wm. Rule.  
Lansing, Mich., S. D. Bingham.  
Leavenworth, Kans., D. R. Anthony.  
Lexington, Ky., H. K. Milward.  
Lima, Ohio, W. P. Waldorf.  
Louisville, Ky., V. C. Thompson.  
Madison, Wis., E. W. Keyes.  
Malone, N. Y., J. J. Seaver.  
Marquette, Mich., S. M. Billings.  
Marshalltown, Iowa, E. N. Chapin.  
Meadville, Pa., L. D. Williams.  
Memphis, Tenn., R. A. Thompson.  
Milwaukee, Wis., H. C. Payne.  
Mobile, Ala., M. D. Wickersham.  
Montgomery, Ala., J. J. Martin.  
Montpelier, Vt., J. W. Clark.  
Mount Pleasant, Iowa, G. W. McAdam.  
Nashville, Tenn., W. P. Jones.  
Newark, N. J., W. Ward.  
New Bedford, Mass., T. Coggeshall.  
New Haven, Conn., N. D. Sperry.  
Norwich, N. Y., J. K. Spaulding.

Ogdensburg, N. Y., R. G. Pettibone.  
 Olean, N. Y., G. M. Fobes.  
 Omaha, Nebr., F. F. Hall.  
 Peoria, Ill., J. S. Stevens.  
 Pittsburgh, Pa., G. H. Anderson.  
 Plattsburg, N. Y., H. S. Ransom.  
 Portland, Me., C. W. Goddard.  
 Portsmouth, N. H., E. G. Pierce, jr.  
 Portsmouth, Ohio, L. Adair.  
 Providence, R. I., C. R. Brayton.  
 Raleigh, N. C., W. W. Holden.  
 Richmond, Va., Wm. W. Forbes.  
 Rochester, N. Y., D. T. Hunt.  
 Rutland, Vt., A. H. Tuttle.  
 Saint Albans, Vt., B. D. Hopkins.  
 Saint Johnsbury, Vt., C. P. Carpenter, (2d.)  
 Saint Paul, Minn., David Day.  
 Sandusky, Ohio, J. M. Boalt.  
 Savannah, Ga., L. McLaws.

Scranton, Pa., J. A. Scranton.  
 Springfield, Ill., D. L. Phillips.  
 Springfield, Mass., H. C. Lee.  
 Steubenville, Ohio, J. M. Reed.  
 Syracuse, N. Y., A. C. Chase.  
 Taunton, Mass., E. E. Fuller.  
 Terre Haute, Ind., N. Fillbeck.  
 Toledo, Ohio, A. Reed.  
 Towanda, Pa., S. W. Alvord.  
 Urbana, Ohio, D. C. Hitt.  
 Utica, N. Y., C. H. Hopkins.  
 Watertown, N. Y., W. G. Williams.  
 Wellsborough, Pa., G. W. Merrick.  
 Wheeling, W. Va., C. J. Rawling.  
 Williamsport, Pa., R. Hawley.  
 Winona, Minn., D. Sinclair.  
 Wooster, Ohio, A. S. McClure.  
 Worcester, Mass., J. Pickett.  
 Zanesville, Ohio, J. C. Douglass.

The following officers 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, viz :

The Treasurer of the United States, at Washington, D. C.

The assistant treasurers of the United States at—

New York, N. Y.  
 Baltimore, Md.  
 New Orleans, La.  
 Cincinnati, Ohio.  
 Saint Louis, Mo.

Philadelphia, Pa.  
 Boston, Mass.  
 Chicago, Ill.  
 San Francisco, Cal.

One hundred post-offices are draft-offices, and during the year paid 17,561 drafts, issued by the Postmaster-General, countersigned, entered, and sent out by the Auditor, for sums in the aggregate of.....	\$1,840,072 41
Three thousand and fifty-three are deposit-offices, a portion of which during the year deposited with the Treasurer and assistant treasurers of the United States the sum of.....	4,575,216 97
Thirty-three thousand two hundred and sixty-three offices are collection-offices, and paid on collection-orders issued to mail-contractors the sum of.....	4,726,403 93
Two thousand two hundred and ten offices are special offices, and derive their mail supplies by the payment of the revenue of their offices therefor, amounting to.....	59,347 60
Four thousand and sixty-seven post-offices are supplied by mail-messengers, for which service there was paid during the year .....	667,107 30

*Revenue account of the Post-Office Department.*

The receipts of the department for the fiscal year ended June 30, 1877, were.....	\$27,531,585 26
The amounts 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 third section of the act approved July 12, 1876, for mail-steamship service between San Francisco, Japan, and China .....	\$250,000 00
Under the act approved April 6, 1876, to supply a deficiency in the appropriation for postal cards for the fiscal year ended June 30, 1876.....	62,300 00
Under the act approved March 3, 1877, (vol. 19, chap. 105, page 355, Statutes,) to pay John T. Morris for capture of mail-robber J. C. Reed .....	1,000 00
Under the third section of the act approved June 23, 1874, for supplying deficiency in the revenues of the Post-Office Department for the fiscal year ended June 30, 1875.....	450,000 00

Under the third section of the act approved March 3, 1875, for supplying deficiency in the revenues of the Post-Office Department for the fiscal year ended June 30, 1876 .....	\$1,000,000 00	
Under the second section of the act approved July 12, 1876, for supplying deficiency in the revenues of the Post-Office Department for the fiscal year ended June 30, 1877 .....	5,250,000 00	\$7,013,300 00
Aggregate of revenue and grants .....		34,544,885 26
The expenditures of the department for the fiscal year ended June 30, 1877, were .....		33,486,322 44
Excess of receipts .....		1,058,562 82
The balance standing to the credit of the revenue account at the close of the fiscal year ended June 30, 1876, as per last report, was .....	\$1,957,488 62	
Add excess of receipts during fiscal year 1877 .....	1,058,562 82	
Total .....	3,016,051 44	
Add amount of credit balance accounts closed by suspense for fiscal year 1877 .....	15,748 93	
Total .....	3,031,800 37	
Deduct amount of debit balance accounts closed by "bad debt" and "compromise" accounts for fiscal year 1877 .....	188,367 77	
Leaving to the credit of the revenue account at close of fiscal year .....		2,843,432 60
Due by late postmasters, in suit .....	101,776 40	
Due by late postmasters, not in suit .....	393,565 52	
		495,341 92
The amount available and subject to draft at close of the fiscal year ..		2,348,090 68

An appropriation of \$850,000 for official postage-stamps for the use of the Post-Office Department, was made for the fiscal year out of the revenues of the department. The amount of such stamps used was \$656,095.50, but the item has not been included in this report, as there has been no expenditure except for the manufacture of the stamps, which is included in the expenditure for postage-stamps. Had such appropriation been made from the general Treasury, the revenue account would have been credited as heretofore, under the item of postage-stamps, stamped envelopes, &c., sold, with the exact amount drawn from the Treasury, the revenue being actually increased by such amount.

*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, 1876 .....	\$3,766,864 56
For the quarter ended December 31, 1876 .....	3,944,285 16
For the quarter ended March 31, 1877 .....	4,261,496 87
For the quarter ended June 30, 1877 .....	3,909,288 54
Total .....	15,881,935 13

*The amount of letter-postages paid in money was—*

For the quarter ended September 30, 1876 .....	\$46,358 36
For the quarter ended December 31, 1876 .....	45,640 46
For the quarter ended March 31, 1877 .....	55,101 68
For the quarter ended June 30, 1877 .....	94,257 76
Total .....	241,358 26

New York, West Indies, Brazil, and Argentine Republic.	\$4,529 63	
Boston, Great Britain, and Ireland .....	2,461 17	
Boston and Nova Scotia .....	129 48	
Philadelphia and Queenstown .....	1,592 16	
New Orleans, Key West, and Havana .....	858 40	
Portland and Nova Scotia .....	101 43	
Baltimore and Bremen .....	28 60	
Cleveland and Canada .....	120 46	
Chicago, Detroit, Portland, and Great Britain .....	3,357 57	
Expenses of government mail-agent at Panama .....	1,452 55	
Expenses of government mail-agent at Aspinwall .....	940 00	
Expenses of government mail-agent at Havana .....	800 00	
		<u>\$470,817 48</u>
		18,826,840 64

The amount credited to transportation accrued and charged to contractors for overcredits was:

For fines imposed .....	\$1,800 02	
For deductions .....	89,295 33	
		<u>91,095 35</u>

Net amount to the credit of mail-contractors and others..... 18,735,745 29

The amount paid during the year was..... 19,244,913 65

#### STATEMENT OF COLLECTING DIVISION.

To this division is intrusted the charge and final settlement of 17,790 accounts of postmasters who became late during the period from July 1, 1875, to June 30, 1877.

Balance due the United States on account of postmasters becoming late prior to July 1, 1876..... \$546,298 05

Disposed of during the fiscal year:

Collected by draft .....	\$52,805 64	
Collected by suit .....	5,345 84	
Credited on vouchers .....	55,675 87	
Charged to suspense .....	46 52	
Charged to bad debts .....	187,663 18	
Charged to compromise debts .....	743 09	
Amount in process of collection and in suit .....	244,017 91	
		<u>546,298 05</u>

Amount reported due late postmasters prior to July 1, 1876, as per last report..... 52,756 24  
 Increased during the fiscal year..... 29,272 73  
82,028 97

Amount paid thereon..... 20,970 77  
 Closed by suspense..... 15,596 69  
 Amount remaining due..... 45,461 51  
82,028 97

Amount due postmasters late during the fiscal year..... 29,272 73  
 Amount paid thereon..... \$3,351 12  
 Amount closed by suspense..... 266 76  
 Amount remaining due..... 25,654 85  
29,272 73

Number of changes of postmasters reported by appointment office during the fiscal year was 8,473, and the balance due the United States upon the accounts of said late postmasters amounts to..... 232,655 62

Of which there has been—

Collected by draft.....	\$86,146 75	
Credited on vouchers .....	0	
Charged to suspense .....	196 38	
Charged to bad debts .....	0	
		<u>86,343 13</u>

Total balance remaining due..... 176,312 49

Remaining due and in process of collection .....	\$174,197 78	
In suit .....	2,114 71	
		<u>\$176,312 49</u>
Amount due by late postmasters for which suit has been brought during the fiscal year .....		111,390 17
Amount collected by suit during the fiscal year .....		56,983 89

NOTE.—The very large increase of bad debts over those of former years is accounted for by the fact that during the year a large number of accounts in suit were returned to this office by the Solicitor of the Treasury as “uncollectible.”

The subjoined tables, numbered from 1 to 26, 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. DAVID M. KEY,  
Postmaster-General.

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1877.

Receipts.	Quarter ended September 30, 1876.	Quarter ended December 31, 1876.	Quarter ended March 31, 1877.	Quarter ended June 30, 1877.	Aggregate.
Letter-postage .....	\$46,358 36	\$45,640 46	\$55,101 68	\$94,257 76	\$241,358 26
Box-rent and branch offices....	331,972 37	329,838 56	330,056 13	330,101 02	1,321,968 08
Fines and penalties .....	4,319 08	1,260 06	1,872 48	90 00	7,541 62
Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards .....	6,087,588 30	6,332,534 65	6,828,111 41	6,459,281 40	25,757,515 76
Dead letters .....	1,398 50	1,397 00	771 00	1,379 00	4,945 50
Revenue from money-order business, (domestic) .....				109,148 01	109,148 01
Revenue from money-order business, (previous years, foreign) .....	63,261 84				63,261 84
Miscellaneous .....	4,272 93	9,338 95	5,380 79	6,853 52	25,846 19
Total .....	6,539,171 38	6,770,009 68	7,221,293 49	7,001,110 71	27,531,585 26

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 30, 1877.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1877.

Expenditures.	Quarter ended September 30, 1876.	Quarter ended December 31, 1876.	Quarter ended March 31, 1877.	Quarter ended June 30, 1877.	Aggregate.	Paid for pre- vious years but included in aggregate.
Compensation of postmasters.....	\$1,780,851 28	\$1,757,176 66	\$1,891,771 44	\$1,865,451 55	\$7,295,250 93	\$10,967 57
Compensation of clerks for post-offices.....	800,661 80	805,524 19	809,873 04	818,868 04	3,234,927 07	1,775 47
Compensation of letter-carriers, and incidental expenses.....	474,645 61	471,715 49	418,569 88	528,664 60	1,893,595 58	
Wrapping-paper.....	6,000 00	4,912 50	3,335 00	2,960 00	17,207 50	
Twine.....	16,919 00	11,320 17	8,740 00	1,792 00	38,771 17	
Postmarking and canceling stamps.....	4,662 25	1,851 46	3,202 42	278 85	9,994 98	
Letter-balances.....	2,200 00	573 50			2,773 50	
Rent, light, and fuel.....	86,824 08	93,428 25	92,880 64	100,840 19	373,973 16	278 62
Stationery.....	8,150 85	9,039 34	15,169 17	11,092 60	43,451 96	24 50
Furniture for post-offices.....	806 06	1,813 24	1,048 32	3,445 57	7,113 19	46 10
Miscellaneous, office of First Assistant Postmaster-General.....	14,289 68	15,529 53	15,964 78	18,662 53	64,446 54	179 90
Inland mail transportation, star routes.....	1,450,136 19	1,441,594 98	1,447,912 01	1,564,831 26	5,904,474 44	64,827 10
Inland mail transportation, railroad routes.....	2,132,167 61	3,134,096 32	2,214,630 00	2,284,100 95	9,764,994 88	1,063,961 77
Compensation of railway-post-office clerks.....	309,384 73	302,390 22	307,344 62	304,450 44	1,223,569 41	
Compensation of route-agents.....	235,615 84	239,496 25	237,904 37	246,644 40	959,660 86	
Compensation of mail-route messengers.....	36,251 77	35,530 95	36,041 74	39,774 15	147,598 61	
Compensation of local agents.....	25,636 90	26,079 51	26,449 14	27,553 15	105,718 70	
Compensation of mail-messengers.....	163,660 28	167,950 21	164,705 13	171,902 38	668,218 00	9,027 35
Mail locks and keys.....	1,912 50		1,875 00	11,600 00	15,387 50	
Mail bags and catchers.....	42,326 53	66,772 16	33,604 60	23,327 47	166,030 76	
Post-route maps.....	11,446 74	3,801 14	5,418 70		20,666 58	
Mail depredations and special agents.....	51,779 20	38,803 20	38,086 69	10,049 18	138,718 27	116 00
Postage-stamps.....	47,944 29	32,948 29	23,858 36	8,988 65	113,739 59	3,550 00
Distribution of postage-stamps.....	2,333 25	1,635 35	1,951 95	508 21	6,428 76	
Stamped envelopes and newspaper-wrappers.....	176,093 97	111,607 22	112,159 75	29,892 29	429,753 23	1,528 60
Distribution of stamped envelopes and newspaper-wrappers.....	4,437 96	3,615 61	2,741 99	1,285 58	12,081 14	
Postal cards.....	77,728 52	58,786 65	61,487 71	28,461 06	226,463 94	
Distribution of postal cards.....	1,686 74	1,486 94	638 64	451 78	4,264 10	
Registered-package envelopes, locks and seals.....	6,347 96	6,456 36	8,733 04	14,340 68	35,878 04	
Official envelopes for postmasters.....	3,514 26	3,211 41	3,704 61	5,682 49	16,112 77	
Dead-letter envelopes.....		59 60	447 00	6 70	513 30	
Ship, steamboat, and way letters.....	1,327 90	842 61	769 79	987 32	3,927 62	22 38
Fees to United States marshals, attorneys, clerks of courts, and counsel.....	537 72	1,294 03	488 90	626 97	3,007 62	348 60
Engraving, printing, and binding drafts and warrants.....	1 07	407 55	109 00	727 70	1,245 32	
Advertising.....	3,682 30	7,989 19	8,165 45	3,006 71	22,843 65	12 50
Miscellaneous, office Third Assistant Postmaster-General.....	7 75				7 75	7 75
Miscellaneous, office of the Postmaster-General.....		33 00	54 10	93 60	180 70	
Foreign mail transportation.....	49,966 94	61,559 43	60,966 04	48,186 34	220,678 75	7,143 99
Balance due foreign countries.....		2,367 99	15,035 86	5,336 04	22,739 89	
Official Postal Guide.....	8,291 57	1,772 18	8,076 06	1,770 87	19,912 68	
Subsidy—San Francisco, Japan, and China line.....	125,000 00	125,090 00			250,000 00	
<b>Total.....</b>	<b>8,165,231 10</b>	<b>9,050,472 68</b>	<b>8,083,916 34</b>	<b>8,186,702 32</b>	<b>33,486,322 44</b>	<b>1,163,818 20</b>

## No. 3.—Statement of the postal receipts and expenditures of

States and Territories.	Letter-postage.	Waste paper and twine.	Box-rents and branch offices.	Postage-stamps, stamped envelopes, and postal cards.	Total receipts.
Maine .....	\$2,206 58	\$108 90	\$24,000 13	\$433,259 22	\$459,574 83
New Hampshire .....	466 83	120 85	14,718 01	271,977 60	287,283 29
Vermont .....	348 43	100 01	11,108 94	240,680 94	252,238 32
Massachusetts .....	10,767 29	829 76	106,629 86	1,833,903 64	1,952,130 55
Rhode Island .....	2,897 68	104 06	20,588 74	192,451 20	214,041 68
Connecticut .....	2,490 90	231 80	38,702 15	546,752 22	588,177 07
New York .....	76,941 15	3,120 36	181,402 72	5,133,346 87	5,394,811 10
New Jersey .....	2,648 68	210 16	25,426 47	556,621 04	584,906 35
Pennsylvania .....	16,024 96	1,333 80	88,486 63	2,543,195 86	2,649,041 25
Delaware .....	223 23	14 62	1,268 16	65,616 32	67,123 33
Maryland .....	6,602 28	110 66	10,249 31	476,883 74	493,845 99
Virginia .....	2,123 63	57 11	11,816 20	394,194 48	408,191 42
West Virginia .....	657 62	16 69	3,343 79	131,910 85	135,928 01
North Carolina .....	525 59	41 89	7,548 10	187,235 81	195,351 39
South Carolina .....	577 52	35 33	6,997 13	155,825 15	163,435 13
Georgia .....	1,588 63	92 79	17,221 01	305,161 12	324,063 55
Florida .....	1,239 64	25 01	5,072 57	74,437 77	80,774 99
Ohio .....	5,405 17	1,128 10	78,344 01	1,707,146 83	1,792,024 11
Michigan .....	5,615 18	522 27	62,170 92	811,231 90	879,540 27
Indiana .....	2,141 32	456 32	43,986 73	692,016 23	738,600 60
Illinois .....	16,570 40	2,149 05	104,472 38	2,106,304 40	2,229,496 23
Wisconsin .....	2,981 27	305 28	45,639 06	615,183 82	664,109 43
Iowa .....	3,174 64	413 51	62,649 33	798,073 48	864,310 96
Missouri .....	5,711 04	673 55	30,953 97	939,764 08	977,103 64
Kentucky .....	1,720 35	198 21	16,263 99	405,211 34	423,393 89
Tennessee .....	1,021 77	104 44	10,172 26	292,493 97	303,792 44
Alabama .....	1,005 95	45 22	11,870 46	227,525 72	240,447 35
Mississippi .....	522 31	43 57	12,520 70	158,732 23	171,808 81
Arkansas .....	321 12	33 28	8,443 12	139,732 54	148,530 06
Louisiana .....	3,293 37	36 21	19,853 28	250,816 25	273,999 11
Texas .....	3,546 43	145 08	39,550 60	405,854 72	449,096 83
California .....	6,767 75	209 20	63,441 55	763,778 54	834,197 04
Oregon .....	230 79	51 57	9,785 84	88,176 47	98,244 67
Minnesota .....	3,665 24	181 11	24,222 34	340,747 73	368,816 42
Kansas .....	939 63	116 52	25,129 36	326,530 63	352,716 14
Nebraska .....	662 21	65 05	11,341 61	171,726 47	183,795 34
Nevada .....	402 93	11 03	14,005 50	70,422 00	84,841 46
Colorado .....	451 75	68 23	24,109 72	127,519 30	152,149 00
Utah .....	264 65	41 50	5,018 73	69,152 40	74,477 28
New Mexico .....	73 42	6 55	1,394 02	21,001 73	22,475 72
Washington .....	85 71	7 91	2,137 58	28,629 90	30,861 10
Dakota .....	160 58	14 69	2,389 93	41,461 67	44,026 87
Arizona .....	36 54	28 45	1,297 50	15,560 56	16,923 05
Idaho .....	37 86	18 30	2,044 28	17,833 54	19,933 98
Wyoming .....	84 15	6 04	2,833 07	35,780 67	38,703 93
Montana .....	66 81	24 17	5,433 17	26,603 59	32,127 74
Alaska .....	1 60	1 00	.....	376 35	378 95
District of Columbia .....	3,416 06	316 38	6,033 87	167,399 13	177,165 44
Deduct miscellaneous items .....	196,708 70	13,975 59	1,322,088 80	25,406,232 02	26,939,005 11
Add miscellaneous items .....	44,649 56	.....	120 72	351,283 74	395,812 58
	241,358 26	13,975 59	1,321,968 08	25,757,515 76	27,334,817 69

NOTE.—The following items of expenditure and revenue, being of a general nature, are not embraced

Amount paid for foreign mails and expenses of government agents .....	\$470,678 75
Balances due foreign countries .....	23,739 59
Ship, steamboat, and way letters .....	3,927 62
Wrapping-paper .....	17,207 50
Twine .....	38,771 17
Office furniture .....	269 27
Advertising .....	10,927 39
Mail-bags and catchers .....	12,641 05
Salary and per diem of assistant superintendents of postal railway service .....	38,756 55
Mail locks and keys .....	15,387 50
Postmarking and canceling stamps .....	9,994 98
Mail depredations and special agents .....	138,718 27
Letter-balances .....	2,773 50
Expenses of postage-stamps, stamped envelopes, and postal cards .....	792,730 76
Dead letters, official and registered envelopes, locks and seals .....	52,504 11
Sundry and miscellaneous payments .....	54,020 13
Excess of transportation paid .....	509,307 09
Excess of expenditures brought down .....	3,844,149 22

6,151,504 75

the United States for the fiscal year ended June 30, 1877.

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.
\$176,990 24	\$43,667 96	\$10,301 31	\$47,679 97	\$246,964 92	\$525,604 40	\$66,029 57	
123,549 19	18,372 33	3,900 75	23,583 72	114,397 78	283,803 77		\$3,479 52
118,950 24	14,453 06		25,980 31	152,164 69	311,548 30	59,309 98	
365,408 69	310,621 75	174,781 10	179,041 85	356,822 30	1,386,675 69		565,454 86
40,131 86	25,718 16	16,876 46	8,122 37	44,254 06	135,102 91		78,938 77
173,205 75	63,961 13	19,300 09	52,833 34	178,558 83	487,859 14		100,317 93
756,178 98	1,054,079 92	537,995 83	424,919 77	1,627,409 48	4,400,583 98		994,227 12
191,508 05	44,191 46	53,165 53	32,628 99	196,119 15	517,613 18		67,293 17
599,196 80	329,549 35	292,521 19	205,346 66	763,510 75	2,190,174 75		458,866 50
22,745 77	5,079 94	7,329 37	9,561 93	27,578 25	72,295 26	5,172 93	
92,623 63	70,593 03	53,408 61	37,254 22	303,841 88	557,721 37	63,875 38	
157,855 74	45,575 99	19,696 42	42,513 09	392,500 25	658,131 49	249,940 07	
60,471 39	12,543 15	4,429 19	16,089 38	116,028 09	209,561 20	73,632 19	
93,061 74	18,432 18		37,802 16	205,928 96	355,225 04	159,873 65	
62,553 82	12,609 12	5,951 00	17,896 13	120,780 87	219,790 94	56,355 81	
121,574 13	45,919 34	9,132 72	55,176 94	249,536 79	481,339 92	157,276 37	
37,530 62	6,890 14		13,343 79	113,721 17	171,485 72	90,710 73	
469,381 88	196,073 30	122,546 03	382,264 61	1,140,308 61	2,310,574 43	518,550 32	
318,322 05	87,997 99	33,488 53	76,816 95	419,459 90	936,085 42	56,545 15	
282,628 03	83,249 29	37,159 03	107,698 49	446,771 81	957,506 65	218,906 05	
564,120 36	394,217 69	153,317 08	346,482 33	953,536 76	2,411,674 62	182,178 39	
252,816 86	60,141 95	23,683 87	85,581 66	335,825 78	758,050 12	93,940 69	
361,845 46	62,004 41	18,769 60	117,042 23	449,290 68	1,008,952 38	144,641 42	
238,594 06	147,265 30	167,518 85	156,790 49	670,046 53	1,320,215 23	343,112 59	
132,611 08	40,786 11	28,418 34	59,069 29	266,422 59	527,307 41	103,913 52	
105,884 27	40,011 67	16,957 30	74,776 86	201,245 21	438,875 31	135,082 87	
106,707 35	24,439 47	3,943 33	33,027 80	233,666 73	401,784 68	161,337 33	
89,228 79	12,700 70		14,511 86	172,585 51	289,026 86	117,218 05	
76,311 57	13,054 40		15,710 28	259,013 98	364,090 23	215,560 17	
53,782 60	57,276 13	37,248 51	18,608 10	215,891 54	382,806 88	108,807 77	
177,147 99	56,137 80		36,123 08	546,916 02	816,324 89	367,228 06	
190,941 62	112,583 82	43,283 71	70,552 99	1,209,375 03	1,626,737 17	792,540 13	
42,415 15	9,101 86		10,293 82	147,105 16	208,915 99	110,671 32	
150,449 90	36,575 71	14,695 83	56,579 57	221,292 00	479,593 01	110,776 59	
165,998 20	34,001 32	3,610 30	63,488 88	270,750 54	537,849 24	185,133 10	
80,021 18	17,650 17	4,703 28	62,508 98	541,981 21	706,864 82	523,069 48	
38,267 36	12,615 00		2,440 21	158,626 05	211,948 62	127,107 16	
56,636 11	21,179 59		15,891 93	174,674 57	268,382 20	116,233 20	
35,195 80	9,629 55		8,844 31	301,510 08	355,179 74	280,702 46	
12,242 99	1,455 00		28 05	202,435 85	216,161 89	193,686 17	
17,262 33	1,276 14		2,584 42	118,790 45	139,913 34	109,052 24	
23,514 16	2,159 25		657 69	94,591 14	120,922 24	76,895 37	
7,987 56	473 73			109,425 03	117,886 34	100,963 29	
11,873 01	1,062 50		89 39	89,202 32	102,227 22	82,293 24	
16,294 53	3,408 84		180 00	59,544 79	79,428 16	40,724 23	
18,181 53	5,001 00		200 00	106,275 78	129,658 31	97,530 57	
227 36					227 36		151 59
6,169 98	93,922 08	32,314 79	114,668 47		247,075 32	69,909 88	
7,296,597 96	3,759,710 00	1,890,497 95	3,163,277 36	15,326,679 87	31,436,763 14	6,766,487 49	2,268,729 46
1,347 03				264,518 78	257,796 23		395,812 58
.....	4,239 14	3,097 63	732 81				
7,295,250 93	3,763,949 14	1,893,595 58	3,164,010 17	15,062,161 09	31,174,959 44	6,508,691 26	2,664,542 04

in the above statement, viz:

Receipts on account of dead letters	\$4,945 50
Receipts on account of fines and penalties	7,541 62
Receipts on account of miscellaneous	11,870 60
Receipts on account of money-order business	172,409 85
Total excess of expenditures over receipts	5,954,737 18

## REPORT OF THE POSTMASTER-GENERAL.

No. 4.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1877.

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	\$4,945,668 21		\$4,945,668 21	\$3,288,319 03
1838.....	4,238,733 46		4,238,733 46	4,430,662 21
1839.....	4,484,656 70		4,484,656 70	4,636,536 31
1840.....	4,543,521 92		4,543,521 92	4,718,235 64
1841.....	4,407,726 27	\$482,657 00	4,890,383 27	4,499,527 61
1842.....	4,546,849 65		4,546,849 65	5,674,751 80
1843.....	4,296,225 43		4,296,225 43	4,374,753 71
1844.....	4,237,287 83		4,237,287 83	4,296,512 70
1845.....	4,289,841 80		4,289,841 80	4,320,731 99
1846.....	3,487,199 35	750,000 60	4,237,199 35	4,076,036 91
1847.....	3,880,309 23	12,500 00	3,892,809 23	3,979,542 10
1848.....	4,555,211 10	125,000 00	4,680,211 10	4,326,850 27
1849.....	4,705,176 28		4,705,176 28	4,479,049 13
1850.....	5,499,984 86		5,499,984 86	5,212,953 43
1851.....	6,410,604 33		6,410,604 33	6,278,401 68
1852.....	5,184,526 84	1,741,444 44	6,925,971 28	7,108,459 04
1853.....	5,240,724 70	2,225,000 00	7,465,724 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 89
1861.....	8,349,296 40	4,639,806 53	12,989,102 93	13,066,759 11
1862.....	8,299,820 90	2,598,953 71	10,898,774 61	11,125,364 13
1863.....	11,163,789 59	1,007,848 72	12,171,638 31	11,314,206 84
1864.....	12,438,253 78	749,980 00	13,188,233 78	12,644,786 20
1865.....	14,556,158 70	3,968 46	14,560,127 16	13,694,728 28
1866.....	14,436,986 21		14,386,986 21	15,352,079 30
1867.....	15,297,026 87	3,991,666 67	19,288,693 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	4,933,750 00	26,909,176 37	26,657,192 31
1873.....	22,996,741 57	5,990,475 00	28,987,216 57	29,084,945 67
1874.....	26,471,071 82	5,922,433 55	32,393,505 37	32,126,414 58
1875.....	26,791,360 59	6,704,646 96	33,496,007 55	33,611,309 45
1876.....	28,634,197 50	5,088,583 03	33,722,780 53	33,263,487 58
1877.....	27,531,585 26	7,013,300 00	34,544,885 26	33,426,322 44

J. M. MCGREW,  
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 30, 1877.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1877, and charged to "miscellaneous account, First Assistant Postmaster-General."

## AMOUNTS PAID BY THE DEPARTMENT ON WARRANTS.

Date.	To whom allowed.	For what object.	Amount.
1876. Aug. 7	W. L. Hunt .....	Special agent Post-Office Department, for telegrams, railway-fare, and printing, on account of railway mail-service for the month of July, 1876.	\$56 50
7	R. C. Jackson .....	Special agent Post-Office Department, for sundry telegrams.	51 39
10	Thomas P. Cheney .....	Special agent Post Office Department, for sundry telegrams, on account of railway mail-service for the month of July, 1876.	5 33
10	L. M. Terrell .....	Special agent Post-Office Department, for sundry telegrams, and expense of care and cleaning office, on account of railway mail-service for the month of July, 1876.	14 50

No. 5.—*Statement of miscellaneous payments by the Post-Office Department, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1876.			
Aug. 10	James E. White.....	Special agent Post-Office Department, for sundry telegrams, on account of railway mail-service.	\$7 44
11	I. A. Amerman.....	Superintendent railway mail-service, for rent of offices and sundry telegrams during the month of July, 1876.	66 14
30	C. Jay French.....	Special agent Post-Office Department, for telegrams, railway-guides, and railway-fare, during the month of July, 1876.	41 86
Sept. 5	R. C. Jackson.....	Special agent Post-Office Department, for sundry telegrams during the month of August, 1876.	36 07
6	Thomas P. Cheney.....	Special agent Post-Office Department, for sundry telegrams during the month of August, 1876.	4 91
6	W. L. Hunt.....	Special agent Post-Office Department, for sundry telegrams during the month of August, 1876, on account of railway mail-service.	39 28
9	L. M. Terrell.....	Special agent Post-Office Department, for sundry telegrams, care and cleaning of the office of the superintendent of railway mail-service, during the month of August, 1876.	12 50
11	I. A. Amerman.....	Superintendent of railway mail-service, for rent of office and sundry telegrams during the month of August, 1876.	61 78
11	James E. White.....	Special agent Post-Office Department, for sundry telegrams during the month of August, 1876, on account of railway mail-service.	8 90
16	C. Jay French.....	Special agent Post-Office Department, for sundry telegrams, office-cleaning, and railway-fare, during the month of August, 1876.	20 93
29	M. V. Bailey.....	Special agent Post-Office Department, for telegram and railway-fare during the month of September, 1876.	2 48
Oct. 5	W. L. Hunt.....	Special agent Post-Office Department, for sundry telegrams and printing during the month of September, 1876.	23 30
5	R. C. Jackson.....	Special agent Post-Office Department, for sundry telegrams during the month of September, 1876.	38 73
5	L. M. Terrell.....	Special agent Post-Office Department, for sundry telegrams and care of office during the month of September, 1876.	28 06
11	I. A. Amerman.....	Superintendent of railway mail-service, for office-rent and telegrams during the month of September, 1876.	59 08
18	Thomas P. Cheney.....	Special agent Post-Office Department, for sundry telegrams during the month of September, 1876.	3 09
27	Theodore N. Vail.....	Superintendent of railway mail-service, for railway-fare, transportation expenses other than railway-fare, and telegrams, during the months of August, September, and October, 1876.	88 60
Nov. 10	C. Jay French.....	Special agent Post-Office Department, for mounting maps, and sundry telegrams, during the months of September and October, 1876.	94 53
14	R. C. Jackson.....	Special agent Post-Office Department, for telegrams, letter-drop-plates, and stationery, during the month of October, 1876, on account of railway mail-service.	47 39
14	James E. White.....	Special agent Post-Office Department, for sundry telegrams during the month of October, 1876.	23 61
14	L. M. Terrell.....	Special agent Post-Office Department, for sundry telegrams and care of office during the month of October, 1876.	43 95
18	W. L. Hunt.....	Special agent Post-Office Department, for sundry telegrams and printing during the month of October, 1876.	51 52
18	I. A. Amerman.....	Superintendent of railway mail-service, for office-rent and sundry telegrams during the month of October, 1876.	53 70
Dec. 5	W. L. Hunt.....	Special agent Post-Office Department and superintendent of railway mail-service, for telegrams, maps, and printing, during the month of November, 1876.	46 64
Dec. 7	James E. White.....	Special agent Post-Office Department, for sundry telegrams during the month of November, 1876.	7 09
7	R. C. Jackson.....	Special agent Post-Office Department, for sundry telegrams during the month of November, 1876.	64 14
13	I. A. Amerman.....	Superintendent of railway mail-service, for office-rent and telegrams during the month of November, 1876.	62 72
1877.			
Jan. 5	Thomas P. Cheney.....	Special agent Post-Office Department, for sundry telegrams and printing during the month of December, 1876.	21 80

No. 5.—Statement of miscellaneous payments by the Post-Office Department, &amp;c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1877.			
Jan. 5	W. L. Hunt.....	Special agent and superintendent of railway mail-service, for sundry telegrams, mounting schemes, and printing, during the month of December, 1876.	\$59 10
7	Henry C. Jewell.....	Chief of Bureau of Engraving and Printing, for engraving and printing special agents' commissions.	115 00
9	E. M. Whitaker.....	For stationery furnished for railway mail-service in month of September, 1876.	27 60
11	C. Jay French.....	Special agent Post-Office Department, for shelving in office, gas, and telegrams, during the months of November and December, 1876.	64 09
11	R. C. Jackson.....	Special agent Post-Office Department, for office furniture, fuel, and sundry telegrams, during the month of December, 1876.	91 19
11	L. M. Terrell.....	Special agent Post-Office Department, for fuel, broom for office, and sundry telegrams, during the month of December, 1876.	21 95
11	James E. White.....	Special agent Post-Office Department, for sundry telegrams.	8 33
13	I. A. Amerman.....	Superintendent of railway mail-service, for office-rent, stationery, and telegrams, during the month of December, 1876.	67 00
Feb. 5	W. L. Hunt.....	Special agent Post-Office Department for stationery, printing, and telegrams, on account of railway mail-service, during the month of January, 1877.	23 80
7	James E. White.....	Special agent Post-Office Department, for sundry telegrams during the month of January, 1877.	9 91
8	C. Jay French.....	Special agent Post-Office Department, for stationery, printing gas, and sundry telegrams, during the month of January, 1877.	61 82
8	R. C. Jackson.....	Special agent Post-Office Department, for stationery, moving furniture, and sundry telegrams, during the month of January, 1877.	162 04
10	I. A. Amerman.....	Special agent Post-Office Department, for office-rent and sundry telegrams during the month of January, 1877.	56 58
24	I. A. Amerman.....	Superintendent of railway mail-service, for stationery.	86 14
26	M. V. Bailey.....	Special agent Post-Office Department, for sundry telegrams, and key for office-safe, during the month of February, 1877.	2 98
27	Theodore N. Vail.....	General superintendent of railway mail-service, for sundry telegrams during the months of January and February, 1877.	17 40
Mar. 2	John Jameson.....	Assistant superintendent of railway mail-service, for sundry telegrams during the month of February, 1877.	3 14
6	James E. White.....	Special agent Post-Office Department, for sundry telegrams during the month of February, 1877.	6 35
9	L. M. Terrell.....	Special agent Post-Office Department, for telegrams, care of office, and fuel, during the month of February, 1877.	23 80
9	W. L. Hunt.....	Superintendent of railway mail-service, for telegrams, mounting maps, and printing, during the month of February, 1877.	83 35
12	R. C. Jackson.....	Special agent Post-Office Department, for sundry telegrams during the month of February, 1877.	62 32
12	Theodore N. Vail.....	Special agent Post-Office Department, for electric pens.	347 50
12	Hon. John Sherman.....	Secretary of the Treasury, to be deposited to the credit of the appropriation "Arming and equipping the militia," for carbine-ammunition expended by mail-carriers and teamsters in the service of the Quartermaster's Department at Fort Concho, Tex., in 1875, while carrying the United States mails between that post and Centralia Station, on the El Paso route.	6 00
19	Thomas P. Cheney.....	Special agent Post-Office Department, for sundry telegrams.	8 79
23	C. Jay French.....	Special agent Post-Office Department, for sundry telegrams, mounting maps, and printing, during the month of February, 1877.	29 21
April 4	Theodore N. Vail.....	General superintendent of railway mail-service, for stationery for the use of railway mail-service.	791 27
4	Thomas P. Cheney.....	Special agent Post-Office Department, for electric pen and sundry telegrams during the month of March, 1877.	13 59

No. 5.—Statement of miscellaneous payments by the Post-Office Department, &amp;c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1877.			
April 5	Theodore N. Vail .....	General superintendent of railway mail-service, for telegrams, drawings of mail-wagons, and transportation expenses other than railway-fare, during the months of February and March, 1877.	\$290 00
6	James E. White.....	Special agent Post-Office Department, for telegrams and cutting facing-slips during the month of March, 1877.	59 14
9	R. C. Jackson .....	Special agent Post-Office Department, for sundry telegrams and stationery during the month of March, 1877.	64 40
12	E. M. Whitaker & Sons .....	For stationery (card-labels for pouch-slides) on account of railway mail-service.	197 25
13	H. J. McKusick .....	Assistant superintendent of railway mail-service, for sundry telegrams and office-rent.	123 27
13	W. L. Hunt.....	Superintendent of railway mail-service, for stationery, printing, and telegrams, during the month of March, 1877.	65 35
May 4	C. Jay French.....	Superintendent of railway mail-service, for sundry telegrams, mounting schemes, and gas, during the months of February, March, and April, 1877.	83 72
7	Thomas P. Cheney .....	Special agent Post-Office Department, for express charges and telegrams during the month of April, 1877.	26 73
7	R. C. Jackson .....	Special agent Post-Office Department, for telegrams, stationery, repair of railway post-office boxes, and mounting maps, during the month of April, 1877, on account of railway mail-service.	65 23
9	James E. White.....	Special agent Post-Office Department, for telegrams, freight on electric pen, and cutting facing-slips, on account of railway mail-service.	55 12
14	H. J. McKusick.....	Special agent Post-Office Department and superintendent of railway mail-service, for telegrams and office-rent during the month of April, 1877.	56 08
14	L. M. Terrell.....	Special agent Post-Office Department, for telegrams, office-boy, railway-fare, freight, and fuel, on account of railway mail-service.	26 60
17	W. L. Hunt.....	Special agent Post-Office Department and superintendent of railway mail-service, for telegrams, mounting schemes, and printing, during the month of April, 1877.	46 05
29	M. V. Bailey .....	Special agent Post-Office Department, for sundry telegrams during the month of May, 1877.	3 54
June 6	W. L. Hunt .....	Special agent Post-Office Department, for telegrams and printing during the month of May, 1877.	31 95
7	William B. Thompson .....	Special agent Post-Office Department, for telegrams, stationery, and fuel, during the month of May, 1877.	21 55
8	Thomas P. Cheney .....	Special agent Post-Office Department, for sundry telegrams during the month of May, 1877, on account of railway mail-service.	8 63
8	R. C. Jackson .....	Special agent Post-Office Department, for sundry telegrams during the month of May, 1877.	27 40
11	James E. White.....	Special agent Post-Office Department, for telegrams and printing during the month of May, 1877.	10 56
12	H. J. McKusick .....	Special agent Post-Office Department and superintendent of railway mail-service, for telegrams and office-rent during the month of May, 1877.	59 17
23	Amos P. Foster .....	Special agent Post-Office Department, for livery-hire, railway-fare, and incidental expenses, during the month of June, 1877.	76 00
27	C. J. French.....	Special agent Post-Office Department, for telegrams, printing, fuel, gas, and care of office, (fuel for month of April, 1877.)	89 26
July 11	Thomas P. Cheney .....	Special agent Post-Office Department, for sundry telegrams during the month of June, 1877.	4 84
11	C. J. French.....	Special agent Post-Office Department, for care of office, printing, and telegrams, during the month of June, 1877.	59 54
11	W. L. Hunt .....	Superintendent of railway mail-service, for printing, telegrams, and transportation, during the month of June, 1877.	57 65
11	James E. White.....	Special agent Post-Office Department, for telegrams and cutting label-slips during the month of June, 1877.	30 08
13	H. J. McKusick.....	Special agent Post-Office Department and superintendent of railway mail-service, for office-rent and telegrams during the month of June, 1877.	67 85

No. 5.—*Statement of miscellaneous payments by the Post-Office Department, &c.—Continued.*

## AMOUNT PAID BY THE DEPARTMENT ON DRAFTS.

Date.	To whom allowed.	For what object.	Amount.
1876.			
Oct. 28	William B. Thompson .....	Special agent Post-Office Department, for telegrams, stationery, and printing, during the month of September, 1876.	\$44 40
Nov. 14	William B. Thompson .....	Special agent Post-Office Department, for telegrams, stationery, gas, and chemicals, during the month of October, 1876.	28 44
Dec. 6	L. M. Terrell .....	Special agent Post-Office Department, for telegrams and care of office during the month of November, 1876.	22 55
6	William B. Thompson .....	Special agent Post-Office Department, for telegrams, stationery, printing, gas, chemicals, lamp-shade, and fuel, during the month of November, 1876.	27 24
20	Morgan Envelope Company .....	For stationery furnished to the Post-Office Department for the use of the postal-card agency from July 6, 1875, to June 30, 1876.	127 65
28	Theo. N. Vail .....	General superintendent of railway mail-service, for telegrams and expenses of transportation, other than railway-fare, during the months of October, November, and December, 1876.	83 59
1877.			
Jan. 11	William B. Thompson .....	Special agent Post-Office Department, for printing, plumbing, lamp-shade, chemicals, oil, gas, and fuel, during the month of December, 1876.	68 16
30	Theo. N. Vail .....	General superintendent of railway mail-service, for drawing-instruments.	17 50
Feb. 7	L. M. Terrell .....	Special agent Post-Office Department, for telegrams, care of office, stationery, printing, and fuel, during the month of January, 1877.	67 90
23	William B. Thompson .....	Special agent Post-Office Department, for telegrams, stationery, printing, oil, benzine, fuel, and hardware, during the month of January, 1877.	122 84
28	William B. Thompson .....	Special agent Post Office Department, for telegrams, stationery, hardware, oil, and fuel, during the month of February, 1877.	32 54
April 19	William B. Thompson .....	Special agent Post-Office Department, for telegrams, stationery, chemicals, oil, fuel, and brush, during the month of March, 1877.	54 69
May 2	William B. Thompson .....	Special agent Post-Office Department, for telegrams, stationery, type and furniture for printing-press, and fuel, during the month of April, 1877.	40 29
June 12	L. M. Terrell .....	Special agent Post-Office Department, for telegrams, electric pen, fuel, printing, and care of office, during the month of May, 1877.	72 25
23	Theo. N. Vail .....	Special agent Post-Office Department, for photographs, stationery, telegrams, and traveling expenses, during the months of April, May, and June, 1877.	178 00
23	L. M. Terrell .....	Special agent Post-Office Department, for telegrams, office-care, and stationery, (for six months,) during the month of March, 1877.	32 50
July 11	L. M. Terrell .....	Special agent Post-Office Department, for telegrams, office-boy, and printing, during the month of June, 1877.	38 10
11	William B. Thompson .....	Special agent Post-Office Department, for sundry telegrams during the month of June, 1877.	16 34
16	R. C. Jackson .....	Special agent Post-Office Department, for sundry telegrams, railway-fare, and stationery, during the month of June, 1877.	46 08
Aug. 7	William B. Thompson .....	Special agent Post-Office Department, for telegrams, railway-guide, and freight on mail-matter.	69 71
10	Theo. N. Vail .....	General superintendent of railway mail-service. For Poor's Manual of Railroads in the United States, 10 copies of Railway Age, photographs of mail-wagons, and outline maps.	458 50

## AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS, FIRST ASST. P. M. GEN'L, MISCELLANEOUS.

1876.			
Nov. 2	T. L. James .....	Postmaster at New York City, for amount expended during the third quarter of 1876 in fitting up and furnishing rooms for use of railway postal clerks.	\$1,652 35
Dec. 2	James Coey .....	Postmaster at San Francisco, Cal., for water-rent in the third quarter of 1876.	6 75

*Amounts credited postmasters on their general accounts, &c.—Continued.*

Date.	To whom allowed.	For what object.	Amount.
1876. Dec. 30	T. L. James.....	Postmaster at New York City, for amount paid for rent of house for use of clerks of railway mail-service from July 1 to October 31, 1876.	\$200 00
1877. Mar. 31	T. L. James.....	Postmaster at New York City, for amount paid for city directory.	5 00
Apr. 9	J. M. Comly .....	Postmaster Columbus, Ohio, for Columbus directory, sent to the Dead-Letter Office, P. O. D.	3 00
12	H. A. Greene .....	Postmaster Jersey City, N. J., for copy of city directory, per order of the Postmaster-General.	3 00
13	A. B. Clark.....	Postmaster at Newark, Ohio, for amount paid for moving post-office, July 15, 1876.	4 00
14	J. Jorgenson .....	Late postmaster at Petersburg, Va., for stationery and cleaning office in the 4th quarter of 1876.	5 60
May 14	S. J. Burpee .....	Postmaster at Marshall, Mich., for miscellaneous payments in the 4th quarter of 1876.	6 00
15	Benjamin Conley .....	Postmaster at Atlanta, Ga., for rent of room during the 4th quarter of 1876.	50 00
June 19	T. R. McFerson .....	Postmaster at Evansville, Ind., for repairs in 1st quarter of 1877.	40 00
July 7	H. C. Payne .....	Postmaster at Milwaukee, Wis., for one copy of city directory.	4 00
24	H. A. Cady.....	Late postmaster at Lockport, N. Y., for miscellaneous expenses in the 4th quarter of 1876.	18 54
Aug. 8	H. B. Nichols .....	Postmaster at Norfolk, Va., for contingent expenses (arrival and departure of mails) not allowed in the 2d quarter of 1877.	15 00
9	T. S. Case .....	Postmaster at Kansas City, Mo., for amount expended in the 2d quarter of 1877, on account of railway mail-service.	70 70
10	W. N. Denny.....	Postmaster at Vincennes, Ind., for amount expended in the 2d quarter of 1877, on account of railway mail-service.	62 50
13	D. Goddard .....	Postmaster at Orange, Mass., for five hours' labor, picking up, cleaning, and counting postal cards scattered along the railroad track by reason of box being caught by the car-wheels.	1 00
15	A. B. Wade .....	Late postmaster at South Bend, Ind., for miscellaneous expenses in the 4th quarter of 1876.	9 80
Sept. 17	M. Pritchard.....	Postmaster at Alden, Iowa, for repairs of stamp, disallowed in 1st quarter of 1877.	80
17	W. P. Hornback .....	Postmaster at Saint Ignace, Mich., for telegrams, 2d quarter of 1877.	3 06
17	L. Whitney .....	Postmaster at Muskegon, Mich., for omission of arrival and departure of mails in the 2d quarter of 1877.	6 00

## RECAPITULATION.

*Amounts allowed to the postmasters at the principal offices of the United States, credited on quarterly accounts-current, for incidental expenses of such offices actually and necessarily incurred, such as office-repairs, gas-fixture, telegraphing, and other miscellaneous expenses, and charged to miscellaneous account, First Assistant Postmaster-General.*

Third quarter, 1876 .....	\$10,936 05
Fourth quarter, 1876 .....	13,634 30
First quarter, 1877 .....	13,240 64
Second quarter, 1877 .....	17,636 07
Total .....	55,447 06
Amount allowed to postmasters and others and credited on general accounts .....	2,167 10
Amount paid by warrants .....	5,205 77
Amount paid by drafts .....	1,649 27
Total .....	64,469 20
Deduct amounts charged to postmasters for overcredits .....	\$5 55
Deduct amount of fares charged to inland transportation .....	17 11
	22 66
Amount actually paid and charged to miscellaneous account .....	64,446 54

## REPORT OF THE POSTMASTER-GENERAL.

*Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1877, and charged to "Miscellaneous account, Third Assistant Postmaster-General."*

## AMOUNT PAID BY THE DEPARTMENT ON WARRANTS.

Date.	To whom allowed.	For what object.	Amount.
1876. Dec. 20	George F. Nesbitt & Co.....	For stationery furnished to the Post-Office Department for the use of the postage-stamp agency, from November 18, 1875, to June 30, 1876, inclusive.	\$7 75

*Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1877, and charged to "Miscellaneous account, Postmaster-General."*

## AMOUNT PAID BY THE DEPARTMENT ON WARRANTS.

Date.	To whom allowed.	For what object.	Amount.
1877. Jan. 11	James N. Tyner.....	Postmaster-General, for expenses incurred during two trips to New York on official business.	\$54 10
Feb. 7	James H. Marr.....	For expenses to and from New York on official business.	33 00

## AMOUNT PAID BY THE DEPARTMENT ON DRAFTS.

1877. Aug. 7	The American.....	For subscription to daily to July 10, 1878 .....	10 60
11	Louisville Courier-Journal..	For one year's subscription to the daily and Sunday edition.	14 00
11	Montgomery Advertiser ....	For one year's subscription to the daily edition ...	10 00
17	Pioneer Press Company.....	For one year's subscription to the Daily Pioneer Press.	12 00
17	D. R. Anthony .....	Editor and proprietor of the Times, Leavenworth, Kansas, for one year's subscription to the daily edition.	6 00
17	A. H. Belo & Co.....	Proprietors of the Galveston News, for subscription to the daily edition for one year from August 6, 1877.	12 00
17	Mobile Register.....	For one year's subscription to the daily edition....	12 00
17	R. L. C. White & Co.....	Proprietors of the Herald Printery, for one year's subscription.	2 00
17	Hawkeye Publishing Co ....	For one year's subscription to the Daily Hawkeye, from August 4, 1877.	10 00
30	A. G. Horn & Sons .....	For one year's subscription to the Meridian Mercury, Meridian, Miss.	5 00
	Total miscellaneous, Postmaster-General .....		180 70

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 30, 1877.

No. 6.—Statement showing the transactions of the Money-Order Office of the United States during the fiscal year ended June 30, 1877.

States and Territories.	Domestic.							International.					
	Balance from last year.	Number of orders issued.	Amount of orders issued.	Fees.	Premium.	Drafts and deposits received from postmasters.	Transferred from postage fund.	Canadian.			British.		
								Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
Alabama	\$16,867 75	69,186	\$1,143,003 29	\$9,280 60	.....	\$700,735 00	\$1,010 00	17	\$506 25	\$10 80	105	\$2,480 38	\$70 75
Arizona Territory	16,819 00	8,434	296,326 20	1,659 15	.....	.....	.....	12	540 00	11 00	45	1,222 12	31 25
Arkansas	23,679 48	51,245	1,180,201 01	8,002 75	\$89 94	614,036 48	224 75	6	101 77	2 20	65	1,541 10	43 50
California	22,991 74	90,894	1,892,570 70	13,607 90	.....	1,465,462 00	6,035 06	638	16,737 78	371 40	2,571	45,562 29	1,415 00
Colorado	9,783 27	36,762	656,229 70	5,048 35	.....	348,495 00	1,950 90	42	1,149 70	25 00	1,926	43,473 01	1,404 50
Connecticut	6,906 60	75,567	1,024,124 55	9,291 25	.....	325,174 00	15,230 46	287	5,965 52	136 40	1,775	24,597 84	816 50
Dakota Territory	3,755 88	11,546	226,212 68	1,659 05	.....	6,000 00	293 60	8	194 10	4 80	22	401 53	12 25
Delaware	1,981 96	10,546	150,552 50	1,327 65	.....	11,555 00	6,554 00	32	1,039 25	22 60	103	2,066 63	62 50
District of Columbia	10,216 89	28,614	516,148 69	3,894 55	.....	1,031,051 65	.....	105	2,147 59	51 60	429	6,650 03	212 75
Florida	21,618 52	37,718	827,238 64	5,717 20	.....	145,080 00	4,370 06	106	4,121 62	85 70	172	5,374 03	143 50
Georgia	46,272 57	81,361	1,243,143 23	10,531 90	4 30	1,089,029 35	2,781 22	121	3,243 52	70 40	194	4,415 72	126 25
Idaho Territory	3,313 15	6,571	206,960 67	1,216 10	.....	55,918 00	.....	5	153 00	3 70	104	3,292 01	88 50
Illinois	71,916 26	498,256	6,567,766 58	61,474 90	.....	5,990,084 00	43,936 16	617	10,539 43	251 00	3,218	47,980 52	1,546 25
Indiana	30,703 83	228,951	2,915,466 84	27,751 55	126 28	1,088,384 33	16,256 81	47	698 05	17 00	683	10,125 19	317 50
Indian Territory	20 44	855	27,344 96	160 45	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa	56,172 10	324,964	4,151,697 97	39,645 55	3 92	1,712,941 35	14,084 21	76	1,565 99	36 20	521	7,320 22	234 75
Kansas	28,379 71	153,834	2,352,137 88	20,041 20	51 05	751,034 00	6,655 80	50	760 80	18 80	292	5,397 04	155 75
Kentucky	10,313 09	75,194	1,259,032 35	10,938 85	85	915,277 00	6,738 00	41	245 55	20 00	304	5,054 71	156 50
Louisiana	46,088 34	54,418	1,245,379 95	8,387 85	.....	1,722,400 00	55 00	62	1,758 25	38 80	376	7,768 85	220 25
Maine	13,921 91	74,232	1,272,010 61	9,963 60	33	650,632 00	10,238 00	212	3,801 16	92 20	660	12,288 89	361 75
Maryland	9,775 00	57,418	876,275 99	7,391 70	12 57	996,246 00	6,502 61	113	2,461 61	57 00	586	7,194 64	266 00
Massachusetts	18,543 79	171,372	2,649,546 56	22,103 30	49 42	1,740,612 25	53,787 43	2,363	49,745 54	1,150 40	5,369	67,645 01	2,544 75
Michigan	44,641 00	243,521	3,345,720 01	30,159 15	3 92	1,558,748 00	9,027 14	996	19,616 59	453 00	2,407	39,154 26	1,200 75
Minnesota	27,207 98	110,589	1,551,903 01	14,082 15	.....	752,131 00	1,213 07	139	2,672 32	69 80	233	4,119 60	122 25
Mississippi	27,703 30	88,613	1,488,877 96	12,017 25	15 05	18,650 00	320 14	8	185 00	4 00	64	1,225 05	36 00
Missouri	35,942 90	201,303	2,933,873 93	25,628 50	.....	4,642,511 17	9,759 68	126	2,311 50	54 20	870	14,798 87	443 75
Montana Territory	8,026 88	9,686	180,679 61	1,367 95	.....	111,929 00	50 00	25	825 25	17 60	64	1,884 00	50 25
Nebraska	22,501 34	62,169	1,076,876 20	8,785 00	.....	919,405 00	8,818 94	5	87 50	2 00	186	3,430 53	101 75
Nevada	7,094 61	15,003	360,054 50	2,373 80	.....	.....	.....	85	2,153 98	48 20	260	4,364 66	133 25
New Hampshire	7,137 01	46,540	645,135 32	5,801 30	.....	92,525 00	4,566 32	162	2,998 40	70 80	498	8,133 30	253 00
New Jersey	8,416 75	60,615	883,187 05	7,684 55	.....	232,691 00	28,229 75	173	3,381 08	80 60	2,488	34,160 18	1,153 75

No. 6.—Statement showing the transactions of the Money-Order Office of the United States during the fiscal year ended June 30, 1877—Continued.

States and Territories.	Domestic.							International.					
	Balance from last year.	Number of orders issued.	Amount of orders issued.	Fees.	Premium.	Drafts and deposits received from postmasters.	Transferred from postage fund.	Canadian.			British.		
								Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
New Mexico Territory.....	\$8,230 77	6,555	\$156,112 76	\$1,037 50	.....	\$114,372 52	\$7 50	1	\$10 00	\$0 20	2	\$75 00	\$2 00
New York.....	188,036 65	379,170	5,473,925 90	47,910 50	.....	15,226,442 38	102,433 99	2,040	42,108 34	987 80	13,406	187,984 35	6,312 50
North Carolina.....	22,784 67	74,077	1,349,406 68	10,368 30	.....	245,926 00	2,691 55	40	1,138 54	25 00	60	1,365 60	39 00
Ohio.....	42,546 62	366,972	4,500,639 34	43,651 05	.....	2,852,843 29	70,896 39	445	6,917 86	166 60	2,460	37,103 10	1,184 75
Oregon.....	14,625 13	20,469	392,262 68	3,066 55	.....	368,517 00	719 29	48	1,310 08	28 60	169	3,508 00	101 25
Pennsylvania.....	42,494 52	265,425	3,617,759 73	32,961 95	.....	2,651,332 22	53,593 08	686	14,130 48	325 40	5,218	73,110 24	2,383 75
Rhode Island.....	1,450 32	25,318	382,859 39	3,240 80	.....	78,143 00	1,550 00	247	5,225 41	119 00	1,371	20,388 75	671 75
South Carolina.....	12,516 06	49,213	777,544 80	6,479 75	.....	426,124 00	2,234 77	14	329 53	7 20	40	1,109 51	30 25
Tennessee.....	29,624 05	100,423	1,762,554 09	13,778 50	.....	1,545,940 77	3,396 31	30	575 51	13 20	218	4,109 86	123 50
Texas.....	73,969 56	241,791	3,060,726 98	21,266 70	\$301 12	1,808,217 35	11,592 49	65	1,729 49	36 80	356	7,340 50	208 75
Utah Territory.....	10,2 0 49	11,147	268,105 96	1,770 15	.....	162,381 00	110 00	12	366 75	7 60	485	7,557 02	231 50
Vermont.....	8,563 34	48,442	649,397 51	5,988 95	.....	106,495 00	6,759 00	108	1,658 42	41 00	234	3,773 94	118 75
Virginia.....	22,095 60	74,686	1,137,442, 94	9,708 10	.....	1,167,490 00	6,223 13	37	1,045 18	22 20	273	9,207 76	273 50
Washington Territory.....	3,508 57	9,707	251,992 06	1,623 05	.....	5,438 00	41 04	76	3,002 91	63 80	90	1,889 15	53 50
West Virginia.....	6,497 85	26,298	362,923 82	3,317 05	.....	46,450 00	2,663 87	5	100 45	2 20	107	1,840 70	55 25
Wisconsin.....	45,554 61	229,510	3,369,214 89	29,044 90	1 96	1,914,956 00	11,625 28	223	5,006 17	111 20	666	9,990 14	314 00
Wyoming Territory.....	3,124 94	10,751	215,951 03	1,540 10	.....	.....	50 00	12	252 80	5 40	47	862 60	25 25
Total.....	1,192,536 80	4,925,931	72,820,509 70	623,748 95	660 71	58,409,806 11	536,276 80	10,768	227,216 22	5,233 60	51,791	805,338 63	25,656 75

No. 6.—Statement showing the transactions of the Money Order Office of the United States during the fiscal year ended June 30, 1877—Continued.

States and Territories.	International—Continued.						Balance due postmasters.	Domestic.				
	German.			Swiss.				Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to postage-fund.	Deposits.
	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.						
Alabama.....	269	\$7,187 18	\$191 80	1	\$10 00	\$0 25		30,771	\$573,165 45	\$6,518 43	\$355 00	\$1,279,793 40
Arizona Territory.....	13	395 00	10 50				\$14 14	2,056	79,202 42	1,570 62		219,663 00
Arkansas.....	86	1,583 70	44 45					19,321	506,225 61	6,200 61	107,584 03	1,182,447 37
California.....	2,175	51,454 62	1,393 40	102	2,451 80	68 50	286 63	45,229	1,390,161 34	14,384 68		2,027,852 00
Colorado.....	115	2,703 30	71 15	4	77 00	2 50		21,504	479,747 95	6,254 31	13 40	561,096 00
Connecticut.....	558	9,310 93	259 60	23	326 25	10 25	25 99	64,340	992,628 14	5,570 25		389,098 00
Dakota Territory.....	24	448 00	12 50				15 84	3,708	84,005 44	1,702 65		145,450 60
Delaware.....	30	702 22	19 35	4	65 00	1 75		7,542	131,569 92	814 96		38,921 00
District of Columbia.....	370	7,969 23	216 00	89	1,169 01	36 75		35,366	585,419 24	2,571 83		963,558 00
Florida.....	89	2,864 00	74 50	1	40 00	1 00		12,759	350,263 32	5,317 99	3,275 00	627,582 35
Georgia.....	331	9,633 19	253 70	19	508 00	13 50	58 42	62,252	1,048,306 69	7,622 04	1 38	1,292,103 75
Idaho Territory.....	59	2,105 50	53 75				66 43	662	22,684 07	882 51	182,104 00	62,364 00
Illinois.....	3,994	68,087 15	1,891 20	452	8,762 81	250 75	420 05	654,178	8,358,915 07	41,178 28	2,191 00	4,212,064 27
Indiana.....	772	10,912 03	311 35	51	1,000 85	28 50	293 51	139,164	2,119,269 70	17,264 08	7,117 29	1,886,410 13
Indian Territory.....								90	2,053 98	224 77		24,896 00
Iowa.....	601	9,931 44	278 30	34	569 10	17 00	362 15	196,246	3,186,767 45	26,513 01	1,413 95	2,662,430 00
Kansas.....	103	2,290 90	61 25	2	62 00	1 75	71 54	89,085	1,744,305 33	16,996 21	1,213 81	1,347,175 91
Kentucky.....	441	8,672 93	238 95	38	981 30	26 75	144 43	84,294	1,493,091 71	9,379 01	150 00	683,170 94
Louisiana.....	356	8,197 60	221 25	36	878 00	24 75		54,036	1,250,662 13	5,899 20		1,709,197 00
Maine.....	74	1,744 50	44 85	14	570 00	14 25	425 88	55,919	1,167,360 48	5,646 54	3,000 00	754,818 00
Maryland.....	1,140	22,599 15	611 70	12	205 65	6 25	4 87	87,226	1,587,332 18	4,386 42	90 03	306,345 25
Massachusetts.....	1,082	20,936 51	577 30	101	1,836 00	52 50	274 80	297,950	3,718,071 13	16,395 06	1,464 00	755,288 04
Michigan.....	1,213	20,341 46	563 90	105	1,234 70	41 75	311 80	153,168	2,693,691 85	21,470 15	915 03	2,225,296 00
Minnesota.....	397	5,217 95	150 20	23	708 00	19 00	39 68	68,128	1,142,610 13	9,328 41	160 00	1,144,435 00
Mississippi.....	21	384 50	10 60	7	119 50	3 50	100 43	24,441	433,181 80	9,126 43		1,073,169 20
Missouri.....	1,128	18,660 09	516 05	117	3,410 25	92 50	272 62	273,759	4,756,789 74	19,162 46	25 00	2,793,772 08
Montana Territory.....	45	1,503 00	39 00					2,227	57,201 36	1,093 20		237,040 00
Nebraska.....	202	3,833 70	103 15	4	126 00	3 50	1 29	36,591	728,640 34	7,261 80	71 69	1,266,214 00
Nevada.....	123	3,626 10	95 90	21	284 25	8 50		1,949	64,216 17	2,007 32		306,241 00
New Hampshire.....	84	1,127 25	32 35	1	10 00	25	39 14	33,579	526,060 04	3,552 11	100 00	233,464 21
New Jersey.....	1,364	21,717 45	605 20	31	530 50	16 00	185 33	57,676	938,782 75	5,592 24	788 00	207,888 47

No. 6.—Statement showing the transactions of the Money-Order Office of the United States during the fiscal year ended June 30, 1877—Continued.

States and Territories.	International—Continued.						Balance due postmasters.	Domestic.				
	German.			Swiss.				Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to postage fund.	Deposits.
	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.						
New Mexico Territory .....	19	\$618 50	\$16 90	.....	.....	.....	\$19 21	1,321	\$38,052 42	\$975 23	.....	\$234,155 54
New York .....	12,999	249,280 05	6,892 65	1,925	\$41,636 59	\$1,211 50	359 91	905,292	10,773,273 08	43,557 17	\$149,018 31	10,026,869 08
North Carolina .....	195	6,676 13	174 25	3	46 50	1 25	2 55	30,444	570,439 69	6,189 97	4,043 00	1,031,757 00
Ohio .....	2,297	39,147 97	1,088 35	110	1,979 01	57 50	661 36	408,197	5,400,270 91	29,301 40	62,857 95	1,945,483 00
Oregon .....	278	6,765 65	184 80	17	550 45	14 75	25 07	8,048	233,259 97	3,069 13	.....	517,431 00
Pennsylvania .....	2,288	42,079 74	1,158 35	161	3,862 90	106 75	440 28	340,705	4,489,178 73	25,231 85	6,292 61	1,808,888 64
Rhode Island .....	150	2,745 58	74 60	4	27 00	1 25	21 50	16,601	281,650 14	2,089 67	.....	199,521 00
South Carolina .....	105	2,143 43	56 60	.....	.....	.....	.....	24,137	401,449 63	3,727 95	81 26	863,090 00
Tennessee .....	161	3,864 50	103 60	85	1,652 61	47 50	122 70	83,592	1,562,837 80	10,448 08	170 60	1,758,100 00
Texas .....	790	18,329 95	489 85	21	446 95	13 50	87 90	70,805	1,799,361 49	17,517 66	699 05	3,029,953 26
Utah Territory .....	34	748 50	21 00	32	958 45	25 50	.....	6,565	174,091 13	2,195 05	.....	262,769 00
Vermont .....	18	484 19	13 10	.....	.....	.....	115 99	31,611	517,288 60	3,366 35	693 00	246,092 00
Virginia .....	286	6,638 59	179 75	26	987 00	25 25	5 61	59,930	1,024,876 77	6,270 33	1,641 13	1,300,710 85
Washington Territory .....	74	1,871 25	51 90	.....	.....	.....	.....	2,628	86,880 44	1,471 86	.....	174,796 00
West Virginia .....	88	1,454 75	41 05	2	13 00	50	11	12,774	220,118 61	2,558 76	67 47	199,344 00
Wisconsin .....	1,468	22,674 53	630 35	124	1,528 90	49 00	92 89	149,703	2,597,046 87	19,204 19	289 00	2,673,040 00
Wyoming Territory .....	6	210 00	5 50	.....	.....	.....	.....	3,114	65,697 32	1,196 49	.....	150,168 00
Total .....	38,455	731,873 80	20,135 80	3,802	79,625 33	2,296 25	5,370 05	4,769,673	72,448,156 53	460,318 72	537,885 39	58,971,413 44

No. 6.—Statement showing the transactions of the Money-Order Office of the United States during the fiscal year ended June 30, 1877—Continued.

States and Territories.	International.												Total.			
	Canadian.			British.			German.			Swiss.			Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.				
Alabama.....	3	\$86 16	\$40 00	35	\$815 11	.....	50	\$1,117 83	\$50 00	3	\$83 94	.....	\$308 49	\$4,703 11	\$14,129 05	\$188 08
Arizona Territory.....							2	207 46						756 67	15,630 19	
Arkansas.....	19	642 55		39	914 01		29	790 21		18	466 63		552 64	3,927 59	19,762 87	37 01
California.....	688	20,191 23		669	13,256 65	\$273 80	799	19,221 48	232 55	27	607 53		1,001 58	12,335 84	20,858 77	31 37
Colorado.....	107	2,951 42		173	3,486 64	16 50	92	2,239 11		2	63 21		479 35	3,027 47	10,816 02	22 00
Connecticut.....	302	5,514 50	16 50	460	7,890 02	61 00	311	7,670 20	40 00	31	668 05	\$10 00	5 65	6,191 62	6,760 25	51 96
Dakota Territory.....	13	390 58		2	19 37	9 30	42	913 10	36 00				24 75	769 28	5,619 81	9 35
Delaware.....	71	1,204 96		46	988 51		19	444 31		1	41 26		2 00	787 67	1,171 20	4 62
District of Columbia.....	74	1 073 49		141	2,123 85	46 18	127	2,924 37	15 40	11	206 03		6,645 16	4,894 72	10,286 47	
Florida.....	48	1,313 94	25 00	39	802 32	40 75	23	976 78		5	143 91		267 21	2,820 13	23,841 60	58 57
Georgia.....	19	367 14		90	1,680 45		97	2,334 15					1,724 80	6,830 85	49,107 62	6 40
Idaho Territory.....	11	419 88		2	51 55		2	58 50		1	1 03		3,218 40	477 24	909 73	
Illinois.....	794	14,949 71	86 15	1,651	31,453 30	191 55	3,381	81,796 28	210 70	105	2,887 93	4 48	3,035 53	49,646 93	75,603 62	692 26
Indiana.....	112	2,067 11		291	5,522 22	45 00	798	19,737 01	240 00	48	1,101 19		1,649 96	15,298 33	25,221 08	1,450 52
Indian Territory.....														58 61	292 49	
Iowa.....	134	3,037 25	18 05	414	8,419 61	42 50	1,365	35,471 04	32 75	108	2,862 93		39 70	21,682 25	45,851 29	278 47
Kansas.....	78	2,161 73	6 00	296	6,020 23		356	8,972 51	10 00	31	853 19		589 11	11,178 15	28,585 88	51 41
Kentucky.....	44	786 24		123	2,051 16	19 45	382	9,372 59	17 00	11	270 60		662 42	8,051 67	11,315 14	103 33
Louisiana.....	29	652 44		130	2,282 35	26 00	321	7,700 20	15 00	8	232 50		313 00	5,946 24	58,492 83	
Maine.....	803	16,879 89	5 65	198	4,262 54	68 59	42	1,171 61					47 85	7,015 43	15,668 42	164 93
Maryland.....	62	976 41		264	4,005 88	9 30	533	11,649 46	71 50	7	139 05		11 00	7,237 11	8,241 73	25 42
Massachusetts.....	3,025	60,827 72	139 50	2,138	35,284 50	290 49	354	8,195 01	37 20	25	518 66		214 75	21,555 35	20,948 87	175 28
Michigan.....	9-6	22,593 41	76 50	707	13,798 49	88 55	1,272	30,758 29	122 00	52	1,487 97	3 00	96 03	19,220 21	41,405 40	193 65
Minnesota.....	208	5,704 85		183	3,59-81		954	24,701 10	156 32	20	618 74		12 85	8,306 58	20,013 56	212 66
Mississippi.....	4	126 36		37	716 17		42	1,120 56		14	370 87		1,750 79	5,115 91	24,961 65	22 54
Missouri.....	123	3,000 51	45 00	416	8,439 91	2 50	1,497	37,106 32	53 00	119	2,805 46	5 00	678 43	21,549 17	44,618 22	203 12
Montana Territory.....	17	624 49		1	5 13		4	118 66	200 00				9 75	618 56	9,461 39	
Nebraska.....	57	1,588 62		159	3,149 09		413	10,670 08	5 00	23	583 77		4 15	4,901 33	20,957 25	28 78
Nevada.....	43	1,485 94		22	494 47		11	228 36					6 25	876 72	4,681 72	
New Hampshire.....	123	2,843 80		94	1,909 62	39 90	18	439 45	28 00				17 87	3,285 49	5,992 00	96 95
New Jersey.....	348	4,435 78	132 00	1,421	22,891 95	78 26	1,305	29,716 56	22 85	30	563 69	5 00	5 35	5,068 10	5,990 15	168 04

No. 6.—Statement showing the transactions of the Money-Order Office of the United States during the fiscal year ended June 30, 1877—Continued.

States and Territories.	International.												Total.			
	Canadian.			British.			German.			Swiss.			Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.				
New Mexico Territory							1	\$14 86						\$442 88	\$4,861 93	
New York	5,298	\$74,200 41	\$390 84	6,618	\$101,463 77	\$414 02	7,453	162,362 68	\$394 49	395	\$7,921 69	\$360 93	\$57,140 65	86,998 69	90,589 08	\$568 22
North Carolina	17	357 68		45	996 53		23	485 19	20 00	5	118 24		2,918 32	4,909 11	18,333 45	77 84
Ohio	794	12,293 07	10 00	1,146	19,791 04	55 20	2,120	49,076 95	163 25	98	2,396 61		1,642 48	32,303 86	42,780 04	457 43
Oregon	86	2,272 42		26	490 74	68 96	32	795 44	40 00	16	408 62		34 43	1,908 64	31,885 22	14 73
Pennsylvania	1,068	15,471 89	112 40	3,190	53,684 28	468 79	2,716	61,907 06	95 65	252	5,738 29	193 9	2,974 25	25,483 79	39,304 98	712 20
Rhode Island	100	2,167 16	12 00	313	5,087 51	25 00	83	1,806 62	110 00	1	20 83			2,111 35	1,890 78	25 69
South Carolina	7	186 59		36	587 02		51	1,257 41		1	18 46		9 35	3,441 96	14,726 27	
Tennessee	16	343 83		78	1,487 06	5 00	111	2,576 72		32	810 72		657 12	9,314 10	19,116 09	40 18
Texas	23	602 02		191	4,013 87	3 00	570	14,641 28	90 00	81	2,171 72		1,168 20	11,539 93	62,927 75	68 76
Utah Territory	12	340 12		164	3,070 82		4	1,162 44	11 00	2	19 41	9 89	202 85	1,059 85	7,550 89	1 47
Vermont	160	3,467 48	47 25	64	1,113 33		9	287 16		1	43 14			3,316 01	7,591 28	103 59
Virginia	27	524 25		259	5,092 78	112 00	77	1,831 46	8 00	25	666 47		335 23	6,381 91	12,893 43	
Washington Territory	41	707 59		2	13 91	18 00	3	61 75					15 00	776 96	4,793 72	
West Virginia	13	296 33		38	842 22	6 00	64	1,332 19		8	115 02		462 00	1,618 16	4,484 91	114 93
Wisconsin	207	5,427 05	5 00	423	8,353 59	63 15	1,884	46,383 78	73 83	94	2,397 59		115 71	17,145 52	40,970 33	279 21
Wyoming Territory	17	282 00		10	233 81		1	30 78						682 19	3,737 03	
Total	16,231	297,838 00	1,167 84	22,844	392,766 19	2,588 74	29,889	703,836 36	2,602 09	1,715	40,424 95	593 18	91,050 41	473,359 24	1,055,543 45	6,740 97

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, D. C., September 14, 1877.

J. M. MCGREW, Auditor.

No. 7.—*Statement of the receipts and disbursements of the Money-Order Office of the United States for the fiscal year ended June 30, 1877.*

## RECEIPTS.

Balance in the hands of postmasters June 30, 1876 .....		\$1,192,536 80
Amount received for domestic money-orders issued..	\$72,820,509 70	
“ “ “ Canadian international money- orders issued.....	227,216 22	
“ “ “ British international money- orders issued.....	805,338 63	
“ “ “ German international money- orders issued.....	731,873 80	
“ “ “ Swiss international money- orders issued.....	79,625 33	
Total issued.....		74,664,563 68
Amount received for fees on domestic money-orders issued.	623,748 95	
“ “ “ Canadian international money- orders issued.....	5,233 60	
“ “ “ British international money- orders issued.....	25,656 75	
“ “ “ German international money- orders issued.....	20,135 80	
“ “ “ Swiss international money- orders issued.....	2,296 25	
Total fees.....		677,071 35
Amount received for premiums, &c.....		660 71
“ “ deposits and drafts.....		58,409,806 11
“ transferred from postage fund.....		536,276 80
“ due postmasters.....		5,370 05
Total .....		135,486,285 50

## DISBURSEMENTS.

Amount of domestic money-orders paid.....	72,448,156 53	
“ Canadian international money-orders paid..	297,838 00	
“ British “ “ “ ..	392,766 19	
“ German “ “ “ ..	703,836 36	
“ Swiss “ “ “ ..	40,424 95	
Total paid.....	73,883,022 03	
Amount of domestic money-orders repaid..	460,318 72	
“ Canadian international money- orders repaid.....	1,167 84	
“ British international money- orders repaid.....	2,588 74	
“ German international money- orders repaid.....	2,602 09	
“ Swiss international money-orders repaid.....	593 18	
Total repaid.....	467,270 57	
Amount transferred to postage fund.....	537,885 39	
“ deposited at first-class offices.....	58,971,413 44	
“ paid for incidental expenses .....	91,050 41	
“ “ commissions and clerk-hire.....	473,359 24	
Miscellaneous items.....	6,740 97	
Balance in the hands of postmasters June 30, 1877....	1,055,543 45	
		135,486,285 50

J. M. MCGREW, *Auditor.*

No. 8.—*Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1877.*

Amount received for fees on orders issued.....	\$623,748 95	
Amount received for premiums, &c.....	660 71	
		624,409 66
Amount paid for commissions and clerk-hire.....	\$434,576 32	
Amount paid for incidental expenses.....	22,963 70	
Lost remittances.....	4,523 00	
Bad debts.....	62,415 45	
Net revenue.....	99,931 19	
		624,409 66

J. M. MCGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, D. C., September 14, 1877.

No. 9.—*Statement showing the revenue which accrued on money-order transactions with the Dominion of Canada for the fiscal year ended June 30, 1876.*

Amount received for fees on orders issued.....	\$4,284 85	
Amount of excess of commissions received.....	277 71	
		4,562 56
Amount paid for commissions and clerk-hire.....	\$3,118 29	
Amount paid for incidental expenses.....	1,249 75	
Net revenue.....	194 52	
		4,562 56

J. M. MCGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington D. C., September 14, 1877.

No. 10.—*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, 1876.*

Amount received for fees on orders issued.....	\$31,256 10	
Amount paid for commissions and clerk-hire.....	\$21,964 28	
Excess of commissions paid the United Kingdom.....	6,068 45	
Cost of exchange.....	2,591 08	
Amount paid for incidental expenses.....	89 85	
Net revenue.....	542 44	
		31,256 10

J. M. MCGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, D. C., September 14, 1877.

No. 11.—*Statement showing the revenue which accrued on money-order transactions with the German Empire for the fiscal year ended June 30, 1876.*

Amount received for fees on orders issued.....	\$21,448 10	
Amount paid for commissions and clerk-hire.....	10,269 27	
Excess of commissions paid the German Empire.....	2,257 82	
Cost of exchange.....	231 13	
Amount paid for incidental expenses.....	101 58	
Net revenue.....	8,588 30	
		21,448 10

J. M. MCGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, D. C., September 14, 1877.

No. 12.—*Statement showing the revenue which accrued on money-order transactions with Switzerland for the fiscal year ended June 30, 1876.*

Amount received for fees on orders issued.....	\$2,347 25
Net loss.....	108 44
	<u>2,455 69</u>
Amount paid for commissions and clerk-hire.....	\$726 69
Excess of commissions paid Switzerland.....	456 78
Cost of exchange.....	206 77
Amount paid for incidental expenses.....	1,065 45
	<u>2,455 69</u>

J. M. MCGREW,  
*Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, D. C., September 14, 1877.*

No. 13.—*Recapitulation.*

Revenue accrued on domestic transactions, 1877.....	\$99,931 19
Revenue accrued on Canadian international transaction, 1876.....	194 52
Revenue accrued on British international transactions, 1876.....	542 44
Revenue accrued on German international transactions, 1876.....	8,588 30
	<u>109,256 45</u>
From which deduct—	
Loss on Swiss international transactions, 1877.....	108 44
	<u>109,148 01</u>

J. M. MCGREW,  
*Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, D. C., September 14, 1877.*

No. 14.—*Weight of letters and newspapers, &c., sent from the United States to the United Kingdom in British mails during the fiscal year ended June 30, 1877.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard line.....	14,054,623	62,200,377
White Star line.....	6,053,745	27,003,362
Hamburg-American Packet Company.....	6,707,063	32,807,150
Liverpool and Great Western Steam Company.....	8,360,092	37,156,411
North-German Lloyd of Bremen.....	2,039,814	11,554,100
Canadian line.....	1,832,751	9,077,065
Anchor line.....	838,935	6,954,725
American Steamship Company.....	433,981	3,844,907
Inman line.....	5,485,808	24,411,869
Total.....	<u>45,806,812</u>	<u>215,009,966</u>
Increase compared with last fiscal year.....	1,548,055	11,995,561

J. M. MCGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, *October 30, 1877.*

No. 15.—*Weight of letters and newspapers, &c., sent from the United States to Germany in closed mails through England and France, and by direct steamer, during the fiscal year ended June 30, 1877.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
North-German Lloyd of Bremen direct .....	7, 720, 824	32, 818, 043
Hamburg-American Packet Company, direct.....	6, 586, 019	28, 466, 005
Liverpool and Great Western Steam Company, via England .....	4, 016, 527	13, 211, 290
North-German Lloyd, of Bremen, via England .....	1, 369, 545	3, 580, 662
Hamburg-American Packet Company, via England .....	1, 013, 515	1, 131, 459
Cunard line, via England .....	4, 691, 731	14, 325, 109
White Star line, via England .....	759, 050	1, 454, 003
Inman line, via England .....	286, 295	171, 251
Total.....	26, 443, 506	95, 157, 822
Compared with last fiscal year .....	{ Increase ..	11, 235, 552
	{ Decrease ..	640, 521

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 30, 1877.

No. 16.—*Weight of letters and newspapers, &c., sent from the United States to Denmark during the fiscal year ended June 30, 1877.*

Lines.	Letters.	Newspapers, &c.
Hamburg-American Packet Company.....	<i>Grams.</i> 716, 400	<i>Grams.</i> 1, 912, 890
North German Lloyd of Bremen.....	411, 710	815, 908
Anchor line.....	6, 290	22, 940
White Star line.....	16, 475	23, 139
Total.....	1, 150, 875	2, 774, 877
Compared with last fiscal year.....	{ Increase.....	520, 566
	{ Decrease.....	59, 869

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 30, 1877.

No. 17.—*Weight of letters and newspapers, &c., sent from the United States to Italy during the fiscal year ended June 30, 1877.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd of Bremen .....	202, 152	834, 262
Cunard line .....	586, 239	2, 418, 718
Hamburg-American Packet Company .....	420, 938	1, 920, 842
Liverpool and Great Western Steam Company .....	444, 697	1, 744, 606
Inman line .....	324, 029	1, 522, 982
White Star line .....	365, 431	1, 735, 156
Total .....	2, 343, 492	10, 176, 566
Increase compared with last fiscal year .....	347, 182	4, 151, 173

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 30, 1877.

No. 18.—*Weight of letters and newspapers, &c., sent from the United States to Sweden during the fiscal year ended June 30, 1877.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company.....	1,490,933	2,860,260
North German Lloyd of Bremen .....	885,186	1,706,430
Anchor line.....	11,000	27,675
White Star line.....	24,720	37,354
Total.....	2,411,839	4,631,719
Increase compared with last fiscal year .....	74,695	1,111,812

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, *October 30, 1877.*

No. 19.—*Weight of letters and newspapers, &c., sent from the United States to France during the fiscal year ended June 30, 1877.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard line .....	1,535,625	5,960,055
Hamburg-American Packet Company.....	1,330,759	4,713,807
French line.....	1,263,233	6,117,053
Liverpool and Great Western Steam Company.....	1,128,447	4,909,122
White Star line.....	722,077	2,702,813
Inman line .....	496,784	1,839,578
North-German Lloyd of Bremen.....	439,929	1,835,931
Anglo-French line .....	4,840	37,175
Total.....	6,921,694	28,115,534
Increase compared with last fiscal year .....	483,585	3,498,512

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, *October 30, 1877.*

No. 20.—*Weight of letters and newspapers, &c., sent from the United States to Belgium during the fiscal year ended June 30, 1877.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard line.....	216,301	656,340
Hamburg-American Packet Company.....	179,338	496,961
Liverpool and Great Western Steam Company.....	135,814	483,765
White Star line.....	130,726	488,119
Inman line .....	112,974	409,257
North-German Lloyd of Bremen.....	74,133	251,206
Red Star line .....	750	226
Total.....	840,036	2,785,814
Increase compared with last fiscal year .....	16,322	244,436

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, *October 30, 1877.*

No. 21.—*Weight of letters and newspapers, &c., sent from the United States to Spain during the fiscal year ended June 30, 1877.*

Lines.	Letters.	Newspapers, &c.
	Grams.	Grams.
North-German Lloyd of Bremen.....	48,614	226,154
Cunard line.....	148,946	605,375
Hamburg-American Packet Company.....	99,905	596,912
Liverpool and Great Western Steam Company.....	111,553	417,518
White Star line.....	94,077	558,369
Inman line.....	86,880	494,367
Total.....	589,975	2,898,695
Increase compared with last fiscal year.....	332,795	1,659,118

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 30, 1877.

No. 22.—*Weight of letters and newspapers, &c., sent from the United States to Switzerland, in closed mails, via England and Belgium, and by direct steamer, via Bremen and Hamburg, during the fiscal year ended June 30, 1877.*

Lines.	Letters.	Newspapers, &c.
	Grams.	Grams.
Cunard line.....	435,003	1,763,143
Hamburg-American Packet Company.....	361,755	1,751,520
Liverpool and Great Western Steam Company.....	337,026	1,580,786
White Star line.....	273,995	1,360,807
Inman line.....	235,897	1,226,707
North German Lloyd of Bremen.....	169,173	763,532
Total.....	1,812,849	8,446,495
Increase compared with last fiscal year.....	60,263	1,020,033

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 30, 1877.

No. 23.—*Weight of letters and newspapers, &c., sent from the United States to the Netherlands, during the fiscal year ended June 30, 1877.*

Lines.	Letters.	Newspapers, &c.
	Grams.	Grams.
Cunard line.....	290,721	596,185
Hamburg-American Packet Company.....	236,359	904,879
Liverpool and Great Western Steam Company.....	188,853	398,980
White Star line.....	186,121	531,390
Inman line.....	161,672	563,888
North German Lloyd of Bremen.....	114,219	354,533
Netherlands-American Steam Navigation Company.....	3,395	.....
Total.....	1,181,340	3,349,855
Compared with last fiscal year.....	81,986	104,323
{ Increase .....		.....
{ Decrease .....		.....

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 30, 1877.

No. 24.—*Weight of letters and newspapers, &c., sent from the United States to Norway, during the fiscal year ended June 30, 1877.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company.....	1, 166, 485	2, 830, 465
White Star line.....		8, 090
North German Lloyd of Bremen.....	732, 327	1, 074, 466
Total.....	1, 898, 812	3, 913, 021
Increase compared with last fiscal year.....	32, 812	1, 022, 491

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 30, 1877.

No. 25.—*Weight of letters and newspapers, &c., sent from the United States to European countries, during the fiscal year ended June 30, 1877.*

Countries.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
United Kingdom of Great Britain and Ireland.....	45, 806, 812	215, 009, 966
Germany.....	26, 443, 506	95, 157, 822
France.....	6, 921, 694	28, 115, 534
Belgium.....	840, 036	2, 785, 814
Netherlands.....	1, 181, 340	3, 349, 855
Switzerland.....	1, 812, 849	8, 446, 495
Italy.....	2, 343, 492	10, 176, 566
Denmark.....	1, 150, 875	2, 774, 877
Sweden.....	2, 411, 839	4, 631, 719
Norway.....	1, 898, 812	3, 913, 021
Spain.....	589, 975	2, 898, 695
Total.....	91, 401, 230	377, 260, 364
Increase compared with last fiscal year.....	2, 112, 333	36, 564, 477

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 30, 1877.

No. 26.—*Number of letters exchanged between the United States and foreign countries other than transatlantic mails, during the fiscal year ended June 30, 1877.*

Countries.	Number of letters.	
	Received.	Sent.
West Indies, &c.....	435, 755	400, 005
China and Japan.....	157, 728	76, 189
Panama.....	105, 045	40, 467
Honolulu, Auckland, &c.....	66, 274	87, 001
Mexico.....	31, 777	32, 940
Brazil.....	21, 598	8, 585
Ecuador.....	750	3, 151
Venezuela.....	61	3, 953
New Granada.....	1, 492	7, 468
Guatemala and San Salvador.....	6, 783	9, 880
Bermuda.....	14, 863	19, 481
Total.....	842, 126	689, 120
Decrease compared with last fiscal year.....	207, 885	182, 220

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 30, 1877.



# INDEX

TO

## APPENDIX TO POSTMASTER-GENERAL'S REPORT.

	Page.
Advertising, rates allowed for, insufficient.....	14
Appointment office, estimates for.....	187
operations of.....	7
of postmasters by President.....	6
Postmaster-General.....	6
Appropriations, estimates for.....	184
Auditor of Treasury for Post-Office Department, report of.....	255
Binding drafts and warrants, estimates for.....	194
Bissell, A. H., letter of, on classification of mail-matter.....	242
Brazil admitted to postal union.....	223
British colonies admitted to postal union.....	220
Canada, money-order convention with.....	224
Compensation to railroads.....	150
proposed law fixing.....	151
Contractors, amount of fines and deductions on.....	13
sub, should be protected.....	14
Contracts, increase and decrease in cost of by States.....	64
speculative biddings for.....	13
temporary.....	13
Danish West Indies admitted to postal union.....	223
Dead letters, disposition of.....	211
division of.....	161
originating in foreign countries.....	214
registered, classification and disposition of.....	216
returned from foreign countries.....	214
valuable, classification and disposition of.....	215
Dead mail-matter, classification and disposition of.....	211
Depository post-offices.....	255
Discrepancy between statements of Auditor and Second Assistant Postmaster-General explained.....	13
Estimates for appropriations, comparison of, with present appropriation.....	194
for appointment office.....	187
engraving, printing, and binding drafts and warrants.....	194
foreign mails.....	195
inland transportation.....	189
office of Postmaster-General.....	185
postage-stamps and agency.....	191
postal cards and agency.....	193
post-office and dead-letter envelopes.....	193
Post-Office Department.....	184
registered-package envelopes, locks, and seals..	193
ship-letters.....	194
special agents and mail depredations.....	185
stamped envelopes, and wrappers, and agency..	192
topographer's office.....	186
unadjusted indebtedness.....	195
remarks on.....	155
Expenditures.....	261
and receipts, comparative statement of.....	196, 264
Fast mails.....	149
Files, records, and mails, division of.....	164
Finance, division of.....	156
Fire, how to be avoided in postal cars.....	11, 154
Foreign mails, estimates for.....	195
weight of.....	220

	Page.
Foreign money-order convention with Dominion of Canada .....	224
Italy .....	225
Newfoundland .....	225
Free-delivery system, operations of .....	2
Greenland admitted to postal union .....	223
Hong-Kong admitted to postal union .....	220
Hubbard, Gardiner G., reports deficiency of appropriation for special commission on railway mail service .....	240
Increase of stamps, &c., issued .....	210
Indebtedness, estimate of unadjusted .....	195
Italy, money-order convention with .....	225
Japan admitted to postal union .....	222
Local agents .....	141
Mail-bags, catchers, locks, &c. ....	11
contracts for .....	12
in operation June 30, 1877 .....	16
statement of purchases of .....	135
Mail-matter, classification of .....	242
Mail-messenger service, reduction in cost of .....	10
Mail-route messengers .....	140
Mail-transportation, cost of .....	258
Money-order business .....	271
Netherland colonies admitted to postal union .....	221
Newfoundland, money-order convention with .....	225
Persia admitted to postal union .....	223
Portuguese colonies admitted to postal union .....	223
Postal cards, number issued .....	203
Postal cars, experiments to avoid fire in .....	11, 154
Postage-stamps, abuses in sale of .....	164
amount issued .....	203
denomination of .....	209
division of .....	158
Postal union, admission of Brazil .....	223
British colonies of Bermuda Islands, British Guiana, Ceylon, Hong-Kong, island of Mauritius, Jamaica, Labuan, Straits Settlements, and Trinidad .....	220
Danish West Indies .....	223
Greenland .....	223
Japan .....	222
Netherland colonies .....	221
Persia .....	223
Spanish colonies .....	221
Post-offices, increase and decrease of .....	6
Railway companies, compensation to .....	150
proposed law regulating .....	151
double pay claimed by, over one track .....	9
should only be required to deliver mail at stations .....	9
Railway mail service, accommodations for mails and agents, (Table E) .....	66
casualties to employés of .....	152
civil-service reform in .....	148
compensation for .....	11
cost of, by States .....	19
cost per mile per annum, (Table E) .....	66
employés of, change in classification of .....	142
duties and salaries of .....	141
increased labors of .....	146
number, &c., of .....	143
to be uniformed .....	11, 154
growth of .....	10
history of, 1836-1877 .....	134
increase of .....	143
increase and decrease in cost of .....	64
operating 30th June, 1877, in Alabama .....	40
Arkansas .....	43
California .....	56
Colorado .....	58
Connecticut .....	26
Dakota .....	57
Delaware .....	36

	Page.
Railway mail-service, operating 30th June, 1877, in Florida .....	40
Georgia .....	39
Illinois .....	49
Indiana .....	47
Iowa .....	53
Kansas .....	55
Kentucky .....	45
Louisiana .....	42
Maine .....	21
Maryland .....	37
Massachusetts .....	23
Michigan .....	51
Minnesota .....	55
Mississippi .....	41
Missouri .....	43
Nebraska .....	55
Nevada .....	56
New Hampshire .....	21
New Jersey .....	31
New York .....	27
North Carolina .....	38
Ohio .....	45
Oregon .....	57
Pennsylvania .....	33
Rhode Island .....	26
South Carolina .....	39
Tennessee .....	44
Texas .....	42
Utah .....	57
Vermont .....	22
Virginia .....	37
Washington Territory .....	57
West Virginia .....	37
Wisconsin .....	52
readjustment of pay for, (Table F) .....	98
report of superintendent of .....	139
special commission on .....	240
speed of mails, (Table E) .....	66
trips per week, (Table E) .....	66
weight of mails, (Table E) .....	66
Railway post-office clerks .....	139
lines .....	136
comparative statement of .....	138
local agents .....	141
mails distributed in .....	147
mail-route messengers .....	140
route-agents .....	140
service, annual miles of .....	144
increase of .....	146
Receipts and disbursements at depository post-offices .....	20
Treasury depositories .....	198
Receipts and expenditures, comparative statement of .....	196
Registered letters at New York and Chicago .....	219
carried for Post Office and Treasury Department .....	219
division of .....	161
number transmitted, by States .....	217
Route-agents .....	140
Second Assistant Postmaster General, report of .....	8
Ship letters, estimate of postage on .....	194
Spanish colonies admitted to postal union .....	221
Speed of mails, (table E) .....	66
Stamped envelopes and wrappers, official .....	209
ordinary .....	203
Star service, increase and decrease in cost of .....	64
protection to subcontractors for .....	14
Steamboat service, miles of, per annum, comparative statement with increase and decrease per cent .....	144
Steamboat service operating 30th June, 1877, in Arkansas .....	62
California .....	63

	Page.
Steamboat service operating 30th June, 1877, in Florida .....	61
Georgia .....	61
Kentucky .....	63
Louisiana .....	62
Maine .....	59
Maryland .....	60
Massachusetts .....	59
Michigan .....	63
Mississippi .....	61
Missouri .....	62
New Hampshire .....	59
New Jersey .....	60
New York .....	59
North Carolina .....	61
Ohio .....	63
Oregon .....	63
Pennsylvania .....	60
Rhode Island .....	59
South Carolina .....	61
Tennessee .....	63
Texas .....	62
Virginia .....	60
Washington Territory .....	63
West Virginia .....	60
Superintendent railway mail service, report of .....	139
Table E .....	66
index to .....	94
Table F .....	98
index to .....	130
Third Assistant Postmaster-General, bureaus in office of .....	156
report of .....	155
Topographer's office, need of increased appropriations for .....	15
Transportation, auditor's credits for .....	258
estimates for explained .....	13
increase and decrease of cost for, by States .....	64
inland .....	8, 17
rapid .....	151
Unmailable letters, classification and disposition of .....	213
Weight of mails, (Table E.) .....	66

