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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 THIRD SESSION OF THE FORTY-FIFTH CONGRESS.

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REPORT

OF

THE POSTMASTER-GENERAL.

FINANCES.

WASHINGTON, D. C., *November* 9, 1878.

SIR: The total expenditures of this department during the fiscal year ended June 30, 1878, were $34,165,084 49

The revenues were as follows:

Ordinary receipts	$28,762,945 16	
Receipts from money-order business ..	209,647 89	
Receipts for official stamps and stamped envelopes	304,923 90	
		29,277,516 95
Excess of expenditures over receipts		4,887,567 54

Included in the above statement of expenditures is the sum of $290,436.90, 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 $33,874,647.59 as the actual expenditures on account of service for the year.

The amount appropriated for service of the fiscal year 1877–'78, including Treasury grants and appropriations out of the Treasury for special purposes, was $34,622,577 54

Amount expended for 1877–'78	$33,874,647 59		
Less amounts expended in excess of appropriations:			
Compensation to postmasters	$241,921 37		
Mail transportation, railroad	44,728 22		
		286,649 59	33,587,998 00
Leaves an unexpended balance of appropriations for the year of			1,034,579 54

This balance will be largely reduced when the unadjusted liabilities for the year have been reported and paid.

Table No. 2 (page 269), accompanying the report of the Third Assistant Postmaster-General, shows the condition of the several accounts on the 30th of September, 1878.

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	$33,874,647 59
Receipts, ordinary, from money-order business and from official stamps	29,277,516 95
Leaving an excess of expenditures over receipts chargeable against the appropriations from the Treasury, hereinafter enumerated, of..	4,597,130 64

The expenditures during the fiscal year were $678,762.05 more than those of the preceding year.

The total receipts for the year were $1,745,931.69 (or 5.9 + per cent.) more than those of the preceding year, and $1,367,648.05 (or 4.4 + per cent.) less than the estimates therefor.

The decrease of receipts from the estimates is owing partly to the fact that the latter included $750,000 to be appropriated out of the general Treasury for official postage-stamps for the use of the Post-Office Department; but Congress having failed to make the appropriation, the amount of such stamps used by the department, consequently, did not become available as revenue.

Excluding official postage-stamps and money-order receipts from both fiscal years, there is an increase of ordinary receipts over past fiscal year of $1,774,500.22, or about 6.1 per cent.

The expenditures and receipts by fiscal quarters, and the increase or decrease therein, as compared with the corresponding quarters of 1875-'76 and 1876-'77, are shown by table No. 3 (page 270), which accompanies the report of the Third Assistant Postmaster-General.

AMOUNT DRAWN FROM TREASURY ON APPROPRIATIONS.

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

To supply deficiencies in the revenues for the year ended June 30, 1878, act of March 3, 1877	$2,939,725 00
For same, act of June 14, 1878	550,000 00
For same, act of June 20, 1878	250,000 00
To meet deficiency in compensation to postmasters for the year ended June 30, 1877, act of December 15, 1877	284,283 36
To meet deficiency in compensation to postmasters for the year ended June 30, 1878, act of June 14, 1878	400,000 00
For same, act of June 20, 1878	75,000 00
For payment of railway post-office clerks, route-agents, &c., being a deficiency for 1878, act of December 15, 1877	10,000 00
For same, act of April 30, 1878	7,000 00
For inland mail transportation, being a deficiency for 1878, act of December 15, 1877	500,000 00
To meet deficiencies in the revenues for the fiscal year ended June 30, 1877, act of July 12, 1876	250,000 00
For expenses of delegates to International Postal Congress, act of December 15, 1877	4,000 00

To pay New Brunswick and Canada Railroad Company, act of April 30, 1878	$11,935 73
To pay T. W. Collier, postmaster at Coshocton, Ohio, act of April 29, 1878	938 72
To pay E. B. Head, postmaster at Harrodsburgh, Ky., act of June 19, 1878	127 00
To pay Texas and New Orleans Railroad Company, act of June 14, 1878	577 16
To pay J. C. Clendennin for carrying mails in North Carolina in 1867, act of June 14, 1878	101 00
To pay G. H. Giddings, of Texas, for mail service, act of June 20, 1878	2,967 43
To pay Quartermaster's Department for mail service performed by the Memphis and Little Rock Railroad Company prior to July 1, 1872, act of June 20, 1878	16,897 98
To pay T. A. Kendig for carrying mails in Louisiana, from November 1, 1866, to June 30, 1867, act of June 20, 1878	4,099 44
	5,307,652 82

ESTIMATES FOR 1880.

The estimated expenditures for the fiscal year ending June 30, 1880, are		$36,571,900 00
The ordinary revenues are estimated at	$30,150,000 00	
Estimated revenue from money-order business	210,000 00	
Estimated revenue from official postages	304,023 90	
Total estimated revenue for the fiscal year ending June 30, 1880		30,664,023 90
Estimated excess of expenditures to be appropriated out of the general Treasury as a deficiency		5,907,876 10

Congress having for the last two consecutive years failed to make appropriation out of the Treasury for official stamps for the use of this department, it has not been thought advisable to submit further estimates on account of this item. The estimated revenues from official postages has, accordingly, been confined to the amount of official postage-stamps required for the use of the other executive departments.

Table No. 1 (page 257), accompanying report of the Third Assistant Postmaster-General, furnishes the estimates in detail.

DEFICIENCY APPROPRIATIONS.

The following statement will show the condition of the appropriations from the general Treasury to supply deficiencies in the postal revenues, viz:

1. For the fiscal year ended June 30, 1876, the amount unexpended was $1,852,705, which by operation of law was carried into the surplus fund of the Treasury on the 30th June, 1878, leaving no means available for the payment of unsettled liabilities incurred prior to July 1, 1876.

2. For the fiscal year ended June 30, 1877, the amount unexpended was $417,498, of which $250,000 has been drawn from the Treasury and placed to the credit of the Post-Office Department, leaving a balance of $167,498 still remaining in the Treasury and available for the payment of indebtedness on account of said fiscal year.

3. For the fiscal year ended June 30, 1878, the amount appropriated from the Treasury to supply deficiencies in the revenues was $3,739,725, of which $176,238.82 remains unexpended and available for unadjusted liabilities for said fiscal year.

LIABILITIES.

The unpaid indebtedness of the department for the fiscal year ended June 30, 1878, is estimated at $350,000; for the payment of which there is available, as above stated, the sum of $176,238.82, leaving a balance of $173,761.18 still to be supplied out of the general Treasury.

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

The number of ordinary postage-stamps issued during the past fiscal year was	742,461,940, valued at	$19,468,618 00
Newspaper and periodical stamps	1,609,578	1,093,845 30
Stamped envelopes, plain	88,514,600	2,418,102 91
Stamped envelopes, request	67,845,250	2,183,025 25
Newspaper wrappers	27,200,500	304,645 60
Postal cards	200,630,000	2,006,300 00
Official postage-stamps	15,551,660	618,094 60
Official stamped envelopes	16,783,125	474,553 10
Aggregating	1,160,596,653	28,567,184 76

INCREASE IN ISSUES OF POSTAGE-STAMPS, ETC.

In all the above issues there has been an increase over those of the previous year, as is shown by the following table:

Description.	Fiscal year ended June 30, 1877.	Fiscal year ended June 30, 1878.	Increase.	
			Value.	Per cent.
Ordinary postage-stamps	$18,181,676 00	$19,468,618 00	$1,286,942 00	7.07
Stamped envelopes, plain	2,281,574 11	2,418,102 91	136,528 80	5.98
Stamped envelopes, request	2,069,995 65	2,183,025 25	113,029 60	5.46
Newspaper-wrappers	265,362 00	304,645 60	39,283 60	14.80
Newspaper and periodical stamps	1,000,605 10	1,093,845 30	93,240 20	9.31
Postal cards	1,700,155 00	2,006,300 00	306,145 00	18.00
Total increase, ordinary issues			1,975,169 20	7.74
Official stamps, stamped envelopes, and wrappers	1,026,468 61	1,092,647 70	66,179 09	6.44
Aggregate increase			2,041,348 29	7.69

In the transmission of these supplies, 10 packages only were lost.

POSTAGE ON NEWSPAPERS AND PERIODICALS.

Under the act of Congress of June 23, 1874, requiring prepayment of postage on second-class matter mailed by publishers or news-agents, the total amount of postage collected on such matter during the fiscal year

was $1,025,180.98, or $817,673.26 on 40,883,663 pounds at 2 cents per pound, and $207,507.72 on 6,916,924 pounds at 3 cents per pound. The increase in the amount of postage collected over that of the preceding fiscal year was $461.82.

DEAD LETTERS.

There has been no material change in the amount of dead matter received, or in the mode of its treatment in the Dead-Letter Office, since my last annual report.

The whole number of letters and parcels received during the year was 3,186,805, a daily average of 10,181, classified as follows: Ordinary mailed letters, 2,039,101; local or drop, 385,700; foreign, 209,432; mailed in the United States and returned unclaimed from foreign countries, 101,942; addressed to departed guests and returned from hotels, 41,053; held for postage, 304,689; misdirected, 66,007; without address, 7,587; containing unmailable matter, 2,066; registered, 5,660. Of these, 19,145 letters contained $29,995.90 in money; 10,686 contained drafts, checks, money-orders, notes, due-bills, &c., to the value of $1,405,301.12; 629 contained deeds, land warrants, mortgages, leases, pension certificates, railroad tickets, bank-books, wills, &c.; 24,356 contained photographs; 44,644 contained postage-stamps; and 21,816 contained receipts, legal papers, certificates, paid notes, and canceled obligations of all sorts; 38,325 contained jewelry, clothing, books, pictures, music, and merchandise of every conceivable variety.

The amount of money deposited in the Treasury during the year from letters for which no owners could be found was $8,937.01. A portion of this sum, however, was realized by the conversion of money taken from letters in previous years not receivable on deposit in the United States Treasury.

REGISTERED LETTERS.

The total number of registered letters and packages mailed during the year was 4,898,804, of which 4,744,811 were sent to points within the United States and Territories, and 153,993 to foreign countries. The amount of fees collected (in addition to postage) was $414,999.40, an increase over the preceding fiscal year of $47,560.60, or nearly 13 per cent. The number of packages of United States bonds, currency, revenue-stamps, postage-stamps, stamped envelopes, and postal cards transmitted by registered mail for the Treasury and Post-Office Departments, without payment of registry fees, was 404,003, valued at $157,457,794.08. The actual losses during the year were unusually small, averaging one out of every 9,140 letters or packages transmitted.

On the 1st October last the registry system was extended to mail matter of the third class, and it is already evident that the extension has not only supplied a great popular want, but that it will result beneficially to the postal revenues.

CONTRACTS.

STATISTICS OF TRANSPORTATION.

There were in the service of the department on the 30th of June, 1878, 5,996 contractors for the transportation of the mails on public routes.

There were, at the close of the fiscal year, 1,667 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 9,917 (of which 1,000 were railroad routes, being an increase of 42 routes of this class over the previous year), aggregating in length 301,966 miles; in annual transportation, 158,185,375 miles; in annual cost, $16,034,021. Adding the compensation of railway post-office clerks, route-agents, mail-route messengers, local agents, and messengers, amounting to $3,228,400, the aggregate annual cost will be $19,262,421.

The service was divided as follows:

Railroad routes: Length, 77,120 miles; annual transportation, 92,120,395 miles; annual cost, $9,566,595; about 10.38 cents per mile.

Steamboat routes: Length, 18,069 miles; annual transportation, 4,629,298 miles; annual cost, $752,483; about 16.25 cents per mile.

Other routes on which the mails are required to be conveyed with celerity, certainty, and security: Length, 206,777 miles; annual transportation, 61,435,682 miles; annual cost, $5,714,943; about 9.30 cents per mile.

There were, at the close of the fiscal year, 4,311 offices supplied by mail-messengers, at an annual cost of $649,387.

There was an increase over the preceding year in length of routes of 9,146 miles; in annual transportation, 10,832,124 miles; and in annual cost, $649,126. Adding the increase in cost for railway post-office clerks, route, local, and other agents, amounting to $84,057, the total increase in cost was $733,183.

READJUSTMENT OF PAYMENTS TO RAILWAY COMPANIES.

The readjustment of pay (Table F, pages 140–165) in the States of Kansas, Nebraska, Arkansas, Louisiana, Texas, Colorado, Nevada, California, and Oregon, and in the Territories of Utah, Dakota, and Washington, for the regular term of four years commencing July 1, 1878, and on certain routes in other States, shows, notwithstanding the abatement of 5 per centum required by act of June 17, 1878, an increase in cost of $371,273.29.

INSUFFICIENT APPROPRIATIONS FOR RAILWAY MAIL SERVICE.

The cost of the railway service on the 30th June, 1878, was at the rate of $9,566,595 per annum, or $316,595 per annum in excess of the appropriation for that year. In this connection attention is particularly in-

vited to the explanation showing that, in the usual and regular course of business, it is impracticable, under existing law, to restrict the expenditure for transportation by railway.

The monthly report of the state of the service showed the cost of the railway service on the 30th September, 1878, to be at the rate of $9,360,000 per annum.

To this must be added the cost of new service for three-fourths of the year, which will amount to not less than $100,000, making the annual cost $9,460,000, without any allowance for the usual expansion of the service.

An additional appropriation of not less than $400,000 is therefore required to cover the cost of the service for the current year.

NO DEFICIENCY TO BE CREATED.

As the facts are definitely ascertained, there will be no deficiency created during the current fiscal year, as service may be discontinued from January 1, 1879, on a sufficient number of the least important roads, or the railway postal service may be reduced or discontinued to bring the cost within the $9,100,000 appropriated, if such be the will of Congress.

COST OF RAILWAY SERVICE.

The cost of railway service on the 30th June, 1877, was $9,053,936. The cost on the 30th June, 1878, was $9,566,595, which is an increase for 1878 over 1877 of $512,659, or 5.66 per cent. The cost of the service for the current fiscal year, as shown by facts and estimates, will not be less than $9,500,000.

In estimating the cost for 1880, it is believed that a larger estimate should be made for the item of service on newly constructed roads than has been made for several years past, because of the rapid settlement of the undeveloped country west of the Mississippi River.

Accepting $9,500,000, the estimated cost for 1879, as the basis, and fixing the rate of increase at about 8 per cent. (7.89), the cost for 1880 will be $10,250,000.

DISSATISFACTION OF RAILWAY COMPANIES.

The reduction directed in the act of June 19, 1878, of 5 per centum in the compensation allowable to railway companies for weight of mails has been the occasion of much dissatisfaction and complaint. Most of the leading companies have entered formal protest against this reduction; and some have stated that they only continued to perform the service temporarily lest their refusal to do so might occasion serious inconvenience to the public.

TRANSFER OF MAILS FROM DEPOTS TO POST-OFFICES.

In the last annual report attention was called to the service rendered by railway companies in carrying the mails between stations and post-offices.

As the question of revising the rates of compensation for railway mail transportation is now before Congress, I deem it proper to again invite attention to the subject. The laws and regulations under which this service is now performed are too indefinite to be with propriety continued as a part of the proposed new law.

The delivery of mails from stations to post-offices should either be made an element of the basis of compensation, to be paid for according to the work done on each route, or the railway companies should be relieved from this duty. An unpaid service is always a source of dissatisfaction.

Attention is again called to the insufficiency of the compensation allowable under the law for service on many short routes.

THE PROPER BASIS OF COMPENSATION TO RAILROADS.

During the last session of Congress, bills were presented to amend the law regulating the compensation to railway companies for carrying the mails, so as to base the rates of pay upon the items of "space, speed, and frequency." It is suggested that the space to be paid for on each route should be limited to a specified amount for a certain weight of mails. Otherwise, the compensation of all railroads, and consequently the expenditure of more than $9,000,000 annually, would be left to the discretion of the Postmaster-General; and it is clear that this should not be done.

THE RAILWAY MAIL COMMISSION.

The reports to the Forty-fifth Congress of the special commission on railway mail transportation contained some statements, which, without explanation, might imply that the laws regulating the rates of pay to railway companies for carrying the mails had not been faithfully executed. It is stated on page 8 of the minority report, and page 4 of the majority report, that one road carrying an average weight of mails of "69,554 pounds per day, making 98 trips per week, was paid $839.30 per mile per annum; while another road, making 9 trips per week, carried 15,596 pounds, and was paid $885.62 per mile." The allowance on the route carrying 15,596 pounds per day was $349.42 per mile, and not $885.62 per mile as stated in the reports.

NO DISCRIMINATION AGAINST SOUTHERN RAILWAYS.

On page 32 of the minority report, in connection with the aggregate payments for mail service, it is said that, "the South had more than her proportion in 1860, and less in 1876." From this it might be inferred that there had been unjust discrimination against the southern roads in the adjustment of pay for carrying the mails, but such is not the case. The rates of pay are the same on all roads on which the amount and character of the service are similar. It is true that greater rates of pay are allowed elsewhere than in the South, because the service is greater. On one route from New York City the average daily weight

of mails is 36 tons, while no road south of Maryland carries more than 6 tons of mail a day, and the same disproportion exists between nearly all northern and southern railroads.

COST OF TRANSPORTATION NOW AND IN 1854.

A statement will be found on page 64 which shows that notwithstanding the great increase in the weight of mails and the additional facilities furnished for their care and distribution in transit, the rate per mile of annual transportation in 1877 was but *nine* mills greater than in 1854.

UNIFORMS FOR POSTAL EMPLOYÉS.

The experiment of uniforming the railway postal employés has resulted in greatly improving the efficiency of that branch of the service. It is suggested that the Postmaster-General be authorized by law to designate a uniform to be worn by any or all employés of the postal service, and that a penalty be fixed for the wearing of the same by unauthorized persons.

CLASSIFICATION OF EMPLOYÉS IN THE RAILWAY MAIL-SERVICE.

At present there are four designations by which the employés of the railway mail-service are known, viz, railway post-office clerks, route-agents, mail-route messengers, and local agents, and a separate appropriation is made for each class. As their duties are similar, all of these employés should be classed as railway postal clerks, with graduated salaries not to exceed the following rates per annum: First class, $800; second class, $900; third class, $1,000; fourth class, $1,200; and the fifth class $1,400. If this suggestion be adopted one appropriation can be made to cover the cost of the entire service.

TEMPORARY CONTRACTS.

The present law limiting the period for which temporary contracts may be made without advertisement to six months, has occasioned much embarrassment to the department, and rendered it necessary to issue two miscellaneous advertisements each year instead of one as formerly. The expense of establishing service is thereby considerably increased, and much additional labor is imposed upon the department, with no advantage to the government or the public. If temporary contracts could be made for one year, as formerly, the service would be benefited.

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 ending June 30, 1878, was $99,077.08, and the amount remitted for the same period was $16,502.78, leaving the net amount of fines and deductions $82,574.30, against a net deduction of $64,282.14 for 1877.

MAIL-BAGS, CATCHERS, LOCKS, AND KEYS.

A tabular statement (G, page 172) appended hereto exhibits in detail the number, description, and cost of all mail-bags and mail-catchers, and of all mail locks and keys purchased under contracts during the year ended June 30th last.

The total number of mail-bags procured and put into service was 79,898, of which 72,100 were for the transmission of printed and third-class matter, and 7,798 were chiefly for letters or first-class matter.

The number of new mail-catchers procured was 400.

The entire quantity of mail-bags repaired was 344,619, the cost of which was $38,468.22. Under a long-continued system of repairing mail-bags, abolished by my predecessor, who established the present system, the cost of the same repairs would have amounted to $90,230.11.

The total expenditure for mail-bags, mail-catchers, repairs, &c., was $140,275.54, or $25,365.75 less than that of the last preceding year.

The total expense for mail locks and keys was $5,890; $7,585 less than the expense of the previous year.

OPERATIONS OF SPECIAL AGENTS.

The special agents of this department have rendered efficient service in investigating irregularities, securing safety to the mails, and increasing the efficiency of all branches of the postal service.

MAIL DEPREDATIONS.

The action of Congress in authorizing, in the appropriation for the service of the Post-Office Department for the fiscal year 1879, the expenditure of $20,000 in rewards for the apprehension of mail robbers, has been fully justified by the results. Through the inducements thus held out the energetic action of the special agents of the department has been supplemented by the earnest efforts of others who, in hope of securing the rewards offered, have rendered most efficient aid in suppressing the unlawful acts so frequently complained of in the Western Territories.

Inasmuch as the appropriation for this purpose is limited to the fiscal year ending June 30, 1879, I have directed the offers of reward to be made in such form as not to involve the department in any liabilities after that date.

The amount provided for rewards was made a part of the appropriation for mail depredations and special agents, and consequently diminishes to the extent of the sum used, the amount available for the salaries and expenses of the special agents. Furthermore, as the amount to be expended for rewards cannot be accurately estimated, the department is obliged to limit the number of agents employed, in the efforts to maintain the reserve for rewards which the exigencies of the service may render necessary.

I would recommend, therefore, that the appropriation be renewed for the ensuing year, and that either it be not included in the appropriation for mail depredations and special agents, or that the latter appropriation be increased by a corresponding amount.

ARRESTS AND CONVICTIONS.

The total number of persons arrested during the year was 554, of whom 442 were prosecuted in United States courts and 132, being cases of highway mail robberies, burglaries of post-offices, &c., in the State courts. Of the former, 205 were convicted, 13 acquitted, 50 otherwise disposed of, and 154 are awaiting trial. Of the cases of arrest, subject to the jurisdiction of the Federal courts, 166 were salaried employés of the department and classed as follows:

Postmasters	62
Assistant postmasters	23
Clerks in post-offices	19
Postal clerks and route-agents	10
Mail-carriers	25
Letter-carriers	13
Other employés	14

CASES ACTED UPON.

The number of cases made up for investigation by special agents during the year was 14,511, of which the loss of registered letters was 2,582, of unregistered letters, 9,574; and miscellaneous cases, being the location of post-offices, effecting leases, investigation of postmasters' bonds, &c., 2,355; of 1,957 registered letters reported as lost in transit 1,117 have been recovered without loss; of 840 registered letters reported as actually lost, contents of which are estimated at $23,631.97, 304, valued at $6,248.12, were made good, and amounts paid to the rightful claimants. Registered letters numbering 611, and valued at $17,510.57, are reported as having been rifled of their contents in transit, of which 96, aggregating in value $6,311.13, have been recovered and amount of contents restored to the owners. Only 627 cases of registered letters are outstanding and under investigation. Of 9,574 complaints of the loss of ordinary or unregistered letters, estimated value of which in bonds, drafts, and money is $412,925.40, 6,383 have been reported on satisfactorily, and 3,191 are still under investigation. Of the 2,355 classed as miscellaneous, 1,993 have been investigated and 362 are yet in the hands of special agents.

A considerable portion of the time of the special agents has been devoted to examinations of the solvency of the sureties of postmasters, and, so far, this service promises to be of incalculable benefit to the government in guarding it against loss from defaulting postmasters.

RAILWAY POST-OFFICE LINES.

A tabular statement, hereto appended, shows that the number of railway post-office lines in operation on the 30th of June, 1878, was 59, ex-

tending over 16,980 miles of railroad routes, a decrease of 5 lines and 781 miles as compared with the preceding year.

The number of clerks in the service at the end of the fiscal year ending June 30, 1877, was 1,051, whose annual salaries aggregated $1,222,690.

The number of clerks in the service at the end of the fiscal year ending June 30, 1878, was 1,081, whose annual salaries aggregated $1,260,590, showing an increase of 30 clerks and of $37,900 in salaries.

The actual expenditures for railway post-office clerks for 1877 were $1,223,569.41; the actual expenses for 1878 were $1,236,524.39; an increase of $12,954.98.

The annual mileage of service performed by railway post-offices was 17,933,910 miles, an increase of 1,008,860 miles.

POST-ROUTE MAPS.

The topographer's office has been occupied in noting upon the post-route maps for the use of the department the daily changes of routes and post-offices, and in the preparation and publication of new maps and revised editions of those previously issued. The increased appropriation granted by Congress has permitted the publication of revised editions of 17 maps (43 sheets), and compilation and publication of new maps of Kentucky, Tennessee, Texas, the Western Territories, and Oregon in 11 sheets. Maps of Georgia, Arkansas, the Indian Territory, and part of Minnesota will be completed during the present fiscal year, and other needed revisions of maps will be taken up as the appropriations may admit.

In addition to the requirements made on this office by the Post-Office Department, it is called upon to answer daily inquiries of all the other departments for information upon which their mileage and telegraphic accounts are adjusted.

APPOINTMENTS.

The report of the appointment office shows the following:

Number of post-offices established during the year	2,784
Number discontinued	871
Increase	1,913
Number in operation June 30, 1877	37,345
Number in operation June 30, 1878	39,258
Number filled by appointments of the President	1,570
Number filled by appointments of the Postmaster-General	37,688

Appointments were made during the year—

On resignations and commissions expired	5,117
On removals	748
On changes of names and sites	184
On deaths of postmasters	338
On establishment of new offices	2,784
Total appointments	9,171
Number of cases acted on during the year	10,276

SPECIAL AGENTS AND RAILWAY MAIL SERVICE.

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, 1878, were—

*46	special agents	$134,999 85
1,081	railway post-office clerks	1,260,590 00
1,143	route agents	1,045,980 00
241	mail-route messengers	154,593 00
143	local agents	117,850 00
		2,714,012 85

EMPLOYÉS IN THE POST-OFFICE DEPARTMENT.

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, 1877, and June 30, 1878:

DEPARTMENTAL OFFICERS AND EMPLOYÉS.

	1877.	1878.
Postmaster-General	1	1
Assistant Postmasters-General	3	3
Superintendent of Money-Order System	1	1
Superintendent of Foreign Mails	1	1
Chief Clerk to the Postmaster-General	1	1
Chief of Division of Depredations	1	1
Chief of Division of Dead Letters	1	1
Chief of Division of Postage Stamps, Stamped Envelopes, &c	1	1
Chief of Division of Free Delivery Service	1	1
Topographer for department	1	1
Disbursing officer and superintendent of building	1	1
Stenographer	1	1
Chief clerks of bureaus	5	5
Clerks, messengers, watchmen, &c	354	340
	373	359

POSTMASTERS AND OTHER OFFICERS AND AGENTS.

	1877.	1878.
Postmasters	37,345	39,258
Contractors	6,018	5,996
Clerks in post-offices	4,465	4,651
Letter-carriers	2,265	2,275
Route-agents	1,065	1,143
Railway post-office clerks	1,051	1,081
Mail-route messengers	248	241
Local agents	136	143
Special agents	61	59
Total in service	52,654	54,847

THE FREE-DELIVERY SYSTEM.

Owing to the reduction in the appropriation, this system was not extended to any additional cities, except to Georgetown, D. C., which office was made a branch of the Washington office January 1, 1878.

It was also found impracticable, within the appropriation, to meet the demands for increased service from the cities where the system was

*Other special agents charged to separate appropriations.

already in operation; hence, in some instances, the service, though regular and reliable, was slow and unsatisfactory, especially as it affected local correspondence.

The results, however, show a large increase in the number of pieces handled and in the amount of postage on local matter, and, at the same time, a large decrease in the cost of service. These results were due to increase in the work and a reduction of 5 per centum per annum in the salaries of carriers.

The increase in postage on local matter over last year was 8.7+ per cent., and the decrease in expenses 3.6+ per cent.

The postage on local matter exceeded that of last year by $197,653.68, and the entire expense of the service by $628,084.53.

The average cost per piece of handling the matter was 2.50 mills; a reduction of .33 of a mill as compared with last year.

STATISTICS OF THE FREE-DELIVERY OFFICES.

The aggregate results for the fiscal year were as follows:

AGGREGATE RESULT OF FREE-DELIVERY SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1878.

		Increase over last year.	Decrease over last year.
Number of offices	87		
Number of letter-carriers	2,275	10	
Mail letters delivered	203,462,528	6,086,681	
Mail postal cards delivered	33,877,156	4,911,210	
Local letters delivered	57,481,127	463,684	
Local postal cards delivered	29,194,610	5,539,882	
Registered letters delivered	1,292,445	142,763	
Newspapers delivered	91,928,010	4,079,203	
Letters collected	216,048,841	16,482,408	
Postal-cards collected	46,932,215	6,694,618	
Newspapers collected	35,565,219	4,818,224	
Whole number of pieces handled	715,782,150	49,218,672	
Pieces handled per carrier	314,629	20,385	
Total cost of service, including pay of special agents	$1,824,166 96		$69,452 89 or 3.6 + p. ct.
Average cost per piece, in mills	2.50		.33
Average cost per carrier*	$799 07		$35 59
Amount of postage on local matter	$2,452,251 51	$197,653 68 or 8.7+ p. ct.	
Excess of postage on local matter over the total cost of service	$628,084 55		

*Based on the aggregate ($1,817,896.96) paid carriers, including incidental expenses at the several offices, less $6,270 paid special agents.

NECESSITIES OF THE SERVICE.

The urgent need of this service is greater frequency in deliveries and collections in several of the larger cities; and, in view of the large excess of postage on local matter over the cost of the service—due mainly to the carriers' delivery—a wise policy would seem to justify more liberal appropriations for the purpose suggested above, and also for the extension of the service to other cities having the population (30,000) entitling them to it under the law.

In regard to the pay of carriers, I desire merely to renew my recommendation of last year.

A tabular statement, exhibiting in detail the operations of the free-delivery service for the past fiscal year, will be found on page 40.

POSTAL MONEY-ORDER SYSTEM.

NUMBER OF DOMESTIC MONEY-ORDER OFFICES.

At the commencement of the last fiscal year the total number of post-offices authorized to issue and pay domestic money-orders was 3,686. During the year 460 new offices were added to the list and 3 were discontinued. On the 30th day of June, 1878, the total number of such offices in operation was 4,143.

ISSUES AND PAYMENTS OF DOMESTIC MONEY-ORDERS.

During the year 5,613,117 domestic money-orders, amounting to $81,442,364.87, were issued, and 5,579,341, amounting to $80,771,455.20, were paid. The amount of such orders repaid during the same period was $508,455.60, which, added to the amount of the orders paid, makes the payments amount to $81,279,910.80. The excess of the issues over the payments was $162,454.07.

The fees received by postmasters for the issue of domestic money-orders amounted to $715,261.20. The average amount of such orders issued was $14.51, being 27 cents less than the average of the preceding year; and the average fee received for each order was 12.74 cents, being 0.08 greater than the average of the preceding year.

INCREASE IN THE MONEY-ORDER BUSINESS.

By the foregoing statement, when compared with that relating to similar transactions of the previous year, an increase of $8,621,855.17, or 11.84 per cent., is shown in the amount of the orders issued; of $8,323,298.67, or 11.49 per cent., in the amount of the orders paid; and of $91,512.25, or 14.67 per cent., in the amount of fees received.

INDICATIONS OF REVIVING COMMERCE.

This increase is believed to be mainly attributable to an improvement in the commercial condition of the country. The new offices placed upon the list, being of the lowest grade, have added very little to the aggregate business of the system, while in the great commercial centers the increase has been quite distinguishable. For instance, in New York the increase in the aggregate amount of the domestic money orders issued and paid during the last over the preceding year was 9 per cent.; in Chicago, Ill., 10 per cent.; in Boston, Mass., 4 per cent.; in Saint Louis, Mo., 15 per cent.; and in Cincinnati, Ohio, 11 per cent. The proportionate increase in the number of such orders was much greater, but their average amount, as heretofore shown, was less than during the preceding year.

REVENUES AND EXPENSES.

The Auditor has reported the following statement of revenue which accrued from domestic money-order transactions during the fiscal year ended June 30, 1878:

Fees received on domestic money orders issued		$715,261 20
Premiums, &c		1,377 78
Total		716,638 98
Commissions and clerk-hire	$474,735 51	
Incidental expenses	35,380 30	
Lost remittances	2,119 80	
Bad debts	1,451 00	
Net revenue	202,952 37	
		716,638 98

The revenue, $202,952.37, from the domestic business is $103,021.18 greater than that of the previous year, being an increase of 113.1 per cent., or, excluding the item of $53,632.87 mentioned in the last annual report as "a loss occasioned by a compromise, made December 29, 1876, with the sureties of James Kelly and Patrick Jones, late postmasters at New York, N. Y.," an increase of 32.16 per cent. over the revenue properly belonging to the fiscal year ended June 30, 1877.

Allowances for clerk-hire amounting to $175,392 were made during the last year at several of the larger post-offices out of the surplus commissions accruing from their money-order business over and above such amount of commissions as, when added to the postmaster's salary, would make his entire compensation $4,000 per annum, the limit fixed by law.

The allowances are made at such offices in lieu of commissions when the exigencies of the service require additional clerical labor, and are included in the foregoing statement of the Auditor, in the item of "Commissions and clerk-hire."

REMITTANCES OF SURPLUS FUNDS.

Postmasters at offices at which the amount received for the sale of orders exceeds the amount of the orders paid are instructed to make daily remittances of the accruing surplus to some designated "money-order office of the first-class," certain of the larger post-offices being thus denominated by reason of their having been authorized to receive deposits of surplus money-order funds.

It is required that these remittances be made in registered letters by mail, when it is impossible for them to procure drafts of National Banks or of United States disbursing officers.

At "money-order offices of the first-class" postmasters received on deposit during the year $59,398,358.22 of such remittances, exclusive of the amount of postmasters' drafts paid by the postmaster at New York, N. Y., and of certain sums furnished to postmasters in the Pacific States by the postmasters at San Francisco, Cal., and Portland, Oreg.

TRANSFER OF FUNDS.

In case of money-order offices at which the amount required to pay orders when presented is either habitually or occasionally in excess of the amount received from the sale of orders and from depositing post-offices, postmasters are authorized to make transfers of funds from their postage account to their money-order account to meet the deficiency arising from such excess in the payments.

In cases where the amount of postage funds was insufficient or not available for this purpose, postmasters at offices east of the Rocky Mountains were in each case allowed a definite amount of credit with the postmaster at New York, N. Y., and a limited supply of blank drafts were furnished, to be drawn against such credits, from time to time, as the exigencies of their business might require. Drafts of this description amounting to $7,347,030.80 have been paid by the postmaster at New York, N. Y., during the last fiscal year.

To meet similar requirements in the States and Territories of the Pacific slope, where drafts upon New York are not at all times available, postmasters were furnished with funds, amounting to $116,155, by the postmaster at San Francisco, Cal., and $27,259 by the postmaster at Portland, Oreg.

At certain post-offices, where large sums are required to meet payments of mail-contractors and other creditors of the department, the transfer of funds from the money-order to the postage account is, when necessary, specially authorized by the department.

The transfers from the money-order to the postage account during the last year amounted to $404,669.88, and from the postage to the money-order account to $605,832.33, leaving a balance of $201,162.45 to the credit of the postage account.

LOST REMITTANCES.

In the last annual report it was stated that twenty cases, amounting to $4,894, of remittances alleged to have been lost in the mails remained unsettled June 30, 1877. During the succeeding year twenty-six additional cases, amounting to $5,899, were reported, making an aggregate of forty-six cases, amounting to $10,793.

In one case the amount, $534, was afterward received at the depository; in fourteen cases the amount, $2,112, was allowed to the postmasters by whom the remittances were made; in one case $22, being 16.5 per cent. of the amount lost; in another $390, being 60.9 per cent.; and in another $261, being 60.1 per cent., were so allowed, making a total of $2,785 allowed.

In eight cases the amount, $2,067, was recovered by special agents of this department; in one case, $111, being 83.5 per cent. of the amount lost; in another, $250, being 39.1 per cent., and in another, $173, being 39.9 per cent., were so recovered; a total of $2,601 recovered.

In eleven cases the amount, $3,553, was charged to the remitting postmasters, it having been ascertained that the losses occurred through their negligence; and nine cases, amounting to $1,320, remain unsettled at the close of the year.

A discrepancy of $665.20 appears between the amount, $2,785, reported above as allowed to postmasters on account of remittances lost in the mails, and the amount, $2,119.80, reported by the Auditor as so allowed. This discrepancy is caused as follows, viz: A credit of $51.80 was authorized by this department during the year ended June 30, 1877, which was not settled by the Auditor until after the commencement of the succeeding year, and another credit of $775 was so allowed during the last year, which has not been as yet reported by the Auditor. The difference between these allowances, $723.20, when added to the amount reported by the Auditor, makes $2,843. From this sum deduct $58, afterward recovered and disallowed, but not yet settled by the Auditor, and the sum of $2,785 appears as above reported.

MONEY-ORDERS ERRONEOUSLY PAID.

In the last annual report it is stated that claims for reimbursement on account of the alleged erroneous payment of fifty-six money-orders, amounting to $1,768.27, remained unsettled at the close of the year. One of these cases involved the issue of another order, for which reason the number therein reported as unsettled should read fifty-seven instead of fifty-six. Since the publication of that report additional cases of twenty-one orders, amounting to $555.13, alleged to have been erroneously paid prior to July 1, 1877, have been brought to the notice of the department.

Twenty-eight orders, amounting to $566.33, were alleged to have been erroneously paid during the year, being at the rate of one erroneous payment in 199,262 orders paid, making a total of 106 alleged erroneous payments, amounting to $2,889.73, under investigation during the year.

By means of forging the signatures of the payees, or of their indorsees or agents, or by other unlawful or irregular means, it was claimed that certain persons, fraudulently representing themselves to be such payees, indorsees, or agents, were enabled to obtain payment of the orders in question. Four of these orders, amounting to $72, were afterward ascertained to have been paid to the proper person; in case of twenty-five orders the whole amount, $713.77, was recovered by special agents of this department, and in the case of three others, $69.43, being 57.1 per cent. of the amount, was so recovered, making $783.20 recovered. In case of nine others, amounting to $348.50, the loss was assumed by the department; the amount of one order, $50, was charged to the issuing postmaster; the amount of twenty-six orders, $821.68, was charged to the paying postmaster, or through him to the clerk in his office through whose negligence the error occurred; in case of three orders, the remitter was required to lose $11.60, being 42.9 per cent. of

the amount; in case of four orders the remitter was required to sustain the loss of $75, being one-half the amount, making a total of $86.60 charged to remitters. In case of five orders the payee was required to sustain the loss, $140.60, and the cases of thirty-one orders, amounting to $587.15, remained unsettled on the 30th of June, 1878.

DUPLICATE MONEY-ORDERS.

The total number of duplicate money-orders issued was 16,576. Of this number 14,061 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; 628 were issued in lieu of orders alleged to have been lost through the negligence or misfortune of the payees or indorsees; 775 were issued to remitters in lieu of orders payment of which had been prohibited in pursuance of the provisions of section 3929 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"; 95 in lieu of orders which had become invalid by reason of having received more than one indorsement; 280 in lieu of orders invalidated because not presented for payment within one year after the date of their issue; 10 in lieu of orders supposed to have been burned in the mails, and 43 in lieu of orders mutilated or rendered illegible while in the hands of remitters, payees, or indorsees.

INTERNATIONAL MONEY-ORDER BUSINESS—REVENUES AND EXPENSES.

The Auditor has not reached a final adjustment of the accounts of the last quarter of the fiscal year, required to be made with the proper accounting officers of the several foreign countries with which money-order conventions are in force; for which reason he is unable, at this time, to furnish an exact statement of the revenue for the year derived from the exchange of money-orders with those countries. It is estimated at $9,000.

The revenue and expenses for the year ended June 30, 1877, as stated by the Auditor in the case of each of the foreign countries named, are given below under the appropriate heading.

EXCHANGE OF MONEY-ORDERS WITH SWITZERLAND.

At the commencement of the last fiscal year 176 money-order offices were in operation authorized to issue orders payable in Switzerland, and to pay orders drawn in that country. Four offices were added to the list during the year, making a total of 180 in operation at its close.

The number of such orders issued in the United States during the year was 4,593, amounting to $92,280.74, of which amount $320.56 was after-

ward repaid to the remitters; and the number paid in the United States was 2,053, amounting to $53,795.72.

The fees received for Swiss orders issued amounted to $2,296.25.

A comparison of this business with that of the previous year exhibits an increase of $12,655.41, or 15.89 per cent., in the amount of orders issued; of $13,370.77, or 33.08 per cent., in the amount of orders paid; and of $339, or 14.77 per cent., in the amount of fees received. The Auditor's statement of the Swiss revenue and expense account for the year ended June 30, 1877, is as follows:

Fees received		$2,296 25
Paid for commissions and clerk-hire	$565 19	
Paid for incidental expenses	48 50	
Excess of commissions paid Switzerland	370 75	
Cost of exchange	14 88	
Net revenue	1,296 33	
		2,296 25

EXCHANGE OF MONEY-ORDERS WITH GREAT BRITAIN.

At the commencement of the last fiscal year 1,003 money-order offices were in operation, authorized to issue orders payable in the United Kingdom of Great Britain and Ireland, and to pay orders drawn in that country. Eleven offices were added to the list during the year, making a total of 1,014 in operation at its close.

The number of such orders issued in the United States during the year was 55,346, amounting to $807,183.32, of which amount $2,960.47 was afterward repaid to the remitters; and the number paid was 21,167, amounting to $363,203.18.

The fees received for orders issued amounted to $25,075.75.

A comparison of this business with that of the previous year shows an increase of $1,844.69, or 0.23 per cent. in the amount of the orders issued; a decrease of $29,563.01, or 7.53 per cent., in the amount of the orders paid; and a decrease of $581, or 2.26 per cent., in the amount of fees received.

The Auditor's statement of the revenue and expense account with Great Britain for the year ended June 30, 1877, is as follows:

Amount received for fees on orders issued		$25,656 75
Net loss		2,084 18
Total		27,740 93
Amount paid for commissions and clerk-hire	$22,527 72	
Amount paid for incidental expenses	75 86	
Excess of commissions paid	4,086 10	
Cost of exchange	1,051 25	
		27,740 93

EXCHANGE OF MONEY-ORDERS WITH GERMANY.

At the commencement of the last fiscal year 628 money-order offices were in operation authorized to issue orders payable in the German

Empire and to pay orders drawn in that country; 31 offices were added to the list during the year, making a total of 659 in operation at its close.

The number of such orders issued in the United States during the year was 43,314, amounting to $783,416.84, of which amount $4,326.80 was afterward repaid to the remitters; and the number paid was 29,411, amounting to $666,812.70.

The fees received for orders issued amounted to $21,610.50.

A comparison of this business with that of the previous year exhibits an increase of $51,543.04, or 7.04 per cent., in the amount of orders issued; a decrease of $37,023.66, or 5.26 per cent., in the amount of orders paid, and an increase of $1,474.70, or 7.32 per cent., in the amount of fees received.

The Auditor's statement of the revenue and expense account with Germany for the year ended June 30, 1877, is as follows:

Amount received for fees on orders issued		$20,135 80
Amount paid for commissions and clerk-hire	$10,845 09	
Amount paid for incidental expenses	78 50	
Excess of commissions paid Germany	1,364 93	
Cost of exchange	200 65	
Net revenue	7,646 63	
		20,135 80

EXCHANGE OF MONEY-ORDERS WITH CANADA.

At the commencement of the last fiscal year 352 money-order offices were in operation, authorized to issue orders payable in the Dominion of Canada, and to pay orders drawn in that country; 23 offices were added to the list during the year, making a total of 375 in operation at its close.

The number of such orders issued in the United States during the year was 13,586, amounting to $259,382.43, of which amount $1,186.44 was afterward repaid to the remitters; and the number paid was 20,134, amounting to $339,184.89.

The fees received for orders issued amounted to $6,054.50.

A comparison of this business with that of the previous year exhibits an increase of $32,166.21, or 14.15 per cent., in the amount of orders issued; of $41,346.89, or 13.88 per cent., in the amount of the orders paid, and of $820.90, or 15.69 per cent., in the amount of fees received.

The Auditor's statement of the revenue and expense account with Canada for the year ended June 30, 1877, is as follows:

Amount of fees received on orders issued		$5,233 60
Excess of commissions received		392 86
Net loss		163 86
Total		5,790 32
Amount paid for commissions and clerk-hire	$4,844 92	
Amount paid for incidental expenses	945 40	
		5,790 32

EXCHANGE OF MONEY-ORDERS WITH ITALY.

In pursuance of the provisions of the postal convention between the United States and the Kingdom of Italy, which was concluded at Washington on the 31st day of March, 1877, the exchange of money-orders with the latter country commenced on the 2d day of July, 1877. During the year 142 money-order offices in the United States were authorized to issue orders for payment in the Kingdom of Italy and to pay orders drawn in that country.

The number of Italian orders issued in the United States during the year was 3,949, amounting to $105,433.53, of which amount $409.50 was afterward repaid to the remitters; and the number of such orders paid was 281, amounting to $7,871.42. The fees received for orders issued amounted to $2,816.50.

GENERAL FINANCIAL RESULTS OF MONEY-ORDER BUSINESS.

The gross number of domestic and international money-orders issued during the year was 5,733,905, amounting to $83,490,061.73; and the gross number paid, 5,652,387, amounting to $82,202,323.11.

To the net revenue derived from the transactions of the domestic money-order business, reported by the Auditor at $202,952.37, should be added the net revenue derived from the exchange of money-orders with foreign countries, not yet ascertained by the Auditor, but estimated at $9,000. This estimate makes the total net revenue for the year $211,952.37, exclusive of the additional expenses, paid out of appropriations, hereafter mentioned.

In addition to the expenses enumerated in the foregoing statement made by the Auditor, the following items of expense, amounting to $208,923.91, which are fairly chargeable to the money-order system, were paid out of general appropriations, viz: Salaries in the superintendent's office, $35,642.86; salaries in the money-order division of the Auditor's office, $112,200; books, blanks, and printing furnished for the money-order system by the Public Printer, $56.081. 05; and books, blanks, and stationery not included in the last item, estimated at $5,000.

NET REVENUE OF MONEY-ORDER BUSINESS.

After deducting the above-enumerated items of expense from the total net revenue, stated as above at $211,952.37, there remains an absolute net profit to the credit of the system amounting to $3,028.46 in excess of all legitimate expenses.

The sum of $209,647.89, being the net proceeds of the domestic money-order business for the fiscal year ended June 30, 1878, added to the net proceeds of the international business for the previous year, as reported by the Auditor, has been deposited with the Treasury Department to the credit of the United States for the service of the Post-Office Department. The sum of $201,162.45, due the postage account, by reason of the excess of transfers, heretofore mentioned, from that account to the money-order account, has been paid over.

FOREIGN MAILS.

WEIGHT OF MAILS.

The total weights of the mails dispatched from the United States to Postal Union countries during the year were as follows: Letters, 96,398,276 grams, equal to 3,400,711 ounces; printed matter and samples, 411,842,398 grams, equal to 14,528,862 ounces, being an increased weight, over 1877, of 176,284 ounces of letters, and 1,219,975 ounces of printed matter and samples. A statement is appended of the weight of mails dispatched to each Postal Union country. (Pages 413–417.)

The number of letters exchanged with other countries not embraced in the General Postal Union, the Dominion of Canada excepted, was 697,551, of which number 394,313 were sent to, and 303,238 received from, such countries.

COST OF OCEAN MAIL SERVICE.

The total cost of the United States Ocean Mail Service, for the year 1878, was $197,276.15, being a reduction of $10,310.18 from the cost of the same service for the year 1877. Of this sum, $152,661.13 was paid for the trans-Atlantic service, $9,389.25 for the trans-Pacific service, and $35,225.77 for the service to Canada, the West India Islands, Mexico, Central American and South Pacific States, Venezuela, Brazil, Uruguay, and the Argentine Republic. The particulars of these several services are appended to this report, page 371.

The additional sum of $24,792.22 was recognized and paid to the steamship companies for the transportation of British closed mails from New York to England from April 1, 1876, to September 30, 1877, inclusive; and credit claimed therefor by this department in the quarterly accounts with the British office.

POSTAL CONVENTIONS.

A postal convention was concluded with the Colonial Government of Victoria (Australia) on the 28th of June, 1878, regulating the exchange of correspondence with that colony, a copy of which appears on page 375 of the Appendix.

An amended article to replace Article 3 of the postal convention between the United States and the Colonial Government of New Zealand has been executed by the respective post departments, a copy of which will be found on page 374. This article provides for the full prepayment of postage on printed matter, &c., to destination in either country.

ADMISSIONS TO THE GENERAL POSTAL UNION.

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 Argentine Republic, admitted from April 1, 1878.

The Dominion of Canada, admitted from July 1, 1878.

Peru, admitted from October 1, 1878.

Newfoundland, British colonies on the west coast of Africa (Gold Coast, Senegambia, Lagos, and Sierra Leone), the Falkland Islands, and British Honduras, admitted from January 1, 1879.

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.

THE INTERNATIONAL POSTAL CONGRESS.

The International Postal Congress, called to revise and improve the system of the General Postal Union established by the treaty of Berne, was convened at Paris on the 1st of May, and continued in session until the 4th of June, 1878. The following countries and colonies were represented by delegates: The United States, Germany, the Argentine Republic, Austria, Hungary, Belgium, Brazil, Chili, Denmark, the Danish Colonies, Egypt, Spain, the Spanish Colonies, France, the French Colonies, Great Britain, certain British Colonies, British India, Canada, Greece, Hayti, Hawaiian Islands, Italy, Japan, Liberia, Luxemburg, Mexico, Montenegro, Norway, the Netherlands, the Netherland Colonies, Peru, Persia, Portugal, the Portuguese Colonies, Roumania, Russia, Servia, Salvador, Sweden, Switzerland, Uruguay, Venezuela, and Turkey.

THE UNIVERSAL POSTAL UNION.

A new convention extending and perfecting the provisions of the General Postal Union treaty concluded at Berne on the 9th of October, 1874, was agreed upon and signed on the 1st of June, 1878, by the delegates of all the above-mentioned countries and colonies except those of Chili, Hayti, Hawaiian Islands, Liberia, Uruguay, and Venezuela, who, although approving of its provisions, were unable to sign, not having received from their respective governments the necessary powers to that effect. This convention forms, under the title of "Universal Postal Union," a single postal territory for the reciprocal exchange of correspondence of every kind between the Post Departments of the countries which concluded it, or which may hereafter be admitted to be parties to it, upon their demand diplomatically notified to the Swiss Government and by that government to all the countries of the Union.

PROVISIONS OF THE NEW POSTAL CONVENTION.

No change is made in the present low Union rates of postage for letters and post-cards, but many modifications of existing rates and regulations are adopted, the principal of which are—

1. A reduced sea-transit charge of 15 francs per kilogram of letters for

the maritime transportations which were fixed at 25 francs per kilogram by the special arrangement of January 27, 1876, admitting British India and the French colonies to the Postal Union.

2. A reduced sea-transit charge of 5 francs per kilogram of letters for the maritime transportations which were fixed at 6 francs 50 centimes by the treaty of Berne.

3. A reduced Union postage on printed matter of every kind, commercial papers and samples of merchandise, of 5 centimes (1 cent) for each article or packet bearing a particular address, and for every weight of 50 grams (2 ounces) or fraction thereof, with a *minimum* charge of 25 centimes (5 cents) per packet of commercial papers, and of 10 centimes (2 cents) per packet of samples of merchandise. In addition to these Union rates and the *minima* fixed for commercial papers and samples the following surcharges may be levied:

(*a*) For every article subjected to the sea-transit rates of 15 francs per kilogram of letters or post-cards, and 1 franc per kilogram of other articles, an additional charge not to exceed 25 centimes (5 cents) per single rate of letters, 5 centimes (1 cent) per post-card, and 5 centimes (1 cent) per 50 grams (2 ounces) or fraction thereof for other articles; and as a temporary arrangement to meet the legal requirements of certain administrations, the stipulation in the Berne treaty authorizing the levying a surcharge up to 10 centimes (2 cents) per single rate for the letters subjected to the reduced sea-transit charge of 5 francs per kilogram was continued.

(*b*) For every article conveyed by services maintained by postal administrations foreign to the Union, giving rise to special expenses, a surcharge in proportion to these expenses.

4. A limit of dimensions for post-cards is fixed at not exceeding 14 centimeters ($5\frac{1}{2}$ inches) in length, and 9 centimeters ($3\frac{1}{2}$ inches) in width.

5. The maximum weight of printed matter of every kind, fixed by the Berne treaty at 1 kilogram, is increased to 2 kilograms (4 pounds 6 ounces).

6. Samples of merchandise must not exceed 250 grams ($8\frac{3}{4}$ ounces) in weight, or the following dimensions: 20 centimeters (8 inches) in length, 10 centimeters (4 inches) in breadth, and 5 centimeters (2 inches) in depth.

7. No supplementary postage is chargeable for the reforwarding of postal packets of any kind within the interior of the Union.

8. The prepayment of the Union postage on ordinary letters is optional; but the postage on all other articles must be at least partially prepaid.

9. The registration fee is established at the maximum charge of 25 centimes (5 cents) in European countries, and at a maximum of 50 centimes (10 cents) in all other countries of the Union.

10. Unpaid or insufficiently paid letters and insufficiently paid printed matter, commercial papers, or samples are to be charged in the country of destination with a postage equal to double the amount of the insufficiency.

11. Payment of postage on every description of correspondence can be effected only by means of postage-stamps valid in the country of origin for the correspondence of private individuals. Official correspondence, relative to the postal service and exchanged directly between the postal administrations, is alone exempted from this requirement, and transmissible by mail free of charge.

12. Each postal administration continues to keep the whole of the postages which it collects on the postal articles exchanged within the territory of the Union, dispensing with all accounts on this head. The only accounts between the several postal administrations of the Union are those relating to the expenses of the intermediary transportation of correspondence in open or closed mails, exchanged between any two administrations by means of the services of one or of several other administrations of the Union, and also those relating to the foreign charges upon correspondence conveyed beyond the limits of the Postal Union; these expenses to be defrayed by the administration which dispatches the correspondence, and to be adjusted on the basis of statistical statements of the actual weights thereof, taken every two years for a period of one month. The territorial transit charges payable to each of the countries traversed, or whose services participate in the intermediate conveyance of such correspondence, are continued at the low rate fixed by the treaty of Berne, of 2 francs per kilogram of letters and post-cards and 25 centimes per kilogram of other articles, excepting only the transit services maintained by the Post-Office Department of the United States between the Atlantic and Pacific Oceans; and those maintained by the postal administrations of France and Italy, for the accelerated conveyance of the Indian mail, both of which are classed as extraordinary services, the conditions of which are to be regulated by mutual agreement between the postal administrations interested.

WORK OF THE UNITED STATES DELEGATES TO THE POSTAL CONGRESS.

The delegates who represented the United States at this congress were Hon. James N. Tyner, First Assistant Postmaster-General, and Joseph H. Blackfan, esq., Superintendent of Foreign Mails. These gentlemen were entirely sucessful in securing, in the revised convention, every important interest of the United States, the chief of which, in a fiscal point of view, was the retention of the provision of the Berne treaty which excepts from the uniform territorial transit rates the lengthy and expensive railway transit across the American continent between the Atlantic and Pacific Oceans. During the discussions of the congress, they were obliged to interpose formal declarations against the adoption of two propositions, which were supported by an almost unanimous vote of the delegates from other countries, for the reason that the laws of the United States did not sanction their adoption in our interior postal service. One of these propositions related to the payment of a

fixed indemnity of 50 francs ($10) to the sender of a lost registered article by the postal administration in whose service the loss has occurred, and the other was a proposition, strongly pressed by the German delegation, to pension employés of the international bureau who, after ten years of service, become disabled, and, in case of death of an employé, to pension his wife and unmarried children, up to the age of 18 years. Both propositions were adopted in committee, and would have been incorporated in the convention if the United States delegates had not formally declared that they could not accept them, because the principles involved were opposed to the laws of the United States.

The proposition respecting indemnities for lost registered articles was subsequently adopted in a modified form, permitting, as a temporary measure, the postal administrations of the countries whose legislation is opposed to the principle of responsibility, to postpone its application until they obtain legislative authority to subscribe to it, and stipulating that up to that time the other administrations of the Union shall not be required to pay indemnities for the loss in their respective services of registered articles for or from said countries. The proposition respecting pensions to employés of the International Bureau was abandoned, and provision made in lieu thereof for an increase of salaries, said increase to be applied, under the surveillance of the Swiss Administration, to an assurance in favor of their families.

LIMITED INDEMNITY FOR LOST REGISTERED MATTER.

As the principle of a limited responsibility in case of the loss of registered articles is acknowledged by a large majority of the countries comprising the Universal Postal Union, and is also adopted with a restricted application in the Convention of Paris, it is desirable for the sake of uniformity to apply it to all registered articles exchanged in the Union mails, and I therefore recommend that the necessary authority be given by law to enable this department to accept the general rules of the Union respecting the payment of indemnities for registered articles lost or destroyed in the United States Postal Service. The number of registered articles annually lost or destroyed is so small that the payments to be made on this head would be very trifling in amount.

Separate conventions for the exchange of money-orders and of declared values were also concluded and signed at the Congress by the delegations of some of the postal union countries; but as it was impossible, at present, for this department to accept the provisions of these arrangements, the United States delegates declined to become parties to them.

RATIFICATION OF THE UNIVERSAL POSTAL CONVENTION.

The Universal Postal Convention, a copy of which is hereto appended (page 297), was duly ratified and approved by and with the advice and consent of the President on the 13th of August, 1878, and will

be carried into operation on the 1st of April, 1879, replacing, from that date, the Postal Union Treaty concluded at Berne, on the 9th of October, 1874. Its general provisions are similar to those of the Treaty of Berne, but many improvements are adopted in reductions of sea transit charges and postage-rates, and in otherwise simplifying and extending the Postal Union system, the foundations of which were laid by the Berne Congress in 1874, and contemplated the formation of a single postal territory whose boundaries should embrace the whole world. In its origin the Postal Union comprised 23 countries having a population of 350,000,000 of people. On the 1st of April next it will comprise 43 countries and colonies with a population of more than 650,000,000 of people, and will soon, by the accession of the few remaining countries and colonies which maintain organized postal-services, constitute, in fact, as its new title indicates, a universal union, regulating upon a uniform basis of cheap postage-rates the postal intercourse between all civilized nations.

FOREIGN BOOKS BY MAIL SHOULD BE DUTY FREE.

I renew the recommendation made in my last annual report, that suitable provision be made by law for the delivery to addressees in this country free of customs duty of newspapers and other articles of printed matter received in the mails from foreign countries when dispatched in accordance with the conditions prescribed by the Universal Postal Union Convention. The fact that our laws impose customs duties on newspapers and printed matter of every kind received from foreign countries, causes embarrassment to this department in its relations with other postal administrations, as well as annoyance and inconvenience to our citizens who subscribe to foreign publications, or occasionally receive them from correspondents abroad. The duties chargeable on such publications, even if they could be readily collected, are too trifling in amount to justify the expenses of collection, and the placing of a restriction of this character on their free entry and circulation is not only in conflict with the stipulations of postal conventions with other countries which provided for the exchange of such articles through the mails subject to prescribe conditions of inclosure, weight, and prepayment of postage, but places the United States in the anomalous position of being the only country of the world whose laws exact customs duties on publications of this character received in the mails from other countries.

MISCELLANEOUS.

Several subjects upon which legislation was recommended in my last report to Congress were considered by the appropriate committees, were favorably reported upon, and are among the unfinished business of the last session of that body. I deem it unnecessary to enter upon a repetition of what I have heretofore stated in regard to these, and shall content myself with referring to my former report, so far as it relates to them, and renewing the suggestions therein contained.

DEFICIENCIES CREATED BY LAW.

As is shown in the reports of the First and Second Assistant Postmasters-General (page 58), and of the Superintendent of the Railway Mail Service (page 236), there are and there will be deficiencies in two important branches of the postal-service, viz: the salaries of postmasters and in the compensation paid railway companies for mail transportation. The amount of compensation to be paid to each is fixed by law.

Postmasters are divided into four classes, and their salaries are ascertained and determined in the mode provided by law, according to the amount of business transacted and the revenues collected by them. Congress has prescribed the exact method in which the compensation of the postmasters is to be computed. It is a mere matter of arithmetical calculation in which the department has no latitude or discretion.

SALARIES OF POSTMASTERS.

For example, a postmaster of the fourth class is entitled to his box-rents and to commissions on other postal revenues of his office, as follows: On the first $100 of postage-stamps canceled at his office, per quarter, 60 per cent.; on all over $100 and not over $300 per quarter, 50 per cent.; and on all sums over $300 40 per cent. The postmaster, on report and settlement, retains his commissions in such cases, and he thus obtains and retains his salary whether there be an appropriation by Congress for it or not. Therefore deficiencies, or the prevention of them, so far as the salaries and compensation of postmasters are concerned, are not and cannot be controlled by the department. If the amount appropriated by Congress for the purpose be not equal to the amount of compensation established by law, there must be a deficiency.

COMPENSATION OF RAILWAYS.

The law provides that railway companies may be paid for carrying the mails the following rates: On routes carrying their whole length an average weight of mails per day of 200 pounds, $50 per mile; 500 pounds, $75; 1,000 pounds, $100; 1,500 pounds, $125; 2,000 pounds, $150; 3,500 pounds, $175; 5,000 pounds, $200; and $25 for every additional 2,000 pounds. To companies which furnish postal cars additional compensation is allowed. To such lines as run a daily trip each way with a postal car 40 feet in length, $25 per mile per annum; $30 per mile for 45-foot cars; $40 per mile for 50-foot cars; and $50 per mile for 55 to 60-foot cars. By the last Congress these rates of compensation were reduced 10 per cent., and by the present Congress 5 per cent. additional. The appropriation made by Congress at its last session was not sufficient to pay for the existing service on the railroads thus prescribed. In addition to this fact, the weight of the mails carried is constantly increasing, and new railroads and parts of railroads are being continually added to our postal routes. It became

AN EMBARRASSING QUESTION TO THE DEPARTMENT

whether the railway-mail service should be reduced so as to correspond with the appropriation, or whether it should be continued as it then was until Congress should meet and the question might be referred to it for its judgment and decision. It was believed by the department that it would not do to withdraw the service from such a number of railroads as would reduce the cost of transportation within the amount appropriated. The only other method of reducing the expenses of this service would have been to discontinue the service as carried on and conducted by our postal-car system entirely, or to such an extent as would bring the expenditure within the appropriation. To have adopted this course would have led to great confusion and delay, and to great dissatisfaction and complaint on the part of the public. It would have carried us back to the system in vogue before postal cars were used. Separation offices would have been required on the lines of railways, at which the mail would have been stopped and deposited for separation and distribution, instead of having this separation and distribution made without detention or delay on the moving trains as is now done.

ANOTHER DIFFICULTY

in pursuing such a course is that it would necessarily lead to a large increase of force in such of the post-offices as might be made offices for separation of the mails, and no appropriation by Congress had been made, or considered, so far as I am aware, for such a purpose. Hence I have delayed making such radical changes in the service as would be required by reason of the sum appropriated to this branch of the postal service until Congress could be consulted upon the subject. Should no additional appropriation be made for this service, I shall feel it my duty under the laws so to curtail the service as to fall within the appropriation, however much I might consider the public interests injured thereby. I am satisfied it would lead justly to much complaint.

MAILS WOULD BE DELAYED

at the offices of separation hardly ever less than twelve hours, and most generally twenty-four hours. Letters, papers, and packages passing over great distances or circuitous routes would be detained at more than one such office in very many cases, and there would be delay in the immense number of transactions which are initiated, conducted, and completed by communications through the mails.

For this cause, business men would send their messages by telegraph instead of the mails, to a great extent, and the delay in the transmission of the remittances of business men would add largely to sums they pay by way of interest and exchange. In my opinion, it would cause a shock to our postal system from which it would not soon recover. Railway companies, which have been at the expense of furnishing postal cars,

might be slow to furnish us such conveniences a second time, and there is no law to compel them to do so.

REGISTRATION OF THIRD-CLASS MATTER.

Numerous complaints of the loss of valuable packages of third-class mail matter have for a long time been made to the department. Much matter of this class finds its way to the dead-letter office, because incorrectly or illegally directed, or through the destruction of imperfect wrappers, or because the addressee cannot be found, or for some other cause. The difficulty of detecting the theft of such matter in passing through the mails has furnished temptation and opportunity for its appropriation by persons of weak consciences through whose hands it ought to pass, sometimes agents of the senders or addressees, sometimes of the department. To give security from loss to the sender or addressee, and to save the department from scandal, it was deemed proper to do something to insure a more safe and certain passage of such matter through the mails. The efficiency and security of the registry system of first-class mail matter suggested the propriety of extending its provisions to valuable matter of the third class, and on the 1st of October last I ordered that valuable matter of the third class be registered upon the same terms and under the same provisions as matter of the first class, under authority of section 3926 of the Revised Statutes of the United States. This will add to the work of the department and make some increase of force in the more important post-offices and on the more important railways necessary, but the fees of registration will add a sufficient sum to the postal revenues to pay this additional force. This revenue, however, will go into the Treasury with the other postal revenues, and cannot be specially used under existing law to pay such additional force.

SUGGESTED MODIFICATION OF THE LAW REGULATING REGISTRATION.

Section 3928 of the Revised Statutes is as follows: "A receipt shall be taken upon delivery of any registered mail matter, showing to whom and when the same was delivered, which shall be returned to the sender and be received in the courts as prima-facie evidence of such delivery." This provision adds materially to the labor and expense of the registry system. Most senders have no desire or use for such a receipt. I therefore suggest that this section of the law be so changed as to make it the duty of the department to take and send such a receipt only when requested to do so by the sender.

THE DEPARTMENT NOT EXPECTED TO BE SELF-SUSTAINING.

If the revenues of the postal service were equal to its expenditures, no severe system of economy would be so necessary for its administration. Many of my predecessors have urged the establishment of higher rates of postage or the exclusion from the mails of such matter as did not pay

the expenses of its transportation, in order to make the department self-sustaining. Time and again it has been shown that matter of the second and third class does not pay its way through the mails, and Congress has been urged to increase the rates of postage thereon. The question has been considered time and again by the appropriate committees and discussed by both branches of Congress, and the results have shown that it was not expected that the department should be self-sustaining, but that the deficiencies in its revenues should be met by appropriations from the general Treasury.

DEFICIENCIES MUST INCREASE WITH BUSINESS.

If this be true and if this policy shall be continued, it necessarily follows that the deficiencies must increase in proportion to the increase of mail-matter of these classes, and if sums inadequate to meet these deficiencies be appropriated by Congress, the efficiency of the service must be crippled. The amount of matter sent through the mails free is very large, adding greatly to our expenditures and giving us no revenue.

THE FRANKING PRIVILEGE

has been restored to the members and chief officers of Congress, so as to allow them to send free almost everything which they were ever allowed to transmit through the mails free, except letters. Tons upon tons of books, documents, seeds, shrubs, and the like are placed in our mails, free of cost, on this score. The official letters of the executive departments of the general government, their documents, &c., go free through the mails.. Newspapers sent to subscribers residing in the county in which the newspapers are printed and published go free through the mails. It costs the department just as much per pound to send this free matter through the mails as it does that on which postage is paid. A pound of seeds or public documents, or of speeches of members of Congress, or of reports of departments costs just as much as a pound of letters on which three cents for every half ounce has been paid.

HOW TO PREVENT DEFICIENCIES.

Now, I most respectfully but earnestly suggest that it would be better policy to reduce the deficiencies of the revenues of the department by curtailing or abolishing the list of free matter, and by increasing the rates of postage on merchandise, than by appropriating sums inadequate to an efficient, prompt, and fast transmission of the mails.

NECESSITY FOR NEW POST-OFFICE BUILDINGS.

The building used in San Francisco for post-office purposes I found from personal inspection to be entirely inadequate to the necessities of the service. San Francisco is the great commercial city of the Pacific coast. Its business and population are constantly increasing, thus add

ing to the embarrassments inflicted upon the postal service by its present insufficient accommodations. As several years are usually required for the erection of such buildings, and the necessity in this case is urgent, I feel constrained to call the attention of Congress to the subject for such inquiry and action as it may deem proper.

I also respectfully urge that some suitable building be provided for the Washington City office. It now occupies so large a portion of the departmental building as to leave insufficient room for the clerks of the department, and renders the space available for files and records entirely inadequate. For want of other suitable room many tons of valuable records are now stored in the attic of the building, adding greatly to the danger from fire, in the event of which their destruction would be inevitable.

Very respectfully, your obedient servant,

D. M. KEY,
Postmaster-General.

The PRESIDENT.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPRTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 11, 1878.

SIR: I submit herewith statistical tables marked, respectively, A, B, and C, exhibiting in detail the operations of the free-delivery service and of the appointment division of this office. The results, as presented therein, show a marked increase in the business of those divisions over that of last year.

Yours, respectfully,

JAMES H. MARR,
Acting First Assistant Postmaster-General.

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

A.—*Statement of the operations of the free-delivery*

Post-offices.	Number of carriers in service June 30, 1878.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Albany, N. Y	25	2,496,051	325,501	258,849	213,658	5,278	1,107,291
Allegheny, Pa	11	1,021,633	126,451	125,780	72,732	3,429	629,203
Atlanta, Ga	6	652,097	179,087	45,115	68,269	11,637	417,567
Baltimore, Md	63	5,423,956	765,346	1,115,082	824,808	29,864	2,071,091
Bangor, Me	4	271,342	53,288	21,786	7,557	3,240	150,444
Boston, Mass	157	9,945,057	2,071,009	4,509,741	2,062,472	40,272	5,060,421
Bloomington, Ill	6	377,375	120,546	30,199	20,555	2,858	282,791
Brooklyn, N. Y	89	4,929,887	1,124,014	956,428	2,861,682	21,671	20,831
Buffalo, N. Y	34	3,482,300	406,582	434,764	329,452	28,471	2,118,887
Burlington, Iowa	6	644,564	96,155	38,495	31,386	3,113	466,791
Camden, N. J	6	754,974	114,536	53,956	37,498	1,473	261,987
Charleston, S. C	8	465,240	100,304	62,541	58,217	3,887	253,819
Chicago, Ill	157	18,230,344	3,208,523	2,418,550	1,864,978	187,010	5,642,526
Cincinnati, Ohio	71	7,099,067	999,532	1,478,787	862,686	29,911	1,991,824
Cleveland, Ohio	32	3,748,294	917,383	540,880	294,265	39,385	1,878,340
Columbus, Ohio	12	1,018,780	234,011	85,490	69,807	5,644	634,429
Covington, Ky	4	270,440	58,470	18,073	13,151	941	161,418
Davenport, Iowa	7	488,354	96,232	35,770	24,920	2,259	327,627
Dayton, Ohio	12	1,088,753	256,577	135,359	83,978	7,754	587,738
Des Moines, Iowa	7	604,283	162,802	59,678	44,969	3,613	370,297
Detroit, Mich	31	4,227,140	917,840	496,960	201,182	33,228	2,117,104
Dubuque, Iowa	5	518,619	139,460	25,447	21,397	5,379	319,134
Easton, Pa	6	885,346	217,910	80,661	57,149	1,104	441,217
Elizabeth, N. J	6	440,571	85,030	68,111	28,780	897	385,673
Elmira, N. Y	6	694,440	143,184	52,780	30,333	5,315	283,049
Erie, Pa	7	622,688	50,849	54,802	35,981	900	433,943
Evansville, Ind	7	541,839	142,122	29,852	34,308	4,599	538,853
Fall River, Mass	4	436,916	29,283	27,707	16,811	580	316,110
Fort Wayne, Ind	7	805,576	83,708	96,779	90,314	3,292	624,744
Grand Rapids, Mich	8	892,547	225,990	108,769	63,132	6,927	597,028
Harrisburg, Pa	6	368,248	88,441	27,500	24,034	968	268,913
Hartford, Conn	11	949,478	194,253	236,631	132,409	2,176	773,384
Hoboken, N. J	4	254,012	64,440	18,743	23,670	1,187	108,986
Indianapolis, Ind	28	2,914,401	487,217	285,668	194,421	14,985	1,384,122
Jersey City, N. J	14	1,005,730	138,723	134,047	95,553	3,013	443,217
Kansas City, Mo	11	1,778,264	324,681	127,957	78,760	18,209	829,027
Lafayette, Ind	5	316,370	96,360	27,517	10,393	1,704	246,572
Lancaster, Pa	5	513,425	84,358	27,663	20,289	1,292	296,534
Lawrence, Mass	8	654,024	75,013	52,706	60,282	826	481,951
Leavenworth, Kans	5	333,541	49,098	13,899	10,674	1,641	280,046
Louisville, Ky	30	2,921,505	645,173	350,694	337,148	24,436	1,240,228
Lowell, Mass	10	652,333	106,584	70,442	38,079	1,551	290,962
Lynn, Mass	7	566,035	119,124	38,803	70,214	579	310,502
Manchester, N. H	5	530,772	109,533	28,200	32,827	3,026	448,368
Memphis, Tenn	12	1,465,316	132,656	103,745	71,918	13,169	462,379
Milwaukee, Wis	26	3,178,652	376,907	319,989	325,475	23,025	1,027,662
Minneapolis, Minn	9	656,408	91,329	74,328	47,882	4,929	537,578
Mobile, Ala	6	345,906	55,969	39,463	31,484	1,425	317,195
Nashville, Tenn	10	1,107,935	232,934	87,042	56,310	12,854	727,230
Newark, N. J	24	1,885,191	443,434	290,059	245,243	9,030	942,646
New Bedford, Mass	7	739,989	53,735	52,673	26,752	634	494,892
New Haven, Conn	14	871,088	142,588	111,862	65,771	2,504	698,901
New Orleans, La	47	1,788,225	230,632	358,961	278,121	18,478	976,930
New York, N. Y	429	39,972,467	5,489,101	22,620,970	7,373,731	301,812	9,957,721
Norfolk, Va	5	545,515	139,225	48,213	39,515	1,288	280,367
Omaha, Nebr	6	601,066	102,579	46,308	30,695	5,540	363,821
Oswego, N. Y	6	416,804	89,011	30,444	14,000	1,356	220,315
Paterson, N. J	7	450,418	58,267	45,318	25,720	1,504	407,194
Peoria, Ill	8	653,968	168,686	30,426	34,975	3,678	273,686
Petersburg, Va	5	429,125	93,631	15,199	15,202	2,326	264,834
Philadelphia, Pa	247	22,676,664	3,819,630	12,291,577	5,069,572	93,010	13,379,863
Pittsburgh, Pa	34	2,477,205	450,670	507,981	241,729	11,059	1,138,224
Portland, Me	10	652,851	158,541	66,885	76,512	2,512	589,091
Pottsville, Pa	4	241,070	57,766	17,177	8,159	886	285,622
Poughkeepsie, N. Y	6	600,825	68,774	56,063	45,835	1,119	529,211
Providence, R. I	20	1,166,868	212,517	298,760	117,235	2,845	753,320
Quincy, Ill	7	648,365	166,485	53,056	31,268	6,769	418,616
Reading, Pa	8	750,553	134,004	62,699	60,569	1,655	436,584
Richmond, Va	16	1,245,985	276,373	100,116	91,807	10,581	603,081
Rochester, N. Y	23	2,291,321	234,439	274,236	293,322	8,551	936,349
Saint Joseph, Mo	7	834,882	173,391	47,086	36,750	8,660	607,519
Saint Louis, Mo	107	10,012,011	1,408,134	1,384,242	1,143,584	86,976	4,238,926
Saint Paul, Minn	10	1,036,345	162,985	57,490	55,620	14,317	560,377

system for the year ending June 30, 1878.

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.	
						Mills.		
1,478,061	376,314	213,577	6,474,580	270,985	$17,948 12	2.77	$717 93	$8,818 95
509,157	107,712	62,730	2,658,827	241,711	7,899 37	2.97	718 13	3,692 84
580,264	175,953	43,557	2,173,546	362,257	4,270 67	1.96	711 77	2,855 57
6,851,774	1,698,046	391,194	19,171,161	304,304	51,517 20	2.67	817 74	33,830 27
336,572	90,729	27,493	962,451	240,602	2,852 83	2.96	713 21	1,030 31
13,514,133	3,588,838	1,734,291	42,526,234	270,868	126,329 73	2.97	804 65	152,479 85
220,181	92,588	28,145	1,175,238	195,873	4,439 80	3.77	739 96	1,681 47
3,835,878	1,394,659	528,038	15,673,088	175,652	72,742 69	4.64	817 24	57,547 00
2,200,936	566,315	223,387	9,791,094	287,973	27,607 16	2.81	811 97	13,105 24
501,417	125,169	114,339	2,021,429	335,904	4,101 11	2.28	683 52	1,501 69
284,757	82,218	55,038	1,646,437	274,406	4,326 49	2.56	721 08	2,127 90
362,831	94,329	53,454	1,454,622	183,077	5,880 20	4.04	735 02	2,708 12
20,502,011	5,521,917	5,556,357	63,132,216	217,447	128,987 37	2.04	821 58	90,871 70
5,680,887	1,213,037	462,038	19,817,769	279,123	59,647 44	3.00	840 10	44,175 45
2,747,129	992,941	355,361	11,513,978	359,811	28,279 77	2.45	883 73	24,674 49
690,642	226,900	65,470	3,031,173	252,597	9,051 39	2.71	754 28	4,036 99
121,689	27,463	12,865	684,510	171,127	2,795 89	4.08	698 97	682 22
274,423	84,545	25,722	1,359,852	194,264	5,169 68	3.80	738 53	1,706 00
766,302	298,878	331,664	3,557,003	296,416	8,716 36	2.45	727 11	3,958 22
433,287	135,181	57,665	1,871,775	267,396	4,732 90	2.52	676 12	2,588 27
1,810,209	467,012	238,614	10,509,289	339,009	26,307 48	2.53	848 63	12,523 72
508,176	180,276	57,434	1,775,322	355,064	3,554 87	2.00	710 98	1,147 57
661,982	142,499	352,128	2,839,996	474,499	4,365,38	1.53	727 56	2,536 43
222,137	63,576	37,616	1,327,391	221,231	4,550 20	3.42	758 36	1,770 02
284,297	88,070	47,344	1,628,812	288,128	4,658 38	2.85	776 39	1,826 98
278,466	85,008	54,133	1,616,770	230,967	5,289 02	3.26	755 57	2,125 69
385,299	143,055	46,153	1,866,080	266,582	5,198 61	2.78	742 66	1,105 00
169,136	19,547	30,795	1,046,895	261,721	2,427 33	2.32	606 83	2,061 11
661,036	101,536	77,348	2,544,333	363,476	5,437 53	2.13	776 79	4,061 83
709,605	220,538	68,599	2,893,135	361,641	5,249 74	2.02	731 81	3,664 67
139,953	45,254	14,538	977,849	162,974	4,185 55	4.28	697 51	1,473 59
702,710	142,525	94,112	3,227,678	107,589	8,059 52	2.40	732 68	6,353 97
127,807	47,680	10,344	656,869	164,217	2,945 04	4.48	736 26	657 55
1,619,365	478,546	179,634	7,558,359	269,941	22,095 26	2.92	785 55	11,156 58
543,502	118,621	54,332	2,536,738	181,196	9,865 41	3.88	633 24	2,976 20
938,651	291,376	321,878	4,708,803	427,891	8,178 28	1.73	743 48	6,157 81
214,061	70,620	25,542	1,009,139	201,827	3,667 21	3.63	613 45	975 65
151,810	42,140	13,075	1,150,586	230,117	3,467 40	3.01	693 58	840 26
671,502	85,776	59,806	2,141,886	267,735	5,795 05	2.70	724 38	1,936 58
304,745	61,157	54,542	1,109,343	221,868	3,491 24	3.14	698 25	685 40
1,638,503	567,585	267,979	7,993,251	266,441	25,211 69	3.27	840 39	12,002 24
572,923	105,879	50,586	1,889,339	188,733	7,283 89	3.85	724 38	5,802 89
398,832	137,347	42,127	1,683,563	240,516	5,372 46	3.18	767 49	1,857 65
257,505	80,197	43,555	1,533,983	306,796	3,681 40	2.39	736 28	1,224 02
773,532	148,235	123,917	3,294,867	274,572	8,905 44	2.72	742 12	2,873 67
1,623,307	510,507	251,810	7,637,334	293,743	22,456 81	2.94	863 72	12,600 35
474,985	106,511	60,935	2,051,885	228,320	6,824 40	3.32	880 48	3,512 22
358,485	60,027	89,017	1,298,971	216,495	3,448 58	2.65	574 76	1,820 56
543,041	166,922	99,008	3,033,271	293,327	7,070 60	2.33	707 06	3,261 77
1,098,274	306,634	120,294	5,349,805	222,908	19,233 30	3.69	801 39	11,740 24
348,629	68,369	19,358	1,805,031	257,861	3,182 45	1.76	454 63	1,999 35
731,568	88,746	74,939	2,787,967	199,141	10,117 25	3.66	722 23	14,451 38
2,332,201	564,598	719,695	7,267,841	154,634	36,613 33	4.87	779 00	11,625 28
67,540,665	9,766,098	10,103,688	173,126,253	403,558	334,068 00	1.92	778 71	1,280,643 35
624,287	156,723	50,467	1,885,600	377,120	3,709 16	1.96	741 83	2,313 25
306,088	138,108	42,783	1,636,988	272,664	4,438 85	2.71	739 80	3,028 38
284,517	67,136	25,228	1,148,811	191,468	4,421 44	3.84	736 90	815 98
258,634	62,563	39,916	1,349,534	192,790	5,359 93	3.97	765 70	1,822 88
471,119	166,649	81,502	1,884,689	235,461	5,894 94	3.70	738 87	1,784 57
267,591	81,681	29,255	1,198,844	239,769	3,571 17	2.14	714 23	1,009 56
30,887,415	6,757,074	5,624,738	100,599,543	546,152	219,428 78	2.18	888 37	354,191 51
1,964,474	431,168	250,299	7,472,809	219,788	28,085 33	3.70	826 04	16,847 59
794,215	230,547	122,868	2,694,042	269,404	7,329 27	2.72	732 93	3,806 44
154,097	46,811	52,412	864,000	241,000	2,945 00	3.40	736 25	779 70
681,194	139,653	142,934	2,265,608	377,601	4,212 51	1.85	702 08	1,919 30
652,859	158,669	43,715	3,406,788	170,339	16,551 46	4.83	827 57	14,821 57
336,910	119,336	18,624	1,799,429	257,061	5,126 53	2.74	732 36	1,573 14
364,315	109,086	31,638	1,951,103	243,887	6,063 39	3.10	757 98	1,904 16
753,637	188,663	86,572	3,356,815	222,301	11,300 98	3.36	706 31	3,996 96
1,678,188	236,708	96,280	6,049,394	263,017	16,562 88	2.70	728 82	8,444 80
554,078	158,989	104,619	2,525,974	360,836	4,762 07	1.88	680 29	1,864 32
7,323,587	1,894,391	1,972,405	32,464,256	303,405	89,943 49	2.15	840 59	42,131 97
722,205	216,877	73,047	2,905,263	290,526	6,979 51	3.23	697 95	2,955 82

A.—*Statement of the operations of the free-delivery*

Post-offices.	Number of carriers in service June 30, 1878.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Salem, Mass	6	368, 210	82, 123	43, 873	43, 972	10	318, 449
San Francisco, Cal	45	3, 917, 223	284, 608	1, 470, 110	722, 984	21, 822	1, 752, 855
Savannah, Ga	6	428, 898	92, 033	66, 415	44, 017	3, 138	181, 735
Springfield, Mass	8	762, 238	162, 967	82, 516	41, 368	1, 835	311, 840
Springfield, Ill	5	450, 602	113, 673	26, 349	19, 273	1, 790	340, 866
Syracuse, N. Y	16	1, 782, 849	341, 933	222, 688	155, 624	7, 428	1, 028, 679
Toledo, Ohio	15	1, 505, 762	160, 532	136, 152	100, 479	7, 391	625, 196
Trenton, N. J	6	394, 721	79, 885	39, 143	22, 727	1, 001	270, 185
Troy, N. Y	15	1, 619, 088	324, 152	228, 271	115, 378	4, 012	805, 351
Utica, N. Y	13	1, 030, 835	234, 755	116, 267	65, 456	5, 637	527, 628
Washington, D. C	40	2, 690, 581	328, 936	414, 890	175, 093	9, 000	1, 386, 064
Wheeling, W. Va	6	617, 797	151, 839	41, 395	34, 673	5, 463	301, 450
Wilmington, Del	10	629, 496	119, 395	75, 365	49, 466	1, 899	341, 896
Worcester, Mass	11	684, 599	141, 209	108, 664	94, 144	2	410, 693
Total aggregate and averages	2, 275	203, 462, 528	33, 877, 156	57, 481, 127	29, 194, 610	1, 292, 444	91, 928, 010

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

Total

system for the year ending June 30, 1878—Continued.

Collected.			Pieces handled.		Cost of service (including incidental expenses.)			Postal on local matter.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece.	Per carrier.	
						Mills.		
280,373	69,642	74,735	1,281,387	213,564	$4,307 39	3.36	$717 79	$1,662 02
5,966,118	928,006	879,621	15,943,347	354,296	42,376 84	2.65	941 70	49,348 32
409,334	108,933	53,291	1,387,794	231,299	4,388 83	3.16	731 38	2,874 24
425,755	109,424	47,990	1,945,933	243,241	5,723 71	2.94	715 46	3,460 63
223,892	72,518	64,604	1,313,567	262,713	3,606 62	2.74	721 32	1,189 37
1,008,680	323,319	154,927	5,026,127	314,132	11,634 26	2.31	789 64	6,841 19
1,222,038	256,509	240,972	4,255,031	283,686	11,304 77	2.65	869 59	4,914 94
290,493	62,440	34,393	1,194,988	199,164	3,988 86	3.33	664 81	1,926 87
1,426,091	289,390	337,443	5,149,176	343,278	10,611 01	2.05	707 40	6,448 40
817,035	227,642	79,375	3,104,630	238,818	9,492 30	3.05	730 17	3,804 75
1,958,589	292,418	348,507	7,604,078	190,102	31,868 81	4.19	796 70	17,772 34
493,469	147,493	54,111	1,847,690	307,948	4,416 83	2.39	736 13	1,685 44
301,344	89,052	18,651	1,626,564	162,656	6,994 75	4.30	699 47	2,736 46
450,990	128,398	45,037	2,063,736	114,885	8,350 02	4.04	759 09	6,047 52
216,048,841	46,932,215	35,565,219	715,782,150	.....	1,817,896 96	.....	.....	2,452,251 51
letter-carriers from July 1, 1877.....					6,270 00			
.....					1,824,166 96			

B.—*Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ended June 30, 1878.*

States and Territories.	Post-offices.				Postmasters.			
	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resigned and commissions expired.	Removed.	Deceased.	Total number of cases.
Alabama	134	23	5	2	131	31	6	330
Alaska							1	1
Arizona	11		1	1	12	1		25
Arkansas	137	55	16	1	178	56	14	456
California	66	23	10	5	89	15	6	209
Colorado	45	16	9	6	88	3	2	163
Connecticut		2			31	4	1	38
Dakota	37	6	5	5	50	2		100
Delaware	3	1	1	1	7	2	1	15
District of Columbia	1	1			1			3
Florida	49	18	4	1	44	9	5	129
Georgia	106	19	8	4	106	14	9	262
Idaho	21	2	1	1	21	3	1	49
Illinois	66	35	13	8	243	30	15	402
Indiana	55	26	8	6	285	33	16	423
Indian Territory	8	3	2		18	3		34
Iowa	86	32	19	2	214	24	6	381
Kansas	123	36	34	22	226	34	9	462
Kentucky	102	31	14	6	227	26	11	411
Louisiana	69	22	6	2	70	24	7	198
Maine	42	8			78	10	11	149
Maryland	34	15	7	3	69	6	8	139
Massachusetts	12	2	4	1	48	5	7	78
Michigan	65	24	11	5	134	33	12	279
Minnesota	78	22	19	9	98	23	5	245
Mississippi	73	28	15	6	117	13	9	255
Missouri	120	45	30	8	283	43	13	534
Montana	26	7	3		19	6		61
Nebraska	52	27	17	8	134	14	3	247
Nevada	5	6	1		17	4	3	36
New Hampshire	15	4	1		29	9	4	62
New Jersey	20	2	4	1	45	5	5	81
New Mexico	23	8	1	1	22	3		57
New York	47	17	6	1	201	49	34	354
North Carolina	158	33	13	6	132	20	6	362
Ohio	51	14	13	6	244	55	16	393
Oregon	41	17	4	4	62	5		129
Pennsylvania	118	31	20	14	362	26	30	587
Rhode Island	2				9	1	1	31
South Carolina	51	19	7	2	60	9	4	150
Tennessee	126	19	18	4	151	26	7	347
Texas	172	63	26	9	241	23	7	532
Utah	13	5	1	1	25	2	3	49
Vermont	8	4	2	1	30	4	3	51
Virginia	147	36	13	2	206	7	14	423
Washington	25	7	4	2	26	3		65
West Virginia	83	31	7	4	90	11	11	233
Wisconsin	50	22	15	13	134	18	11	250
Wyoming	8	4			10	1	1	24
Total	2,784	871	418	184	5,117	748	338	10,276

C.—*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, 1878.

States and Territories.	Whole number of post-offices in the United States June 30, 1877.	Whole number of post-offices in the United States June 30, 1878.	Increase.	Decrease.	Number of postmasters appointed by the President June 30, 1877.	Number of postmasters appointed by the President June 30, 1878.	Increase.	Decrease.	Number of postmasters appointed by the Postmaster-General June 30, 1877.	Number of postmasters appointed by the Postmaster-General June 30, 1878.	Increase.	Decrease.
Alabama	856	967	111	....	12	17	5	....	844	950	106	....
Alaska	2	2	.....	....	.....	.....	....	....	2	2	.....	....
Arizona	42	53	11	....	2	2	....	....	40	51	11	....
Arkansas	668	750	82	....	6	8	2	....	662	742	80	....
California	771	814	43	....	41	42	1	....	730	772	42	....
Colorado	236	265	29	....	13	12	....	1	223	253	30	....
Connecticut	442	440	.....	2	37	45	8	....	405	395	.....	10
Dakota	175	206	31	....	1	4	3	....	174	202	28	....
Delaware	104	106	2	....	3	4	1	....	101	102	1	....
District of Columbia	6	6	.....	....	2	1	....	1	4	5	1	....
Florida	240	271	31	....	7	7	....	....	233	264	31	....
Georgia	811	898	87	....	18	21	3	....	793	877	84	....
Idaho	73	92	19	....	2	2	....	....	71	90	19	....
Illinois	1,907	1,938	31	....	129	150	21	....	1,778	1,788	10	....
Indiana	1,542	1,571	29	....	58	67	9	....	1,484	1,504	20	....
Indian Territory	57	62	5	....	.....	.....	....	....	57	62	5	....
Iowa	1,402	1,456	54	....	89	94	5	....	1,313	1,363	49	....
Kansas	1,139	1,226	87	....	26	33	7	....	1,113	1,193	80	....
Kentucky	1,168	1,239	71	....	24	27	3	....	1,144	1,212	68	....
Louisiana	347	349	47	....	5	9	4	....	342	385	43	....
Maine	880	914	34	....	23	26	3	....	857	888	31	....
Maryland	621	640	19	....	9	12	3	....	612	628	16	....
Massachusetts	729	739	10	....	93	103	10	....	636	636	.....	....
Michigan	1,251	1,292	41	....	63	71	8	....	1,188	1,221	33	....
Minnesota	849	905	56	....	23	27	4	....	826	878	52	....
Mississippi	576	621	45	....	15	16	1	....	561	605	44	....
Missouri	1,531	1,606	65	....	40	42	2	....	1,491	1,554	63	....
Montana	97	116	19	....	4	6	2	....	93	110	17	....
Nebraska	614	639	25	....	14	17	3	....	600	622	22	....
Nevada	98	97	.....	1	10	10	....	....	88	87	.....	1
New Hampshire	438	449	11	....	24	25	1	....	414	424	10	....
New Jersey	656	674	18	....	47	50	3	....	609	624	15	....
New Mexico	81	96	15	....	1	1	....	....	80	95	15	....
New York	2,839	2,869	30	....	154	174	20	....	2,685	2,695	10	....
North Carolina	1,175	1,300	125	....	10	11	1	....	1,165	1,289	124	....
Ohio	2,222	2,259	37	....	100	108	8	....	2,122	2,151	29	....
Oregon	305	329	24	....	5	7	2	....	300	322	22	....
Pennsylvania	3,203	3,290	87	....	113	125	12	....	3,090	3,165	75	....
Rhode Island	107	109	2	....	10	11	1	....	97	98	1	....
South Carolina	511	543	32	....	10	11	1	....	501	532	31	....
Tennessee	1,134	1,238	107	....	15	17	2	....	1,119	1,224	105	....
Texas	1,022	1,131	109	....	32	37	5	....	990	1,094	104	....
Utah	182	190	8	....	3	3	....	....	179	187	8	....
Vermont	489	493	4	....	18	19	1	....	471	474	3	....
Virginia	1,489	1,600	111	....	21	25	4	....	1,468	1,575	107	....
Washington	153	171	18	....	3	3	....	....	150	168	18	....
West Virginia	779	831	52	....	8	7	....	1	771	824	53	....
Wisconsin	1,275	1,303	28	....	51	58	7	....	1,224	1,245	21	....
Wyoming	51	55	4	....	3	3	....	....	48	52	4	....
Total	37,345	39,258	1,913	3	1,397	1,570	173	3	35,948	37,688	1,740	11

Amount of second and third class mail matter originating at one hundred and eighty-one post-offices in the United States, for three months ending September 30, 1878, exclusive of matter for local delivery, and of matter received at these offices from other offices.

Post-offices.	Second class (in pounds).						Third class.		Unmailable matter.
	From office of publication.				Newsdealers' packages.	Free county papers.	One cent per ounce, in pounds.	One cent per two ounces, in pounds.	In pounds.
	Dailies.	Weeklies.	Monthlies.	Quarterlies.	Total.	Total.			
Akron, Ohio	948	1,750	177	.....	196	2,648	1,120	1,241	.....
Albany, N. Y	21,181	55,045	159	.....	2,121	6,204	7,724	35,502	143
Allegheny, Pa	1,404	.....	252	6	204	.....	1,500	4,761	.....
Allentown, Pa	702	18,405	1,666	29	194	5,204	810	2,176	36
Altoona, Pa	1,118	785	49	.....	.....	1,476	168	1,050	.....
Ann Arbor, Mich	.....	1,246	108	.....	3	1,690	393	2,970	.....
Atchison, Kans	4,643	2,244	241	.....	183	950	395	1,021	14
Atlanta, Ga	13,986	19,390	3,415	.....	.....	1,376	1,351	13,714	.....
Auburn, N. Y	1,224	943	18	.....	20	5,844	1,407	1,915	.....
Augusta, Me	1,027	57,630	128,936	.....	25	4,504	19,916	3,274	.....
Augusta, Ga	8,470	298	26	.....	231	621	2,640	2,244	.....
Austin, Tex	1,738	2,283	189	.....	97	179	4,149	2,822	.....
Baltimore, Md	53,433	71,155	5,704	1,042	7,303	.....	23,985	52,608	95
Bangor, Me	3,948	12,628	139	.....	97	5,506	1,416	4,805	.....
Bath, Me	395	535	.....	.....	51	339	287	554	.....
Beloit, Wis	66	583	22	.....	.....	113	287	813	.....
Biddeford, Me	197	1,558	.....	.....	93	1,308	610	430	.....
Binghamton, N. Y	1,700	1,746	.....	.....	265	5,435	260	2,417	.....
Bloomington, Ill	1,083	7,242	521	.....	123	5,905	1,255	2,115	.....
Boston, Mass	136,563	530,816	106,138	786	9,665	.....	72,816	184,855	117
Bridgeport, Conn	1,855	470	2	.....	308	3,989	31,346	87,936	.....
Brooklyn, N. Y	4,142	1,892	4,850	.....	.....	.....	15,737	30,981	.....
Buffalo, N. Y	19,022	21,946	745	.....	5,014	11,679	11,248	38,329	.....
Burlington, Vt	2,921	3,123	.....	.....	54	2,370	1,158	2,223	.....
Burlington, Iowa	1,808	12,880	.....	.....	130	716	3,178	2,263	.....
Camden, N. J	442	748	.....	.....	.....	365	949	1,568	.....
Cedar Rapids, Iowa	351	1,131	2,152	.....	15	1,175	661	1,296	.....
Charleston, S. C	14,640	5,789	257	5	317	257	5,289	4,895	25
Cheyenne, Wyo	1,200	543	.....	.....	327	251	728	346	.....
Chicago, Ill	121,561	565,659	116,469	10,462	165,503	8,478	120,762	271,778	*5,600
Cincinnati, Ohio	80,209	330,400	59,813	1,468	13,706	1,907	43,352	139,570	.....
Cleveland, Ohio	23,909	116,892	28,177	99	29	3,354	12,701	30,273	.....

Columbia, S. C	2,668	6,985	.....	451	140	289	512	2,060	.....
Columbus, Ohio	3,515	33,437	4,758	.....	273	3,984	4,526	18,390	.....
Concord, N. H	2,447	23,337	6	.....	.....	4,729	562	1,242	.....
Council Bluffs, Iowa	3,897	1,853	2	.....	59	1,653	495	987	5
Covington, Ky	193	2,362	22	.....	.....	178	885	1,633	.....
Danbury, Conn	.....	1,737	.....	.....	67	430	391	1,047	.....
Danville, Ill	269	1,356	.....	.....	76	3,686	233	682	.....
Davenport, Iowa	4,931	6,502	370	100	.....	2,235	1,170	3,148	.....
Denver, Colo	1,655	5,752	72	.....	347	.....	4,125	10,193	.....
Des Moines, Iowa	3,234	14,350	428	267	523	2,596	1,727	7,977	*201
Detroit, Mich	24,114	133,791	7,808	.....	20,096	6,452	12,812	33,767	.....
Dubuque Iowa	15,561	11,863	1,489	.....	246	4,257	1,319	3,458	.....
Easton, Pa	1,075	3,240	456	.....	101	3,356	572	2,330	.....
East Saginaw, Mich	1,530	1,440	3	.....	39	609	327	1,207	12
Elizabeth, N. J	1,190	480	.....	.....	.....	600	587	1,565	.....
Elmira, N. Y	8,566	10,525	41	.....	219	2,435	1,276	2,765	.....
Erie, Pa	1,266	4,108	.....	.....	.....	4,567	1,357	3,026	.....
Fall River, Mass	710	2,854	34	.....	374	302	420	1,789	.....
Fort Wayne, Ind	2,312	2,934	36	.....	546	1,840	3,200	4,436	63
Galveston, Tex	22,933	22,134	114	.....	.....	.....	3,188	4,305	.....
Grand Rapids, Mich	5,531	7,329	79	.....	203	3,696	1,553	3,594	.....
Hamilton, Ohio	.....	606	.....	.....	63	1,995	1,126	2,687	.....
Hannibal, Mo	1,197	1,096	72	.....	50	1,401	218	2,955	.....
Harrisburg, Pa	4,939	4,614	2,971	.....	11	1,998	1,307	6,232	.....
Hartford, Conn	10,824	17,243	2,339	.....	930	7,744	8,139	14,624	.....
Helena, Mont	1,534	3,881	.....	.....	308	366	1,200	656	.....
Holyoke, Mass	.....	666	8	.....	4	153	390	1,246	.....
Houston, Tex	1,953	4,816	188	.....	321	364	854	3,129	.....
Hudson, N. Y	951	1,843	.....	.....	36	4,423	657	1,007	.....
Ithaca, N. Y	703	6,324	62	.....	444	4,463	1,007	2,157	.....
Jackson, Mich	598	2,082	.....	.....	458	3,471	571	1,537	.....
Jacksonville, Fla	1,209	985	11	.....	451	104	679	1,146	.....
Jersey City, N. J	2,106	95	1,036	.....	45	.....	4,235	18,820	.....
Kalamazoo, Mich	754	1,011	7,057	.....	47	1,978	752	1,583	15
Kansas City, Mo	19,130	28,015	348	.....	6,162	1,204	6,482	10,254	.....
Keene, N. H	.....	2,264	.....	.....	185	2,254	375	631	.....
Keokuk, Iowa	2,675	2,795	178	.....	678	1,769	1,574	1,517	.....
Knoxville, Tenn	1,884	3,641	72	.....	233	819	1,603	2,272	.....
La Crosse, Wis	1,396	10,055	858	.....	232	1,453	496	2,996	.....
La Fayette, Ind	2,316	1,309	.....	.....	.....	2,359	451	1,628	.....
Lancaster, Pa	2,491	26,162	13,749	.....	328	20,054	946	2,687	25
Lansing, Mich	498	723	.....	.....	26	574	308	4,998	.....
Lawrence, Kans	1,384	3,006	58	.....	149	1,557	1,133	1,627	.....
Lawrence, Mass	522	1,338	.....	.....	25	973	688	2,390	6
Leavenworth, Kans	8,396	3,796	733	.....	237	2,229	3,379	3,159	.....
Lewiston, Me	2,385	15,829	.....	.....	.....	.....	.....	.....	.....
Little Rock, Ark	4,382	9,642	.....	.....	168	988	.....	.....	.....
Lincoln, Nebr	3,462	2,228	830	.....	121	735	.....	.....	.....
Logansport, Ind	869	1,260	35	.....	78	1,820	251	653	.....
Louisville, Ky	24,148	79,384	34,195	.....	743	15	15,343	29,553	.....

*Pieces.

Amount of second and third class mail matter originating at one hundred and eighty-one post-offices in the United States, &c.—Continued.

Post-offices.	Second class (in pounds).						Third class.		Unmailable matter.
	From office of publication.				Newsdealers' packages.	Free county papers.	One cent per ounce, in pounds.	One cent per two ounces, in pounds.	In pounds.
	Dailies.	Weeklies.	Monthlies.	Quarterlies.	Total.	Total.			
Lowell, Mass	1,069	1,631	2	.....	12	2,157	2,491	8,066	.....
Lynn, Mass	65	1,508	.....	.....	.....	256	2,189	2,628	.....
Macon, Ga	6,239	15,149	2,326	1,415	230	458	2,169	9,058	.....
Madison, Wis	2,040	1,351	792	.....	246	2,467	1,868	7,148	.....
Manchester, N. H	1,703	13,305	422	.....	94	4,081	1,951	2,469	.....
Mansfield, Ohio	40	2,250	6	.....	18	2,303	840	1,319	.....
Marquette, Mich	.....	525	.....	.....	3	233	232	282	.....
Middletown, Conn	.....	412	50	.....	286	735	980	999	.....
Milwaukee, Wis	20,937	117,031	15,650	.....	7	798	6,531	18,210	.....
Minneapolis, Minn	3,992	9,075	671	125	807	956	2,223	7,034	.....
Mobile, Ala	3,748	2,219	380	.....	183	.....	1,915	2,888	.....
Muscatine, Iowa	1,242	2,344	124	.....	131	1,553	180	634	.....
Nashua, N. H	395	2,228	.....	.....	25	932	403	2,176	.....
Nashville, Tenn	12,641	38,360	29,938	8	630	281	4,265	12,340	.....
Natchez, Miss	224	310	.....	.....	.....	118	1,007	1,317	.....
New Albany, Ind	500	992	125	.....	.....	293	268	1,399	.....
Newark, N. J	7,212	5,701	266	267	1,356	3,985	15,935	22,453	.....
New Bedford, Mass	1,666	3,537	.....	.....	523	1,115	1,249	2,456	.....
New Britain, Conn	.....	120	.....	.....	47	85	839	2,194	.....
New Brunswick, N. J	497	652	.....	.....	75	1,126	503	1,195	.....
Newburg, N. Y	1,610	2,437	83	.....	56	2,132	606	1,269	.....
New Haven, Conn	5,391	5,996	672	674	461	3,815	6,875	16,818	.....
New London, Conn	312	351	.....	.....	113	646	829	2,519	.....
New Orleans, La	35,810	22,522	1,191	165	.....	.....	10,131	29,614	.....
Newport, R. I	333	998	.....	.....	65	208	787	2,195	.....
New York, N. Y	610,033	2,120,185	453,425	29,133	798,840	.....	300,601	803,596	269
Norfolk, Va	4,102	403	.....	.....	.....	.....	1,343	2,505	.....
North Adams, Mass	.....	739	.....	.....	117	528	363	687	.....
Norwalk, Conn	.....	1,354	.....	.....	307	1,297	433	700	.....
Norwich, Conn	863	1,950	.....	.....	898	2,684	1,302	3,458	.....
Oakland, Cal	1,364	5,921	217	.....	233	895	1,549	3,951	.....
Omaha, Nebr	19,138	15,830	927	.....	.....	117	1,866	6,290	.....
Oshkosh, Wis	312	1,593	.....	.....	289	896	354	1,639	.....
Oswego, N. Y	1,325	1,038	.....	.....	108	4,028	432	1,751	.....

Ottumwa, Iowa	553	2,099	.....	.....	39	1,812	352	671	.....
Paterson, N. J	197	736	.....	.....	.....	246	802	2,069	.....
Pawtucket, R. I	.....	740	.....	.....	13	522	1,472	1,874	.....
Peoria, Ill	7,682	5,630	.....	.....	.....	3,799	1,390	3,349	.....
Petersburg, Va	3,999	2,199	.....	.....	102	.....	.....	.....	.....
Philadelphia, Pa	111,882	232,466	229,222	19,096	25,628	.....	94,096	219,498	.....
Pittsburgh, Pa	26,078	103,336	12,246	476	8,159	12,200	16,816	36,611	232
Pittsfield, Mass	.....	1,014	.....	.....	572	2,250	876	1,398	.....
Portland, Me	10,496	52,012	2,170	1,074	103	12,129	9,364	11,539	88
Portland, Oreg	5,164	10,933	968	.....	1,032	646	2,959	4,420	.....
Portsmouth, N. H	632	2,932	.....	.....	53	1,419	649	1,399	.....
Pottsville, Pa	1,353	1,470	189	.....	.....	5,052	402	1,239	.....
Poughkeepsie, N. Y	1,223	2,395	43	.....	305	6,368	2,317	11,278	.....
Providence, R. I	17,547	6,029	492	.....	503	3,563	6,223	10,282	.....
Quincy, Ill	2,788	2,737	515	.....	193	2,640	1,889	3,666	26
Racine, Wis	144	5,632	2,027	.....	.....	713	1,203	3,533	.....
Raleigh, N. C	11,017	13,898	618	71	47	469	1,094	4,183	5
Reading, Pa	2,443	6,108	1,109	.....	387	11,666	1,716	3,747	.....
Red Wing, Minn	.....	498	177	112	43	507	171	471	.....
Richmond, Va	14,877	25,556	9,924	103	2,042	.....	4,616	18,420	.....
Richmond, Ind	664	4,497	57	.....	87	1,493	635	1,263	3
Rochester, N. Y	12,210	14,062	5,688	10	687	1,561	12,993	15,102	.....
Rock Island, Ill	2,086	2,270	22	.....	261	1,772	451	890	26
Rutland, Vt	1,108	1,978	.....	.....	245	2,578	361	515	.....
Sacramento, Cal	13,155	1,029	45	.....	3,618	4,623	5,462	8,508	.....
Saginaw, Mich	125	231	.....	.....	114	117	183	400	.....
Saint Joseph, Mo	14,356	7,731	.....	.....	341	843	2,734	2,349	.....
Saint Louis, Mo	181,270	220,949	24,940	1,524	.....	106,781	46,582	103,030	.....
Saint Paul, Minn	44,036	31,697	6	.....	690	.....	3,680	9,369	.....
Salt Lake City, Utah	8,327	9,109	1,963	.....	690	2,354	3,443	2,131	.....
San Francisco, Cal	95,094	103,099	4,075	196	.....	19,604	49,983	66,738	.....
Saratoga Springs, N. Y	1,374	870	.....	.....	256	3,645	1,005	6,822	.....
Salem, Mass	.....	1,666	86	.....	178	2,036	790	5,101	.....
Savannah, Ga	6,245	5,784	566	.....	5,160	.....	2,857	4,924	.....
Scranton, Pa	1,363	1,430	.....	.....	310	7,973	3,541	8,986	.....
Selma, Ala	1,235	3,324	.....	.....	168	211	916	649	.....
Sioux City, Iowa	3,900	1,475	.....	.....	62	164	1,596	24,198	.....
South Bend, Ind	468	2,344	.....	.....	140	1,732	373	2,142	.....
Springfield, Ill	2,386	4,226	1,873	.....	80	1,913	1,103	4,816	.....
Springfield, Mass	16,826	14,084	1,793	.....	250	5,266	1,812	5,283	.....
Springfield, Ohio	922	5,256	1,002	.....	5	2,980	1,964	8,004	.....
Syracuse, N. Y	5,797	22,067	4,640	.....	509	7,957	5,047	7,138	.....
Taunton, Mass	555	619	.....	.....	38	1,025	528	1,236	.....
Terre Haute, Ind	1,840	6,015	10	.....	357	1,396	629	2,034	.....
Toledo, Ohio	3,623	58,849	2,757	34	1,010	851	3,724	13,020	.....
Topeka, Kans	5,108	7,178	1,822	.....	262	717	1,096	8,993	.....
Trenton, N. J	1,988	9,330	18	.....	132	1,784	1,337	3,879	.....
Troy, N. Y	11,557	5,422	.....	160	675	7,309	10,481	12,701	.....
Utica, N. Y	11,696	83,814	1,557	105	691	8,792	3,697	7,187	.....
Vicksburg, Miss	2,362	522	.....	4	50	186	1,964	1,348	.....
Virginia City, Nev	5,172	944	.....	.....	324	.....	661	2,237	.....

Amount of second and third class mail matter originating at one hundred and eighty-one post-offices in the United States, &c.—Continued.

Post-offices.	Second class (in pounds).						Third class.		Unmailable matter.
	From office of publication.				Newsdealers' packages.	Free county papers.			
	Dailies.	Weeklies.	Monthlies.	Quarterlies.	Total.	Total.	One cent per ounce, in pounds.	One cent per two ounces, in pounds.	In pounds.
Washington, D. C*	13,055	14,686	3,599	480	856	.....	4,793	49,772	283
Waterbury, Conn	539	1,906	72	.....	138	605	911	1,092	.....
Watertown, N. Y	5,461	6,821	93	.....	115	11,570	642	2,440	.....
West Meriden, Conn	579	417	.....	.....	56	320	2,085	1,963	.....
Wheeling, W. Va	6,584	5,398	.....	.....	586	158	1,712	3,598	.....
Williamsport, Pa	1,845	3,966	62	16	23	5,859	1,346	1,959	.....
Wilmington, Del	3,711	2,479	19	.....	276	2,893	1,091	2,306	.....
Wilmington, N. C	4,775	4,2 5	1,133	.....	35	.....	700	1,222	.....
Woonsocket, R. I	1,120	8,880	.....	.....	195	3,160	623	409	.....
Worcester, Mass	2,757	2,478	.....	.....	569	6,136	4,592	6,730	.....
Yonkers, N. Y	.....	884	.....	7	11	490	469	1,373	.....
York, Pa	963	1,514	1,159	.....	132	5,489	1,302	1,686	.....
Ypsilanti, Mich	.....	324	6	.....	21	135	259	613	.....
Zanesville, Ohio	624	2,883	.....	.....	269	5,728	624	2,993	.....
Total	2,119,388	5,939,992	1,366,773	69,970	1,105,363	546,385	1,202,686	2,903,543	.....

*1,111,991 pounds unregistered free matter, 98,553 pounds registered free matter, in addition to amount here reported.

POSTAL CONFERENCE.

In the month of September, 1878, after consultation with a large number of interested parties, the following circular-invitation was signed and sent to boards of trade, chambers of commerce, newspaper publishers, book publishers, prominent houses in various branches of trade, and the postmasters of the leading cities of the country. The Post-Office Department was also invited to be represented.

SIR: The postal service of the country is allied to so many individuals, and affects so many interests, that legislation relative thereto is watched with much concern. The people ought to insist that such legislation should be simple, uniform, and just; simple, because it needs to be understood by everybody; uniform, so that it will be equally related to all like interests; just, because the motive to all public or private actions rests in the confidence of individuals in each other and in the rectitude of their purposes.

It has sometimes happened that proposed legislation, very much desired, has been deferred or defeated through indifference on the part of the people, and therefore it is always desirable for a department of the government to have the co-operation of the public in securing from Congress the enactment of wise and beneficent laws.

A bill "relating to the classification of mail matter and rates of postage thereon" is now pending in Congress, which is so good in its purpose and scope that it ought to become a law at the earliest date practicable. It liberalizes the treatment of every class of mail matter, simplifies the classification so as to make it intelligible to all who use the mails, gives enlarged discretion to the Postmaster-General in the disposition of mail matter, makes possible a uniform and consistent action at every post-office in the country, and removes many of the arbitrary and invidious distinctions which make the present law so objectionable.

This bill has a position upon the calendar of both houses of Congress which entitles it to early consideration; but inasmuch as the approaching session will be the short one, and legislation of every nature will crowd itself upon the attention of the members of both houses, it is deemed advisable that the public should take some steps to aid the department in securing the passage of this bill, or one similar in its scope and purpose.

It is proposed, therefore, to hold a conference in the city of New York, on Wednesday, the 9th day of October next, to which you are invited to send delegates.

It is hoped that representatives from the Post-Office Department will be present, and it is suggested that besides taking action upon the bill now pending, an interchange of views be had upon the wants and necessities of the service, regarded from an outside standpoint, among which, to which special attention is called, may be mentioned—

The classification of mail matter;
Uniformity of rates;
Extension of the letter-carrier system;
Disposition of unpaid letters.

You are requested to communicate with Mr. H. E. Simmons, 150 Nassau street, or W. H. C. Price, 163 Chambers street, New York, on or before the 1st of October, giving the names of delegates whom you have selected to represent you.

(Signed)
HARPER & BROTHERS, Publishers, New York.
ELLWOOD E. THORNE, Chairman Exec. Com. U. S. Board of Trade, New York.
W. H. C. PRICE, Publisher of the Grocer, New York.
H. K. &. F. P. THURBER, Grocers and Importers, New York.
PATRICK FARRELLY (American News Co.), New York.
H. E. SIMMONS, Business Agent, Am. Tract Society, New York.
SAMUEL COLGATE (Samuel Colgate & Co.), New York.
STEPHEN N. STOCKWELL (The Journal), Boston.
H. O. HOUGHTON (Houghton, Osgood & Co.), Boston.
FRANK A. ALLEN (Allen, Shapleigh & Co.), Boston.
JOHN W. CANDLER, President Board of Trade, Boston.
JOHN CUMMINGS, President Shawmut National Bank, Boston.
THOS. W. BICKNELL, Publisher Journal of Education, Boston.
W. B. JUDSON, Editor Northwestern Lumberman, Chicago.
CHARLES RANDOLPH, Secretary Board of Trade, Chicago.
CALLAGHAN & Co., Law Publishers, Chicago.
WM. PENN NIXON (The Inter-Ocean), Chicago.
A. F. SHAPLEIGH & CO., Saint Louis.
SIMMONS HARDWARE CO., E. C. Simmons, Pres., Saint Louis.
APPLETON, NOYES & MAUDE, Saint Louis.
DODD, BROWN & CO., Saint Louis.
GREELEY, BURNHAM & CO., Grocers, Saint Louis.

C. L. THOMPSON, Secretary Board of Trade, Saint Louis.
GEO. KNAPP & CO., Proprietors Missouri Republican, Saint Louis.
S. F. COVINGTON, President Board of Trade, Cincinnati.
ROBERT CLARKE & CO., Publishers, Cincinnati.
*M. HALSTEAD & CO., Proprietors Cincinnati Commercial.
*ENQUIRER COMPANY, Cincinnati Enquirer.
CYRUS BUSSEY, President Chamber of Commerce, New Orleans.
CLAXTON, REMSEN & HAFFELFINGER, Publishers, Philadelphia.

In accordance with this call, the conference, composed of gentlemen from all parts of the country, met in the post-office at New York October 9, were called to order by J. W. Harper, jr., and organized by the choice of Ellwood E. Thorne, of New York, as president, and H. E. Simmons, of New York, as secretary.

After the appointment of various committees, the conference proceeded to discuss—

"The principle of registration as applied to second-class mail matter." Opened by a paper by T. W. Bicknell, of Boston, followed by one by S. S. Wood, of New York.

"The disposition to be made of unpaid and partially-paid letters." A paper on this subject was read by Charles Hutchins, of Boston.

"The demand for frequent, punctual, and quick communication, and the free-delivery service in its convenience and economy." Discussion opened by H. O. Houghton, of Cambridge, Mass.

"The proper functions of the Post-Office Department."

All of these topics were fully discussed, and the last one was considered under the following questions:

At the time of the original establishment of the Post-Office Department as a branch of the government, were its operations intended to include anything beyond the transportation and delivery of correspondence, and the dissemination of public intelligence?

Since that time have any circumstances arisen which would justify a departure in any direction from the principle referred to in the preceding question, so as to extend the functions of the post-office beyond those limits?

Is it in accordance with a sound public policy for the Post-Office Department to assume, or to be required by law to undertake, the functions of a common carrier, and so to enter into competition with private individuals or corporations engaged in that vocation?

The conference then adopted the following resolutions:

Resolved, That the primary object of the postal service is the dissemination of correspondence and intelligence for the benefit of the whole people, and that its highest function consists in affording the greatest facility for the interchange of thought and opinion upon subjects of common interest. As an educator and an agent of the greatest importance in the promotion of the public good, the Post-Office Department should altogether refuse its facilities for the distribution of matter deemed injurious to the public morals; "should limit its facilities in the transportation of matter designed simply for the promotion of individual interests," but should carry with the fewest restrictions, and at as cheap a rate as possible, that matter which tends to promote the public good.

Resolved, That experience having demonstrated that facility of frequent, punctual, and quick communication are elements of profitable commerce, it follows that rapidity of transit, convenience of deposit, and facility of delivery, which the institution of the Post Office was calculated to secure, are elements which very largely tend to promote postal revenue. For these reasons the government should encourage the fast-mail service, and the extension of the letter-carrier system, so that the deliveries may be increased, and its field of operations made more general.

Resolved, That we indorse the general purpose and scope of the pending bill, "relating to classification of mail matter and rates of postage thereon," the principle of registration of second-class matter, uniformity of rates upon the same kinds of mail matter, and simplification of mail matter, and we recommend such a bill to Congress as may be calculated to promote the public convenience, suggesting, however, such revision as shall, among other things, prevent the Post-Office Department from unjustly refusing registration, as shall define third-class matter, and shall specifically repeal such provisions in existing laws as are intended to be superseded.

*Without committal to any form of bill.

Resolved, That we express our gratification at the recent steps taken by the Post-Office Department to promote the convenience and efficiency of the service in its registering third-class matter, and gratefully recognize its courtesy in inviting the public to present its views upon proposed legislation.

Resolved, That as the service of the Post-Office Department tends so largely to the development of our commercial and national prosperity, the appropriations made by Congress for the maintenance of that service should be made in a spirit of liberality as well as wise concern for the public good.

Resolved, That the thanks of the members of the postal conference are extended to Hon. T. L. James, postmaster of New York, for his courtesies in extending to us the use of his rooms for the meeting of the conference, and for various kindnesses shown to the members of the conference.

Resolution of thanks to the president and secretary was passed.

The committee on a permanent organization reported against such a plan, but in favor of an executive committee, to whom all resolutions, unfinished business, and the general duty of pressing postal reforms should be committed.

The conference appointed as such committee—

Joseph W. Harper, jr., New York; H. E. Simmons, New York; Ellwood E. Thorne, New York; W. H. C. Price, New York; Patrick Farrelly, New York; Birdseye Blakeman, New York; Walter Lippincott, Philadelphia; Charles Randolph, Chicago; C. L. Thompson, Saint Louis; E. L. Joy, Newark, N. J.; Charles Hutchins, Boston; H. O. Houghton, Boston; W. B. Judson, Chicago; W. E. Sheldon, Boston; T. W. Bicknell, Boston; Henry C. Lea, Philadelphia; John D. Wattles, Philadelphia; George Bliss, New York; and W. V. McKean, Philadelphia.

The convention adjourned *sine die*, October 10.

ELLWOOD E. THORNE, *President.*

H. E. SIMMONS, *Secretary.*

A meeting of the executive committee was held at the close of the conference, October 10, and the committee organized by appointing Joseph W. Harper, jr., chairman; H. E. Simmons, secretary; and Elwood E. Thorne, treasurer.

Subcommittees were appointed as follows:

On resolutions from the conference: Messrs. Hutchins, Bicknell, Farrelly, Price, and Wattles.

On finance: Messrs. Farrelly, Thorne, Houghton, Randolph, Lippincott, and Thompson.

The committee then adjourned to meet at the call of the executive officers.

H. E. SIMMONS, *Secretary.*

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 1, 1878.

SIR: At the close of the last fiscal year, June 30, 1878, the

ANNUAL COST OF INLAND TRANSPORTATION

was as follows, viz:

On 1,000 railroad routes, aggregating 77,120 miles in length	$9,566,595
On 106 steamboat routes, aggregating 18,069 miles in length	752,483
On 8,811 other routes, designated as "star routes," aggregating 206,777 miles in length	5,714,943
Total cost	16,034,021

Compared with the state of the service at the close of the preceding year, the railroad routes show an increase of 42 routes in number, of 2,574 miles in aggregate length, and $512,659 in annual cost.

The steamboat routes show an increase of 8 routes in number, of 384 miles in aggregate length, and $85,494 in annual cost; and the "star routes" an increase of 633 in number, of 6,188 miles in aggregate length, and of $50,973 in annual cost. Taken together, the increase in the number of routes was 683; in the aggregate length, 9,146 miles; and in the annual cost, $649,126.

The small increase in length of steamboat routes, 384 miles, compared with that of last year, 2,802 miles, with an increase of pay of $85,494 against $60,524, is owing principally to the change in said service in the State of Florida, as follows, viz:

The contract for service on route No. 16,089, New York by Key West to Galveston, Tex., 2,036 miles, expired June 30, 1877. It was then thought that Key West could be better supplied from Cedar Keys, and accordingly service on route No. 16,091, Cedar Keys to Key West, was increased to twice a week from October 1, 1877, at $17,250 additional per annum.

The service on route No. 16,094, New Orleans to Key West, 752 miles, was so insufficiently performed that it was useless, and was therefore discontinued from October 20, 1877. It was then desired to provide more efficient service to Key West, and also more rapid communication between New York and Havana. To secure these objects, three-times-a-week service was ordered on route No. 16,091, Cedar Keys to Key West, from February 1, 1878, at $17,250 additional per annum, (making total increase of pay on this route $34,500 per annum) with the understanding that each mail-steamer should run through to Havana.

CONTRACTS.

Number of contracts drawn during the year ended June 30, 1878	7,858
Number of official and certified copies made during same period	154
Number redrawn on account of failures of contractors during same period	800
Total	8,812

COST OF RAILWAY MAIL SERVICE IN EXCESS OF APPROPRIATIONS.

The amount appropriated for the transportation of mails by railroad for the year ended June 30, 1878, was $9,250,000. The actual cost of the service on the 30th of June, 1878, so far as the adjustments are completed, was at the rate of $9,566,595 per annum, which is at the rate of $316,595 per annum in excess of the appropriation.

I desire to call your particular attention to this subject, so that the position of this office with regard to the expenditures for the transportation of mails by railroad may be clearly understood.

It is the duty of this department to provide for the transportation of all mailable matter which may be presented in the form prescribed by law.

The act of Congress approved March 3, 1873 (subsequent acts reduced the rates only), directs the Postmaster-General to pay certain rates of compensation for certain average weights of mails per day, as therein prescribed, and that act also provides that certain rates of compensation shall be paid for railway post-office cars.

It will be seen, upon reflection, that the Postmaster-General has no authority or power to control the amount of mail matter to be forwarded, which represents about 90 per cent. of the cost of railroad transportation, and that the law itself prescribes the rates to be paid therefor, without reference to the sufficiency or insufficiency of the appropriation.

There are two ways, however, in which the expenditures for transportation by railroad may be reduced by this department, viz:

First. By discontinuing the mail service on as many roads, serving the mallest number of people, as may be necessary to bring the cost within the desired limit.

Second. By discontinuing as many lines of railway post-office cars as may be necessary to accomplish the desired abatement.

DIFFICULTY OF CONTROLLING EXPENSE OF RAILWAY MAIL SERVICE.

Other difficulties in the way of controlling the annual expenditures for railroad transportation are these, viz:

First. The transportation of mails is authorized on newly constructed railroads, leaving the rates of pay to be determined upon returns showing the amount and character of the service when it is fairly established; and there is no other way in which the rates of pay proper to be allowed can be ascertained. Therefore, the cost of new service, in any case, is not ascertained until the greater portion of the fiscal year in which it originated has expired. Also, the miles of railroad constructed in each year vary. For instance, there are 2,574 miles of new service for the year ended June 30, 1878, against 2,198 miles for 1877.

Second. Numerous cases arise every year, in which it is necessary to reweigh the mails—say from January 1—and the returns of such weighings, if the lines are important and the car service complicated, will not be perfected until near the close of the fiscal year; so that the amount to be paid under these readjustments cannot be accurately determined until it is too late to discontinue enough service to bring the cost of the whole within the appropriation.

As a conclusion, therefore, the restricting of the railroad service to bring the cost thereof within an appropriation which is not sufficient to cover the expense of the service at the rates prescribed by existing laws, involves either the withdrawal of facilities for the distribution of the mails in transit, or the total discontinuance of service on a portion of the railroads supplying the mails to the least important towns and villages.

INSUFFICIENCY OF THE APPROPRIATION FOR 1879.

The amount appropriated to cover the cost of the transportation of mails by railroad for the current fiscal year is $9,100,000. All deductions have been made in the rates of compensation required by the act of June 17, 1878, yet the cost of the service on the 30th of September, 1878, is found to be at the rate of $9,360,000 per annum. To this must be added the cost of new service for three-fourths of the year, which, at the rate of construction for 1878, will be about 2,000 miles; this, at $50 per mile, will bring the cost to $9,460,000, aside from the increase of pay incident to the growth of the service. Thus it is definitely ascertained that the additional sum required to cover the cost of service for 1879 is about $400,000. In this case there will be no deficiency created, as the department is in possession of the facts in time to discontinue sufficient service from January 1, 1879, to bring the cost of the service within the $9,100,000 appropriated, if such be the will of Congress.

ESTIMATE FOR 1880.

The cost of the transportation of mails by railroad for the fiscal year ended June 30, 1877, was $9,053,936. The cost of the service on the 30th of June last, the close of the fiscal year of 1878, was at the rate of $9,566,595 per annum, making an increase for 1878 over 1877 of $512,659, or 5.66 per cent. The cost for the fiscal year ending June 30, 1879, as shown by facts and estimates, will be not less than $9,500,000. In estimating the amount necessary to be appropriated to cover the cost of transportation by railroad for 1880, it is proper that the estimate of the cost of conveying the mails on newly constructed roads should be greater than it has been for the three years last past. The reasons for this are that there have been and now are large immigrations into the undeveloped farming and mineral districts of the West, Northwest, and Southwest, through which a necessity is being created for railroad communications as great, perhaps, as has ever existed, and the time is at hand when capital can be employed in the construction of railroads with as much advantage as at any time in the history of the country.

The increase for 1878 over 1877 is 5.66 per cent., and during that period the depression in business of all kinds, as is generally conceded, reached the lowest point. In view of these facts it is believed that the rate of increase for 1880 should be about 8 per cent. (7.89) over the estimated cost for 1879; therefore, accepting the cost for 1879 to be $9,500,000, the cost for the fiscal year ending June 30, 1880, is estimated at $10,250,000. This sum is 10.82 per cent. more than the $9,250,000 appropriated for 1878; 12.63 per cent. more than the $9,100,000 appropriated for 1879, and 7.89 per cent. more than the $9,500,000 required for 1879.

THE REDUCTION OF 5 PER CENT. BY ACT OF JUNE 17, 1878.

The abatement of 5 per centum in the compensation of railroad companies for conveying mails from July 1, 1878, has been the occasion of much complaint and dissatisfaction.

The greater number of leading companies have entered formal protest against this reduction, and claim that there should be a decrease in service corresponding to the reduction in pay; and some of the companies have expressed a desire to be relieved of the postal service altogether, asserting that they continued to perform the service temporarily for the sole reason that their refusal to do so would entail great inconvenience and loss to the business men located on their respective lines.

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

In the last annual report, attention was called to the service rendered by railroad companies in delivering mails from stations to post-offices.

As the question of revising the rates of compensation is now before Congress, I deem it proper to again invite attention to the subject, for the reason that it is the opinion of this office that this service should be assumed by the government, in order to bring the railroad service to a maximum degree of usefulness to the public.

It has been asserted, and truly, that the delivery of mails into post-offices is no more than is required of contractors for "star" service; but the circumstances under which the mails are delivered are very dissimilar. On a "star" route the distance is computed for the *actual* distance which the mails are carried. The distance on a railroad route is accepted to be between the terminal post-offices; so that the distances from intermediate stations to post-offices, if less than 80 rods, is not considered.

The rates of compensation heretofore prescribed by law for railroad service have been intended to cover all service performed; yet thse rates do not properly compensate for the item of delivery to post-offices; for, on some routes, nearly all the intermediate offices are within 80 rods of stations, and are supplied by the companies; while on others nearly all are over 80 rods, and are supplied at the expense of the government. Thus, while two roads may receive like rates of pay, one may deliver at all intermediate stations, and the other at none.

The main objection to the delivery of mails from stations to intermediate offices by railroad companies is that the work is generally done by the persons employed at the stations, who usually consider the mails to be of secondary importance, and leave them until the railroad business is disposed of and then deliver them.

The inadequacy of the present pay on short routes is again mentioned, for the reason that frequent protests have been received, and statements made showing that the compensation received for all service rendered was not as much as a reasonable compensation for the delivery of mails from stations to post-offices would amount to.

The provision made by existing laws for the delivery of mails is too indefinite to be with propriety continued as a part of the proposed new law for the revision of the rates of pay for conveying mails on railroad routes, and the service of delivering the mails should either be made an element of the basis of compensation to be paid for according to the work done on each route, or the railroad companies relieved of its performance. A service performed without specific compensation is and must always be a fruitful source of dissatisfaction and controversy.

This office does not concur in the idea presented in the suggestion of the railway commission that "some arrangement can probably be made with the railroad or express companies to perform the side service for a gross sum not exceeding $750,000."

It was shown in the last annual report that railroad companies in certain States had been employed in some cases to deliver mails to offices over 80 rods from stations, at an aggregate cost of $35,273.50 per annum. Proposals were invited for the performance of the same service, and $23,197.58 per annum was saved to the government.

Having this experience in view this office is of the opinion that side service can be obtained, if assumed by the government as separate and apart from railroad service, at more reasonable rates by inviting competition than in any other way.

The railroad companies can undoubtedly perform the service more cheaply than private parties, and, if they wish, can secure the service in all cases by making the lowest proposals.

THE PROPOSED LAW REGULATING THE COMPENSATION TO RAILROADS UPON THE BASIS OF SPACE, SPEED, AND FREQUENCY.

As the result of the report of the special railway commission a bill was introduced at the last session of Congress proposing a radical change in the method of compensating railroad companies for carrying the mails. This bill substitutes space, speed, and frequency as the basis of compensation instead of the weight of the mails, which the present law makes the principal element, and space, speed, and frequency indefinite factors in the basis upon which the present rates of pay are determined.

The act of March 3, 1873, provides for and secures to the railroads a like rate of compensation for a like average weight of mails carried in all cases; and, in the same manner, fixes the rates of compensation for the several lengths of railway post-office cars. This is a great advance beyond all preceding laws on that subject, as the act provided one certain and incontrovertible basis, founded on a material fact, the weight of the mails, whereas, under previous laws, nothing was fixed except the rates of compensation. It was left to the Postmaster-General to determine whether the service on a route warranted the allowance of the maximum or minimum rate of compensation.

In 1867 the service rendered by railroad companies was gauged by the system substantially embodied in the act of 1873, and the result showed conclusively that the judgment exercised in assigning roads to the several classes, in a large number of instances, bore about the same relation to the amount and character of the service rendered as would have resulted had the assignments been made entirely by chance. The result of this was great injustice both to the government and to the railroad companies.

It is believed that the enactment of a law making space, speed, and frequency, the basis of compensation would be a decided improvement on the present law, as the requirements of the service in respect to these most important items are not now set forth with sufficient distinctness to make the execution of the law as direct, clear, and simple as the importance of the subject demands. But the passage of an act, fixing certain rates per linear foot per mile, according to the speed of trains, &c., without prescribing a gauge expressly limiting the amount of space to be required in each case, would leave the amount of space to be used and paid for to the discretion of the Postmaster-General; this would leave *to his judgment* the rates to be paid for conveying the mails on 77,000 miles of railroad. Argument to show that this should not be done is unnecessary.

With the view of giving form to this suggestion, I submit a plan to gauge the space to be required and paid for on each route.

Weights per day.	Minimum, 5.82 mills per mile per annum.	Maximum, 7.12 mills per mile per annum.	Size of apartment.	Equivalent for frequency.	Number of linear feet to be paid for.
Pounds.			*Feet.*		*Feet.*
200	$43 71	$53 48	12		24
12 trips or more	54 63	66 85	15	Or its equivalent	30
500	65 56	80 21	18		36
12 trips or more	72 84	89 12	20	Or its equivalent	40
1,000	80 14	98 05	22		44
12 trips or more	87 42	106 96	24	Or its equivalent	48
1,500	94 71	115 88	26		52
12 trips or more	101 99	124 79	28	Or its equivalent	56
2,000	109 29	133 71	30		60
12 trips or more	116 57	142 62	32	Or its equivalent	64
3,000	123 86	151 53	34		68
12 trips or more	131 14	160 44	36	Or its equivalent	72
4,000	138 43	169 36	38		76
12 trips or more	145 73	178 28	40	Or its equivalent	80
5,000	153 01	187 19	42		84
12 trips or more	160 29	196 10	44	Or its equivalent	88

And for each additional 2,000 pounds per day not more than 14 feet additional shall be paid for, at a minimum rate of $25.50, or a maximum rate of $31.19 per mile per annum.

In explanation of this scheme it is observed that it is not proposed to use the average weight of mails carried the whole length of a route, but to weigh the mails at the terminal points, and at intermediate points where considerable amounts of mail-matter are taken off or put on, and obtain the average from these data. This could be obtained without much labor or expense, and would meet all the requirements of the case. The statement may then be as follows, viz:

The linear feet to be used per day in each case shall be gauged according to the daily average weight of mails carried, and not exceed the following limitations, viz:

For 200 pounds, daily trips, 24 linear feet, or for the same weight and more frequent trips, 30 linear feet; 500 pounds, daily trips, 36 linear feet, or for the same weight and more frequent trips, 40 linear feet; 1,000 pounds, daily trips, 44 linear feet, or for the same weight and more frequent trips, 48 linear feet; 1,500 pounds, daily trips, 52 linear feet, or for the same weight and more frequent trips, 56 linear feet; 2,000 pounds, daily trips, 60 linear feet, or for the same weight and more frequent trips, 64 linear feet; 3,000 pounds, daily trips, 68 linear feet, or for the same weight and more frequent trips, 72 linear feet; 4,000 pounds, daily trips, 76 linear feet, or for the same weight and more frequent trips, 80 linear feet; 5,000 pounds, daily trips, 84 linear feet, or for the same weight and more frequent trips, 88 linear feet; and for each addition of 2,000 pounds per day not more than 14 linear feet shall be paid for, except upon the trunk lines carrying the great mails, not exceeding 50 per centum additional space, may, in the discretion of the Postmaster-General, be paid for.

If this scheme be not approved, and if it be found difficult to devise one, it will only show conclusively that some gauge should be prescribed

by Congress to limit the annual expenditure of so large a sum of money, rather than commit public interests of such magnitude to the fallible judgment of an executive officer.

REPORTS OF THE RAILWAY COMMISSION.

As the reports of the Railway Commission are a public record, it becomes my duty to correct several inaccuracies which they contain involving the execution of the act of March 3, 1873, under the administration of this office.

On page 8 of the minority report, and page 4 of the majority report it is stated that one road carrying an average weight of mails of 69,554 pounds per day, "making 98 trips per week, was paid $839.30 per mile per annum; while another road, making 9 trips per week, carried 15,596 pounds, and was paid $885.62 per mile."

A reference to adjustment case No. 24, Table F, of the Annual Report of the Postmaster-General for 1877 will show that the pay on the route carrying an average weight of mails of 15,596 pounds per day was fixed at $349.42 per mile per annum, instead of $885.62 per mile, as reported by the Railway Commission. And there never could have been such an adjustment of pay under the provisions of the act of March 3, 1873, as is cited by the Commission.

Another statement on page 32 of the minority report, in connection with the aggregate payments for mail service, is that "the South had more than her proportion in 1860, and less in 1876." From this declaration, it might be inferred that there had been unjust discrimination against the Southern roads in the matter of adjustment of pay for carrying the mails. Such is not the case. The same rates of pay are fixed on all roads on which the amount and character of the service are similar, without any exception.

It is true that the rates of pay in the South do not equal in amount the rates paid elsewhere, and the reason is the greatest weight of mails carried on any road south of Maryland is 6 tons per day; while on one road out of New York the weight is over 35 tons, and the weight on the long line from Omaha to San Francisco is as much as 6 tons per day. It will therefore be seen from these cases that the greatest rates of pay for carrying the mails must, as a matter of right, be paid to roads located elsewhere than in the Southern States.

The statement, then, that the South has "less than her proportion in 1876" can only be construed to mean that the roads in the Southern States carry less than the general average weight of mails carried on railroads located in other portions of the country; and reference to Table E of the Annual Report of the Postmaster-General will show this to be the case.

PRESENT SERVICE AND COST COMPARED WITH CORRESPONDING ITEMS FOR PREVIOUS YEARS, ETC.

For several years past it has been from time to time suggested that the annual expenditures for transportation of mails by railroad are more than an equivalent for the service rendered, and that some plan should be devised to reduce the cost in amount. It is not the intention to discuss this question in the present report, but to present in a succinct form the status of the present service and its cost compared with those items for previous years.

In 1854 the length of railroad routes was 14,440 miles; the annual

transportation, 15,433,389 miles; and the cost, $1,758,610. The mails were at that time carried principally in bulk, and their weight was not known. The average rate per mile of annual transportation was 9.6 cents.

In 1867 the length of railroad routes was 34,015 miles; the annual transportation, 32,437,900 miles; and the cost, $3,812,600. The average rate per mile of annual transportation was 11.75 cents.

During that year the mails were weighed for the first time, and the result showed an aggregate of about 30 tons of mail matter per day carried on the great lines out of New York, and this was carried with comparatively meager facilities for distribution in transit.

In 1877 the length of railroad routes was 74,546 miles; the annual transportation, 85,358,710 miles; and the cost, $9,053,936. The average rate per mile of annual transportation was 10.5 cents.

The weight of mails per day out of New York on the great trunk lines reached about 82 tons, and they were carried in railway post-office cars of the most improved designs, and at a high rate of speed.

The limit on third-class mail-matter has been extended from twelve ounces to four pounds, almost all articles of merchandise being admitted to the mails, thereby greatly augmenting the weight of the mails, and increasing the usefulness of the postal service, especially to communities remote from railroad lines.

It will be seen that notwithstanding the great increase in the weight of mails carried, and the improved facilities provided for its distribution in transit, the rate per mile of annual transportation in 1877 is but *nine mills* greater than in 1854.

The forty millions of people in the United States, dispersed over an area of more than 3,000,000 of square miles, are served with mails by 77,000 miles of railroad.

The population now occupying this vast territory, compared with the population of the future, may be said to bear some relation to the present railroad system of the country compared with what it is destined to be.

Taking all these things into account, can the idea that the aggregate cost of railroad mail service may be reduced, or even made a *fixed* expenditure, prove to be other than a delusion?

ADJUSTMENT OF RAILWAY PAY.

I would call attention to the importance of the work performed by the division of "railway adjustment," and to the fact that the superintendent thereof now holds rank only as a fourth-class clerk, at a salary of $1,800 per year, whereas, in my opinion, he should be recognized in the law as "superintendent of railway adjustment," at a salary of $2,000 per year at least.

The adjustment of pay to railway companies involves the expenditure of more than $9,000,000 each year, and the chief of the division who directs the work of adjustment has responsibilities and labors devolving upon him that are poorly compensated at present salary. I earnestly urge increased compensation.

UNIFORMS FOR EMPLOYÉS OF THE POSTAL SERVICE.

The experiment of uniforming the railway postal men has worked admirably in practice, and the little opposition to it at the outset has been replaced by universal satisfaction.

I would respectfully suggest that the Postmaster-General be author-

ized by law to designate a uniform to be worn by any or all employés of the postal service, and that a penalty be fixed for any one wearing the uniform who is not entitled to do so.

EMPLOYÉS IN CHARGE OF RAILWAY MAILS.

The present division of employés in charge of railway mails into "mail-route messengers," "route-agents," &c., is cumbersome and meaningless, and I have to recommend a simpler classification, as follows:

1st class; pay not to exceed $800 per annum.
2d class; pay not to exceed $900 per annum.
3d class; pay not to exceed $1,000 per annum.
4th class; pay not to exceed $1,200 per annum.
5th class; pay not to exceed $1,400 per annum.

In the event of the adoption of this suggestion, the appropriation for "railway post-office clerks," "route-agents," "mail-route messengers," and "local agents" can be consolidated into one sum.

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

To supply current wants of the service, there were distributed during the year ended June 30, 1878 (by 2,785 drafts on various depositories), 488,479 mail-bags of all kinds and sizes, 97,143 being locked mail-bags, chiefly for letters, and 391,336 for second and third class matter only; also 664 mail-catchers.

There were distributed directly from this division, 37,585 mail-locks and 5,578 mail-keys; also 11,200 mail-bag label-cases, 2,400 label-books, and 459 safety-key chains to supply current wants.

By reference to Table G, prepared for the appendix to your annual report, it will be seen that the total number of new mail-bags procured under contracts and put into service was 79,898, of which 7,798 were locked bags, and 72,100 were tied sacks, being a decrease of 13,902 bags, or 13.77 per centum less, compared with the last year. The number of mail-catchers purchased was 400.

The total expense of mail-bags and mail-catchers, including repairs, &c., was $140,275.54, being a decrease of $25,365.75, or 15.33 per centum less than the cost of the previous year.

Since the year ended June 30, 1876 (when the expense for mail-bags was $206,517.49), a considerable reduction of that item of expense has been effected, notwithstanding the continued growth of the mail service. Several causes have concurred in producing that result, namely, improved reciprocity of mail exchanges, effected through the railway mail service, greater regularity of mail connections, favorably effected by the exceptionably mild character of the winter prevalent throughout the country; the stricter observance by postmasters generally of the regulations and instructions relating to mail-bags, especially to the equalization of exchanges and the regular and prompt return of empty bags; and the decreased necessity for new mail-bags, occasioned by increased supplies of repaired ones, afforded by a judicious and economical system of reclaiming damaged mail-bags for renewed use.

The total number of mail-bags repaired during the year ended June 30, 1878, was 344,619, the cost of which was $38,468.22. Under the old system the same repairs would have cost $90,230.11. Compared with the preceding year (the improved system being also then in operation), there was an increase in quantity of 16.69 per centum, and an increase also in cost of 2.88 per centum, showing, however, a *relative* decrease in

cost of 13.38 per centum; that is to say, there were 49,000 more mail-bags repaired, and the increased cost was only $1,078.51, instead of $5,159.87, the ratio of cost for the preceding year.

The cost of mail locks and keys was $5,890, or $7,585 less than the expense of the last year; there being a full supply on hand of the kind of locks used most extensively during the entire fiscal year ended June 30, 1878.

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

Appended hereto is a tabular statement of the contracts in operation on the 30th of June, 1878, for mail-bags, mail-catchers, &c.; also, of one contract for mail-locks and mail-keys, which expired July 1, 1878. All other contracts in operation during the fiscal year expired January 1, 1878. The contract which expired the 1st of July last had, four years previously, been extended for another term of four years, agreeably to its own provisions and the advertisement under which the same was made; but the power to extend it again was exhausted. Hence, at this time there is no contract in operation for supplying mail locks and keys.

The supply now on hand is probably sufficient to meet the usual wants of the service, if new kinds of locks and keys shall be obtained, within a reasonable time, to displace all the old ones (as is now desirable for the service), under such new contracts as are contemplated by your advertisement dated August 15, 1878, and if in the mean time more locks and keys of the present kind shall be needed, there is every reason to believe the same may be procured of the late contractors at the price formerly paid to them.

ESTIMATES.

In the table of estimates accompanying this report the columns of "cost for 1877–'78" show the contract and adjusted cost or price of star, steamboat, and railroad service, and the yearly salaries of railway post-office clerks, route-agents, mail-route messengers, local agents, and mail-messengers employed, as appear by the books of this bureau upon the 30th of 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 of the Treasury for the Post-Office Department There will consequently be an apparent discrepancy between this table and the Auditor's statement.

The aggregate estimate for 1880 for inland transportation and the items incident thereto will be found to be $20,790,000, against an appropriation for the current year of $18,706,673; an increase of $2,083,327, or about 11⅛ 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, 1878, was $99,077.08, and the amount remitted for the same period was $16,502.78, leaving the net amount of fines and deductions $82,574.30; being an increase on the amount of fines and deductions over last year of $9,321.62, or 10.39 per centum, and a decrease in the amount remitted for the same period of $8,970.54, or 35.21 per centum; making a net increase of fines and deductions of $18,292.16, or 28.46 per centum.

TEMPORARY CONTRACTS.

I again invite your attention to the subject of temporary contracts, mentioned in my last report. 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.

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

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

Hon. DAVID M. KEY,
Postmaster-General.

Cost of inland transportation and the items incident thereto, for the years 1877 *and* 1878, *with the appropriation for* 1879, *and the estimates of the amounts necessary to be appropriated for* 1880; *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 1877.	Cost for 1878.	Percentum increase or decrease of 1878 as to 1877.		Appropriation for 1879.	Percentum increase or decrease of appropriation of 1879 as to cost of 1878.		Estimate for 1880.	Percentum increase or decrease as to appropriation for 1879.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, railroad routes	$9,053,936 00	$9,566,595 00	5⅔		$9,100,000 00		4⅞	$10,250,000 00	12⅝	
Inland transportation, steamboat routes	666,989 00	752,483 00	12¾		700,000 00		6.97	900,000 00	28.57	
Inland transportation, "star" routes	5,663,970 00	5,714,943 00	00.90		5,390,673 00		4⅞	5,900,000 00	9.46	
Railway post-office clerks	1,222,690 00	1,260,590 00	3.10		1,325,000 00	5.10		1,350,000 00	1.88	
Route agents	994,540 00	1,045,980 00	5⅛		1,030,000 00		1.52	1,125,000 00	9.22	
Mail-route messengers	162,086 00	154,593 00		4⅝	171,000 00	10.61		175,000 00	2.34	
Local agents	105,530 00	117,850 00	11⅔		115,000 00		2⅔	150,000 00	30.43	
Mail-messengers	659,497 00	649,387 00		1.53	675,000 00	3.94		725,000 00	7.40	
Mail locks and keys	13,475 00	5,890 00		56.29	15,000 00	154⅜		15,000 00		
Mail-bags and mail-bag catchers	165,641 29	140,275 54		15.33	185,000 00	32		200,000 00	8.10	
					18,706,673 00			20,790,000 00	11⅛	

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.

EXPLANATION OF TABLES ACCOMPANYING THE REPORT OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November —, 1878.

SIR: For a statement of the mail service for the contract year ended June 30, 1878, &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, 1878; also the cost per mile per annum in each State and Territory.

Table C exhibits the steamboat service, as in operation on the 30th of June, 1878.

Table D shows the increase and decrease of mail transportation and cost, in the several States and Territories, during the year ended June 30, 1878.

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, 1878, and also in other States and Territories; the returns having been obtained with a view to the readjustment of pay, in accordance with the act of March 3, 1873, and used also in accordance with the acts of July 12, 1876, and of June 17, 1878, 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 and Territories in which the contract term expired June 30, 1878, and also in other States and on certain new routes, the adjustment of the rates based on 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 acts of July 12, 1876, and of June 17, 1878, 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.

Table G is a statement of the number, description, and prices of mail-bags, mail-catchers, mail locks and keys purchased, and of the expense incurred on account thereof, during the fiscal year ended June 30, 1878.

Table H is a statement of all contracts in operation on the 30th of June, 1878, for mail-bags, mail-catchers, &c. Also of one contract for mail locks and keys, which expired July 1, 1878.

Table I is a list of railway post-office lines in the United States, June 30, 1878, showing the increase in the service since June 30, 1877, also the decrease since that date.

Tables K and L, giving in detail the railway mail service in operation June 30, 1878, are inserted for the first time this year.

These tables were prepared in the office of the superintendent of railway mail service. They will be particularly valuable as a basis for computing the probable cost of the service, if the proposed law be enacted paying railroad companies for mail transportation according to space

occupied and the speed with which the mails are carried. While they may not be absolutely correct, they are so nearly so as to answer every purpose. The greatest care has been taken in their compilation to avoid errors. As a basis for comparison of the growth of the service in future they will be invaluable. If such tables were in existence from the organization of the railway mail service until the present time, some conception of the wonderful growth of the service could be had.

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, 1878, 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 transportation by celerity, certainty, and security.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.
		Celerity, certainty, and security.		By steamboat.		By railroad.						
	Miles.	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*
Maine	5,426	3,551	85,058	789	2,699	1,086	135,136	1,716,637	178,828	1,206,108	3,101,573	222,893
New Hampshire	1,917	1,231	33,992	35	2,000	651	64,534	603,711	5,850	865,469	1,475,030	100,526
Vermont	2,346	1,518	47,229	.....	.....	828	99,147	814,177	.....	1,076,457	1,890,634	146,376
Massachusetts	3,090	1,194	64,227	30	3,500	1,866	237,672	876,565	12,480	3,791,441	4,680,486	341,399
Rhode Island	559	189	8,007	198	16,000	172	21,045	113,365	143,457	392,945	649,767	45,052
Connecticut	1,799	729	26,715	.....	.....	1,070	183,776	414,856	.....	2,283,936	2,698,792	210,491
New York	12,088	6,027	231,968	98	5,199	5,963	1,248,392	3,107,074	38,896	10,984,701	14,130,671	1,485,559
New Jersey	2,328	882	29,341	20	1,305	1,426	202,583	464,894	16,562	2,530,213	3,011,669	233,229
Pennsylvania	14,008	9,056	230,283	88	5,500	4,864	630,496	3,779,393	55,224	8,111,210	11,945,827	866,279
Delaware	437	179	5,305	.....	.....	258	19,658	86,131	.....	246,399	332,830	24,963
Maryland	3,444	1,800	56,822	486	7,950	1,158	249,019	1,005,469	111,384	2,278,371	3,395,224	313,791
West Virginia	5,350	4,827	56,806	245	15,800	278	35,800	1,185,141	125,892	357,399	1,668,432	108,406
Virginia	11,266	8,222	128,721	1,188	40,000	1,806	233,261	2,549,060	403,988	2,042,140	4,995,188	401,982
North Carolina	10,689	8,932	109,338	351	10,063	1,406	107,148	1,724,116	98,800	1,253,474	3,076,390	226,489
South Carolina	4,133	2,926	36,112	50	1,281	1,157	90,219	463,944	9,947	1,166,251	1,640,142	127,612
Georgia	7,861	5,274	67,301	155	3,600	2,432	206,350	940,693	32,240	2,285,079	3,258,012	277,251
Florida	4,300	2,210	34,045	1,628	100,358	462	21,220	379,401	450,298	445,385	1,275,084	155,623
Alabama	9,761	6,850	98,295	840	11,908	2,071	153,065	1,339,500	149,674	2,117,072	3,606,246	263,268
Mississippi	6,622	4,832	76,274	616	9,000	1,174	90,978	939,692	91,798	874,962	1,906,382	176,252
Louisiana	6,226	3,632	107,279	2,074	90,050	520	44,733	822,548	473,616	468,985	1,765,149	242,062
Texas	16,405	13,650	486,735	815	64,800	1,931	179,487	3,529,470	152,127	1,554,262	5,235,859	731,022
Arkansas	10,099	7,400	180,158	2,222	94,600	477	30,233	1,990,979	387,192	280,756	2,658,927	304,991
Missouri	14,632	10,094	201,912	575	26,250	3,963	543,843	2,902,568	179,400	3,844,584	6,926,552	772,005
Tennessee	7,745	6,411	81,663	157	4,106	1,177	129,533	1,358,143	58,208	1,423,128	2,833,479	215,302
Kentucky	8,816	6,350	93,709	1,005	48,800	1,461	171,437	1,574,290	436,592	1,568,330	3,579,212	313,946
Ohio	12,687	6,513	149,017	216	17,500	5,958	1,101,026	2,449,614	166,670	8,567,685	11,183,969	1,267,543
Indiana	7,938	4,664	82,643	.....	.....	3,274	357,918	1,288,570	.....	3,894,207	5,182,777	440,561
Illinois	11,835	4,711	126,091	.....	.....	7,124	871,913	1,643,530	.....	7,873,940	9,517,470	998,004
Michigan	9,119	4,578	104,661	974	25,722	3,567	281,742	1,438,658	321,705	4,417,414	6,177,777	412,125
Wisconsin	8,071	5,208	87,793	.....	.....	2,863	265,915	1,451,003	.....	2,745,275	4,196,278	353,708
Iowa	11,270	7,358	149,474	.....	.....	3,912	324,819	2,250,323	.....	3,341,533	5,591,856	474,293
Minnesota	7,800	5,323	87,934	.....	.....	2,477	149,566	1,235,390	.....	1,871,203	3,106,593	237,500

A.—*Table of mail-service for the year ended June* 30, 1878, *&c.*—Continued.

States and Territories.	Length of routes.	Annual transportation and cost.						Total annual transportation by celerity, certainty, and security.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.
		Celerity, certainty, and security.		By steamboat.		By railroad.						
	Miles.	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*
Nebraska	7,832	6,289	133,214	.....	.....	1,543	348,652	1,666,293	.....	1,072,825	2,739,118	481,866
Kansas	11,899	9,101	183,144	.....	.....	2,798	269,479	2,452,580	.....	2,125,549	4,578,129	452,623
Nevada	2,259	2,116	179,851	.....	.....	143	9,312	923,318	.....	89,344	1,012,662	189,163
California	11,032	7,461	391,361	962	37,100	2,609	338,466	2,506,127	240,342	1,877,429	4,623,898	766,927
Oregon	4,551	4,063	109,693	240	30,442	248	20,106	743,252	149,760	154,571	1,047,583	160,241
Washington Territory	3,101	1,314	50,782	1,637	69,490	150	7,705	265,382	118,438	93,332	477,152	127,977
Idaho Territory	1,928	1,928	69,496	.....	.....	.....	.....	437,698	.....	.....	437,698	69,496
Montana Territory	2,177	2,177	153,158	.....	.....	.....	.....	788,978	.....	.....	788,978	153,158
Dakota Territory	3,441	3,005	137,380	375	7,520	61	4,426	929,200	26,000	38,364	993,564	149,326
Wyoming Territory	869	869	123,286	.....	.....	.....	.....	365,816	.....	.....	365,816	123,286
Utah Territory	3,270	3,016	301,570	.....	.....	254	14,712	1,474,175	.....	167,244	1,641,419	316,282
Colorado	3,462	2,980	186,861	.....	.....	482	36,073	961,758	.....	341,423	1,303,181	222,934
Indian Territory	1,746	1,746	53,983	.....	.....	.....	.....	345,332	.....	.....	345,332	53,983
New Mexico Territory	2,053	2,053	141,794	.....	.....	.....	.....	681,334	.....	.....	681,334	141,794
Arizona Territory	2,329	2,329	134,462	.....	.....	.....	.....	455,234	.....	.....	455,234	134,462
Total	301,966	206,777	5,714,943	18,069	752,483	77,120	9,566,595	61,435,682	4,629,298	92,120,395	158,185,375	16,034,021
Railway post-office clerks												1,260,590
Route agents												1,045,980
Mail-route messengers												154,593
Local agents												117,850
Mail-messengers												649,387
Aggregate												19,262,421

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

B.—*Railroad service as in operation on the 30th of June*, 1878.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	MAINE.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
1	Augusta to Skowhegan	Maine Central	19.21 18.78		12 12	5,723 23		238 10 61 20	
2	Newport to Dexter	do	14.9		12	670 50		45 00	
3	Farmington to Brunswick	do	51 18.5		9⅛ 9⅛	5,814 50		81 00 91 00	
4	Belfast to Burnham Village	do	34.79		12	2,320 49		66 70	
5	Portland to Bangor	do	72.53 55.57		9 9	18,364 38		75 60 231 80	
6	Portland to Augusta. Branch, Brunswick to Bath	do	52.28 11 9.05		20¼ 20¼ 18	17,967 45		268 70 278 60 94 50	
7	Portland to Canada Line	Grand Trunk	166.31		9¼	14,369 18		86 40	
8	Portland to Rochester, N. H	Portland and Rochester	52.68		12	7,448 95		141 40	
9	Portland to Portsmouth, N. H	Eastern	52.56		19⅛	13,791 74		262 40	
10	Portland to Lunenburgh Station, Vt	Portland and Ogdensburgh	114.05		12	10,573 57		92 71	
11	Salmon Falls, N. H., to Portland, Me	Boston and Maine	45		12	7,749 00		172 20	
12	Bangor to Vanceborough	Consolidated European and North American.	113.93		6	18,035 11		158 30	
13	Bangor to Bucksport	do	19.89		12	1,684 68		84 70	
14	Old Town to Blanchard	Bangor and Piscataquis	63.8		6	3,847 14		60 30	
15	Woolwich to Rockland	Knox and Lincoln	48.86		12	4,534 20		92 80	
16	Houlton to New Brunswick Line	New Brunswick and Canada	3.93		6	180 38		45 90	
17	Calais to Princeton	Saint Croix and Penobscot	21.29		6	766 44		36 00	
18	West Waterville to North Anson	Somerset	25.7		6	1,295 28		50 40	
				1,085.61			135,136 22		
	NEW HAMPSHIRE.								
1001	Concord to Nashua	Concord	36.28		37½	8,331 70		229 65	
1002	Concord to Portsmouth	do	59.16		12	3,460 86		58 50	
1003	Manchester to North Weare	do	19.95		12	897 75		45 00	
1004	Hookset to Pittsfield	do	20.35		6	934 06		45 90	
1005	Concord to Wells River, Vt	Boston, Concord and Montreal	51 43.01		13⅝ 13⅝	11,593 77		127 90 117 90	
1006	Groveton to Wells River, Vt	do	54.12		12	4,383 72		81 00	
1007	Wing Road to Fabyan House	do	13.5		6	607 50		45 00	

B.—*Railroad service as in operation on the 30th of June*, 1878—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.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
1008	Concord to White River Junction, Vt.	Northern	69. 64		18	13, 372 37		183 55	
	Branch, Franklin to Bristol		13. 11		6			45 00	
1009	Concord to Claremont Junction	Concord and Claremont	56. 8		12	3, 044 48		53 60	
1010	Contoocook Village to Hillsborough Bridge.	do	15		12	763 50		50 90	
1011	Nashua to Greenfield	Boston and Lowell and Nashua and Lowell.	26. 58		18	1, 770 22		66 60	
1012	Nashua to Rochester	Nashua and Rochester	49. 4		6	7, 163 00		145 00	
1013	Dover to Alton Bay	Boston and Maine	28. 42		12	1, 639 83		57 70	
1014	Brock's Crossing, Me., to North Conway, N. H.	Eastern	71. 11		6	5, 503 91		77 40	
1015	Wolfborough Junction to Wolfborough.	do	12. 11		6	544 95		45 00	
1016	Portsmouth to Dover	do	11. 6		6	522 00		45 00	
				651 14			64, 533 62		
	VERMONT.								
2001	Burlington to Rouse's Point, N. Y.	Central Vermont	24. 5		19	8, 631 64		179 60	
			32. 65		19			129 60	
2002	Windsor to Burlington	do	97. 2		18	22, 964 89		198 50	
	Branch, Montpelier to Barre		22. 67		18			148 50	
			6. 76		12			45 00	
2003	Bellows Falls to Burlington	do	120. 27		18	18, 148 74		150 90	
2004	Bellows Falls to Windsor	do	26. 34		18	4, 198 59		159 40	
2005	Brattleborough to Bellows Falls	Vermont Valley	24. 46		18	4, 008 99		163 90	
2006	Saint Albans to Canada Line	Central Vermont	17. 1		18	1, 123 47		65 70	
2007	Saint Albans to Richford	do	28. 47		6	1, 409 26		49 50	
2008	Leicester Junction to Ticonderoga Station, N. Y.	do	15. 6		6	702 00		45 00	
2009	Richford to Newport	Missisquoi and Clyde Rivers	31. 95		15	2, 156 62		67 50	
2010	White River Junction to Derby Line.	Connecticut and Passumpsic Rivers and Massawippi Valley.	114. 3		6	15, 221 33		133 17	
2011	Lunenburgh Junction to Swanton	Portland and Ogdensburgh	118. 14		6	8, 399 75		71 10	
2012	Wells River to Montpelier	Montpelier and Wells River	38. 78		6	3, 525 10		90 90	

2013	White River Junction to Woodstock.	Woodstock	14.41		12	648 45		45 00
2014	Burlington to Cambridge Junction.	Burlington and La Moille	34.97		6	1,668 06		47 70
2015	Rutland to Bennington	Bennington and Rutland	57.16		15	6,339 94		107 10
	Branch, North Bennington to State Line.		1.85		15			117 90
				827.58			99,146 83	
	MASSACHUSETTS.							
3001	Boston to Portsmouth, N. H.	Eastern	57.28		24	16,479 45		287 70
3002	Boston to West Lynn Depot	do	11.6		12	522 00		45 00
3003	Salem to Rockport	do	20.69		16½	1,024 15		49 50
3004	Salem to Marblehead	do	4.49		12	218 21		48 60
3005	Salem to Lawrence	do	19.01		17⅜	855 45		45 00
3007	East Salisbury to Amesbury	do	3.9		21	175 50		45 00
3008	Wenham to Essex	do	5.54		6	249 30		45 00
3009	Lynn to Marblehead	do	6.16		6	376 99		61 20
3010	Wakefield to Peabody	do	9.08		6	408 60		45 00
3011	Boston to Salmon Falls, N. H.	Boston and Maine	71.5		18	13,969 20		193 80
	Branch, Rollingsford to Great Falls.		2.5		18			45 00
3012	Boston to Medford	do	5.31		18	238 95		45 00
3013	Georgetown to Haverhill	do	7.45		6	268 20		36 00
3014	Wakefield to Newburyport	do	31.36		12	1,411 20		45 00
3015	Newton Depot, N. H., to Merrimac, Mass.	do	4.83		12	217 35		45 00
3016	Boston to Nashua, N. H.	Boston and Lowell, and Nashua and Lowell.	39.87		27⅝	8,990 68		225 50
3017	Lowell to Lawrence	do	13.08		16½	588 60		45 00
3018	Winchester to Woburn	do	2.18		18	98 10		45 00
3019	Somerville Station to Concord	do	16.61		12	747 45		45 00
3020	Ayer to Lowell	do	16.39		12	1,181 71		72 10
3021	Boston to Greenfield	Fitchburgh	49.6		16⅞	21,443 39		211 45
			56.11		16⅝			195 25
3022	Greenfield to North Adams	do	37.12		18	7,444 33		195 25
	Branch, Greenfield to Turner's Falls.		4.37		18			45 00
3023	South Acton Depot to Hudson	do	9.19		12	413 55		45 00
3024	Ayer to Greenville, N. H.	do	23.5		12	1,417 05		60 30
3025	Boston to Albany, N. Y	Boston and Albany	98.38		41⅞	83,597 20		538 20
			103.86		41⅞			295 10
3026	Grafton Depot to Millbury	do	4.46		9	200 70		45 00
3027	Auburndale Station to Newton Lower Falls.	do	2.2		12	99 00		45 00
3028	South Framingham to Milford	do	12.3		12	586 71		47 70
3029	Pittsfield to North Adams	do	20.44		24	1,232 53		60 30
3030	Palmer to Winchendon	do	49.65		10¼	2,323 62		46 80
3031	North Brookfield to East Brookfield.	Boston and Albany, lessee	4.28		12	192 60		45 00
3032	Natick to Saxonville	Boston and Albany	3.94		12	177 30		45 00
3033	Boston to Bellingham	New York and New England	31.77		14½	1,601 20		50 40

B.—*Railroad service as in operation on the 30th of June,* 1878—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	MASSACHUSETTS—Continued.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
3034	Boston to Southbridge	New York and New England	53		21	9,294 65		160 30	
			17.75		21			45 00	
3035	Boston to Providence, R. I	Boston and Providence	44.19		36	10,318 36		233 50	
3036	Boston to Dedham	do	10.45		18	470 25		45 00	
3037	Canton Depot to Stoughton	do	4.15		18	186 75		45 00	
3038	Boston to Plymouth	Old Colony	37.27		23½	5,006 38		130 50	
	Branch, Atlantic to West Quincy		3.17		12			45 00	
3039	South Braintree Junction to Newport, R. I.	do	61.16		13½	6,385 10		104 40	
3040	South Abington to Bridgewater	do	7.07		12	318 15		45 00	
3041	Middleborough to Hyannis	do	45.29		12	6,200 20		136 90	
3042	Yarmouth Port to Provincetown	do	31.07		12	5,146 25		117 10	
			14.08		12			107 10	
3043	Taunton to Middleborough	do	11.71		24	526 95		45 00	
3044	South Braintree Junction to Fall River.	do	34.36		18	1,793 59		52 20	
3045	Cohasset Narrows to Wood's Holl	do	17.92		6	935 42		52 20	
3046	South Framingham to Pratt's Junction.	Boston, Clinton, Fitchburgh and New Bedford.	29.74		20	2,301 87		77 40	
3047	Sterling Junction to Fitchburgh	do	14.15		29½	1,018 80		72 00	
3048	Mansfield to South Framingham	do	22.02		12½	1,706 55		77 50	
3049	South Framingham to Lowell	do	29.44		12	2,119 68		72 00	
3050	Fairhaven to West Wareham	do	15.68		13½	705 60		45 00	
3051	New Bedford to Mansfield Junction.	do	21.53		33½	2,748 19		78 30	
			10.93		33½			97 20	
3053	Taunton to Attleborough	do	11.12		18	400 32		36 00	
3054	New Bedford to Fall River	Fall River	15		20	675 00		45 00	
3055	Fitchburgh to Bellows Falls, Vt	Cheshire	64.65		18	8,145 90		126 00	
3056	South Vernon Junction, Vt., to Keene, N. H.	Connecticut River	24.19		12	1,393 34		57 60	
3057	Worcester to Winchendon	Boston, Barre and Gardner	38.04		12	3,050 80		80 20	
3058	Winchendon to Peterborough, N. H.	do	16.37		12	974 01		59 50	
3059	Milford to Bellingham	Providence and Worcester	4.1		12	184 50		45 00	
3060	Milford to Ashland	do	12.02		12	540 90		45 00	

3061	Palmer to Miller's Falls	Central Vermont	34.95		12	2,484 94		71 10		
3062	Miller's Falls to Brattleborough, Vt.	do	21.38		18	3,251 89		152 10		
3063	Lawrence to Manchester, N. H.	Manchester and Lawrence	27.06		18	3,607 09		133 30		
3064	Braintree Depot to Cohasset	Old Colony	11.61		12	689 63		59 40		
3065	Cohasset to South Duxbury	do	17.63		6	793 35		45 00		
3066	Worcester to Nashua, N. H	Worcester and Nashua	46.54		18	7,502 24		161 20		
3067	Springfield to South Vernon Junction, Vt.	Connecticut River	2.39 50.46		23¼ 23¼	10,012 42		162 00 190 75		
3068	Springfield to Athol	Springfield, Athol and Northeastern.	48.27		6	2,823 70		58 50		
3069	Holyoke to Westfield	New Haven and Northampton	10.53		12	579 15		55 00		
3070	Ashburnham Depot to Ashburnham.	Ashburnham	2.89		18	130 05		45 00		
3072	Boston to Waltham	Fitchburgh	10.09		6	490 50		45 00		Pay estimated.
				1,866.23			273,671 83			
	RHODE ISLAND.									
4001	Providence to Worcester, Mass	Providence and Worcester	44.17		24	4,456 75		100 90		
4002	Providence to Groton, Conn	New York, Providence and Boston	62.57		31⅝	13,321 15		212 90		
4003	Wickford Landing to Wickford Junction.	Newport and Wickford Railroad and Steamboat Company.	3.4		15½	174 42		51 30		
4004	Providence to Bristol	Providence, Warren and Bristol	15.75		12	978 07		62 10		
4005	Warren to Fall River, Mass	Fall River, Warren and Providence	9.99		6	476 52		47 70		
4006	Providence to Pascoag	Providence and Springfield	23.43		12	1,054 35		45 00		
4007	Kingston Depot to Narragansett Pier.	Narragansett Pier	9.14		15	444 20		48 60		
4008	River Point to Hope	Pawtuxet Valley	3.1		6	139 50		45 00		Pay estimated.
				171.55			21,044 96			
	CONNECTICUT.									
5001	Norwich to Worcester, Mass	New York and New England, lessee.	59.65		18	5,153 76		86 40		
5002	East Thompson to Willimantic	New York and New England	33.21		21	5,413 23		163 00		
5003	Middletown to Berlin Depot	New York, New Haven and Hartford.	11.15		18	531 85		47 70		
5004	New Haven to New London	do	51.71		31	13,470 45		260 50		
5005	New York, N. Y., to Springfield, Mass. Branch, Windsor Locks to Suffield.	do	73.23 62.36 4.79		52⅝ 52⅝ 12	90,498 80		757 70 558 00 45 00		
5007	Waterbury to Providence, R. I	Hartford, Providence and Fishkill	122.94		16⅜	9,958 14		81 00		
5008	Vernon Depot to Rockville	do	4.54		18	204 30		45 00		
5009	New London to Palmer, Mass	Central Vermont	65.27		21	4,758 18		72 90		
5010	New Haven to Williamsburgh, Mass. Branch, Farmington to New Hartford.	New Haven and Northampton	85.82 14.32		18 18	11,815 52		127 90 58 60		
5011	Bridgeport to Winsted Branch, Waterbury to Watertown.	Naugatuck	62.28 6.15		12 12	6,498 52		99.90 45.00		

B.—*Railroad service as in operation on the 30th of June*, 1878—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.
	CONNECTICUT—Continued.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
5012	Bridgeport to Pittsfield, Mass.	Housatonic	110.55		12	11,636 76		98 20	
	Branch, Van Deusenville to State Line.		11.05		6			45 00	
	Branch, Danbury to Brookfield Junction.		6.30		18			45 00	
5013	South Norwalk to Danbury	Danbury and Norwalk	23.65		17	2,457 40		83 70	
	Branch, Branchville to Ridgefield.		4.34		14			45 00	
	Branch, Bethel to Hawleyville.		6.28		6			45 00	
5014	New Haven to Willimantic	Boston and New York Air Line	54.14		16½	8,234 69		152 10	
5015	Hartford to Saybrook Point	Connecticut Valley	44.15		12	2,980 12		67 50	
5016	Hartford to Springfield, Mass.	Connecticut Central	31.67		6	2,080 71		65 70	
5017	New Haven to Ansonia	New Haven and Derby	13.42		12	748 83		55 80	
5018	Hartford to Millerton, N. Y.	Connecticut Western	69.93		15	5,671 32		81 10	
5019	Litchfield to Hawleyville	Shepaug	32.78		9½	1,475 10		45 00	
5020	Turnerville to Colchester	Boston and New York Air Line	4.19		6	188 55		45 00	Pay estimated.
				1,069 87			183,776 23		
	NEW YORK.								
6001	New York to Dunkirk	Erie	332		21¼	127,066 10		287 90	
			12.7		21¼			247 90	
6002	Suffern to Piermont	....do	18		6½	810 00		45 00	
6003	Buffalo to Suspension Bridge	....do	25.94		9	1,167 30		45 00	
6004	Newburgh to Chester	....do	19.75		19⅝	1,744 65		55 80	
	Branch, Vail's Gate to Junction with main stem.		12.75		20¾			50 40	
6005	Rochester to Avon	....do	18		22	1,344 60		74 70	
6006	Avon to Dansville	....do	30.73		15	1,908 33		62 10	
6007	Attica to Corning	....do	111		31⅝	10,189 80		91 80	
6008	Buffalo to Hornellsville	....do	91		26⅜	14,086 80		154 80	
6009	Goshen to Montgomery	....do	10.25		9	581 17		56 70	
6010	Goshen to Pine Island	....do	11		12	495 00		45 00	
6011	New York to Troy	New York Central and Hudson River.	144		56⅜	133,878 60		922 70	
			6		56⅜			168 30	
6012	Troy to Schenectady	....do	22		23	2,356 20		107 10	

6013	Syracuse to Rochester	do	104		27⅝	14,227 20		136 80	
6014	Canandaigua to Tonawanda	do	86		6	3,870 00		45 00	
6015	Buffalo to Lockport	do	22		12	990 00		45 00	
6016	Buffalo to Lewiston	do	29		24	2,531 70		87 30	
6017	Albany to Buffalo	do	228 70		46½ 46⅓	289,850 60		979 70 949 70	
6018	Rochester to Niagara Falls	do	76		32⅛	11,217 60		147 60	
6019	Dunkirk to Titusville, Pa	do	91.16		6	4,676 50		51 30	
6020	Thirtieth street, New York City, to Spuyten Duyvil.	do	10		15	450 00		45 00	
6021	Rochester to Charlotte	do	9		18	437 40		48 60	
6022	New York to Chatham Village	New York and Harlem	130.5		11¼	12,949 70		95 40	$500 per annum included for transporting messengers to Fordham.
6023	Golden's Bridge to Mahopac	do	7.5		6	337 50		45 00	
6024	Eagle Bridge to Rutland, Vt	Delaware and Hudson Canal Company.	62.5		6	4,725 00		75 60	
6025	Schenectady to Ballston	do	16		18	720 00		45 00	
6026	Albany to Canada Line Branch, Albany Junction to Troy. Branch, Whitehall to Castleton.	do	189.93 6 16		18⅝ 18 16	27,393 68		135 90 76 50 70 20	
6027	Cobleskill to Cherry Valley	do	22.47		6	1,011 15		45 00	
6028	Albany to Binghamton	do	142		18	12,268 80		86 40	
6029	Plattsburgh to Au Sable Forks	do	23		6	1,035 00		45 00	
6030	Quaker Street to Schenectady	do	15		12	607 50		40 50	
6031	Nineveh Junction to Jefferson Junction.	do	21		6	945 00		45 00	
6032	Fort Edward to Glens Falls	do	6.92		18	373 68		54 00	
6033	West Chazy to Rouse's Point	do	15.29		12	1,513 71		99 00	
6034	Oswego to Richland	Rome, Watertown and Ogdensburgh.	28.5		6	1,949 40		68 40	
6035	Watertown to Cape Vincent	do	26		12	1,497 60		57 60	
6036	Rome to Ogdensburgh Branch, De Kalb Junction to Norwood.	do	73 69 25		18 12 6	21,114 00		139 50 139 50 52 20	
6037	Syracuse to Pulaski	do	38.42		6	2,316 72		60 30	
6038	Oswego to Lewiston	do	146.92		6	9,123 73		62 10	
6039	Watertown to Sackett's Harbor	Utica and Black River	12.5		12	562 95		45 00	
6040	Chenango Forks to Norwich	Delaware, Lackawanna and Western.	30.69		12	2,461 33		80 20	
6041	Utica to Norwich	do	54.5		12	5,351 90		98 20	
6042	Oswego to Ithaca	do	35		12	2,551 50		72 90	
6043	Cassville Junction to Richfield Springs.	do	21		12	1,001 70		47 70	
6044	Mineola to Locust Valley	Long Island	12.25		12	551 25		45 00	
6045	Long Island City to Greenport Branch, Mineola to Hempstead	do	94.31 2.5		12 18	8,260 88		86 40 45 00	
6046	Hicksville to Port Jefferson	do	16.5 20		12 12	2,103 15		63 10 53 10	
6047	Manorville to Sag Harbor	do	35.25		6	1,840 05		52 20	

B.—*Railroad service as in operation on the 30th of June*, 1878—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.*	
6048	Oswego to Middletown ..... Branch, Summitville Junction to Ellenville.	New York and Oswego Midland ..	250. 2 8		6 6	13, 870 80		54 00 45 00	
6049	Norwich to Cortland Village	.....do	49. 21		6	2, 303 02		46 80	
6050	Walton to Delhi	.....do	16		6	720 00		45 00	
6051	Clinton to Rome	Rome and Clinton	13. 75		12	618 75		45 00	
6052	Buffalo to Chicago, Ill.....	Lake Shore and Michigan Southern	184. 5 25. 7 79. 3 8. 5 143 101		36⅛ 36⅛ 36⅛ 36⅛ 36⅛ 36⅛	350, 941 93		887 10 897 10 376 70 854 80 351 10 761 10	
6053	Rouse's Point to Ogdensburgh ...	Ogdensburgh and Lake Champlain	119		9	10, 067 40		84 60	
6054	Chatham Village to Bennington, Vt.	Harlem Extension Railroad South Coal Transportation Company.	57. 8		6	5, 358 06		92 70	Pay estimated at old rate.
6055	Schoharie to Middleburgh	Middleburgh and Schoharie.....	5. 5		18	247 50		45 00	
6056	Schoharie Junction to Schoharie ..	Schoharie Valley.....	4. 38		18	208 92		47 70	
6057	Utica to Smith Valley Station	Utica, Clinton and Binghamton...	31. 4		12	1, 840 04		58 60	
6058	Buffalo to Emporium, Pa	Buffalo, New York and Philadelphia	123. 51		6	8, 448 08		68 40	
6060	Skaneateles Junction to Skaneateles.	Skaneateles	5. 5		18	247 50		45 00	
6062	Chesterville to Warwick	Warwick Valley.....	11		12	495 00		45 00	
6063	Canandaigua to Elmira	Northern Central	68. 5		18	6, 843 15		99 90	
6064	Syracuse to Oswego.....	Oswego and Syracuse	35. 5		18	3, 195 00		90 00	
6065	Syracuse to Binghamton.....	Syracuse, Binghamton and New York.	80		12	6, 768 00		84 60	
6066	Rouse's Point to Canada Line.....	Champlain and Saint Lawrence...	2. 25		13	143 77		63 90	
6067	Troy to North Adams, Mass ... Branch, North Hoosick Junction to State Line.	Troy and Boston.....	50 5. 5		30 18	10, 865 00		212 35 45 00	
6068	Stapleton to Tottenville	Staten Island	13		12	585 00		45 00	
6069	Hudson to Chatham Village	Boston and Albany	17. 25		12	776 25		45 00	
6070	East Gainesville to Perry.....	Silver Lake.....	6. 55		12	294 75		45 00	
6071	Syracuse to Earlville	Syracuse, Chenango and New York.	20 22. 47		12 6	2, 102 26		49 50	
6072	Ithaca to Sayre	Geneva, Ithaca and Sayre.....	34. 6		6	2, 210 94		63 90	

6073	Rondout to Stamford	Ulster and Delaware	73.3		6	3,958 20		54 00	
6074	Ithaca to Cortland Village	Utica, Ithaca and Elmira	23		6	1,283 40		55 80	
6075	Horseheads to Ithaca	do	48.5		6	2,226 15		45 90	
6076	Freeville to Scipio	do	28.82		6	1,296 90		45 00	
6077	Ithaca to Geneva	Geneva, Ithaca and Sayre	40.25		6	2,535 75		63 00	
6078	Port Jervis to Monticello	Monticello and Port Jervis	24		6	1,101 60		45 90	
6079	Poughkeepsie to State Line	Poughkeepsie, Hartford and Erie	43.15		6	1,941 75		45 00	
6080	Canastota to Cazenovia	Cazenovia, De Ruyter and Canastota.	15		12	675 00		45 00	
6081	Fonda to Gloversville	Fonda, Johnstown and Gloversville	10		15	765 00		76 50	
6082	Johnsonville to Greenwich	Greenwich and Johnsonville	14		12	630 00		45 00	
6083	Montgomery to Rondout	Wallkill Valley	33.46		6	1,776 72		53 10	
6084	Sayre to Fair Haven	Southern Central	121		6	9,583 20		79 20	
6085	Newburgh to Millerton Branch, Clove Branch Junction to Sylvan Lake.	Newburgh, Dutchess and Connecticut.	56.5 4.5		6 6	3,253 50		54 00 45 00	
6086	Cooperstown to Cooperstown Junction	Cooperstown and Susquehanna Valley.	16		12	777 60		48 60	
6087	Utica to Watertown	Utica and Black River	92.22		12	6,639 84		72 00	
6088	Carthage to Morristown Branch, Theresa Junction to Clayton.	do	50.08 16.25		12 6	3,796 14		61 20 45 00	
6089	Cayuga to Ithaca	Cayuga Southern	38.05		9	1,986 21		52 20	
6090	Sodus Point to Gorham Station	Ontario Southern	34		6	1,530 00		45 00	
6091	Buffalo to Jamestown	Buffalo and Jamestown	71.09		12	4,805 68		67 60	
6092	Middletown to Pine Bush	Middletown and Crawford	13.5		6	607 50		45 00	
6093	Long Island City to Babylon	Southern Railroad Company of Long Island.	37.08		12	2,002 32		54 00	
6094	Long Island City to Patchogue. Branch, Flushing to Whitestone Branch, Great Neck Junction to Great Neck.	Flushing, North Shore and Central.	53.46 4 6.74		11 11 11	2,889 00		45 00 45 00 45 00	
6095	Saratoga Springs to North Creek	Adirondack	57.96		6	4,068 79		70 20	
6096	Bath to Hammondsport	Bath and Hammondsport	9.4		18	423 00		45 00	
6097	Rhinecliff to Boston Corner	Rhinebeck and Connecticut	35.2		6	1,584 00		45 00	
6098	Gloversville to Northville	Gloversville and Northville	17.375		12	1,252 73		72 10	
6099	Crown Point to Hammondsville	Crown Point Iron Company	11.82		6	425 52		36 00	
6100	Valley Stream to Oceanus	Long Island	8.5		6	344 25		40 50	
6101	Sidney Plains to New Berlin	New York and Oswego Midland	24.84		6	1,117 80		45 00	
6102	Rochester to Gainesville	Rochester and State Line	54.88		6	2,744 00		50 00	Pay estimated.
6103	Corning to Geneva	Fall Brook Coal Company	62.41		6	2,808 45		45 00	Do.
				5,963.235			1,248,391 53		
	NEW JERSEY.								
7001	New York, N. Y., to Easton, Pa	Central Railroad Company of New Jersey.	74		12	11,196 20		151 30	
7002	Somerville to Flemington	do	16.06		6	650 43		40 50	
7003	Elizabethport to Sea Plain	do	47.9		12	2,974 59		62 10	

B.—*Railroad service as in operation on the 30th of June*, 1878—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 JERSEY—Continued.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
7004	New York, N. Y., to West Philadelphia, Pa.	Pennsylvania	90		98	113,527 35		1,257 00	
	Branch, Princeton Junction to Princeton.		3.2		12			49 50	
	Branch, Frankford Junction to Kensington Station.		2.95		18			81 00	
7005	Camden to Monmouth Junction	do	53.56		20¼	4,753 78		71 10	
	Branch, Bordentown to Trenton		7		18			48 60	
	Branch, Jamesburgh to South Amboy.		14.95		9			40 50	
7006	Camden to Hightstown	do	51.75		15⅝	3,306 82		63 90	
7007	Burlington to Medford	do	13.5		15	607 50		45 00	
7008	Trenton to intersection with Delaware, Lackawanna and Western Railroad.	do	68.7		13¾	5,441 04		79 20	
7009	Lambertville to Flemington	do	12.13		12	545 85		45 00	
7010	Greensburgh Station to New Brunswick.	do	29.13		13	1,179 76		40 50	
7011	Rocky Hill to Monmouth Junction	do	8		12	360 00		45 00	
7012	Kinkora to Lewistown	do	10.81		15	486 45		45 00	
7013	Hoboken to Easton, Pa	Morris and Essex	84.24		14⅛	11,456 64		136 00	
7014	Dover to Chester	do	10		9	450 00		45 00	
7015	Camden to Atlantic City	Camden and Atlantic	60			3,942 00		65 70	12 trips a week for 8 months; 19 trips a week for 4 months.
7016	Egg Harbor City to May's Landing	do	7.43		12	334 35		45 00	
7017	Jersey City to Nyack, N. Y.	Northern Railroad Company of New Jersey.	28.71		6	1,446 98		50 40	
7021	Elmer to Salem	West Jersey	16.6		6	791 82		47 70	
7022	Woodbury to Swedesborough	do	11		6	495 00		45 00	
7023	Jamesburgh to Sea Girt	Freehold, Jamesburgh and Agricultural.	27.7		12	1,421 01		51 30	
7024	Jersey City to Stony Point, N. Y.	New Jersey and New York	42.81		12	1,926 45		45 00	
7025	Waterloo to Franklin Furnace.	Sussex	11.76		19	1,557 16		56 80	
	Branch, La Fayette Junction to Branchville.		13		9			46 80	
			6.24		9			45 00	

7026	Sandy Hook to Pemberton Junction. Branch, Eatontown to Port Monmouth. Branch, Manchester to Barnegat Junction.	New Jersey Southern	11.4 53.6 9.8 20.3		12 6 6 12	5,811 39		66 60 66 60 45 00 51 30	
7027	Newark to Mont Clair	Newark and Bloomfield	5.67		12	255 15		45 00	
7028	Hoboken to Denville	Delaware, Lackawanna and Western.	34.15		12	4,152 64		121 60	
7029	Whiting to Atco	New Jersey Southern	33.3		7⅝	1,348 65		40 50	
7030	Newark to Paterson	Erie	13.12		12	590 40		45 00	
7031	Atsion to Bridgeton	Vineland	37.75		6	1,528 87		40 50	
7032	Whiting to Long Beach	Tuckerton	38.06		12	1,712 70		45 00	
7033	Bridgeton to Port Norris	Bridgeton and Port Norris	20.24		9⅜	728 64		36 00	
7034	Jersey City to Greenwood Lake, N. Y.	Mont Clair and Greenwood Lake	46.9		6	1,899 45		40 50	
7035	Atco to Williamstown	Williamstown	9		12	324 00		36 00	
7036	Summit to Bernardsville	New Jersey West Line	14.6		6	657 00		45 00	
7037	Jersey City to Middletown, N. Y.	New Jersey Midland	88		6½	4,118 40		46 80	
7038	Rahway to Perth Amboy	Pennsylvania	7.45		6	335 25		45 00	
7039	Woodbury to Penn's Grove	Delaware Shore	20.47		42	829 03		40 50	
7040	High Bridge to Port Oram	Central Railroad Company of New Jersey.	25.32		6	1,025 46		40 50	
7041	Camden to Cape May Branch, Glassborough to Bridgeton.	West Jersey	82.02 20.37		12 12	7,849 70		73 80 88 20	
7042	Delaware Station to Blairstown	Blairstown	11.3	1,425.95	6	565 00	202,582 91	50 00	Pay estimated.
	PENNSYLVANIA.								
8001	Philadelphia to Pittsburgh	Pennsylvania	353.6		42	317,356 00		897 50	
8002	Philadelphia to Pottsville	Philadelphia and Reading	92.64		17⅝	10,099 61		109 02	
8003	Philadelphia to West Chester	West Chester and Philadelphia	26.35		24	1,873 48		71 10	
8004	Philadelphia to Bethlehem Branch, Lansdale to Doylestown	North Pennsylvania	54.46 10.65		62 72	8,546 29		147 60 47 70	
8005	Philadelphia to Norristown	Philadelphia and Reading	16.45		17¼	858 69		52 20	
8006	Philadelphia to Darby	Philadelphia and Darby	7.56		9	306 18		40 50	
8007	Bridgeport to Downington	Philadelphia and Reading	21.63		6	876 01		40 50	
8008	Chester to Port Deposit, Md	Philadelphia and Baltimore Central	59.25		12	4,959 22		83 70	
8009	Honesdale to Lackawaxen	Erie	25.04		12	1,194 40		47 70	
8010	East Penn Junction to Waverly	Lehigh Valley	189.57		15⅛	26,445 01		139 50	
8011	Penn Haven Junction to Mount Carmel.	do	52.84		9⅛	2,377 80		45 00	
8012	Hazel Creek Bridge to Audenreid	do	8.5		6	382 50		45 00	
8013	Pottsville to Herndon	Philadelphia and Reading	59.76 21.19		10⅜ 10⅜	4,823 18		62 20 52 20	
8014	Port Clinton to Williamsport	do	121.63		7⅜	5,692 28		46 80	
8015	Sunbury to Tomhicken	Pennsylvania	44.1		6	1,984 50		45 00	

B.—*Railroad service as in operation on the 30th of June*, 1878—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.								
			Miles.	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
	Penn Haven Junction to Tomhicken.		24.1		11⅓			73 80	
8016	Branch, Lumber Yard to Eberville.	Lehigh Valley	6.23		15	2,159 28		45 00	
	Branch, Tunnel to Eckley		2.23		6			45 00	
8017	Scranton to Northumberland	Delaware, Lackawanna and Western.	80		21⅔	7,128 00		89 10	
8018	Scranton to Carbondale	Delaware and Hudson Canal Company.	17.6		12	1,029 60		58 50	
8019	Binghamton, N. Y., to New Hampton, N. J.	Delaware, Lackawanna and Western.	144.5		12	14,305 50		99 00	
	Elmira, N. Y., to Blossburgh, Pa.		45.5		12			60 30	
	Branch, Tioga Junction to Lawrenceville.		3.93		12			45 00	
8020	Branch, Blossburgh to Arnot	Tioga				3,288 60			
	Branch, Blossburgh to Morris Run.		4.09		6			45 00	
			4.09		6			45 00	
8021	Williamsport to Elmira, N. Y	Northern Central	79.17		18	7,766 57		98 10	
8022	Sunbury to Erie	Pennsylvania	39.82		13¾	27,871 60		189 70	
8023	Sunbury to Mount Carmel		248.08		13¾			81 90	
8024	Alton to Carrollton	Northern Central	26.36		12	1,186 20		45 00	
8025	Irvine to Corry	Erie	24.79		8¾	1,115 55		45 00	
8026	Strasburgh to Leaman Place	Pittsburgh, Titusville and Buffalo	95		12⅝	5,985 00		63 00	
8027	Lancaster to Middletown	T. & H. Baumgartner	5.25		6	2 6 25		45 00	
8028	Harrisburgh to Auburn	Pennsylvania	31.5		16⅜	1,956 15		62 10	
8029	New Castle to Homewood	Philadelphia and Reading	58.76		7¾	2,644 20		45 00	
		Pittsburgh, Fort Wayne and Chicago.	15.2		12	1,887 84		124 20	
8030	Harrisburgh to Martinsburgh, W. Va.	Cumberland Valley	94.07		18	7,535 00		80 10	
8031	Columbia to Sinking Spring	Reading and Columbia	40.17		14⅛	3,073 51		50 40	
	Branch, Junction to Quarryville		23.31		13⅝			45 00	
8032	Columbia to Frederick, Md	Pennsylvania	69.9		5⅞	3,460 05		49 50	
8033	Hanover to Gettysburgh	Hanover Branch	16.6		12	1,365 74		64 90	
	Branch, Junction to East Berlin		7.21		6			40 00	Pay estimated on 7.21 miles.

8034	Huntingdon to Mount Dallas Station.	Huntingdon and Broad Top	45.14		12	2,870 06		57 60	
	Branch, Paxton to Dudley		6		6			45 00	
8035	Tyrone to Curwinsville	Pennsylvania	47.5		12	2,949 75		62 10	
8036	Altoona to Martinsburgh	do	22.52		21	1,439 08		46 80	
	Branch, Martinsburgh Junction to Henrietta.		6.51		6			40 50	
	Branch, Duncansville to Newry.		3		6			40 50	
8037	Cresson to Ebensburgh	do	10.9		12	490 50		45 00	
8038	Tyrone to Lock Haven	do	55.1		12	3,282 83		55 80	
	Branch, Milesburgh to Bellefonte.		3.5		18			59 50	
8039	Blairsville to Allegheny	do	64.6		6	4,476 78		69 30	
8040	Washington to Wheeling, W. Va	Baltimore and Ohio	32.49		12	1,462 05		45 00	
8041	Pittsburgh to Oil City	Allegheny Valley	132.6		19	16,110 90		121 50	
8042	Brauch Junction to Indiana	Pennsylvania	19		9	1,111 50		58 50	
8043	Meadville to Oil City	Atlantic and Great Western	36.63		12	2,109 88		57 60	
8044	Erie to New Castle	Erie and Pittsburgh	98.5		12	9,928 80		100 80	
8045	Oil City to Ashtabula, Ohio	Lake Shore and Michigan Southern	87.49		6	4,173 27		47 70	
8046	Bethlehem to Chapman Quarries	Lehigh and Lackawanna	17.18		12	773 10		45 00	
8047	Downingtown to New Holland	Pennsylvania	28		12	1,260 00		45 00	
8048	West Chester to intersection Pennsylvania Railroad.	West Chester	9		6	364 50		40 50	
8049	Junction Pennsylvania Railroad to Milroy.	Pennsylvania	12.5		15	562 50		45 00	
8050	Pottsville to Frackville	Philadelphia and Reading	11.64		9⅜	523 80		45 00	
8051	Greenville to Hilliard's	Shenango and Allegheny	46.4		9	2,171 52		46 80	
8652	Carlisle to Pine Grove Furnace	South Mountain Iron Company	19.02		6	684 72		36 00	
8053	Freeport to Butler	Pennsylvania	22.06		12	1,111 82		50 40	
8054	Wilmington, Del., to Reading, Pa	Wilmington and Northern	73		6	3,285 00		45 00	
8055	Pittsburgh to Washington	Pittsburgh, Cincinnati and Saint Louis.	23.71		12	1,064 44		70 20	
8056	Perkiomen Junction to Emans	Philadelphia and Reading	38.22		6⅝	1,719 90		45 00	
8057	Pottstown to Colebrookdale	do	13.97		6	628 65		45 00	
8059	Lebanon to Tower City	do	43.39		8½	1,952 55		45 00	
8060	Towanda to Bernice	Sullivan and Erie Coal and Railroad Company.	25.32		6	1,025 46		40 50	
8061	Schuylkill Haven to Glen Carbon	Philadelphia and Reading	13.64		9¼	613 80		45 00	
8062	Topton to Kutztown	do	4.84		21	217 80		45 00	
8063	Pittsburgh to Cumberland, Md.	Pittsburgh and Connellsville	150.1		18	14,158 08		87 30	
	Branch, Broad Ford to Mount Pleasant.		9.39		6			45 00	
	Branch, Connellsville to Uniontown.		11.7		12			54 00	
8064	Carbondale to Susquehanna	Erie	38.25		6	1,721 25		45 00	
8065	Corning, N. Y., to Antrim, Pa.	Fall Brook Coal Company	52.4		14⅜	3,437 06		54 00	
	Branch, Lawrenceville to Elkland.		12.98		12			46 80	
8066	Phœnixville to Eagle	Philadelphia and Reading	12.06		6	542 70		45 00	
8067	Lewisburgh to Spring Mills	Pennsylvania	42.38		6	2,014 10		45 00	$107 per annum included for mail-messenger service.
8068	Union City to Titusville	Pittsburgh, Titusville and Buffalo	14.1		6	634 50		45 00	

B.—*Railroad service as in operation on the 30th of June*, 1878—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.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
8069	Towanda to Barclay	Towanda Coal Company	17.19		6	696 19		40 50	
8071	Marion Junction to Mercersburgh	Cumberland Valley	21.44		6	964 80		45 00	
8072	Mount Dallas Station to Bard	Pennsylvania	31		12	1,757 70		56 70	
8073	Allentown to Harrisburgh	Philadelphia and Reading	90.69		28½	10,568 10		116 53	
8074	Conshohocken to Flourtown	do	7.3		6	328 50		45 00	
8075	Easton to Allentown	Lehigh Valley	17.2		48½	2,741 68		159 40	
8076	Red Bank Furnace to Driftwood	Allegheny Valley	109.89		9	5,637 35		51 30	
8077	Chambersburgh to Mont Alto	Mont Alto	14.75		6	597 37		40 50	
8078	Tunkhannock to Montrose	Montrose	28.05		6	1,262 25		45 00	
8080	Mechanicsburgh to Dillsburgh	Cumberland Valley	8.85		6	398 25		45 00	
8081	Pittsburgh to Monongahela City	Pittsburgh, Virginia and Charleston.	31.04		12	1,732 03		55 80	
8082	Valley Junction to Ebbvale, Md	Bachman Valley	12.97		4	350 19		27 00	
8083	Pomeroy to Delaware City, Del	Pennsylvania	38.97		9	1,402 92		36 00	
8084	Hollidaysburgh to Royer	do	20.43		9	919 35		45 00	
8085	Mount Union to Broad Top	East Broad Top Railroad and Coal Company.	32.05		6	1,298 02		40 50	
8086	Pollock to Butler	Parker and Karns City	27		8⅞	1,409 40		52 20	
8087	Bellwood to Lloydsville	Bell's Gap	8.84		6	318 24		36 00	
8088	Philipsburgh to Morrisdale Mines	Pennsylvania	3.59		6	161 55		45 00	
8089	Reading to Slatington	Philadelphia and Reading	43.73		6	1,771 06		40 50	
8090	Berlin to Garrett	Buffalo Valley	8.53		12	383 85		45 00	
8091	Larabee to Clermont	McKean and Buffalo	22.15		6	996 75		45 00	
8092	York to Delta	Peach Bottom	36.25		6	1,631 25		45 00	
8093	Lawsonham to Sligo	Allegheny Valley	10.41		6	374 76		36 00	
8094	Oxford to Peter's Creek	Peach Bottom	21.93		6	888 16		40 50	
8095	Pittsburgh to Cas le Shannon	Pittsburgh and Castle Shannon	7		6	252 00		36 00	
8096	New Castle to Stoneborough	New Castle and Franklin	36.49		6	1,642 05		45 00	
8097	White Haven to Upper Lehigh	Central Railroad Company of New Jersey.	9.85		6	354 60		36 00	
8098	Norristown to Lansdale	Stony Creek	10.3		12	417 15		40 50	
8099	Osceola Mills to Ramey	Pennsylvania	9.2		6	372 60		40 50	
8100	Tamaqua to Mauch Chunk	Central Railroad Company of New Jersey.	13.7		6	554 85		40 50	
8101	Wilkes Barre to Wanamie	do	11.55		6	467 77		40 50	
8102	Hanover Junction to Hanover	Hanover Branch	13.37		12	927 87		69 40	

8103	Jenkintown to Boundbrook	Delaware and Boundbrook	49.1		6	2,209 50		45 00	Pay estimated.
8104	Southwest Junction to Oliphant Furnace.	Pennsylvania	41.9		6	2,187 18		52 20	Pay estimated on 4.6 miles.
8105	Emlenton to Clarion	Emlenton and Shippensville	30.12		12	1,789 12		59 40	
8106	Millersburgh to Williamstown	Summit Branch	21.09		12	949 05		45 00	
8108	Lewistown Junction to Selin's Grove Junction.	Pennsylvania	45		6	2,025 00		45 00	
8109	Abington to Bradysville	Northeast Pennsylvania	11.3		6	452 00		40 00	Pay estimated.
8111	Blossburgh to Fall Brook	Fall Brook Coal Company	6.5		6	292 50		45 00	
8112	Foxburgh to Turkey City	Foxburgh, Saint Petersburgh and Clarion.	8.6		6	344 00		40 00	Pay estimated.
8114	Washington to Waynesburgh	Waynesburgh and Washington	28.72		6	4,148 80		40 00	Do.
8115	Castle Shannon to Finleyville	Pittsburgh, Castle Shannon and Washington.	12.55		6	502 00		40 00	Do.
8116	Honesdale to Carbondale	Gravity	17.3		6	692 00		40 00	Do.
8117	Newtown Junction to Newtown	Philadelphia, Newtown and New York.	27.1		6	1,084 00		40 00	Do.
				4,864.4			630,496 20		
	DELAWARE.								
9501	Wilmington to Delmar	Philadelphia, Wilmington and Baltimore.	97.02		12	11,002 56		113 40	
9502	Delmar to Crisfield, Md	Eastern Shore	38		6	2,736 00		72 00	
9503	Clayton to Easton, Md	Maryland and Delaware	44		6	2,455 20		55 80	
9504	Harrington to Lewes	Junction and Breakwater	40		12	1,800 00		45 00	
9505	Wilmington to Landenburgh, Pa	Delaware Western	19.53		6	790 96		40 50	
9506	Georgetown to Selbyville	Breakwater and Frankford	19.3		6	868 50		45 00	
				257.85			19,653 22		
	MARYLAND.								
10001	Baltimore to Philadelphia, Pa. Branch, Perryville, to Port Deposit.	Philadelphia, Wilmington and Baltimore.	96 4.11		36⅝ 6	46,312 95		480 50 45 00	
10002	Baltimore to Sunbury, Pa	Northern Central	140.7		24	28,590 24		203 20	
10003	Baltimore to Wheeling, W. Va	Baltimore and Ohio	294 99.92		22 22	129,975 39		340 10 300 10	
10004	Araby to Frederick	do	3.75		33	205 87		54 90	
10005	Weverton to Hagerstown	do	24.53		12	1,349 15		55 00	
10006	Baltimore to Williamsport	Western Maryland	93.02		12	6,111 41		65 70	
10007	Annapolis to Annapolis Junction	Annapolis and Elk Ridge	21.5		15	1,354 50		63 00	
10008	Cambridge to Seaford, Del	Dorchester and Delaware	33.63		6	1,513 35		45 00	
10009	Salisbury to Ocean City	Wicomico and Pocomoke	31.02		6	1,395 90		45 00	
10010	Townsend, Del., to Centreville, Md.	Queene Anne and Kent	36.34		6	1,635 30		45 00	
10011	Cumberland to Piedmont, W. Va	Cumberland and Pennsylvania	33.76		6	1,519 20		45 00	
10012	Clayton, Del., to Chestertown, Md.	Kent County	30.08		6	1,570 17		52 20	
10013	Bay View to Washington, D. C	Baltimore and Potomac	46.1		41½	18,384 68		398 80	
10014	Bowie to Pope's Creek	do	48.88		6	2,375 56		48 60	
10015	Newtown Junction to Newtown	Worcester and Somerset	9.7		6	436 50		45 00	
10016	Selbyville, Del., to Franklin City, Va.	Worcester	35.96		6	1,618 20		45 00	
10017	Saint Denis to Point of Rocks	Baltimore and Ohio	60		14⅜	4,050 00		67 50	

B.—*Railroad service as in operation on the 30th of June*, 1878—Continued.

Number of route.	State and termni.	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.
	MARYLAND—Continued.								
			Miles.	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
10018	Lake Roland to Western Maryland Railroad Junction.	Northern Central	8.5		6	306 00		36 00	
10019	Emmittsburgh to Rocky Ridge	Emmittsburgh	7		12	315 00		45 00	
				1,158.5			249,019 37		
	VIRGINIA.								
11001	Washington, D. C., to Richmond, Va.	Richmond, Fredericksburgh and Potomac.	131.2		13	44,503 04		339 20	
11002	Alexandria to Lynchburgh	Washington City, Virginia Midland and Great Southern.	171.35		14	34,834 34		200 50	
	Branch, Owl Run to Warrenton		9.17		12			52 20	
11003	Manassas to Strasburgh	do	62.55		6	2,814 75		45 00	
11004	Alexandria to Round Hill	Washington and Ohio	52.74		12	3,037 82		57 60	
11005	Richmond to Huntington, W. Va.	Chesapeake and Ohio	421.14		12	35,249 41		83 70	
11006	Richmond to Greensborough, N. C	Richmond and Danville	169.67		10½	32,092 16		169 20	
11007	Richmond to West Point	Richmond, York River and Chesapeake.	40.5		12	1,895 40		46 80	
11008	Richmond to Petersburgh	Richmond and Petersburgh	24.07		20	6,034 34		250 70	
11009	Petersburgh to Weldon, N. C	Petersburgh	65.31		13	12,408 90		190 00	
11010	Petersburgh to City Point	Atlantic, Mississippi and Ohio	10		6	450 00		45 00	
11011	Petersburgh to Norfolk	do	81.5		6	5,574 60		68 40	
11012	Petersburgh to Lynchburgh	do	123.25		6	6,877 35		55 80	
11013	Lynchburgh to Bristol, Tenn	do	205		14	36,121 00		176 20	
11014	Glade Spring to Saltville	do	9.5		6	342 00		3 00	
11015	Portsmouth to Weldon, N. C	Seaboard and Roanoke	79.31		6⅝	3,997 22		50 40	
11016	Lynchburgh to Danville	Washington City, Virginia Midland and Great Southern.	65.97		6	3,503 00		53 10	
11017	Chester to Winterpock	Clover Hill	18.75		6	337 50		18 00	
11018	Washington, D. C., to Alexandria, Va.	Alexandria and Washington	7		18½	1,466 50		209 50	
11020	Fredericksburgh to Orange C. H.	Royal Land Company	38.25		6	1,721 25		45 00	
				1,806 23			233,260 58		

	WEST VIRGINIA.							
12001	Harper's Ferry to Staunton, Va	Baltimore and Ohio	26.42		7⅛	8,121 90	51 30	
			101.6		7½		66 60	
12002	Grafton to Parkersburgh	do	104.58		20	25,737 13	246 10	
12003	Laurel Junction to Volcano	Laurel Fork and Sand Hill	10		12	360 00	36 00	
12004	Pennsborough to Ritchie C. H	Pennsborough and Harrisville	9		12	405 00	45 00	
12005	Steubenville, Ohio, to Wheeling, W. Va.	Pittsburgh, Wheeling and Kentucky.	26.13		6	1,175 85	45 00	Pay estimated.
				277.73			35,799 88	
	NORTH CAROLINA.							
13001	Raleigh to Weldon	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	195.90		13	9,697 05	49 50	
13004	Goldsborough to Greensborough	Richmond and Danville	130.35		7	19,847 02	67 50	
	Branch, 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		10⅜	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 Hamlet	Raleigh and Augusta Air Line	101.28		6	4,557 60	45 00	Pay estimated on 42.5 miles.
13011	Fayetteville to Egypt Depot	Western	42		6	1,890 00	45 00	
13012	Greensborough to Salem	Northwestern North Carolina	29.31		6	1,503 60	51 30	
13013	Jamesville to Washington	Jamesville and Washington	22.51		6	1,012 95	45 00	Pay estimated.
				1,405.94			107,147 76	
	SOUTH CAROLINA.							
14001	Columbia to Greenville	Greenville and Columbia	144.01		6	9,017 66	55 80	
	Branch, Hodges to Abbeville		11.81		6		45 00	
	Branch, Belton to Anderson		10.01		6		45 00	
14002	Columbia to Florence	Wilmington, Columbia and Augusta.	82.08		7	22,938 93	81 00	
	Branch, Florence to Wilmington, N. C.		109.70		13		148 50	
14003	Kingsville to Augusta, Ga	South Carolina	118		13	14,900 63	63 00	
	Branch, Kingsville to Camden		39.25		6		40 50	
	Branch, Kingsville to Columbia		25.7		13		63 00	
	Branch, Branchville to Charleston.		62.25		20		68 40	
14004	Charleston Junction to Savannah, Ga.	Savannah and Charleston	108		13	13,689 00	117 00	
	Branch, John's Island Ferry to Charleston.		9		13		117 00	Pay on branch estimated.
14005	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	

B.—*Railroad service as in operation on the 30th of June*, 1878—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.
	SOUTH CAROLINA—Continued.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
14008	Alston to Spartanburgh Court-House.	Spartanburgh and Union	68.12		6	3,065 40		45 00	
14009	Anderson Court House to Walhalla	Greenville and Columbia	35.06		6	1,577 70		45 00	
14010	Port Royal to Augusta	Port Royal	112.2		6	5,755 86		51 30	
14011	Spartanburgh Court House to Lynn	Spartanburgh and Asheville	28.5		6	1,282 50		45 00	
				1,157.5			90,219 13		
	GEORGIA.								
15001	Atlanta to Charlotte, N. C.	Atlanta and Charlotte	266.5		7	35,257 95		132 30	
15002	Atlanta to Chattanooga	Western and Atlantic	138.47		14	23,775 29		171 70	
15003	Atlanta to West Point	Atlanta and West Point	86.68		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 Barnett	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 Branch, Dupont to Bainbridge	Atlantic and Gulf	179.20 106.37		13 7	26,075 61		118 80 45 00	
15010	Savannah to Macon	Central Railroad and Banking Company.	192.125		14	13,660 08		71 10	
15011	Macon to Columbus	South Western	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 Branch, Cochran to Hawkinsville.	Macon and Brunswick	188 10		6 6	12,880 80		66 60 36 00	
15014	Gordon to Milledgeville	Central Railroad and Banking Company.	18.25		6	821 25		45 00	
15015	Eatonton to Milledgeville	do	22.125		6	995 62		45 00	
15016	Macon to Eufaula, Ala Branch, Smithville to Albany Branch, Cuthbert to Fort Gaines Branch, Albany to Arlington	South Western	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	22.08		6	596 16		27 00
15021	Camack 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 Hamilton	North and South	23.51		6	740 57		31 50
15025	Athens to Bellton	Northeastern Railroad Company of Georgia.	40.53		6	1,823 85		45 00
				2,432.275			206,349 60	
	FLORIDA.							
16001	Fernandina to Cedar Keys	Atlantic, Gulf and West India Transportation Company.	154.8		6	5,572 80		36 00
16002	Lake City to Chattahoochee River Branch, Tallahassee to Saint Mark's.	Jacksonville, Pensacola and Mobile.	154.23 21.89		11½ 3	9,277 66		57 60 18 00
16003	Pensacola to Whiting Junction	Pensacola and Louisville	44.05		13	1,902 96		43 20
16004	Tocoi to Saint Augustine	Saint John's	15.69		6	706 05		45 00
16005	Pensacola to Millview	Pensacola and Perdido	10.625		6	286 88		27 00
16006	Jacksonville to Lake City	Florida Central	60.3		13	3,473 28		57 60
				461.585			21,219 63	
	ALABAMA.							
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		7⅜	3,728 91		45 90
17004	Montgomery to Decatur	South and North Alabama	183.66		14	16,264 92		88 56
17005	Memphis, Tenn., to Stevenson, Ala. Branch, Moscow to Somerville Branch, Tuscumbia to Florence	Memphis and Charleston	271.5 14.5 6.5		14 7 7	27,823 50		99 00 45 00 45 00
17006	Marion Junction to Greensborough	Selma, Marion and Memphis	36.03		6	1,621 35		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 Junction, Miss.	Mobile and Ohio	21.07		7	853 33		40 50
17012	Mobile to Montgomery	Mobile and Montgomery	64.98 113.29		14 14	21,987 98		141 30 113 04
17013	Mobile to New Orleans, La	New Orleans, Mobile and Texas	141.88		14	22,090 71		155 70
17014	Opelika to Buffalo	East Alabama and Cincinnati	22.5		6	810 00		36 00
17015	Chattanooga, Tenn., to Meridian, Miss.	Alabama and Chattanooga	24.5 270.5		7 7	10,840 50		45 00 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

B.—*Railroad service as in operation on the 30th of June*, 1878—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	ALABAMA—Continued.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
17018	Mobile to Bigbee Bridge	Mobile and Alabama Grand Trunk	59.7		6	1,821 90		27 00	$210 per annum included for mail-messenger service.
17019	Chehaw 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	21.81		6	785 16		36 00	
17022	Selma to Martin's Station	Selma and New Orleans	20.5		3	553 50		27 00	
				2,071.2			153,065 50		
	MISSISSIPPI.								
18001	Canton to Cairo, Ill.	New Orleans, Saint Louis and Chicago.	344.11		7	44,286 95		128 70	
18002	Memphis, Tenn., to Grenada, Miss	Mississippi and Tennessee	101.31		10	6,656 07		65 70	
18003	Vicksburgh to Meridian	Vicksburgh and Meridian	45.33 95.21		7 7	8,059 00		81 00 46 08	
18004	Mobile, Ala., to Columbus, Ky. Branch, Artesia to Columbus, Miss. Branch, Artesia to Starkville	Mobile and Ohio	472.73 14.03 11.51		7 7 3½	28,223 16		57 60 45 00 31 50	
18006	Grand Gulf to Port Gibson	Grand Gulf and Port Gibson	8		6	560 00		45 00	$200 per annum included for mail-messenger service.
18007	Muldon to Aberdeen	Mobile and Ohio	9.47		7	340 92		36 00	
18008	Middleton Station, Tenn., to Ripley, Miss.	Ripley	25.15		6	905 40		36 00	
18009	Durant to Kosciusko	New Orleans, Saint Louis and Chicago, operating Mississippi Central.	21.57		6	776 52		36 00	
18010	Natchez to Fayette	Natchez, Jackson and Columbus	26		6	1,170 00		45 00	Pay estimated.
				1,174.42			90,978 02		
	TENNESSEE.								
19001	Nashville to Lebanon	Tennessee and Pacific	32.75		6	1,473 75		45 00	
19002	Bristol to Chattanooga Branch, Cleveland to Dalton	East Tennessee, Virginia and Georgia.	242.7 28.5		14 7	44,043 81		170 80 90 90	

19003	Rogersville to Bull's Gap	H. M. Aiken, proprietor of the Rogersville and Jefferson Railroad.	15		6	715 00		45 00	$40 per annum included for mail-messenger service.
19004	Nashville to Chattanooga	Nashville and Chattanooga	114		13	25,268 40		150 30	$1,912.50 per annum included for daily line of railway post-office cars.
	Branch, Wartrace Depot to Shelbyville.		39		20			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		14	13,092 60		117 00	
			75.333		7			100 80	
19007	Nashville to Hickman, Ky	Nashville and Chattanooga	155		13	13,221 47		77 40	
			15.82		7			77 40	
19010	Memphis to Paris	Louisville and Nashville	115.2		20	21,110 85			89 miles at $135 per mile per annum.
			17.3		13				43.5 miles, at $209.10 per mile per annum.
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 Company.	23		6	828 00		36 00	
19014	Memphis to Covington	Paducah and Memphis	38.31		6	1,379 16		36 00	
19015	Victoria to Bridgeport, Ala	Nashville and Chattanooga	19.875		6	536 63		27 00	Pay estimated on 7.875 miles.
19016	Tullahoma to McMinnville	Nashville, Chattanooga and Saint Louis.	35		6	1,575 00		45 00	
19017	Knoxville to Maryville	Knoxville and Charleston	16.27		6	658 94		40 50	
19018	Columbia to Lewisburgh	Duck River Valley	20.23		6	819 31		40 50	
				1,177.028			129,532 79		
	KENTUCKY.								
20001	Ashland to Geigersville	Lexington and Big Sandy	13.98		6	377 46		27 00	
20002	Covington to Lexington	Kentucky Central	99		12	10,513 80		106 20	
20003	La Grange to Lexington	Louisville, Cincinnati and Lexington.	67		12	5,246 10		78 30	
20004	Cincinnati, Ohio, to Louisville, Ky	do	109.75		18	29,225 25		207 00	$6,507 per annum included for two daily lines of railway post-office cars.
20005	Louisville to Nashville, Tenn	Louisville and Nashville	112.44		18	49,350 01		277 80	
			73.1		18			247 80	
20006	Bardstown Junction to Bardstown	do	17.3		7	700 65		40 50	
20007	Lebanon Junction to Fish Point	do	76.4		6	8,506 89		69 30	
	Branch. Richmond Junction to Richmond.		33.5		6			40 50	
			33.8		6			54 90	
20008	Bowling Green to Paris	do	134.08		13	28,156 80		210 00	
20009	Paducah to Trimble	Paducah and Memphis	50		12	3,448 80		45 00	
			26.64		6				
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	540 00		45 00	
20013	Anchorage to Shelbyville	Shelby	19		12	855 00		45 00	
20014	Willard to Greenup	Eastern Kentucky	34.5		6	1,397 25		40 50	

B.—*Railroad service as in operation on the 30th of June*, 1878—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	KENTUCKY—Continued.								
			Miles.	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
20015	Owensborough to Owensborough Junction.	Owensborough and Nashville	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 Lexington.	33.84		12	1,644 63		48 60	
20018	Cincinnati Junction to Louisville and Nashville Junction.	do	4.13		12	924 30		163 80	$247.80 per annum included for two daily lines of railway post-office cars.
20019	Louisville to Cecilian	Louisville and Nashville	46.72		6	1,892 16		40 50	
20020	Johnson's Junction to Flemingsburgh.	Covington, Flemingsburgh and Pound Gap.	5.42		6	243 90		45 00	
20021	Cincinnati, Ohio, to Somerset, Ky.	Cincinnati Southern	160.26		6	10,096 38		63 00	
20022	Harrodsburgh to Harrodsburgh Junction.	Southwestern	6.43		6	289 35		45 00	Pay estimated.
20023	Mount Sterling to Rothwell	Mount Sterling Coal Railroad Company.	19.21		6	864 45		45 00	Do.
				1,460.82			171,436 86		
	OHIO.								
21001	Bellaire to Columbus	Central Ohio	104.875 33		20 13	25,750 78		220 90 78 30	
21002	Pittsburgh, Pa., to Chicago, Ill	Pittsburgh, Fort Wayne and Chicago.	468.85		19⅔	137,888 78		294 10	
21003	Pittsburgh, Pa., to Bellaire, Ohio	Cleveland and Pittsburgh	94.5		18	11,056 50		117 00	
21004	Hudson to Columbus	Cleveland, Mount Vernon and Delaware.	61 40 44.88		12 6 12	11,159 82		76 50	
21005	Cleveland to Sharpsville, Pa	Atlantic and Great Western	84.4		10⅔	6,988 32		82 80	
21006	Cleveland to Wellsville	Cleveland and Pittsburgh	56.5 45.86		18 12	14,279 22		139 50	
21007	Elyria to Millbury	Lake Shore and Michigan Southern	74.98		19	45,295 41		604 10	
21008	Bayard to New Philadelphia	Cleveland and Pittsburgh	32.5		6	1,755 00		54 00	
21009	Minerva to Dell Roy	Ohio and Toledo	22.22		6	999 90		45 00	
21010	Sandusky to Newark	Baltimore and Ohio, lessee	28 88		18 18	21,948 40		58 50 230 80	

21011	Xenia to Dayton	Pittsburgh, Cincinnati and Saint Louis.	17		18	979	20		57	60	
21012	Springfield to Sandusky	Cincinnati, Sandusky and Cleveland.	131.35		13	9,457	20		72	00	
21013	Columbus to Delaware	Cleveland, Columbus, Cincinnati and Indianapolis.	24.75		6	2,227	50		90	00	
21014	Columbus to Cincinnati	Pittsburgh, Cincinnati and Saint Louis.	120.48		13	44,143	87		366	40	
21015	Columbus to Indianapolis, Ind	Columbus, Chicago and Indiana Central.	188		20	78,527	60		407	70	$1,880 per annum included for railway post-office cars.
21016	Galion to Indianapolis, Ind	Cleveland, Columbus, Cincinnati and Indianapolis.	119.4 84.6		13 19	38,148	00		187	00	
21017	Blanchester to Hillsborough	Marietta and Cincinnati	21		12	963	90		45	90	
21018	Portsmouth to Hamden Junction	do	56		12	4,636	80		82	80	
21019	Toledo to Quincy, Ill Branch, Bluffs to Naples Branch, Clayton to Keokuk	Wabash	476 4 44		12 12 12	118,130	00		242 81 54	50 00 00	
21020	Fremont to Minster	Lake Erie and Louisville	89.35 10.81		6 6	4,748	45		47 45	70 00	Pay estimated on 10.81 miles.
21021	Carey to Findlay	Cincinnati, Sandusky and Cleveland.	16		6	648	00		40	50	
21022	Dayton to Union City	Dayton and Union	78.17		12	2,384	42		49	50	
21023	Dayton to Toledo	Dayton and Michigan	142.96		16⅔	16,469	00		115	20	
21024	Hamilton to Indianapolis, Ind	Cincinnati, Hamilton and Indianapolis.	99.49		15⅝	5,730	62		57	60	
21025	Hamilton to Richmond, Ind	Cincinnati, Richmond and Chicago	45.1		12	3,653	10		81	00	
21026	Cincinnati to Dayton	Cincinnati, Hamilton and Dayton.	26.53 33.92		59¾ 27	8,877	06		162 135	00 00	
21027	Xenia to Springfield	Pittsburgh, Cincinnati and Saint Louis.	19		12	855	00		45	00	
21028	Cincinnati to Parkersburgh, W.Va.	Marietta and Cincinnati	195.15		15½	49,607	13		254	20	
21029	Morrow to Dresden	Pittsburgh, Cincinnati and Saint Louis.	149.4		6¾	8,470	98		56	70	
21030	Dayton to Richmond, Ind	do	42		12	2,154	60		51	30	
21031	North Bend to Hagerstown	Indianapolis, Cincinnati and La Fayette, lessee.	72.58		6	4,507	22		62	10	
21032	Columbus to Pittsburgh, Pa Branch, Means to Cadiz	Pittsburgh, Cincinnati and Saint Louis.	193 8		20 12	127,720	70		649 45	90 00	1,930 per annum included for railway post-office cars.
21033	Springfield to Columbus	Cincinnati, Sandusky and Cleveland.	45.86		6	2,806	63		61	20	
21034	Salamanca, N.Y., to Dayton, Ohio	Atlantic and Great Western	389.55		16	32,955	93		84	60	
21035	Youngstown to Cross Cut	Pittsburgh, Fort Wayne and Chicago.	22.8		6	1,026	00		45	00	
21036	Columbus to Athens Branch, Logan to New Straitsville.	Columbus and Hocking Valley	77.4 13.02		15 15	5,333	85		62 40	10 50	
21037	Niles to New Lisbon	Atlantic and Great Western	33.94		6	1,618	94		47	70	
21038	Newark to Shawnee	Newark, Somerset and Straitsville.	44.045		12	1,585	62		36	00	
21039	Clinton to Massillon	Cleveland, Mount Vernon and Delaware.	13.7		6	493	20		36	00	
21040	Marietta to Canal Dover	Marietta and Pittsburgh	99.96		6	4,858	05		48	60	

B.—*Railroad service as in operation on the 30th of June*, 1878—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	OHIO—Continued.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars*	
21041	Lorain to Uhricksville	Cleveland, Tuscarawas Valley and Wheeling.	102. 45		6⅞	6, 915 38		67 50	
21042	Cleveland to Cincinnati	Cleveland, Columbus, Cincinnati and Indianapolis.	80		19	54, 704 22		239 90	
			165. 25		19			214 90	
21043	Mansfield to Toledo	Pennsylvania Company	88. 1		12	5, 788 17		65 70	
21044	Harbor to Youngstown	do	62. 1		7½	2, 794 50		45 00	
21045	Toledo to Elkhart, Ind	Lake Shore and Michigan Southern	133. 6		12	74, 254 88		555 80	
21046	Painesville to Youngstown	Painesville and Youngstown	60. 12		6	2, 813 62		46 80	
21047	Chicago, Ohio, to Chicago, Ill	Baltimore and Ohio, operating Baltimore, Pittsburgh and Chicago Railroad.	271. 1		13	68, 513 62		254 20	
21048	Dyson's to Cumberland	Eastern Ohio	7. 8		12	351 00		45 00	
21049	Marietta to Parkersburgh, W. Va	Marietta and Cincinnati	15. 87		26	1, 028 37		64 80	
21050	Athens to Scott's Landing	do	37		6	1, 498 50		40 50	
21051	Columbus to Portsmouth	Scioto Valley	51. 76		6	4, 827 42		49 50	
			50. 34		6			45 00	Pay estimated on 50.34 miles.
21052	Little Miami Junction to Scott Branch, New Richmond Junc- to Tobasco.	Cincinnati and Eastern	48. 19		6	2, 589 53		48 60	
			5. 5		6			45 00	Pay estimated on branch.
21053	Columbus to Toledo	Columbus and Toledo	125. 23		6	6, 198 88		49 50	
21054	Dayton to Musselmans	Dayton and Southeastern	70. 09		6	3, 658 69		52 20	
21055	New Lexington to Moxahala	Ohio Central	7. 6		6	342 00		45 00	
21056	Saint Clairsville to Quincy	Bellaire and Saint Clairsville, Narrow Gauge.	7. 05		24	317 25		45 00	
21057	Washington C. H. to Waynesville	Columbus, Washington and Cincinnati.	38. 06		6	1, 712 70		45 00	Pay estimated.
21058	Jackson to Waverly	Springfield, Jackson and Pomeroy	25. 73		6	1, 157 85		45 00	Do.
21059	Junction Cincinnati, Hamilton and Dayton Railroad to Mount Healthy.	College Hill	7. 08		6	318 60		45 00	Do.
				5, 957. 9			1, 101, 025 88		
	INDIANA.								
22001	Indianapolis to Vincennes	Indianapolis and Vincennes	116. 32		6	6, 595 35		56 70	
22002	Indianapolis to Terre Haute	Terre Haute and Indianapolis	73		22	31, 149 10		426 70	

22003	Indianapolis to Cincinnati, Ohio	Indianapolis, Cincinnati and La Fayette.	113.5		18	33,936 50	299 00	
22004	Indianapolis to Peru	Indianapolis, Peru and Chicago	78		20½	6,356 40	73 80	$600 per annum included for side service.
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.	224.41		13	16,561 46	73 80	
22010	Cincinnati, Ohio, to East Saint Louis, Ill.	Ohio and Mississippi	341		13⅜	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	4,007 70	54 90	
22016	Fairland to Martinsville	Fairland, Franklin and Martinsville.	38.5		6	1,732 50	45 00	
22017	Bradford to Logansport	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	
22023	Princeton to Albion, Ill	Louisville, New Albany and Saint Louis.	31.03		6	977 45	31 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	
22030	Terre Haute to Martz	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 Booneville	Lake Erie, Evansville and Southwestern.	18		12	810 00	45 00	
22033	Frankfort to Kokomo	Frankfort and Kokomo	25.5		12	1,101 60	43 20	

B.—*Railroad service as in operation on the 30th of June*, 1878—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.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
22034	Rockport to Huntingburgh	Cincinnati, Rockport and Southwestern.	31.02		6	977 13		31 50	
22035	Muncie to La Fayette	La Fayette, Muncie and Bloomington.	119.34		6	5,370 30		45 00	
22036	Switz City to Bedford	Bedford, Springville, Owensborough and Bloomfield.	41.04		6	1,846 80		45 00	Pay estimated.
22037	Anderson to Noblesville	Anderson, Lebanon and Saint Louis.	20.2		6	909 00		45 00	Do.
22038	Monon to Rensselaer	Indianapolis, Delphi and Chicago.	16.42		6	738 90		45 00	Do.
				3,274.485			357,917 71		
	ILLINOIS.								
23001	Chicago to Milwaukee, Wis	Chicago and Northwestern	85.89		25	19,926 48		232 00	
23002	Chicago to Freeport	do	41.68 78.5		18 12	24,997 44		208 00	
23003	Chicago to Union Pacific Transfer	do	217.58 272.6		15 15	117,579 00		289 87 199 96	
23004	Elgin to Geneva	do	44		6	2,200 00		50 00	
23005	Sterling to East Saint Louis	Saint Louis, Rock Island and Chicago.	291.36		6	18,355 68		63 00	
23007	Chicago to Burlington, Iowa Branch, Aurora to Galena Junction. Branch, Galva to Keithsburgh	Chicago, Burlington and Quincy	38.61 168.28 13 59.3		36 36 30 6	71,312 59		345 20 322 70 45 00 52 20	
23008	Rushville to Yates City Branch, Elmwood to Buda	do	63.75 45		6 6	5,902 88		51 30 58 50	
23009	Peoria to Galesburgh	do	54		12½	7,290 00		135 00	
23010	Galesburgh to Quincy	do	100		12	17,710 00		177 10	
23011	Burlington, Iowa, to Quincy, Ill	do	71.85		6	4,009 23		55 80	
23012	Streator to Aurora Branch, Aurora to Batavia	do	60.79 9		12 6	3,768 66		54 00 54 00	
23013	Mendota to Clinton, Iowa	do	64.19		6	2,888 55		45 00	
23014	Rock Falls to Cornton	do	47.23		6	2,125 35		45 00	

23015	Chicago to Davenport, Iowa	Chicago, Rock Island and Pacific	158.6 24		15¼ 15¼	58,045 96		314 60 339 60	
23016	Bureau Junction to Peoria	do	47		12	4,230 00		90 00	
23017	Chicago to East Saint Louis	Chicago and Alton	282.36		18½	55,229 71		195 60	
23018	Bloomington to Godfrey	do	111.4 40.6		9¼ 9¼	17,352 20		118 70 101 70	
23019	Washington to Dwight Branch, Varna to Lacon	do	70.08 10.55		6 6	3,628 35		45 00 45 00	
23020	Chicago to Cairo	Illinois Central	54.19 310		14¼ 14¼	57,702 19		201 00 151 00	
23021	Dubuque, Iowa, to Centralia, Ill	do	196.13 80.02 67.67		12 12 12	41,840 65		113 04 135 54 130 04	
23022	Joliet to Lake Station, Ind	Michigan Central	45		6	1,800 00		40 00	
23023	Decatur to East Saint Louis	Toledo, Wabash and Western	112		6	20,944 00		187 00	
23024	Pekin to Decatur	Pekin, Lincoln and Decatur	68.46		6	3,080 70		45 00	
23025	Hannibal, Mo., to Naples, Ill Branch, Maysville to Pittsfield	Toledo, Wabash and Western	45.5 6		6 6	6,260 50		131 00 50 00	
23026	Ambia, Ind., to Bloomington, Ill	La Fayette, Muncie and Bloomington.	81.14		6	3,651 30		45 00	
23027	State Line to Warsaw	Toledo, Peoria and Warsaw	228.75		6	16,612 50		70 00	$600 per annum included for ferriage.
23028	Terre Haute, Ind., to East Saint Louis, Ill	Indianapolis and Saint Louis	189		12	33,642 00		178 00	
23029	Urbana to Havana Branch, White Heath to Decatur	Indianapolis, Bloomington and Western.	102.7 32.35		6 6	5,931 68		45 00 40 50	
23030	East Saint Louis to Du Quoin	Saint Louis, Alton and Terre Haute	71.8		14¼	8,544 20		119 00	
23031	East Saint Louis to Terre Haute, Ind.	Terre Haute and Indianapolis, lessee.	165.4		13	68,641 00		415 00	
23032	Saint Louis, Mo., to Nashville, Tenn. Branch, McLeansborough to Shawneetown.	Saint Louis and Southeastern	162.65 107.6 47.72 40.9		12 12 12 6	22,147 81		68 04 60 75 63 99 36 45	
23033	Beardstown to Shawneetown	Ohio and Mississippi	229.7		6	14,471 10		63 00	
23034	Springfield to Gilman	Illinois Central	111.6		6	5,022 00		45 00	
23035	Chicago to Milwaukee, Wis	Chicago, Milwaukee and Saint Paul	88.23		18	22,057 50		250 00	
23036	Aurora to Foreston	Chicago and Iowa	81.64		6	9,037 54		110 70	
23037	Vincennes, Ind., to Cairo, Ill	Cairo and Vincennes	158		6	10,665 00		67 50	
23038	Peoria to Jacksonville	Peoria, Pekin and Jacksonville	84.14		6	4,543 56		54 00	
23039	Carbondale to Grand Tower	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 Branch, Fall Creek to Louisiana	Chicago, Burlington and Quincy, lessee.	19.4 30.85		19 6	4,542 52		112 50 76 50	
23042	Chicago to Danville Branch, Bismarck to Snoddy's Mills.	Chicago and Eastern Illinois	107 25.9		12 12	8,154 90		67 50 36 00	
23043	Streator to Altamont	Chicago and Paducah	156.8		6	7,840 00		50 00	
23044	Mattoon to Hervey 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	

B.—*Railroad service as in operation on the 30th of June,* 1878—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	ILLINOIS—Continued.								
			Miles.	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
23046	Jacksonville to Virden	Jacksonville, Northwestern and Southeastern.	31.39		6	1,271 30		40 50	
23047	Chester to Tamaroa	Wabash, Chester and Western	42		6	2,230 20		53 10	
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		8¾	2,169 00		45 00	
23050	Vincennes, Ind., to Danville, Ill	Paris and Danville	114.19		6	5,344 09		46 80	
23051	Joliet to Peoria	Chicago, Pekin and Southwestern	126 02		6	5,670 90		45 00	Pay estimated.
23052	Courtland Station to Sycamore	Sycamore and Courtland	5		12	420 00		54 00	$150 per annum included for mail-messenger service.
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	90.86		6	3,679 83		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 and Iowa	27.64		6	1,243 80		45 00	Pay estimated.
23058	West Lebanon Ind., to Fisher, Ill	Havana, Rantoul and Eastern	52.5		6	2,362 50		45 00	Do.
23059	Rock Island to Cable	Rock Island and Mercer County	21.9		6	985 50		45 00	Do.
23060	Parkersburgh to Mattoon	Grayville and Mattoon	69.66		6	1,741 50		25 00	
23061	El Dorado to Cave	Belleville and El Dorado	28.18		6	1,268 10		45 00	Pay estimated.
				7,124.14			871,913 35		
	MICHIGAN.								
24001	Toledo, Ohio, to Detroit, Mich	Lake Shore and Michigan Southern	65.27		50¼	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		32⅓	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 Fort Wayne, Ind	Fort Wayne, Jackson and Saginaw	96.82		6	5,925 38		61 20	
24009	Jackson to Gaylord	Michigan Central	169		8¾	12,834 40		60 00	
			67.36		8¾			40 00	
24010	Jackson to Grand Rapids	do	94.86		12	8,537 40		90 00	
24012	Lenox to Romeo	Saint Clair and Chicago Air Line	16.13		12	725 85		45 00	
24013	Detroit to Bay City	Detroit and Bay City	108.97		12	9,262 45		85 00	

24015	Monroe to Ludington Branch, Otter Lake Junction to Otter Lake. Branch, East Saginaw to Bay City.	Flint and Père Marquette	171.17 83.12 14.53 12.75		12½ 12½ 6 27	21,156 99		69 12 96 00 40 00 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		9¼	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 Pont Water Branch, Holland to Grand Rapids.	Chicago and Michigan Lake Shore	170.56 26.65		14⅛ 12	15,798 12		82 00 68 00	
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, Wis., to Ishpeming, Mich.	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		14⅜ 14¼	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	812 83		40 50	
24041	Marquette to L'Anse Branch, Humboldt to Republic.	Marquette, Houghton and Ontonagon	63.46 9.7		6 6	3,410 51		48 24 36 00	
24042	Powers to Quinnesec	Chicago and Northwestern, operating Menominee River Railroad.	24.68		6	1,110 60		45 00	Pay estimated.
				3,566.98			281,742.41		
	WISCONSIN.								
25001	Milwaukee to North McGregor, Iowa.	Chicago, Milwaukee and Saint Paul.	197.2		12	24,650 00		125 00	

B.—*Railroad service as in operation on the 30th of June*, 1878—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.
	WISCONSIN—Continued.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
25002	Milwaukee to La Crosse	Chicago, Milwaukee and Saint Paul	116.64		12	47,732 44		244 00	
			61.6		12			232 68	
			16.8		12			294 00	
25003	Milwaukee to Berlin	do	94.8		12	6,825 60		72 00	
25004	Milton Junction to Monroe	do	42.8		6	2,482 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		14½	52,398 20		230 00	
			66.5		14½			176 80	
25010	Caledonia Station, Ill., to Winona Junction, Wis.	do	135.45		12	21,722 40		132 00	
			54.9		12			70 00	
25011	Kenosha to Rockford, Ill	do	73.6		6	5,520 00		75 00	
25012	Winona, Minn., to Winona Junction, Wis.	La Crosse, Trempealeau and Prescott.	30.45		12	5,176 50		170 00	
25013	Milwaukee to Fond du Lac	Chicago and Northwestern	63.53		6	4,320 04		68 00	
25014	Elroy to Saint Paul, Minn	West Wisconsin	199		12	12,696 39		63 36	
	Branch, Stillwater Junction to Stillwater		3.25		6			27 00	
25015	Green Bay to Winona, Minn	Green Bay and Minnesota	216.41		6	11,253 32		52 00	
25016	Milwaukee to Green Bay	Wisconsin Central	111.54		6	7,690 25		61 20	
	Branch, Hilbert to Menasha		16		6			54 00	
25017	Menasha to Ashland	do	251.02		6	12,199 57		48 60	
25018	Milwaukee to Two Rivers	Milwaukee, Lake Shore and Western	85		12	9,514 74		75 00	
	Branch, Manitowoc to New London		44.5		6			45 00	
			21.06		6			54 00	
25019	Sheboygan to Princeton	Sheboygan and Fond du Lac	79.05		6	4,012 50		50 00	
25020	Warren, Ill., to Mineral Point, Wis.	Mineral Point	33		6	1,485 00		45 00	$60 per annum included for mail-messenger service
25021	Calamine to Platteville	do	18.7		6	935 00		50 00	
25022	Tomah to Wausau	Wisconsin Valley	90.04		6	4,051 80		45 00	
25023	Madison to Portage	Chicago, Milwaukee and Saint Paul, operating Chicago and Superior Railroad.	39.5		6	1,777 50		45 00	

25024	Racine to Rock Island Junction, Ill. Branch, Elkhorn to Eagle	Western Union	189.4 18.1		12 6	14,451 30		72 00 45 00	Pay estimated on branch.
25025	Galena, Ill., to Platteville, Wis	Galena and Southern Wisconsin	30.69		6	1,381 05		45 00	
25026	Eau Claire to Chippewa Falls	Chippewa Falls and Western	11.67		12	525 15		45 00	
25027	Stevens Point to Portage	Wisconsin Central	73.23		6	3,558 97		48 60	
25028	Hudson to Clayton	North Wisconsin	44		6	1,980 00		45 00	
25029	Lone Rock to Richland Centre	Pine River Valley and Stevens Point.	16.5		6	742 50		45 00	
25030	Onalaska to La Crosse	Chicago and Northwestern	6.5		6	292 50		45 00	Pay estimated.
25031	New Lisbon to Necedah	Chicago, Milwaukee and Saint Paul.	12.76		6	574 20		45 00	Do.
				2,862.84			265,915 57		
	MINNESOTA.								
26001	Duluth to Bismarck, Dak	Northern Pacific	195.12 229		3 6	23,834 80		40 00 70 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		9¼	4,010 32		52 56	
26004	East Saint Cloud to Melrose	do	35.06		6¼	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 Albert Lea	Minneapolis and Saint Louis	123.35		9¾	6,167 50		50 00	Pay estimated on 90.91 miles.
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 68		6 6	18,657 05		95 00 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	5,428 00		188 80	
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 Gary, Dak	Winona and Saint Peter	79.66 30 40.97		3 6 6	4,009 60		21 60 46 80 21 60	Pay estimated on 40.97 miles.
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	
26020	Breckinridge to Fisher's Landing	Saint Paul and Pacific	121.09		6	5,449 05		45 00	Pay estimated.
26021	Sauk Rapids to Brainerd	Northern Pacific, lessee	60.96		6	2,743 20		45 00	Do.
				2,477.3			149,566 56		
	IOWA.								
27001	Burlington to Albert Lea, Minn	Burlington, Cedar Rapids and Northern.	253.47		6	19,390 45		76 50	Pay estimated on 33.93 miles
27002	Cedar Rapids to Postville	do	99.8		6	4,580 82		45 90	
27003	Cedar Rapids to Holland	do	50.45		6	2,270 25		45 00	Pay estimated on 25.68 miles.

B.—*Railroad service as in operation on the 30th of June*, 1878—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	IOWA—Continued.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
27004	Muscatine to Riverside	Burlington, Cedar Rapids and Northern.	32.23		6	1,450 35		45 00	
27005	Burlington to Council Bluffs		293.14		6			191 20	
	Branch, Pacific Junction to East Plattsmouth	Burlington and Missouri River	4		6	58,640 36		36 00	
	Branch, Red Oak to Eastport		50		6			48 96	
27006	Chariton to Leon	do	37.44		6	1,684 80		45 00	
27007	Creston to Hopkins, Mo	do	44.4		6	2,597 40		58 50	
27008	Burlington to Unionville, Mo.		130.5		6				
	Unionville to Laclede, Mo	Burlington and Southwestern	53.02		6	8,588 73		46 80	Pay estimated on 53.02 miles.
27009	Villisca to Clarinda	Burlington and Missouri River	16		6	720 00		45 00	
27010	Albia to Northwood	Central Railroad Company of Iowa.	169.58		6	10,073 05		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		21.4		6			49 50	
	Branch, Summerset Junction to Winterset.	do	27.1		6	2,278 80		45 00	
27016	Washington to Oskaloosa		54.01		6				
	Oskaloosa to Knoxville	do	25.23		6	3,565 80		45 00	Pay estimated on 25.23 miles.
27017	Wilton Junction to Leavenworth, Kans.	Chicago, Rock Island and Pacific	322.77		12	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		12	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		12	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		12	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.	90.25		6	4,512 50	50 00	
27029	Missouri Valley to Sioux City..	Sioux City and Pacific	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	59.48		6	2,974 00	50 00	Pay estimated on 22.36 miles.
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	18.82		6	846 90	45 00	Pay estimated.
27036	Newton to Monroe	Newton and Monroe	17.9		6	805 50	45 00	Do.
27037	Judd to Lehigh	Webster City and Crooked Creek.	8.22		6	369 90	45 00	Do.
27038	Maple River to Mapleton	Chicago and Northwestern, lessee.	61.18		6	2,477 79	40 50	Do.
27039	Turkey River to Wardena	Chicago, Dubuque and Minnesota.	44.05		6	1,982 25	45 00	Do.
27040	Adams to Waukon	Waukon and Mississippi	22.98		6	1,034 10	45 00	Do.
				3,912.3		324,818 95		
	MISSOURI.							
28001	Saint Louis to Atchison, Kans	Missouri Pacific	37		13⅝	107,152 77	285 20	
			245		13⅜		336 50	
			47.75		13⅝		296 50	
28002	Saint Louis to Bismarck	Saint Louis, Iron Mountain and Southern.	77.73		13	19,270 48	245 60	$1,943.25 per annum included for railway post-office car on main route.
	Branch Mineral Point to Potosi		4		6		45 00	
28003	Pacific to Vinita, Ind. T	Saint Louis and San Francisco	327.25		6	27,096 30	82 80	
28004	Saint Louis to Kansas City	Saint Louis, Kansas City and Northern.	276.56		14¾	38,580 12	139 50	
28005	Quincy Ill., to Saint Joseph, Mo.	Hannibal and Saint Joseph	171		13	39,022 00	192 00	
			32.5		7		172 00	
	Branch, Palmyra to Hannibal..		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	Missouri 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 mile included for ferriage.
28011	Sedalia to Denison City, Tex	Missouri, Kansas and Texas	158.5		13	80,117 00	180 70	For 423.92 miles.
			288.92		7		149 56	For 23.5 miles.
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	22,475 02	157 30	
28015	Alexandria to Centreville, Iowa	Missouri, Iowa and Nebraska	85.63		6	4,281 50	50 00	
28016	Pleasant Hill to De Soto	Saint Louis, Lawrence and Western.	46.8		6	2,340 00	50 00	Pay estimated.

B.—*Railroad service in operation on the 30th of June*, 1878—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.
	MISSOURI—Continued.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
28017	Sedalia to Lexington	Missouri Pacific	56.25		6	2,531 25		45 00	
28018	Keokuk, Iowa, to Clarksville, Mo.	Saint Louis, Keokuk and Northwestern.	60.72		6	6,948 90		75 00	
			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	5,531 41		69 30	
			47.39		7			69 30	
	Branch, Oronogo to Joplin		9.33		7			45 00	Pay estimated on branch.
28021	Mexico to Cedar City	Chicago and Alton	50.62		6	2,277 90		45 00	
28022	Rood House, Ill., to Mexico, Mo	do	90.00		12	11,655 00		129 50	
28023	Cuba to Salem	Saint Louis, Salem and Little Rock	40.88		6	1,839 60		45 00	
28024	Holden to Paola, Kans	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	78,603 44		220 30	$10 356 25 per annum included for railway post-office car.
			324.01		7			181 24	
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	
28029	Hannibal to Bowling Green	Saint Louis, Hannibal and Keokuk	33.09		6	1,340 14		40 50	
28030	Saint Joseph to Atchison, Kans	Hannibal and Saint Joseph	22.08		13	1,927 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	1,950 75		45 00	
28034	Bismarck to Columbus, Ky	Saint Louis, Iron Mountain and Southern.	119.27		6	9,446 18		79 20	
28035	New Madrid to Malden	Little River Valley and Arkansas	27.1		6	1,219 50		45 00	Pay estimated.
28036	Springfield to Ash Grove	Springfield and Western Missouri	20.08		6	903 60		45 00	Do.
				3,962.78			543,843 71		
	ARKANSAS.								
29001	Hopefield to Little Rock	Memphis and Little Rock	134.21		7	12,078 90		90 00	

29002	Helena to Clarendon	Arkansas Central	48.2		6	2,169 00		45 00	
29005	Argenta to Fort Smith	Little Rock and Fort Smith	125.64		6	10,077 69		61 20	
			43.65		6			54 72	
29006	Malvern to Hot Springs	Hot Springs	25.11		6	1,378 53		54 90	
29007	Pine Bluff to Collins	Little Rock, Mississippi River and Texas.	100.64		3	4,528 80		45 00	Pay estimated.
				477.45			30,232 92		
	LOUISIANA.								
30001	New Orleans to Canton, Miss	New Orleans, Saint Louis and Chicago.	206		13	28,922 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	6,973 60		79 20	$400 per annum included for side supply.
30004	Terre Bonne to Houma	do	15.98		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			44,733 01		
	TEXAS.								
31001	Houston to Galveston	Galveston, Houston and Henderson	51.5		19	7,467 50		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	
			182.55		6				
31004	Hempstead to Austin	do	118.7		12	11,110 32		93 60	
31005	Bremond to Waco	do	44.56		9	3,248 42		72 90	
31006	Longview to Houston	International and Great Northern	236		6	34,491 25		135 00	
	Branch, Mineola to Zavala		44.125		6			50 00	
	Branch, Phelps to Huntsville		8.5		6			50 00	
31007	Palestine to Austin	do	183.84		7	16,049 23		87 30	
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 [illegible]88 miles.
			179.08		6				
31010	Marshall to Texarkana, Ark	do	74		6	11,100 00		150 00	
31011	Sherman to Texarkana, Ark	do	154.97		6	7,903 47		51 00	Pay estimated on 97.97 miles.
31013	Houston to Orange	Texas and New Orleans	106.84		6	4,807 80		45 00	
31014	Jefferson to Pittsburgh	East Line and Red River	49.2		6	2,214 00		45 00	
31015	Tyler to Big Sandy	Tyler Tap	21.55		6	969 75		45 00	Pay estimated.
31016	Henderson to Overton	Henderson and Overton	15.53		6	698 85		45 00	Do.
				1,930,645			179,486 61		

B.—*Railroad service as in operation on the 30th of June*, 1878—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	KANSAS.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
33001	Kansas City, Mo., to Cheyenne City, Wyo.	Kansas Pacific	745		9	105,259 50		137 70	
	Branch, Lawrence, to Leavenworth.		33		7			81 00	
33002	Atchison to Waterville	Central Branch Union Pacific	100		7	9,000 00		90 00	
33003	Lawrence to Coffeyville	Leavenworth, Lawrence and Galveston.	142.9		6	9,558 14		63 36	
	Branch, Cherry Vale to Independence.		10		6			50 40	
33004	Elwood to Hastings, Nebr	Saint Joseph and Denver City	227.2		6	9,487 87		41 76	
33005	Kansas City, Mo., to Baxter Springs, Kans.	Missouri River, Fort Scott and Gulf.	160.2		13	18,166 67		113 40	
33006	Junction City to Parsons	Missouri, Kansas and Texas	156.5		6	6,535 44		41 76	
33007	Atchison to Pueblo, Colo	Atchison, Topeka and Santa Fé	470.41		6	72,974 43		108 00	
			148.15		6			135 00	
	Branch, Newton to Wichita		27.09		6			80 10	
33008	Kansas City, Mo., to Ottawa, Kans	Leavenworth, Lawrence and Galveston.	33.3		6	3,206 79		96 30	Pay from Olathe to Ottawa.
33009	Atchison to Lincoln, Nebr	Atchison and Nebraska	152.28		7	11,421 00		75 00	
33010	Leavenworth to Onaga	Kansas Central	84.26		6	4,213 00		50 00	Pay estimated on 27.76 miles.
33012	Junction City to Clifton	Junction City and Fort Kearney	51.32		6	2,771 28		54 00	
33013	Topeka to Kansas City, Mo.	Atchison, Topeka and Santa Fé	68.84		6	8,921 66		129 60	
33014	Fort Scott to Arcadia	Fort Scott, Southeastern and Memphis.	12.82		6	503.83		31 50	Pay estimated; $100 per annum included for mail-messenger service.
33015	Ottawa to Burlington	Kansas City, Burlington and Santa Fé.	47.22		6	1,699 92		36 00	Pay estimated on 29.84 miles.
33016	Girard to Joplin, Mo	Joplin	34.56		6	1,555 20		45 00	Pay estimated.
33017	Florence to El Dorado	Atchison, Topeka and Santa Fé	31.05		6	1,397 25		45 00	
33018	Waterville to Washington	Waterville and Washington	20.4		6	918 00		45 00	Pay estimated.
33019	Greenleaf to Concordia	Republican Valley	41.97		6	1,888 65		45 00	Do
				2,798 47			269,478 63		
	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 in Nebraska.	191		6	12,033 00		63 00		
34003	Omaha to Tekama	Omaha and Northwestern	40.2 7.6		6 6	2,352 00		50 00 45 00		
34004	Omaha to Oreopolis Junction	Burlington and Missouri River in Nebraska.	17.74		6	1,197 45		67 50		
34005	Brownville to York	Nebraska	132.12		6	6,777 76		51 30		Pay estimated on 26.27 miles.
34006	Crete to Beatrice	Burlington and Missouri River in Nebraska.	31.76		6	1,429 20		45 00		
34007	Covington to Ponca	Covington, Columbus and Black Hills.	26.51		6	1,192 95		45 00		
34008	Valley to David City	Omaha and Republican Valley	61.29		6	2,758 05		45 00		Pay estimated.
				1,543.42			348,652 41			
	DAKOTA TERRITORY.									
35001	Sioux City, Iowa, to Yankton, Dak.	Dakota Southern	61.48		6	4,426 56		72 00		
				61.48			4,426 56			
	COLORADO.									
38001	Denver to El Moro Branch, Pueblo to Cañon City	Denver and Rio Grande	209.2 4.5		7 6	23,112 36		100 80 45 00		
38003	Hughes Station to Boulder	Denver and Boulder Valley	27.75		6	1,873 13		67 50		
38004	Denver to Colorado Junction Branch, Golden Junction to Georgetown. Branch, Forks Creek to Black Hawk.	Colorado Central	58.62 72.8 24.22 13.5 7.9		7 7 7 7 7	10,072 55		54 00 63 90 45 00 58 50 45 00		
34006	Cucharas to La Veta	Denver and Rio Grande	22.55		6	1,014 75		45 00		Pay estimated.
				481.54			36,072 79			
	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 27		6 6	3,985 20		56 70 46 80		
41003	Ogden City to Franklin, Idaho	Utah Northern	79.94		7	5,036 22		63 00		
41004	Sandy Station to Bingham Canyon	Bingham Canyon and Camp Floyd	22.5		6	911 25		40 50		
41005	Salt Lake City to Stockton	Utah Western	40.5		6	1,822 50		45 00		Pay estimated.
				254.44			14,711 67			
	WASHINGTON TERRITORY.									
43001	Kalama to Wilkeson	Northern Pacific	135.79		6	7,085 25		54 00		Pay estimated on 30.19 miles.
43002	Seattle to Renton	Seattle and Walla Walla	13.78		6	620 10		45 00		Pay estimated.
				149.57			7,705 35			

B.—*Railroad service as in operation on the 30th of June*, 1878—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.
	OREGON.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	
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		
	NEVADA.								
45001	Virginia City to Reno	Virginia and Truckee	51.75		6	3,726 00		72 00	
45002	Eureka to Palisades	Eureka and Palisades	91.27		6	5,585 72		61 20	
				143.02			9,311 72		
	CALIFORNIA.								
46001	San Francisco to Ogden City, Utah	Central Pacific	884.23		7	238,299 98		269 50	
46002	San Francisco to Soledad	Southern Pacific	143.8		14	9,199 88		57 60	
	Branch, Gilroy to Tres Pinos		20.2		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	16.38		6	819 00		50 00	
46008	Napa Junction to Calistoga	....do	36		6	1,620 00		45 00	
46009	Marysville to Oroville	California Northern	30		6	1,350 00		45 00	
46010	Lathrop to Goshen	Central Pacific	144.91		6	10,433 52		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	Huron to Yuma, Ariz	....do	530.29		6	23,863 05		45 00	Pay estimated.
46015	Elmira to Madison	Vaca Valley	29		12	1,305 00		45 00	Pay estimated on 11 miles.
46016	Saucelito to Duncan's Mills	North Pacific Coast	80.47		6	3,570 75		54 90	Pay estimated from Tomales to Duncan's Mills.
	Branch, San Anselmo to San Quentin.		5.5		6			45 00	
46017	Los Angeles to Santa Ana	Southern Pacific	28.6		6	1,544 40		54 00	Pay estimated on 6.9 miles.
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	1,073 60		45 90	
46023	Woodland to Williams	California Northern	39.72		6	1,787 40		45 00	Pay estimated.
46024	Galt to Ione	Amador Branch	27.84		6	1,252 80		45 00	Do.
46025	West Oakland to Martinez	Central Pacific	53.58		6	1,511 10		45 00	Do.
46026	Santa Cruz to Felton	Santa Cruz and Felton	8.37		6	376 65		45 00	Do.
46027	San Francisco to Alameda	Central Pacific	13.54		6	609 30		45 00	Do.
46028	Fulton to Guerneville	San Francisco and Northern	16.09		6	724 05		45 00	Do.
				2,608.61			338,446 55		

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

C.—*Steamboat service as in operation on the 30th of June, 1878.*

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.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	
250	Bath to Booth Bay	Eastern Steamboat Company	16		6	700 00		During season of navigation, from about April 1 to November 30, twelve times a week from July 5 to September 20, and six times a week residue of season, from about December 1 to March 31.
	Wiscasset to Booth Bay		20		6			
294	Portland to Chebeague	Portland and Harpswell Steamboat Company.	11		6	299 00		
350	Greenvale to Indian Rock	C. W. Howard	10		6	200 00		Four months, June 1 to September 30.
351	Boston, Mass., to Eastport	Charles Deering	320		2	500 00		
352	Boston, Mass., to Machiasport	do	334		2	700 00		
353	Rockland to Sullivan	do	78		2	300 00		
				789			2,699 00	
	NEW HAMPSHIRE.							
1101	Alton Bay to Meredith Village	William M. Ashley	10 25		6 3	2,000 00		During season of navigation, say five months.
				35			2,000 00	
	MASSACHUSETTS.							
3127	Wood's Holl to Nantucket	Nantucket and Cape Cod Steamboat Company.	30			3,500 00		Six times a week, four months; three times a week, eight months.
				30			3,500 00	
	RHODE ISLAND.							
4101	Fall River, Mass., to New York, N. Y.	Old Colony Steamboat Company	186			10,000 00		Seven times a week, three months; six times a week, nine months.
4102	Newport to Wickford Landing	Newport and Wickford Railroad and Steamboat Company.	12		18	6,000 00		
				198			16,000 00	
	NEW YORK.							
6249	Plattsburgh to Burlington, Vt	E. Smith	23			939 00		Six times a week, eight months.
6385	Pen Yan to Hammondsport	Lake Keuka Steam Navigation Company.	21			259 61		Six times a week, six months.
6683	Lake George to Fort Ticonderoga	Champlain Transportation Company	40			375 00		Six times a week, three months.

6684	Harlem River to Jersey City	New England Transportation Company	11½		6	1,800 00		
6687	Brooklyn to Jersey City	Brooklyn Annex Company	3		30	1,825 00		
				98½			5,198 61	
	NEW JERSEY.							
7026	New York to Sandy Hook	New Jersey Southern Railroad Company.	19, 60		12	1,305 36		
				19.60			1,305 36	
	PENNSYLVANIA.							
8151	Pittsburgh to Greensburgh	Adams Jacobs	88½		6	5,500 00		
				88½			5,500 00	
	MARYLAND.							
10099	Baltimore to Freeport	Maryland Steamboat Company	200		2	1,800 00		
10100	Baltimore to Cambridge	do	96. 5		3	1,200 00		
10101	Baltimore to Wilson's Wharf	Eastern Shore Steamboat Company	{ 110		6 {	4,200 00		{ May 1 to December 31.
10102	Baltimore to Queenstown	Chester River Steamboat Company	{ 40		1 {			{ July 1 to April 30.
			40		3	750 00		
				486. 5			7,950 00	
	VIRGINIA.							
11094	Washington to Norfolk, &c	George H. Plant	221		3	7,000 00		
11095	West Point to Baltimore	Baltimore, Chesapeake and Richmond Steamboat Company.	200		3	1,800 00		
11096	Norfolk to Baltimore	Baltimore Steam Packet Company	200		6	1,800 00		
11097	Norfolk to Eastville	Old Dominion Steamship Company	50		3	3,500 00		
11098	Norfolk to Matthews C. H	do	86		3	3,000 00		
11099	Norfolk to Richmond	do	151		3	4,500 00		
11100	Fredericksburgh to Baltimore	Henry Williams	280¼		2	2,600 00		
				1,188¼			40,400 00	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh	Charles H. Booth	96		6	8,000 00		
12099	Parkersburgh to Gallipolis, Ohio	Parkersburgh and Ohio River Transportation Company.	87. 5		3	5,200 00		
12100	Kanawha C. H. to Gallipolis	J. A. McClurg and J. B. Dudding	62		6	2,600 00		
				2,455			15,800 00	
	NORTH CAROLINA.							
13096	Norfolk to Poplar Branch	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	William H. Bagley	112		2	1,175 00		
				351			10,003 00	

C.—*Steamboat service as in operation on the 30th of June*, 1878—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.
	SOUTH CAROLINA.		*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	
14099	Charleston to Moultrieville	Zimri McDonald	7½		7	481 07		
14100	Charleston to Edisto Island	Peter Toglio	43		1	800 00		
				50½			1,281 07	
	GEORGIA.							
15100	Rome to Gadsden	James M. Elliott	155		2	3,600 00		
				155			3,600 00	
	FLORIDA.							
16087	Jacksonville to Fort George	James M. Fitzgerald	30		3	600 00		
16088	Milton to Warrington	Samuel Rushing	39		6	3,200 00		
16090	Palatka to Crescent City	John F. Rhoades	30		2	1,000 00		
16091	Cedar Keys to Key West	New Orleans, Florida and Havana Steamship Company.	360		3	52,500 00		
16092	Fernandina to Traders' Hill, Ga	H. L. Hart	10 88½		4 2	2,768 00		
16093	Pensacola to Freeport	John L. McKinnon	100		2	1,939 00		
16096	Palatka to Okahumpka	Sidney I. Bouknight	275			2,400 00		Twice a week four months; once a week eight months.
16097	Jacksonville to Sandford	Z. M. Sherley and W. E. Hight	81 146¼ 2			16,979 20		Six times a week to Palatka, 81 miles; six times a week six months, and three times a week the residue of the year to Sandford, with three times a week side supply to Spring Grove, 2 miles.
16098	Eufaula, Ala., to Apalachicola	Samuel J. Whitesides	291		2	5,401 39		
16100	Cedar Keys to Tampa	James McKay	175		2	13,570 00		
				1,627¼			100,357 59	
	ALABAMA.							
17095	Gadsden to Olio	I. M. Elliott	30		1	348 39		
17096	Chattanooga, Tenn., to Decatur	Solomon C. Capehart and George A. Samuels.	227½		1	2,860 00		

17097	Mobile to Demopolis	Frank S. Stone	243		2	5,200 00		
17098	Mobile to Selma	Owen Finnegan	310		2	2,300 00		
17099	Mobile to Point Clear	H. C. Baldwin	30			1,200 00		Seven times a week two months; twice a week eight months.
				840½			11,908 39	
	MISSISSIPPI.							
18098	Greenwood to Sharkey	S. H. Parisot	110		1	1,200 00		
18099	Vicksburgh to Faisonia	do	240		1	3,000 00		
18100	Vicksburgh to Greenwood	do	266		2	4,800 00		
				616			9,000 00	
	LOUISIANA.							
30091	New Orleans to Washington	H. H. Broad	420		2	6,500 00		
30092	New Orleans to Shreveport	New Orleans and Red River Transportation Company.	660		1	15,000 00		
30093	New Orleans to Vicksburgh	Leathen, Tobin and Cannon	408		3	35,000 00		
30095	New Orleans to Hopeville	Milton B. Muncy	119		1	3,000 00		
30097	Morgan City to New Iberia	Monroe P. Young	74		6	6,600 00		
30098	New Orleans to Saint Francisville	John 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	William S. Bassett	116 45		6 1	10,000 00		
				2,074			90,050 00	
	TEXAS.							
31092	Morgan City, La., to Brazos Santiago	Charles Morgan	465			4,800 00		Two trips a month.
31096	Galveston to Morgan City, La	do	225			50,000 00		Three times a week six months; six times a week six months.
31097	Galveston to Indianola	do	125			10,000 00		Three times a week eight months; twice a week four months.
				815			64,800 00	
	MISSOURI.							
28099	Saint Louis to Grand Tower	John A. Scudder	125		3	1,250 00		
28100	Saint Louis to Memphis	do	450		3	25,000 00		
				575			26,250 00	
	ARKANSAS.							
29094	Camden to New Orleans	John D. Adams	718		1	40,000 00		
29095	Memphis to Wittsburgh	do	116		1	7,500 00		
29096	Jacksonport to Pocahontas	do	150		2	8,800 00		
29097	Memphis to Osceola	do	74		2	6,900 00		
29098	Memphis to Vicksburgh	S. S. Lee	409		2	17,400 00		
29100	Memphis to Friar's Point	James Lee, sr	112		3	2,000 00		

C.—*Steamboat service as in operation on the 30th of June*, 1878—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.
29103	White River to Pine Bluff	John D. Adams	182½		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	
	TENNESSEE.							
19098	London to King's Creek	Thomas W. Fritts	47		6	2,466 00		
19099	Chattanooga to King's Creek	Joseph Glover	110		2	1,640 00		
				157			4,106 00	
	KENTUCKY.							
20096	Louisville to Cincinnati	United States Mail Line Company	143		6	8,000 00		
20097	Louisville to Evansville	Shirley and Hite	202		6	15,000 00		
20098	Evansville to Cairo	John D. Hopkins, President Evansville, Cairo and Memphis Packet Company.	202		6	15,000 00		
20099	Bowling Green to Evansville	S. W. Coombs, President Green and Barren River Navigation Company.	198		2	4,800 00		
20100	Paducah to Waterloo, Ala	W. G. Brown	260		2	6,000 00		
				1,005			48,800 00	
	OHIO.							
21141	Portsmouth to Cincinnati	David Gibson	127.75		6	9,000 00		
21142	Portsmouth to Gallipolis	William Bay	51.35		12	8,500 00		
			36.65		6			
				215.75			17,500 00	
	MICHIGAN.							
24093	L'Anse to Hancock	R. M. Hoar	35.33		6	3,000 00		
24094	Manistee to Milwaukee	Engelman Transportation Company	150		6	4,160 00		Service during season of navigation (April 1 to December 1.)
24097	Detroit to Marquette	J. T. Whiting	350		5	4,228 58		Do.
24098	Houghton to Minong	S. L. Smith	150		3			Do.
			80		1	1,213 33		Do.

24099	Bay City to Alpena	Darius Cole	123. 50		6	10, 000 00		Do.
24100	Grand Haven to Milwaukee	M. Engelman	85		6	3, 120 00		Do.
				973. 83			25, 721 90	
	CALIFORNIA.							
46101	San Francisco to Portland, Oreg	George K. Otis	670		1	25, 000 00		
46102	San Francisco to Sacramento	California Steam Navigation Company	230		6	8, 000 00		
46273	San Francisco to La Quentin	A. D. Moore	12		7	1, 100 00		
46275	Tahoe to Tahoe	W. W. Lapham	50. 5			3, 000 00		Six times a week six months; once a week six months.
				962. 5			37, 100 00	
	OREGON.							
44101	Portland to Astoria	I. C. Ainsworth, President Oregon Steam Navigation Company.	120		6	14, 906 83		
44102	Portland to The Dalles	Zenas F. Moody	120		6	15, 535 00		
				240			30, 441 83	
	WASHINGTON TERRITORY.							
43101	Olympia to Victoria, British Columbia	Phillip D. Moore	35 103. 6		2 6	29, 676 74		
43115	Port Townsend to Semiahmoo	Samuel Coulter	132		1	5, 013 95		
43132	Portland to Sitka, Alaska	George K. Otis	1, 366			34, 800 00		One trip per month.
				1, 636. 6			69, 490 69	
	DAKOTA TERRITORY.							
35072	Yankton to Fort Pierre	S. B. Coulson	375	375	2	7, 520 00		Temporary, four months.
							7, 520 00	

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, 1878.*

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	92			5,534	747		1,799					16,133	431,876			19,868
New Hampshire	211		2,015			25	150		3			5,012	64,913			2,847
Vermont		38		3,753					140		401		366,320			3,352
Massachusetts	268		7,835			15	1,000					26,205	1,214,109			17,370
Rhode Island		27		1,730					7		2,365		107,127		635	
Connecticut	57			1,153					4		27,303		454,301		26,150	
New York	263			21,706		64		1,554		15	145,353		2,268,349		122,093	
New Jersey	15			2,933	1		124			95	38,853		433,129		36,044	
Pennsylvania		320		31,175			800		122		41,465		960,009		11,090	
Delaware	10			952								1,647	31,731			2,599
Maryland	13			4,737	196		1,800		6		671		92,706			2,266
West Virginia		40		20,088	5		2,100		28			154	142,082			18,142
Virginia	387			8,550	31		200			1		4,945	391,828			13,295
North Carolina	228		17,558						62		2,812		189,932		20,370	
South Carolina	100		4,850						35		2,102		88,973		6,952	
Georgia	312		12,430								13,672		118,382		26,102	
Florida	96		6,509			2,807	24,919		2		59			105,646	31,487	
Alabama	384		16,367		840		11,908			1	107		371,463		28,382	
Mississippi	41		5,596						28		1,172		76,283		6,768	
Louisiana	48		1,825		1,080		27,936					650	215,904		29,111	
Texas	729		143,295			81		4,805	88		10,958		595,778		149,448	
Arkansas	458		11,350						50		4,161		118,591		15,511	
Missouri	626		19,277						90		83,948		313,454		103,225	
Tennessee	554		13,793			2			8			3,809	416,742		9,984	
Kentucky	316		10,595		116		8,000		176		17,150		359,104		35,745	
Ohio		88	2,401				3,507		200		67,868			433,758	73,776	
Indiana	48		3,050						141		29,959		134,297		33,009	
Illinois	9		20,883						28			13,001		185,376	7,882	
Michigan		329		16,985	166		6,500		98		4,430		97,625			6,055
Wisconsin	85		1,856						20		2,223		92,477		4,079	
Iowa	142		10,749						204		10,140		760,283		20,889	
Minnesota	80		1,556						305		12,807		258,703		14,363	
Nebraska		356		22,572					68		3,210			18,636		19,362
Kansas	93		3,267						189		33,403		136,465		36,670	

Nevada		59		14,554							1,479			21,948		13,075
California		13		13,935					459		19,384		100,822		5,449	
Oregon	297		2,872										22,298		2,872	
Washington Territory	172		7,083			179		6,410	45		2,003		51,337		2,676	
Idaho Territory	472			22,346									25,048			22,346
Montana Territory	469		44,575										208,728		44,575	
Dakota Territory	97		21,433		375		7,520						122,056		28,953	
Wyoming Territory		34		12,638										13,552		12,638
Utah Territory	25		70						40		1,722		7,072		1,792	
Colorado	44		13,502						40		3,035		160,039		16,537	
Indian Territory	470		7,366										48,880		7,366	
New Mexico Territory		439		170,451										475,720		170,451
Arizona Territory	220		12,807										37,544		12,807	
Total	7,931	1,743	426,765	375,792	3,557	3,173	98,263	12,769	2,686	112	584,215	71,556	12,086,760	1,254,636	972,792	323,666
	1,743		375,792		3,173		12,769		112		71,556		1,254,636		323,666	
Increase	6,188		50,973		384		85,494		2,574		512,659		10,832,124		649,126	

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, 1878, and also in of the pay in accordance with the act of March 3, 1873; and used also in accordance with after July 1, 1876.*

ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; m. c., mail-line; t. l., triple line; l., line or lines; m., miles; r. a., route-agents; m. m., mail-messengers. A 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.
						Miles.	
1	N. J ..	7004	.....	New York, West Philadelphia.	Pennsylvania.....	90	32
2	Pa....	8001	.....	Philadelphia, Pittsburg.....	.....do.....	353. 6	30
3	N. Y..	6052	.....	Buffalo, Chicago.....	Lake Shore and Michigan Southern.	542	28
4	N. Y..	6052	.....	Millbury, Toledo.....	.....do.....	8. 5	28
5	N. Y..	6052	.....	Buffalo, Elyria.....	.....do.....	210. 2	28
6	N. Y..	6052	.....	Elkhart, Chicago.....	.....do.....	101	28
7	N. Y..	6052	.....	Elyria, Millbury.....	.....do.....	79. 3	28
8	N. Y..	6017	.....	Albany, Buffalo.....	New York Central and Hudson River.	298	29
9	N. Y..	1217	6017	.....do.....	.....do.....	298	25
10	N. Y..	6011	.....	New York, Albany.....	.....do.....	144	30
11	N. Y..	1211	6011	.....do.....	.....do.....	144	25
12	Ohio..	21045	.....	Toledo, Elkhart.....	Lake Shore and Michigan Southern.	133. 6	28
13	Md ...	10001	.....	Baltimore, Philadelphia.....	Philadelphia, Wilmington and Baltimore.	96	33
14	Md ...	10013	.....	Bayview, Washington	Baltimore and Potomac.....	46. 10	27
15	Ohio..	21007	.....	Elyria, Millbury.....	Lake Shore and Michigan Southern.	74. 98	28
16	N. Y..	6001	.....	New York, Dunkirk.....	Erie.....	459	30
17	Mo ...	28001	.....	Saint Louis, Atchison	Missouri Pacific.....	329. 75	25

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 acts of July 12, 1876, and June 17, 1878, in the case of readjustments taking effect on and

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

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.*		
3185565	1374224	4559789	4285449	71424	r. p. o., 60 by 8.11, 4 l.; 58.7 by 8.8, 1 l.; 46.4 by 8.4½, 2 l.; 18 by 8½, 1/11 l.; r. a. apt. 14.6 by 6.4, ½ l., f. f. c.	88¼*	1155 40	60 days in March and April, 1878. Main route; branches not weighed.	1
2870911	999366	3870277	3063182	51053	r. p. o., 60 by 8, 4 l.; r. a. apt., 15 by 8, 1 l., f. f. c.	44⅛*	805 60	60 days in March and April, 1878.	2
5062908	2018546	7081454	1817551	30292	.....	36⅜*	.....	60 days in March and April, 1878. (See pts.)	3
.....	.....	.....	2566296	42771	r. p. o., f. f. c., 60 by 9, ½ l.; 50 by 9, ½ l.; 49 by 9, 1 l.; 60 by 9, 1 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 41.8 by 9, 1 l.; 16 by 9, 1 l.	36⅜*	719 75	60 days in March and April, 1878. Part; residue, $708.50 (5), $665.30 (6), $649.12 (7), $251.80 (22).	4
.....	.....	.....	2794075	46567	r. p. o., 60 by 9, ½ l.; 50 by 9, ½ l.; 49 by 9, 1 l.; 60 by 9, 1 l.; 50 by 9, 1 l.; 49.5 9. 1 l.; 41.8 by 9 (average), 1 l.; 16 by 9, 1 l.	36⅜*	708 50	60 days in March and April, 1878. Part; 25.7 miles at $719.75; residue, $719.75 (4), $665.30 (6), $649.12 (7), $251.80 (22).	5
.....	.....	.....	2003603	33393	r. p. o., f. f. c., 60 by 9, ½ l.; 50 by 9, ½ l.; 49 by 9, 1 l.; 60 by 9, 1 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 41.8 by 9 (average), 1 l.; 36 by 9, 1 l.	36⅜*	665 30	60 days in March and April, 1878. Part; residue, $719.75 (4), $708.50 (5); $649.12 (7), $251.80 (22).	6
.....	.....	.....	963878	16064	r. p. o., f. f. c., 60 by 9, ½ l.; 50 by 9, ½ l.; 49 by 9, ½ l.; 41.8 by 9, 1 l.; 16 by 9, ½ l.	36⅜*	649 12	60 days in March and April, 1878. Part; residue, $719.75 (4), $708.50 (5), $665.30 (6), $251.80 (22).	7
3309976	1105933	4415909	3101112	51685	r. p. o., f. f. c., 55 by 9 (av.), 1 l.; 49.5 by 9, 2 l.; 60 by 9, 1 l.; 50 by 9, 1 l.; 41.9 by 9, 1 l.; 47.8 by 8.10, 1 l. Albany to Rochester, 228 m.	46½*	592 50	60 days in March and April, 1878.	8
2193111	984326	3177437	2342970	39049	r. p. o., 46.10 by — (av.), f. f., s. l.	13⅞*	590 70	60 days in February and March, 1877.	9
2387842	936849	3324691	2957275	49287	r. p. o., 55 by 9 (av.), 1 l.; 49.5 by 9, 2 l.; 60 by 9, 1 l.; 50 by 9, 1 l.; 41.9 by 9 (average), 1 l.	56⅜*	568 20	60 days in March and April, 1878. Part; residue not weighed.	10
1790814	751952	2542766	2210372	36840	r. p. o., 46.10 by — (av.), f. f., s. l.	15½*	568 20	60 days in February and Mar., 1877. Part; residue not weighed; 6 miles at $168.30.	11
1046566	485479	1532045	1442375	24039	r. p. o., f. f. c., 50 by 9, ½ l.; 60 by 9, ½ l.; 49.5 by 9, 1 l.; 50 by 9, ½ l.; 60 by 9, ½ l.; 49.5 by 9, ½ l.; 41.8 by 9 (average), ½ l.	10½*	560 20	60 days in March and April, 1878.	12
380892	462863	843755	740288	24676	r. p. o., 50 by 9, f. f. c., d. l..	36⅜*	492 90	In March, 1877. Main route; branch, $45.	13
456595	426325	882920	767038	15567	r. p. o., 45.10 by 8.8, 47 by 8.4, 46.3 by 8.7, 58 by 8.8, f. f. c., d. l.; r. a. apt., 14.8 by 8.7, f. f., s. l.	41½*	393 90	In March, 1877	14
1281645	373956	1655601	1616621	26943	r. p. o., f. f. c., 60 by 9, ¼ l.; 50 by 9, ¼ l.; 49 by 9, ½ l.; 60 by 9, 1 l.; 50 by 9, 1 l.; 49.5 by 9, 1 l.; 16 by 9, ½ l.	13*	364 02	60 days in March and April, 1878.	15
764901	430966	1195867	459548	7659	r. p. o., 50 by 10, f f. c., d. l. to Hornellsville, 332 m., s. l. res., 127 m.; r. a. apt., 16.8½ by 7.4¾, f. f., s. l.	21¼*	341 90	60 days in March and April, 1878. $301.90 for 127 miles.	16
421970	171251	593221	354741	11824	r. p. o., 50 by 9, f. f. c., d. l. 282 m., s. l. res., 47.75 m.	14½*	323 90	37 m. at $275.12; 47.75 m. at $283.90. In October, 1877.	17

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
18	Nebr.	34001	34001	Council Bluffs, Ogden	Union Pacific	1035.2	19
19	Mass.	601	3001	Boston, Portsmouth	Eastern	57.28	26
20	Me	129	9	Portland, Portsmouth	do	52.56	26
21	Cal	46001	46001	San Francisco, Ogden	Central Pacific	884.23	19
22	N. Y.	6052	.....	Toledo, Elkhart	Lake Shore and Michigan Southern.	143	28
23	Ohio	21002	.....	Pittsburg, Chicago	Pittsburg, Fort Wayne, and Chicago.	468.85	av.25
24	Mo	28005	.....	Quincy, Saint Joseph	Hannibal and Saint Joseph	203.50	20
25	Mo	28010	.....	Kansas City, Cameron	do	54	20
26	Mass.	603	3016	Boston, Nashua	Boston and Lowell and Nashua and Lowell.	39.87	25
27	N. Y.	6008	.....	Buffalo, Hornellsville	Erie	91	30
28	Mo	28002	.....	Saint Louis, Bismarck	Saint Louis, Iron Mountain and Southern.	77.73	23
29	Vt	403	2002	Windsor, Burlington	Central Vermont	119.87	25
30	Mass.	604	3021	Boston, Fitchburg	Fitchburg	51.73	28
31	Mass.	602	3011	Boston, Salmon Falls	Boston and Maine	71.50	30
32	Vt	401	2001	Burlington, Rouse's Point	Central Vermont	57.15	25
33	Vt	405	2004	Bellows Falls, Windsor	do	26.34	25
34	Kans.	33001	.....	Kansas City, Cheyenne	Kansas Pacific	745	24
35	N. Y.	1218	6018	Rochester, Niagara Falls	New York Central and Hudson River.	76	24
36	Vt	406	2003	Bellows Falls, Burlington	Central Vermont	120.27	25
37	Pa	8077	8075	Easton, Allentown	Lehigh Valley	17.2	25
38	Minn.	26011	.....	Winona, La Crosse	Chicago, Milwaukee and Saint Paul.	28.75	20
39	Mo	28014	.....	Hannibal, Sedalia	Missouri, Kansas and Texas	142.88	21
40	Mo	28026	.....	Bismarck, Texarkana	Saint Louis, Iron Mountain and Southern.	414.25	23
41	Mo	28011	.....	Sedalia, Denison	Missouri, Kansas and Texas	447	21
42	Mass.	646	3022	Fitchburg, North Adams	Fitchburg	93.10	28

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.*		
550915	207799	758714	581089	19369	r. p. o., 50 by 9.9, f. f. c., s. l.	7	310 00	.....	18
183252	150496	333748	278130	9271	r. p. o., 42 by 8.7, 40 by 8.7½, f. f. c., d. l.; r. a. apt., 29 by 8.7½, f. f., d. l.	24	295 00	.78 mile increase	19
116072	135614	251686	238520	7950	r. p. o., 42 by 8.7, 40 by 8.7½, f. f. c., d. l.; r. a. apt., 29 by 8.7½, f. f., s. l.	19⅛*	283 00	.56 mile increase.....	20
268287	419542	687829	450528	15017	r. p. o., 55.1⅛ by 9.5¾, f. f. c., s. l.; 23.6 by 8.10¼, 31.6¾ by 8.10¾, f. f., between San Francisco and Lathrop, 83 m.; 23.6 by 8.10¼, f. f., between Sacramento and Roseville, 18.2 miles.	8½*	269 50	.....	21
.....	.....	.....	682093	11368	r. p. o., 60 by 9, ½ l.; 50 by 9, ½ l.; 49 by 9, ½ l.; 41.8 by 9, ½ l.; 36 by 9, 1 l., f. f. c.	36⅝*	251 80	60 days in March and April, 1878. Part; residue, $719.75 (4), $708.50 (5), $655.30 (6), $649.12 (7).	22
880125	436998	1317123	775734	12928	r. p. o., 50 by —, f. f. c., s. l.; r. a. apt., f. f., 24.3 by 8.11; s. l. to Homewood, 34 m., and Crestline to Chicago, 189 miles.	19⅜*	246 40	60 days in March and April, 1868.	23
107370	63135	170505	113233	3774	46 by —, f. f. c., s. l. to Cameron, 171 m.; 16 by 6, f. f., s. l. Cameron to Saint Joseph, 32.5 miles.	13	240 00	32.5 m. at $215 per m. In Oct., 1877. Main route; branch, $50 (171).	24
34348	48229	82577	77175	2572	r. p. o., 46 by —, f. f. c., s. l.	13	239 00	In October, 1877.....	25
101917	63228	165145	142053	4735	r. p. o., 42.5 by 8.9, f. f. c., d. l.; r. a. apt., 23.5 by 6.8 (average), s. l.	27⅝*	230 00	2.13 miles decrease ...	26
123891	144356	268247	199692	3328	14.8½ by 9.9¾, 13.1 by 10.8½, 11.9⅜ by 10.9¼, f. f., d. l. to Attica, 31 m., s. l. res., 60 miles.	26⅜*	225 00	60 days in March and April, 1878.	27
.....	.....	.....	231781	7726	24 by 9, 13.10 by 9.2½, f. f., d. l.	20	144 00	In Oct., 1877. Part...	28
122494	99250	221744	87161	2905	r. p. o., 42.4 by 8, f. f. c., d. l. White River Junction to Essex Junction, 97.20 m.; r. a. apt., 10 by 7, 14.13 miles.	18	200 20	26 m. at $160.20 per m., .87 mile inc. Main route; branch, $45 (233).	29
131346	84745	216091	158985	5299	r. p. o., 30 by 8.9, f. f. c., s. l.; r. a. apt., 16 by 8.7 (av.), f. f., t. l. to Ayer Junction, 36.07 m., d. l. res., 15.93 m.	27⅞*	199 00	.27 mile decrease	30
126994	88997	215991	118770	3959	24.8 by 8, f. f., d. l.....	12	193.25	.34 m. inc. Main route; branch, $50 (178).	31
83444	72459	155903	56601	1886	r. p. o., 42.4 by 8.5, f. f. c., d. l. Essex Junction to Saint Albans, 24½ m.; r. a. apt., — by —, s. l. res., 32.65 m.	19*	193 00	Pay on 31 m., $153, 1.65 m. increase.	32
55807	42268	98075	89166	2972	24 by 6.10, f. f., d. l.....	18	184 50	1.34 m. increase	33
9855	67513	166468	65407	2180	29.6 by 9.3, f. f., 639 m.; 12 by 7, f. f., 106 m., s. l.	7	171 00	In Oct., 1877. Main route: branch not weighed.	34
84102	30313	114415	86251	2875	30 by 8.4, f. f., s. l	32⅛*	165 60	.....	35
65086	52491	117577	62938	2097	r. p. o., 24.10 by 6.9, f. f., s. l	18	163 80	52 miles at $141.30. .77 m. increase.	36
94275	52935	147210	89301	2976	22 by 8.6, f. f., t. l	48⅛	162 00	.....	37
30046	91744	121790	120112	4003	r. p. o., 39. 2 by 9.2, f. f. c., s. l	12	160 00	In June, 1877.....	38
48896	40522	89418	58216	1940	r. p. o., 40 by 9, f. f. c., s. l...	12	156 80	In Oct., 1877.....	39
197771	68771	266542	192447	6414	24 by 9, f. f., s. l	7	155 00	In Oct., 1877. 324.01 m. at $111.60.	40
127398	48904	176302	102935	3431	r. p. o., 40 by 9, f. f. c., s. l...	9⅛*	155 00	In Oct., 1877. 158.5 m. at $166.70; 23.5 m. at $128.	41
97158	63788	160946	123014	4100	r. p. o., 30 by 8.9, f. f. c., s. l.; r. a. apt., 16 by 8.7, f. f., t. l. to Ashburnham, 11 m., d. l. res., 82.10 m.	18⅛*	153 00	18 m. at $144. Main route; br'ch, 45 (243).	42

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
43	Tex...	31010	31010	Marshall, Texarkana	Texas Pacific.....	74. 66	20
44	Mass .	3041	.....	Middleborough, Hyannis....	Old Colony	45. 29	25
45	Conn .	913	5014	New Haven, Willimantic ...	Boston and New York Air Line.	54. 14	27
46	Pa....	8010	.....	East Penn Junction, Waverly	Lehigh Valley.....	189. 57	25
47	Tex...	31001	31001	Houston, Galveston.....	Galveston, Houston and Henderson.	51. 5	18
48	Mo ...	28002	.....	Saint Louis, Columbus.....	Saint Louis, Iron Mountain and Southern.	197	23
49	N. Y..	1250	6059	Fredonia, Dunkirk	Fredonia and Dunkirk	3. 5	6
50	Del...	9501	.....	Wilmington, Delmar.....	Philadelphia, Wilmington and Baltimore.	97. 02	25
51	Kans .	33001	33001	Kansas City, Denver.....	Kansas Pacific	639	25
52	Tex...	31006	31006	Longview, Houston.....	International and Great Northern.	237. 50	23
53	N. Y..	1213	6013	Syracuse, Rochester	New York Central and Hudson River.	104	23
54	Me ...	12	10	Portland, Lunenburg	Portland and Ogdensburgh....	114. 05	22
55	Mo ...	28006	.....	Kansas City, U. P. Transfer.	Kansas City, Saint Joseph and Council Bluffs.	203. 50	22½
56	Vt....	402	2010	White River Junction, Derby Line.	Connecticut, Passumpsic Rivers and Massawippi Valley.	114. 3	24
57	Me ...	221	11	Salmon Falls, Portland.....	Boston and Maine	45	30
58	Kans .	33013	33016	Topeka, Kansas City	Atchison, Topeka and Santa Fé.	66. 20	22
59	Tex...	31003	31003	Houston, Denison City.....	Houston and Texas Central ...	337. 45	20
60	N. H..	252	1005	Concord, Wells River.....	Boston, Concord and Montreal.	94. 01	25
61	Vt....	410	2011	Lunenburg Junc., Johnson .	Portland and Ogdensburgh....	78. 19	22
62	Cal ...	46003	46003	Roseville, Redding.....	Central Pacific	151. 45	22
63	Vt....	2015	.....	North Bennington, State Line	Bennington and Rutland	1. 85	20
64	N. Y..	1259	6067	Troy, North Adams.....	Troy and Boston	50	25
65	N. Y..	1279	6054	Chatham Village, Rutland ..	Central Vermont	111. 30	20
66	N. Y..	1242	6053	Rouse's Point, Ogdensburg .	Ogdensburgh and Lake Champlain.	119	26
67	N. Y..	1259	6067	North Hoosac Junction, State Line.	Troy and Boston	5. 5	25
68	Kans .	33017	33010	Atchison, Pueblo	Atchison, Topeka and Santa Fé.	618. 85	24
69	Vt....	2015	.....	Rutland, Bennington	Bennington and Rutland	57. 16	20
70	Mass .	3039	.....	South Braintree Junction, Newport.	Old Colony	61. 16	25
71	N. Y..	1219	6022	New York, Chatham.....	New York and Harlem.....	130. 5	26
72	Colo ..	38001	38001	Denver, El Moro.....	Denver and Rio Grande	209. 2	20
73	Vt....	522	2009	Richford, Newport.....	Missisquoi and Clyde Rivers ..	31. 95	30
74	Pa....	8004	.....	Philadelphia, Bethlehem....	North Pennsylvania.....	54. 46	27

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per hour.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Feet and inches.*		*Dolls.*		
32636	122132	154768	41105	1370	16 by 7.8, f. f., s. l.	7	150 00	.66 m. increase	43
47015	36317	83332	55153	1838	14 by 8.4, 14 by 8.4, 10.2 by 6.6, 10.2 by 6.6, f. f., d. l.	12	146 80	In Dec., 1877	44
54469	56191	110660	95024	3167	9.10 by 6.12., f. f., s. l.	16½*	146 70	1.86 m. decrease	45
96604	59781	156385	69583	2319	22 by 8.6, f. f., t. l. to Mauch Chunk, 29.5 m., d. l. thence to Penn Haven, 7.5 m., s. l. res. 152.57 m.	15⅝*	146 70		46
38618	42006	80624	78835	2627	16 by 7, 16 by 7, 16 by 6.9, f. f., d. l.	14	145 00		47
189499	62241	251740	102936	3431	13.10 by 9. 2½, f. f	15⅝*	144 00	In Oct., 1877. Main route; branch, $50. Route restated (183). See parts.	48
3742	4769	8511	8511	283	3.6 by 2; in charge of conductor.	27½*	142 85		49
54974	29253	84227	46043	1535	20 by 9, 24 by 9, f. f., d. l. to Wyoming, 51 m., s. l. res., 46.02 m.	12	141 30	13.02 m. at $112.50	50
94722	58651	153373	70271	2342	24.1¼ by 9.4, 30.11 by 9.5, f. f., s. l.	7	137 70		51
91332	34465	125797	88717	2957	13.10 by 7.9, f. f., s. l.	7	135 00	Main route; branches, $50 (174, 182), 1.50 m. increase.	52
90560	57041	147601	65012	2167	18 by 8.9, f. f., s. l.	27⅝*	135 00		53
26644	19610	46254	27628	920	12.4 by 6.8, f. f., d. l. to Upper Bartlett, 72 m., s. l. res.	9¼*	135 00	2.5 m. decrease	54
112658	59889	172547	88613	2953	40 by —, f. f., s. l.	13	134 10	In April, 1878	55
104849	84572	189421	110605	1843	r. p. o., 23 by 6.10, f. f., s. l.	12	133 17	Combined weights of Apr. and Aug., 1878. .57 m. decrease.	56
49783	34147	83930	74735	2491	r. p. o., 24.8 by 8, f. f., d. l.	12	131 25	.82 m. increase	57
28235	57708	85943	74897	2496	23.2 by 9.3½, f. f., s. l.	10¼*	129 60	2.64 m. decrease	58
59537	76585	136122	54726	1824	14 by 7.3, f. f., s. l.	7	125 10	.10 m. decrease	59
42457	27564	70021	48927	1630	17 by 6.8, f. f., d. l. to Plymouth, 51 m., s. l. res.	13⅜*	125 00	$1,410 per annum m. m. service. .01 m. increase.	60
17151	13318	30469	18825	627	14.9 by 6.8, f. f., s. l.	6	125 00	.62 m. decrease	61
56167	20893	77060	51187	1706	23.6 by 8.10½, f. f., s. l.	6	121 50		62
22111	26843	48954	48954	1631	18 by 7, f. f., s. l.	15*	117 90	Branch; main route, $107.10 (69). In Apr., 1877.	63
99892	117934	217826	161463	5382	r. p. o., 30 by 8.5, f. f., s. l.; r. a. apt., 15.6 by 6.10, 15.6 by 7, f. f., d. l.	30	112 50	Main route; branch, $112.50 (67). In Apr., 1877.	64
40984	44778	85762	32025	1067	15.4 by 6.4 (average), f. f., s. l.	12	112. 50	Main route; branch, $54 (144). In Apr., '77.	65
18790	24009	42799	22318	743	13.2 by 7.2, f. f., s. l.	9*	112 50	In Apr., 1877	66
34447	28564	63011	6221	207	18.6 by 10.6 (average) s. l.	18	112 50	Branch; main route, $112.50 (64). In Apr., 1877.	67
111306	48748	160054	71082	2369	23.2 by 9.3½, f. f., s. l.	8⅜*	108 00	148.15 m. at $135. Main route; branch, $80.10 (91), .29 m. increase.	68
28092	28481	56573	41870	1395	18 by 7, f. f., s. l.	15*	107 10	Main route; branch, $117.90 (63).	69
65207	48949	114156	39723	1324	14 by 8.4, 14 by 8.4, 10.2 by 6.6, 10.2 by 6.6, f. f., d. l. to Middleboro', 22.82 m.; in b. c. res.	18¼*	107 10	In Dec., 1877	70
57157	37137	90294	33772	1125	20.1 by 8.6, 20.6 by 8, f. f., s. l.	11¼*	102 70	64.5 m. at $92.70, $500 m. m. In Apr., 1877.	71
42466	26328	68794	31758	1058	17.9 by 7.4, f. f., s. l.; r. a. to Cucharas, 169.5 m., res. in charge of conductor, 39.7 m	7	100 80	Main route; branch, $45 (200).	72
7821	9760	17581	15161	505	13 by 7, f. f. c., s. l.	15*	100 00	.57 m. increase. In Apr., 1877.	73
70836	37109	107945	86993	2899	12 by 8, f. f., s. l.	62	99 00	Main route; branch $45 (212), .14 m. decrease. In Apr., '77.	74

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
75	Conn .	910	5013	South Norwalk, Danbury ...	Danbury and Norwalk	23. 65	30
76	Tex...	31004	31004	Hempstead, Austin.....	Houston and Texas Central ...	115. 20	18
77	Ark ..	29001	29001	Memphis, Little Rock	Memphis and Little Rock	134. 21	17
78	Tex...	31009	31009	Shreveport, Fort Worth	Texas and Pacific	220. 04	17½
79	Oreg ..	44001	44001	Portland, Roseburgh.....	Oregon and California	199. 10	18
80	N. H ..	261	1006	Groveton, Wells River.....	Boston, Concord and Montreal	54. 12	25
81	Kans .	33002	33003	Atchison, Waterville	Union Pacific (Central Branch).	100. 50	21
82	Vt....	525	2008	Leicester Junction, Ticonderoga Station.	Central Vermont	15. 60	15
83	Pa....	8006	.....	Philadelphia, Darby	Philadelphia and Darby	7. 56	5
84	Tex...	31007	31007	Palestine, Austin	International and Great Northern.	183. 93	18
85	Colo ..	38006	38004	Cucharas, La Veta.....	Denver and Rio Grande	22. 55	21
86	Va....	11005	.....	Richmond, Huntington	Chesapeake and Ohio.....	421. 14	20
87	N. Y ..	6103	.....	Corning, Geneva.....	Fall Brook Coal Co. (operating Syracuse, Geneva and Corning).	62. 41	22
88	Cal ...	46006	46006	Sacramento, San Francisco..	California Pacific.....	86. 72	20
89	Utah..	41001	41001	Ogden City, Salt Lake City..	Utah Central.....	36. 50	18
90	Kans..	33001	33002	Lawrence, Leavenworth	Kansas Pacific	35. 05	25
91	Kans..	33007	33011	Newton, Wichita	Atchison, Topeka and Santa Fé.	27. 69	22
92	Cal....	46014	46014	Huron, Yuma.....	Southern Pacific	530. 29	av. 18
93	La	30003	30003	New Orleans, Morgan City..	Morgan's Louisiana and Texas.	80. 07	25
94	Mo....	28034	.....	Bismarck, Columbus.....	Saint Louis, Iron Mountain and Southern.	119. 27	23
95	Mass .	660	3057	Worcester, Winchendon....	Boston, Barre and Gardner	38. 04	22
96	N. Y ..	6053	.....	Rouse's Point, Ogdensburgh.	Ogdensburgh and Lake Champlain.	119	26
97	Pa....	8063	.....	Pittsburg, Cumberland	Pittsburg and Connellsville ...	150. 1	27
98	Conn .	901	5001	Norwich, Worcester	New York and New England (lessees Norwich and Worcester).	59. 65	21
99	Vt....	408	2006	Saint Albans, Canada Line..	Central Vermont	17. 10	25
100	Ark ..	29001	.....	Memphis, Little Rock	Memphis and Little Rock	135	16
101	Tex...	31002	31002	Harrisburg, San Antonio ...	Galveston, Harrisburg and San Antonio.	215	25
102	Kans..	33009	33012	Atchison, Lincoln.....	Atchison and Nebraska	151. 33	20
103	N. Y..	1212	6012	Troy, Schenectady.....	New York Central and Hudson River.	22	24
104	Vt....	2011	.....	Lunenburg Junction, Swanton.	Portland and Ogdensburgh	118. 14	22
105	Tex...	31005	31005	Bremond, Waco.....	Houston and Texas Central....	44. 09	14
106	Cal ...	46010	46010	Lathrop, Goshen.....	Central Pacific	146. 30	24
107	Nev...	45001	45001	Virginia City, Reno	Virginia and Truckee	51. 75	20
108	Pa	8016	.....	Penn Haven Junction, Tomhicken.	Lehigh Valley.....	24. 10	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.*		
20792	14706	35498	26371	879	11.2 by 6, f. f., s. l	17*	99 00	Main route; branches $45 (235, 276). 15 m. increase. In Apr., '77.	75
16514	11802	28316	17748	591	14 by 7¼, f. f., s. l.	7	93 60	3.50 m. decrease	76
40658	22749	63407	52737	1757	22.8 by 8.9, f. f., s. l	7	90 00		77
125171	50654	175825	43221	1440	9.4 by 6.8, 16 by 7.8, f. f., s. l.	12½*	90 00	.96 m. increase	78
38838	29924	68762	36723	1224	20 by 9, f. f., s. l	6	90 00		79
17485	21520	39005	24356	811	17 by 6.8, f. f., s. l.	12	90 00	6 addl. trips in summer bet. Groveton and Lancaster. In Apr., 1877.	80
18410	9082	27492	17743	591	14.6 by —, f. f., s. l	6	90 00	.50 m. increase	81
2436	1693	4129	2305	76	14 by 7, f. f.; no r. a	6	90 00	1.10 m. increase. In Apr., 1877.	82
536	201	737	737	24	in passenger car; no r. a	9*	90 00	2.56 m. increase. In Apr., 1877.	83
32637	14614	47251	28701	956	19.6 by 8.10, 12.5 by 7.1, 13 by 7.3, f., s. l.	7	87 30	.09 m. increase	84
15286	8180	23466	27461	915	17.9 by 7.4, f. f., s. l.; thro' mail room, 9 by 7.4.	7	85 50		85
150611	100226	250837	51985	866	18.6 by 8.5, f. f., s. l	12	83 70	60 days in Apr. and July, 1877. $90 per m. betw. Richmond and Hinton; $65 per m. residue.	86
17453	16684	34137	25620	854	10.11 by 6.10, f. f., s. l	6	82. 80	In August, 1878	87
26204	26144	52348	25052	835	10 by 8.10, f. f., s. l., 8.9½ by 7.3⅜, f. f.; Davisville to Sacramento, 13.26 m.	13⅞*	81 90		88
12467	20849	33316	20298	676	14.3 by 8.8½, f. f., d. l.	14	81 00		89
8715	10426	19141	15052	501	11 by 8.9, f. f., s. l	7	81 00	2.05 m. increase. Late branch 33001.	90
17904	9541	27445	26370	879	13.6½ by 9.3½, f. f., s. l.	7	80 10	Branch; main route $108, $135 (68), .60 m. increase.	91
59735	30950	90685	36515	1217	in b. c. to Goshen, 40 m.; 23.6 by 8.10¼, 31.6¾ by 8.10¾ f. f., s. l., Goshen to Los Angeles; 11.9 by 8.5, f. f., s. l., Los Angeles to Yuma.	7	79 20	54½ m. from Nov. 1, 1875	92
25196	14396	39592	34584	1152	11.11 by 6.5 (average), f. f., s. l	7	79 20	2.93 m. decrease	93
.....	.....	.....	23073	769	13.10 by 9.2½, f. f., s. l	13	79 20	In Oct., 1877. Formerly part of route 28002.	94
14923	11499	26422	17326	577	10 by 6.6, f. f., d. l.; extra car 8 by 3.4.	12	78 75	1.04 m. increase	95
28675	22149	50824	26646	888	13 by 7, f. f., s. l.	9*	78 30	In Mar., 1878	96
34697	25287	59984	28735	957	14.6 by 8.6, f. f., s. l.	14⅝*	76 50	In Feb. and Mar., 1878. Main route; branches $45, $54; branches not weighed.	97
37057	22372	59429	28093	936	12 by 7, f. f., s. l.	18	76 50	.35 m. decrease	98
5765	8578	14343	14343	478	12.6 by 7, f. f., s. l	18	76 50	.10 m. increase	99
35057	21781	56838	45312	1510	23 by 8, f. f., s. l.	7	75 60	In Feb., 1877	100
38484	16334	54818	36746	1224	11.3 by 7.2, 12.4 by 9.2, f. f., s. l	6	75 60	13.4 m. ext. from Sept. 1, 1875; 46.1 m. ext. from Apr. 10, 1877; .30 m. increase.	101
26605	16206	42811	21078	702	20 by 9, f. f., s. l.	6	75 00	.95 m. decrease	102
16532	26268	42800	41869	1396	in b. c.; no r. a	23*	73 80	In Apr., 1877	103
20826	16867	37693	20375	679	13.7 by 6.6, 15.6 by 6.6, f. f., s. l	9¼*	72 90	39.95 m. from Aug. 1, 1877. In Apr., 1878.	104
13834	7869	21703	19763	658	14 by 7.3, f. f., s. l	13	72 90	.47 m. decrease	105
62165	26841	89006	74950	2498	23.6 by 8.10, 31.6¾ by 8.10¾, f. f., s. l.	7	72 00	1.39 m. increase	106
21929	13694	35623	28398	946	12 by 8, f. f., s. l	7	72 00		107
17129	14899	32028	19489	649	no r. a. to Hazel Creek Bridge, 9 m., apt. 10 by 7, f. f., d. l., thence to Hazelton, 7 m., 1½ l. res., 8.1 m.	11⅛*	72 00	Main route; branches $45 (259, 285).	108

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
109	Dak...	35001	35001	Sioux City, Yankton.....	Dakota Southern	61.71	15
110	N. Y..	1804	6095	Saratoga Springs, North Creek.	Adirondack	57.96	22
111	Pa....	8030	.....	Harrisburg, Martinsburg ...	Cumberland Valley.....	94	24
112	Kans .	33013	.....	Topeka, Kansas City	Atchison, Topeka and Santa Fé.	68.84	22
113	Nebr .	34004	34004	Omaha, Oreapolis	Burlington and Missouri River in Nebraska.	17.76	16
114	N. Y..	1216	6016	Buffalo, Lewiston.....	New York Central and Hudson River.	29	21
115	Cal ...	46011	46011	San Francisco, Cloverdale...	San Francisco and North Pacific	90	30
116	N. J ..	7006	.....	Camden, Hightstown	Pennsylvania.....	51.75	35
117	Vt....	409	2007	Saint Albans, Richford	Central Vermont	28.47	18
118	N. Y..	1215	6015	Buffalo, Lockport.....	New York Central and Hudson River.	22	21
119	N. Y..	1214	6014	Canandaigua, Tonawanda...	.....do	86	17
120	Colo ..	38003	38002	Hughes' Station, Boulder ...	Denver and Boulder Valley....	27.75	23
121	Mass .	{618} {651}	3003	Salem, Rockport.....	Eastern	20.69	21
122	N. H..	257	1011	Nashua, Greenfield.....	Boston and Lowell, and Nashua and Lowell.	26.58	25
123	Mass .	657	3058	Winchendon, Peterboro'	Boston, Barre and Gardner	16.37	22
124	N. Y..	6066	.....	Rouse's Point, Canada Line.	Champlain and Saint Lawrence	2.25	25
125	Kans .	33003	33004	Lawrence, Coffeyville.....	Leavenworth, Lawrence and Galveston.	140.8	25
126	Utah .	41003	41003	Ogden City, Franklin	Utah Northern	79.94	12
127	Nebr .	34002	34002	Plattsmouth, Kearney Junction.	Burlington and Missouri River in Nebraska.	190.8	21
128	Kans .	33007	.....	Newton, Wichita	Atchison, Topeka and Santa Fé.	27.09	21
129	Ky....	20021	.....	Cincinnati, Somerset.....	Cincinnati Southern.....	160.26	24
130	Ark...	29005	29003	Argenta, Fort Smith.....	Little Rock and Fort Smith....	169.29	16⅔
131	Ark...	29005	.....	.....do	.....do.....	169.29	13
132	Nev ..	45002	45002	Palisades, Eureka	Eureka and Palisades	91.27	22½
133	Cal ...	46005	46005	Sacramento, Folsom	Sacramento Valley	23.2	20
134	Ark ..	29006	29005	Malvern, Hot Springs.....	Hot Springs.....	25.11	16
135	N. Y..	1203	6003	Buffalo, Suspension Bridge..	Erie.....	25.94	25
136	Cal ...	46002	46002	San Francisco, Soledad.....	Southern Pacific	143.8	21
137	N. Y..	1293	6077	Ithaca, Geneva.....	Geneva, Ithaca and Sayre (late Geneva, Ithaca and Athens).	40.25	23
138	Utah .	41002	41002	Salt Lake City, York.....	Utah Southern	75	15
139	Kans .	33018	33021	Waterville, Washington	Waterville and Washington ...	20.50	21
140	Mass .	628	3024	Ayer, Greenville.....	Fitchburg.....	23.50	18
141	Cal ...	46024	46023	Galt, Ione	Amador Branch.....	27.84	14
142	Kans .	33019	33022	Greenleaf, Concordia.....	Republican Valley.....	41.97	21
143	Mass .	3044	.....	South Braintree Junction, Fall River.	Old Colony	34.36	25
144	N. Y..	1279	6054	North Bennington, State Line	Central Vermont.....	2	.....
145	Kans .	33007	.....	Atchison, Pueblo	Atchison, Topeka and Santa Fé	618.56	28
146	N. H..	260	1014	Brock's Crossing, North Conway.	Portsmouth, Great Falls and Conway.	71.11	23

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Feet and inches.*		*Dolls.*		
15571	7681	23252	18461	615	16 by 9.6, f. f., s. l.	6	72 00	.23 m. increase	109
13609	9334	22943	17230	574	13.6 by 5.10, f. f., s. l.	6	72 00	In Apr., 1877	110
37655	33214	70869	23848	797	13.8 by 8.4, f. f., s. l.	18	69 30	In Apr., 1877	111
18857	45686	64543	56680	1889	23.2 by 9.3½, f. f. c., s. l.	7	67 50	In Oct., 1877	112
21527	13518	35045	34109	1136	18.5 by 8.8, f. f., s. l.	6	67 50	.02 m. increase	113
24054	13679	37733	28688	956	in b. c.; no r. a	24	67 50		114
20527	8359	28886	21935	731	12.9 by 8.10, f. f., s. l.	7	67 50		115
16797	13387	30184	13648	454	8 by 6.6, f. f., r. a. 1½ l. to Pemberton Junction, 30 m., 1 l. res.	15⅝*	67 50	27.50 m., at $36, main route; branch $45. Branch included on route 7007; .75 m. decrease.	116
5836	5776	11612	8038	267	10.6 by 6, f. f., s. l.	6	67 50	.19 m. decrease. In Apr., 1877.	117
2931	3476	6407	5968	198	in b. c.; no r. a	12	67 50	In Apr., 1877	118
9606	9736	19342	4187	139	9.2 by 6.1, 10 by 8.6, f. f., s. l.	6	67 50	In Apr., 1877	119
2344	1795	4139	3195	106	12 by 7, f. f.; no r. a	7	67 50		120
9186	6833	16019	7974	265	in b. c	16¼*	67 00	6.50 m., at $50; res., 16 m., at $67; $125 m. m.; 1.81 m. decrease. In Apr., 1877.	121
14600	8351	22951	14708	490	no apt.; no r. a	18	65 00	.42 m. decrease. In Apr., 1877.	122
5390	4013	9403	7858	261	10 by 6.6, f. f., d. l.; extra car, 8 by 3.4.	12	64 80	In Apr., 1877	123
17266	7199	24465	24465	815	in b. c.; no r. a	12	63 90	In May and June, 1878	124
33546	20815	54361	22462	748	18 by 8.9, f. f., s. l.	6	63 36	2.1 m. decrease	125
31464	12601	44065	41126	1370	15 by 6.6, f. f., s. l.	7	63 00		126
44534	24459	68993	33778	1125	18.3 by 8.9, f. f., s. l.	6	63 00	.20 m. decrease	127
16108	8909	25017	23979	799	23.2 by 9.3½, f. f. c., s. l.	7	63 00	Branch; main route $54, &c. (145). In Oct., 1877.	128
21986	14569	36555	13445	448	17 by 7.6, f. f., s. l.	12	63 00	1.40 m. from Jan. 1, 1878. In May, 1878.	129
24370	12377	36747	21975	732	12 by 7.6, f. f., s. l.	6	61 20	43.65 m., at $54.72 per m.	130
19821	9711	29532	16002	533	12.4 by 7.5, f. f., s. l.	6	61 20	In Oct., 1877, 34.11 m.; Ozark to Van Buren, Jan. 1, 1877, 9.54 m.; Van Buren to Fort Smith, Mar. 21, 1877.	131
9450	3842	13292	12763	425	no apt.; no r. a	7	61 20		132
7191	4758	11949	11208	373	no apt.; no r. a	12	61 20		133
7801	2978	10779	10779	359	6.10 by 2.1, no r. a	13	61 00		134
10681	3180	13861	5616	187	no apt.; no r. a	9*	58 50	In Sept., 1877	135
40524	23319	63848	34283	1142	17 by 9, f. f., s. l.	12⅜*	57 60	Main route; branch $45 (238).	136
10960	11236	22196	13491	449	10.5 by 6.5, f. f., s. l.	6	57 50	In Apr., 1877	137
22855	10835	33690	25215	840	15 by 8, f. f., s. l.	7	56 70	$46.80 on 27 miles	138
10291	5917	16208	10652	355	14.6 by —, f. f., s. l., 7.2 m.; no r. a. res.	6	56 70	.10 m. increase	139
9169	7027	16196	12191	406	6.6 by 6, f. f., s. l.	12	56 25	.50 m. increase	140
6004	4497	10501	10501	350	in b. c.; no r. a	7	55 80		141
8502	5163	13665	10451	348	14.6 by —, f. f., s. l.	6	55 80		142
9581	7782	17363	9225	307	in b. c.; no r. a	18	54 90	In Dec., 1877	143
27975	33680	61655	61655	2055			54 00	Branch; main route $112.50 (65). In Apr., 1877.	144
96148	39775	135923	60074	2002	23.2 by 9.3½, f. f. c., s. l.	7	54 00	Main route; branch $63 (128); 470.41 m. at $54. 10.83 m. at $67.50. In Oct., 1877.	145
20178	13855	34033	22148	738	20 by 8.7½, f. f., s. l.	6	54 00	$50 m. m. Additional trips from July 29 to Oct. 8, 1877. 1 m. increase.	146

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
147	Wash	43001	43001	Kalama, Wilkeson	Northern Pacific	136.33	19
148	N.J.	7015	.....	Camden, Atlantic City	Camden and Atlantic	60	25
149	Cal	46017	46017	Los Angeles, Santa Ana	Southern Pacific	28.6	17
150	Colo	38004	38003	Denver, Colorado Junction	Colorado Central	129.62	30
151	Pa	8088	8086	Pollock, Butler	Parker and Karns City	27	12
152	Kans	33012	33015	Junction City, Clifton	Junction City and Fort Kearney	50.6	15
153	Pa	8068	8067	Lewisburg, Laurelton	Pennsylvania (lessees Lewisburgh, Centre and Spruce Creek).	42.38	11½
154	Pa	8020	.....	Elmira, Blossburg	Tioga	45.5	20
155	Nebr	34005	34005	Brownville, York	Nebraska	132.64	12
156	N. Y.	6054	.....	Chatham Village, Bennington.	Harlem Extension Railroad, South Coal Transportation Company.	57.80	20
157	Tex	31011	31011	Sherman, Texarkana	Texas and Pacific	155.22	20
158	Kans	33003	33005	Cherryvale, Independence	Leavenworth, Lawrence and Galveston.	10.87	25
159	Nebr	34008	34008	Valley, David City	Omaha and Republican Valley	61.29	12
160	Tex	31007	.....	Palestine, Austin	International and Great Northern.	183.84	20
161	Minn	26006	.....	White Bear Lake, Albert Lea	Minneapolis and Saint Louis	123.35	20
162	N. Y.	1266	6072	Ithaca, Sayre	Geneva, Ithaca and Sayre (late Geneva, Ithaca and Athens).	34.60	23
163	Mass	627	3020	Ayer, Lowell	Boston and Lowell and Nashua and Lowell.	16.39	25
164	Nebr	34003	34003	Omaha, Tekamah	Omaha and Northwestern	48.35	15½
165	Mass	619	3004	Salem, Marblehead	Eastern	4.49	16
166	N. H.	259	1013	Dover, Alton Bay	Boston and Maine	28.42	30
167	N. Y.	1270	6078	Port Jervis, Monticello	Monticello and Port Jervis	24	20
168	Mass	623	3017	Lowell, Lawrence	Boston and Lowell and Nashua and Lowell.	13.08	25
169	Mass	654	3007	East Salisbury, Amesbury	Eastern	3.90	20
170	Mass	616	3036	Boston, Dedham	Boston and Providence	9.61	28
171	Mo	28005	.....	Palmyra, Hannibal	Hannibal and Saint Joseph	15	20
172	Mass	652	3014	Wakefield, Newburyport	Boston and Maine	31.36	30
173	Kans	33010	33013	Leavenworth, Onaga	Kansas Central	84.23	15½
174	Tex	31006	31006	Mineola, Troupe	International and Great Northern.	44.70	9½
175	Ill	23057	.....	Rochelle, Rockford	Chicago and Iowa (late Chicago, Rockford and Northern).	27.64	22
176	Mass	624	3018	Winchester, Woburn	Boston and Lowell and Nashua and Lowell.	2.18	25
177	Mass	610	3012	Boston, Medford	Boston and Maine	5.31	30
178	Mass	602	3011	Rollingsford, Great Falls	do	2.50	30
179	Mass	615	3002	Boston, West Lynn Depot	Eastern	11.60	17
180	N. Y.	1285	6090	Sodus Point, Gorham Station.	Ontario Southern (late Sodus Point and Southern).	34	17
181	Mass	625	3019	Somerville Station, Concord.	Boston and Lowell and Nashua and Lowell.	16.61	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.*		
16624	8241	24865	14876	495	13.6 by 6.7, f. f., s. l.	7	54 00	Pay on extension, 30.73 m., from Dec. 16, 1877.	147
31606	20697	52303	28781	479	8.6 by 6, f. f., s. l.	12	54 00	60 days; 30 from Apr. 16 and 30 from July 16, 1877. 19 trips in summer.	148
11177	6451	17628	14114	470	in b. c.; no r. a	7	54 00		149
23812	13574	37386	13784	459	11 by 7.6, f. f., s. l.	8§*	54 00	Main route; branches $45 (202, 211).	150
15200	8775	23975	9026	300	8.6 by 5.6, f. f., d. l. to Barnhardt's Mills, 13 m., s. l. res., 14 m.	8§*	54 00	In Nov., 1877	151
6667	4234	10901	7429	247	13½ by 6½, f. f., s. l.	6	54 00	17.23 m. at $48.60	152
4905	2235	7140	4970	165	8.6½ by 6.9½, f. f., s. l	6	54 00	$107 m. m.; 21.65 m. extension from Dec. 1, 1877. In Apr., 1877.	153
12239	10099	22338	12224	407	14.3 by 7, f. f., s. l.	12	53 10	Main route; branches $45 (264, 275, 279, 288). In Dec., 1877.	154
12165	11274	23439	8769	292	12 by 6.7, 8.9 by 6.7, f. f., s. l	6	51 30	.52 m. increase	155
7808	9863	17671	8708	290	12.4 by 6.1, f. f., s. l	6¼*	51 30	In July, 1878	156
12601	18953	31554	20648	688	14 by 7.10, 15 by 7.5½, f. f., s. l	6	51 00	.25 m. increase	157
14592	9044	23636	23636	787	18 by 8.9, f. f., s. l	6	50 40	.87 m. increase	158
9818	7424	17242	8380	279	8.6 by 5, f. f., s. l	6	50 40		159
31751	13503	45254	28510	950	13 by 7.2, s. l.	7	50 00	In Dec., 1877	160
19274	17616	36890	19027	634	22 by 9.3½, f. f., s. l	12½*	50 00	In July, 1878	161
8060	8741	16801	13850	462	10.5 by 6.5, f. f., s. l	6	50 00	In Apr., 1877	162
5763	9329	15092	12855	428	8.7 by 6.9, f. f., d. l.	12	50 00	.61 m. decrease. In Apr., 1877.	163
8356	3165	11521	7784	259	9.6 by 7.6, f. f., s. l.	6	50 00	40.2 m. under contract; 7.6 m. at $45.; .55 m. increase.	164
1972	5769	7741	7741	258	in b. c	12	50 00	.49 m. increase. In Apr., 1877.	165
7325	4188	11513	7093	236	9.3 by 6, f. f., d. l	13*	50 00	.42 m. increase. In Apr., 1877.	166
5720	4515	10235	6612	219	12 by 8; mail and express combined.	6	50 00	In Apr., 1877	167
3670	2560	6230	5184	172	no apt.; no r. a	16½*	50 00	$350 m. m. .92 m. decrease. In Apr., 1877.	168
2868	2161	5029	5029	167	in b. c	21*	50 00	$50 m. m. .10 m. decrease. In Apr., 1877.	169
4659	2956	7615	4888	162	no apt.; no r. a	18	50 00	1.39 m. decrease. In Apr., 1877.	170
2560	2293	4853	4853	161	in b. c.; no r. a	13	50 00	Branch; main route $240, $215 (24). In Oct., 1877.	171
5702	4709	10411	4856	161	in b. c.; no r. a	12	50 00	.86 m. increase. In Apr., 1877.	172
6239	3509	9748	4720	157	7.6 by 5, f. f., s. l	6	50 00	.03 m. decrease	173
3106	3720	6826	4457	148	8.6 by 7, f. f., s. l	6	50 00	Branch; main route $135 (52); .68 m. increase.	174
2639	3238	5877	4296	143	in b. c.; no r. a	6	50 00	In Nov., 1877	175
2334	1525	3859	3859	128	no apt.; no r. a	18	50 00	.82 m. decrease. In Apr., 1877.	176
1988	2026	4014	3637	121	no r. a	18	50 00	$60 m. m.; .19 m. decrease. In Apr., 1877.	177
1894	1694	3588	3588	119	in b. c.; no r. a	18	50 00	Branch; main route $193.25 (31); .50 m. decrease. In Apr., 1877.	178
3599	2689	6288	3345	111	in b. c	12	50 00	1.60 m. increase. In Apr., 1877.	179
3735	4896	8631	3118	103	7.5 by 7, f. f., s. l	6	50 00	In Apr., 1877	180
3987	2519	6506	3040	101	no apt.; no r. a	12	50 00	.65 m. increase. In Apr. 1877.	181

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
182	Tex...	31006	31006	Phelps, Huntsville.....	International and Great Northern.	9	8
183	Mo ...	28002	.....	Mineral Point, Potosi.....	Saint Louis, Iron Mountain and Southern.	4	20
184	N. H..	359	1007	Wing Road, Fabyan House .	Boston, Concord and Montreal	13. 50	20
185	Mass .	621	3013	Georgetown, Haverhill	Boston and Maine.....	7. 45	30
186	Cal ..	46020	46019	Colfax, Nevada City	Nevada County Narrow Gauge.	22. 81	13
187	R. I...	830	4007	Kingston Depot, Narragansett Pier.	Narragansett Pier.....	9. 14	20
188	Wis ..	25027	.....	Stevens Point, Portage	Wisconsin Central	73. 23	21
189	Ohio ..	21052	.....	Little Miami Junction, Scott	Cincinnati and Eastern	48. 19	15
190	Cal ..	46023	46022	Woodland, Williams.....	California Northern	39. 72	14
191	Mich .	24041	.....	Marquette, L'Anse	Marquette, Houghton and Ontonagon.	63. 46	20
192	Vt....	2014	.....	Burlington, Cambridge Junction.	Burlington and Lamoille	34. 97	22
193	Cal ...	46004	46004	Folsom, Shingle Springs	Placerville and Sacramento Valley.	26. 5	12
194	N. Y..	1811	6021	Rochester, Charlotte.....	New York Central and Hudson River.	9	24
195	Cal ...	46027	46026	San Francisco, Alameda	Central Pacific	13. 54	16
196	Pa....	8105	.....	Emlenton, Clarion	Emlenton and Shippensville...	30. 12	12
197	Pa....	8108	8105	Emlenton, Knox	.....do	15. 2	12
198	Cal ...	46022	46021	Santa Cruz, Watsonville	Santa Cruz	23. 39	18
199	Cal ...	46012	46012	Stockton, Milton.....	Stockton and Copperopolis	30	17
200	Colo ..	38001	38001	Pueblo, Cañon City	Denver and Rio Grande	45	20
201	Mass	742	3009	Lynn, Marblehead	Eastern	6. 16	16
202	Colo ..	38004	38003	Golden Junction, Georgetown.	Colorado Central	37. 72	12
203	Cal ...	46016	46016	San Francisco, Duncan's Mills.	North Pacific Coast	80. 47	16
204	Cal ...	46008	46008	Napa Junction, Calistoga ...	California Pacific.....	34. 60	21
205	Wis ..	25018	.....	Manitowoc, New London ...	Milwaukee, Lake Shore and Western.	65. 56	20
206	Ohio ..	21054	.....	Dayton, Musselmans.....	Dayton and Southeastern.....	70. 09	18
207	Cal ...	46009	46009	Marysville, Oroville	California Northern	30	22
208	Wis ..	25017	.....	Menasha, Ashland.....	Wisconsin Central.....	251. 02	16
209	Neb ..	34006	34006	Crete, Beatrice	Burlington and Missouri River.	30. 6	12
211	Colo ..	38004	38003	Forks Creek, Black Hawk...	Colorado Central	7. 90	12
212	Pa....	8004	.....	Landsdale, Doylestown	North Pennsylvania.....	10. 65	27
213	Cal ...	46007	46007	Davisville, Grafton	California Pacific.....	18. 34	20
214	Pa....	8037	8036	Altoona, Martinsburgh	Pennsylvania (lessees)	22. 52	14
215	N. J ..	7025	.....	Waterloo, Franklin Furnace.	Sussex	24. 76	22
216	Me ...	14	16	Houlton, New Brunswick Line,	New Brunswick and Canada...	3. 93	20
217	Texas.	31013	31012	Houston, Orange.....	Texas and New Orleans	106. 24	12
218	Oreg ..	44002	44002	Portland, Saint Joseph.....	Oregon Central.....	48. 61	12
219	Ark ..	29002	29002	Helena, Clarendon	Arkansas Central.....	48. 20	12
220	Ga....	15025	.....	Athens, Belton	Northeastern of Georgia	40. 53	17
221	Va....	11020	.....	Fredericksburg, Orange C. H	Royal Land Company	38. 25	18
222	Cal ...	46019	46018	Visalia, Goshen.....	Visalia	8. 37	18
223	Mich .	24030	.....	East Saginaw, Saint Louis ..	Saginaw Valley and Saint Louis	35. 23	17
224	S. C...	14008	.....	Alston, Spartanburg C. H...	Spartanburg, Union & Columbia	68. 12	17½
225	Pa....	8073	8071	Marion Junction, Richmond Furnace, Mercersburg Junction, Mercersburg.	Cumberland Valley (lessees Southern Pennsylvania).	21. 44	15

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Feet and inches.*		*Dolls.*		
1645	924	2569	2569	85	no apt.; no r. a	12	50 00	Branch: main route $135 (52); .50 m. increase.	182
1107	645	1752	1752	58	in b. c.; no r. a	6	50 00	Branch: main route $144 (48). In Oct., 1877.	183
785	671	1456	1033	34	in b. c.; no r. a	6	50 00	$50 m. m.: 12 trips in summer. .35 m. decrease. In Apr., 1877.	184
150	153	303	303	10	no r. a	6	50 00	.95 m. increase. In Apr., 1877.	185
8967	4128	13095	9175	305	in b. c.; no r. a	14	49 50		186
5877	4346	10223	7768	259	in b. c.; no r. a	15	48 60	In Aug., 1877	187
5384	7550	12934	7725	257	6.10 by 7.7, f. f., s. l	6	48 60	In Oct., 1877	188
9892	5757	15649	7649	254	13.7 by 5.1½, f. f., s. l	12	48 60	In Nov., 1877	189
6669	2934	9603	7450	248	8.9½ by 7.3⅜, f. f., s. l	7	48 60		190
13355	8383	21738	12301	410	12 by 7.2, f. f., s. l	7⅝*	48 24	Main route; branch $36 (318). In May, 1878.	191
6425	4914	11339	7376	245	8.7 by 6.10½, f. f., s. l	9*	47 70	In Feb., 1878	192
5756	3753	9509	6896	229	no apt.; no r. a	6	47 70		193
5091	2706	7797	7553	251	in b. c.; no r. a	18	46 80	In Apr., 1877	194
6924	4826	11750	7525	250	8.10 by 7, f. f. (carriers)	26	46 17		195
13600	10422	24022	12033	401	in b. c.; no r. a	9⅛*	45 90	In Apr., 1878	196
4430	3396	7826	6397	213	8.6 by 4.9; fixtures; no r. a	12	45 90	In Apr., 1877	197
2328	4102	6430	5949	198	in b. c.; no r. a	7	45 90		198
10817	6460	17277	15629	520	10 by 8.10, f. f., s. l	12	45 00	Main route; branch $45 (270).	199
8754	5873	14627	13497	449	12.4 by 6.5, f. f., s. l	7	45 00	Branch; main route $100.80 (72).	200
1432	11469	12901	12643	421	in b. c	6	45 00	.11 m. increase	201
13774	5767	19541	11719	390	7 by 5, s. l	7	45 00	Branch; main route $54 (150).	202
10598	6225	16823	10222	340	11 by 6, f. f., s. l	6	45 00	Main route; branch $45 (263).	203
11144	5305	16449	9865	328	10 by 8.10, f. f., s. l	12	45 00	1.40 m. decrease	204
7654	9453	17107	9755	325	14 by 7.10, f. f., s. l	6	45 00	In Oct., 1877	205
7674	7321	14995	9096	303	9.6 by 5.9 (average), f. f., s. l.	6	45 00	In Mar., 1878	206
6737	1909	8646	8230	274	in charge of conductor	7	45 00		207
17570	10950	28520	7705	256	13 by 7, f. f., s. l	6	45 00	In Oct., 1877	208
6689	3720	10409	7598	253	6 by 5, f. f., s. l	6	45 00	1.16 m. decrease	209
5357	2009	7366	7366	245	in b. c.; no r. a	7	45 00	Branch; main route $54, (150).	211
4079	5410	9489	7258	241	no apt; no r. a	72	45 00	Branch; main route $99. (74). .85 m. increase. In Apr., 1877.	212
9552	3937	13489	7089	236	8.9 by 7.5⅜, f. f., s. l. to Woodland, 9.20 m.	9*	45 00	.14 m. increase	213
8888	6346	15234	6937	230	in b. c.; no r. a.	21*	45 00	Main route; branches $40.50, (304, 306). 22 m. increase. In Apr., 1877.	214
8354	6306	14660	6745	224	6.3 by 3.2, f. f., 3½ l. to Newton, 11.76, 2 l. res. 13 m.	13⅞*	45 00	Main route; branch $45, (257). $100 side service. In Apr., 1877.	215
2058	4641	6699	6699	223	in b. c; no r. a	6	45 00	In Apr., 1877. .11 m. increase.	216
5693	4180	9873	6322	210	7 by 7, f. f., s. l	6	45 00	.60 m. decrease	217
7215	3934	11149	6212	207	9.6 by 6.6, f. f., s. l	6	45 00		218
4368	4786	9154	6135	204	9.4 by 6.5, f. f., s. l	6	45 00		219
4184	3391	7575	6148	204	in b. c.; no r. a	12	45 00	In Oct., 1877	220
3757	3975	7732	5904	196	14 by 7.6, f. f., s. l	6	45 00	In Sept., 1877	221
3442	2316	5758	5758	192	in b. c.; no r. a	7	45 00		222
4470	3005	7475	5177	172	7 by 5, f. f., s. l	6	45 00	In Oct., 1877	223
4631	4650	9281	4982	166	9 by 9, f. f., s. l	6	45 00	In Oct., 1877	224
4424	2560	6984	4929	164	8.3 by 7.7, f. f., s. l	6	45 00	In Apr., 1877	225

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
226	N. Y..	1244	6027	Cobleskill, Cherry Valley ..	Delaware and Hudson Canal...	22. 47	17
227	Tenn .	19016	.....	Tullahoma, McMinnville ...	Nashville, Chattanooga and Saint Louis.	35	12
228	Vt....	532	2013	White River Junction, Woodstock.	Woodstock	14. 41	17
229	Ohio ..	21056	.....	Saint Clairsville, Quincy Junction.	Bellaire and Saint Clairsville Narrow Gauge.	7. 05	20
230	Kans .	33017	33017	Florence, Eldorado.....	Atchison, Topeka and Santa Fé (lessees Florence, Eldorado and Walnut Valley).	30. 75	14
231	Pa....	8011	8011	Penn Haven Junction, Mount Carmel.	Lehigh Valley.....	52. 84	25
232	La....	30002	30002	New Orleans, Donaldsonville	New Orleans and Texas	64. 32	19
233	Vt....	403	2002	Montpelier, Barre.....	Central Vermont.....	6. 76	20
234	Pa....	8067	.....	Lewisburg, Spring Mills....	Pennsylvania.....	42. 38	13½
235	Conn	910	5013	Bethel, Hawleyville	Danbury and Norwalk	6. 28	20
236	Cal ...	46015	46015	Elmira, Madison	Vaca Valley.....	29	20
237	Cal ...	46015	.....	.....do	.....do.....	29	20
238	Cal ...	46002	46002	Gilroy, Trespinos	Southern Pacific.....	20. 2	18. 6
239	S. C...	14011	.....	Spartanburg, Lynn	Spartanburg and Asheville....	28. 5	15
240	Kans .	33017	.....	Florence, Eldorado.....	Florence, Eldorado and Walnut Valley.	31. 05	15
241	Pa....	8108	.....	Lewistown Junction, Selins Grove Junction.	Pennsylvania (lessees Sunbury and Lewistown).	45	17
242	Mich .	24039	.....	Flint, Lansing.....	Chicago and Northeastern.....	50. 18	27
243	Mass .	646	3022	Greenfield, Turner's Falls ..	Fitchburg.....	4. 37	16
244	Tex...	31014	31013	Jefferson, Pittsburg	East Line and Red River	49. 20	15
245	N. Y..	1236	6101	Sidney Plains, New Berlin..	New York and Oswego Midland	24. 84	12
246	Kans .	33016	33020	Girard, Joplin.....	Joplin	37. 3	20
247	Ill	23059	.....	Rock Island, Cable.....	Rock Island and Mercer County	17. 90	13
248	Ky ...	20022	.....	Harrodsburg, Harrodsburg Junction.	Southwestern	6. 43	14
249	Wis ..	25030	.....	Onalaska, La Crosse.....	Chicago and Northwestern	6. 5	15
250	Wis ..	25028	.....	Hudson, Clayton.....	North Wisconsin	44	12
251	Mass	626	3023	South Acton Depot (n. o), Hudson.	Fitchburg.....	9. 19	20
252	Ky ...	20020	.....	Flemingsburgh, Johnson's Junction.	Covington, Flemingsburgh and Pound Gap.	5. 42	15
253	Nebr	34007	34007	Covington, Ponca	Covington, Columbus and Black Hills.	26. 50	14
254	Utah	41005	41005	Salt Lake City, Stockton....	Utah Western.....	40. 5	12
255	N. Y..	1291	6023	Golden's Bridge, Mahopac ..	New York and Harlem	7. 50	18
256	Nebr .	34007	.....	Covington, Ponca.....	Covington, Columbus and Black Hills.	26. 51	14
257	N. J ..	7025	.....	La Fayette Junction, Branchville.	Sussex	6. 24	22
258	Ind ...	22036	.....	Switz City, Bedford.....	Bedford, Springville, Owensburg and Bloomfield.	41. 04	12
259	Pa....	8016	.....	Lumber Yard, Ebervale.....	Lehigh Valley.....	6. 23	25
260	Miss ..	18010	.....	Natchez, Red Lick.....	Natchez, Jackson and Columbus	.....	13
261	Mo ...	28029	.....	Hannibal, Bowling Green...	Saint Louis, Hannibal and Keokuk.	32. 95	15
262	N. J ..	7007	.....	Mount Holly, Medford.....	Pennsylvania.....	6. 50	.....
263	Cal ..	46016	46016	San Anselmo, San Quentin..	North Pacific Coast.....	5. 50	16
264	Pa....	8020	.....	Blossburg, Arnot	Tioga	4. 09	15
265	Ind ...	22038	.....	Monon, Renss laer.....	Indianapolis, Delphi and Chicago.	16. 42	15

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Feet and inches.*		*Dolls.*		
4338	2694	7032	4808	160	in b. c.; no r. a	6	45 00	In Apr., 1877	226
4119	1969	6088	4822	160	in b. c.; no r. a	6	45 00	In Oct., 1877	227
3706	2762	6468	4798	159	in b. c.; no r. a	12	45 00	.12 m. decrease	228
1890	2905	4795	4795	159	in b. c.; no r. a	24	45 00	In Mar., 1878	229
3279	1487	4766	4668	155	13.6½ by 9.3½, f. f.; no r. a	6	45 00	.30 m. decrease	230
6350	4608	10958	4641	154	10 by 7, f. f., s. l	9½*	45 00	In Apr., 1877	231
4785	2603	7388	4471	149	10 by 7, f. f., s. l	6	45 00	.66 m. increase	232
2698	1658	4356	4356	145	in b. c; no r. a	12	45 00	Branch; main route, $200.20, (29). In Aug., 1877.	233
6052	4415	10467	4351	144	8.6 by 6.8, f. f., s. l	8⅝*	45 00	$54 for 20.73 m. In Feb., 1878.	234
2696	1511	4207	4207	140	9.2 by 5.6, f. f., s. l	6	45 00	Branch; main route $99, (75). .27 m. increase. In Apr., 1877.	235
4482	2884	7366	4053	135	in b. c.; no r. a	6	45 00		236
4419	2825	7244	4027	134	in b. c.; no r. a	12	45 00	In Oct., 1877	237
3235	1877	5112	4026	134	in b. c.; no r. a	10*	45 00	Branch; main route $57.60, (136).	238
2777	2218	4995	3934	131	7 by 5, f. f., s. l	6	45 00	In Oct., 1877	239
2570	1319	3889	3889	129	in b. c.; no r. a	6	45 00	In Oct., 1877	240
5603	6778	12381	3785	126	6.1 by 5.10, f. f., s. l	6	45 00	In Oct., 1877	241
4847	7324	12171	3739	124	12 by 7 (average), f. f., s. l	6	45 00	In Jan., 1878	242
2214	1676	3890	3710	123	no r. a	18	45 00	In Mar., 1878; branch; main route $153, (42).	243
3843	2430	6273	3641	121	9.6 by 6.6, f. f., s. l	6	45 00		244
3279	2845	6124	3536	117	in b. c	6	45 00	In Nov., 1877	245
2427	2990	5417	3457	115	12.10 by 6 (average), f. f., s. l	6	45 00	2.74 m. increase	246
4481	1964	6445	3368	112	in b. c.; no r. a	6	45 00	Service between Rock Island and Milan, 4 miles, covered by another route. In Mar., 1878.	247
1049	2043	3092	3092	103	10 by 10, fixtures; no r. a	6	45 00	In July, 1878	248
2089	996	3085	3085	102	in b. c.; no r. a	12	45 00	In May, 1878	249
3671	2564	6235	3065	102	8 by 7, f. f., s. l	6	45 00	In Oct., 1877	250
2639	1662	4301	3034	101	no apt.; no r. a	12	45 00	$50 m. m.; .19 m. increase In Apr., 1877.	251
1076	1961	3037	3037	101	in express car; no r. a	12	45 00	In Mar., 1878	252
2936	1984	4920	3008	100	in b. c.; no r. a	6	45 00	.01 m. decrease	253
2174	1172	3346	2964	98	in b. c.; no r. a	6	45 00		254
2184	1437	3621	2934	97	in b. c.; no r. a	6	45 00	In July, 1877	255
2772	1846	4618	2747	91	7.10 by 5. 10, f. f.; no r. a	6	45 00	In Oct., 1877	256
2636	1677	4313	2634	87	no r. a	9*	45 00	In Apr., 1877; branch: main route, $45, (215).	257
3406	2948	6354	2502	83	10 by 6½, fixtures, s. l	6	45 00	In July, 1878	258
2453	1767	4220	2446	81	no r. a	15*	45 00	Branch; main route, $72, (108). In Apr., 1877.	259
1915	2278	4193	2420	80	10 by 7.6, f. f., s. l	7	45 00	In July, 1878	260
2489	1700	4189	2380	79	12 by 9.6, f. f.; no r. a	6	45 00	In Dec., 1877	261
1494	1130	2624	2200	73	in b. c.; no r. a	15*	45 00	In Apr., 1877	262
2280	1761	4041	2116	70	11 by 6, f. f., s. l	12	45 00	Branch; main route $45, (203).	263
1215	888	2103	2103	70	in b. c.; no r. a	6	45 00	Branch; main route $53.10, (154). In Dec., 1877.	264
1258	767	2025	2025	67	in b. c	6	45 0 0	In May, 1878	265

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
266	N. J ..	7011	.....	Rocky Hill, Monmouth Junction.	Pennsylvania	8	16
267	Tex...	31015	31014	Tyler, Big Sandy	Tyler Tap.....	22.05	12
268	Mass .	745	3015	Newton Junction, Merrimac.	Boston and Maine	4.83	30
269	Mass .	754	3054	New Bedford, Fall River....	Fall River.....	15	23
270	Cal ...	46012	46012	Peters, Oakdale.....	Stockton and Copperopolis	19	17
271	Ill	23061	.....	El Dorado, Cave	Belleville and El Dorado	22.18	11
272	Ohio ..	21057	.....	Washington C. H., Waynesville.	Columbus, Washington and Cincinnati.	38.06	15
273	Me ...	250*a*	.....	Lewiston, South Auburn ...	Grand Trunk of Canada	5.41	24
274	Mass .	753	3070	Ashburnham Depot, Ashburnham.	Ashburnham (G. C. Winchester, purchaser).	2.89	18
275	Pa	8020	.....	Tioga Junction, Lawrenceville.	Tioga	4.09	20
276	Conn .	910	5013	Branchville, Ridgefield	Danbury and Norwalk	4.34	20
277	Iowa..	27035	.....	Burlington, Winfield.....	Burlington and Northwestern	18.82	11
278	Pa	8092	.....	Berlin, Garrett	Buffalo Valley.....	8.53	15
279	Pa	8020	.....	Blossburg, Morris Run.....	Tioga	3.93	15
280	N. J ..	7016	.....	Egg Harbor City May's Landing.	Camden and Atlantic.....	7.43	16
281	N. Y ..	1805	6020	New York, Spuyten Duyvil	New York Central and Hudson River.	10	24
282	Mass .	743	3010	Wakefield, Peabody	Eastern	9.08	21
283	Wis ..	25031	.....	New Lisbon, Necedah	Chicago, Milwaukee and Saint Paul.	12.76	16
284	Pa	8012	8012	Hazle Creek Bridge, Audenreid.	Lehigh Valley	8.5	25
285	Pa	8016	.....	Tunnel F (n. o.), Eckley	.....do.....	2.23	25
286	Mass .	741	3008	Wenham, Essex	Eastern	5.54	18
287	Ohio ..	21055	.....	Moxahala, New Lexington..	Ohio Central	7.6	15
288	Pa	8020	8111	Blossburg, Fall Brook	Fall Brook Coal Company	6.50	7
289	Cal ...	46026	46025	Santa Cruz, Felton.....	Santa Cruz and Felton	8.37	10
290	Pa	8089	8087	Bellwood, Lloydville.....	Bell's Gap.....	8.84	10
291	Kans .	33006	33009	Junction City, Parsons	Missouri, Kansas and Texas ..	157.44	19½
292	Kans .	33004	33007	Elwood, Hastings.....	Saint Joseph and Denver City	226.5	17½
293	Pa	8104	.....	South West Junction, Uniontown.	Pennsylvania (operating Southwestern).	37.3	23
294	N. J ..	7040	.....	High Bridge, Port Oram	Central, of New Jersey.....	25.32	23
295	Utah .	41004	41004	Sandy Station, Bingham Cañon.	Bingham Cañon and Camp Floyd.	22.5	15
296	Tenn .	19018	.....	Columbia, Lewisburgh.....	Duck River Valley.....	20.23	15
297	Mich .	24040	.....	Saint Louis, Cedar Lake	Chicago, Saginaw and Canada	20.07	13
298	Iowa..	27036	.....	Newton, Monroe.....	Newton and Monroe.....	17.90	12
299	Iowa..	27040	.....	Adams Junction, Waukon ..	Waukon and Mississippi	22.98	8
300	Iowa..	27038	.....	Maple River Junction, Mapleton.	Chicago and Northwestern (lessees Maple River).	61.18	13
301	Cal ...	46028	46027	Fulton, Guerneville	San Francisco and North Pacific.	16.09	30
302	Pa	8100	8098	Norristown, Landsdale.....	Stony Creek.....	10.3	25
303	Iowa..	27037	.....	Judd, Lehigh	Crooked Creek Railway and Coal Company.	8.5	12
304	Pa	8037	8036	Martinsburg Junction, Henrietta.	Pennsylvania (lessees)	6.51	14
305	Pa	8103	8101	Wilkesbarre, Wanamie	Central, of New Jersey	11.55	20
306	Pa	8037	8036	Duncansville' Newry	Pennsylvania (lessees)	3	12

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Feet and inches.*		*Dolls.*		
1791	1432	3223	1989	66	in b. c.; no r. a	12	45 00	In Apr., 1877	266
953	1310	2263	1987	66	in b. c.; no r. a	6	45 00	.50 m. increase	267
1323	640	1963	1963	65	in b. c.; no r. a	12	45 00	$120 m. m. .22 m. decrease. In Apr., 1877.	268
1054	983	2037	1951	65	in b. c.; no r. a	20*	45 00	In Apr., 1877	269
1592	958	2550	1876	62	in b. c.; no r. a	6	45 00	Branch; main route $45 (199).	270
1699	1351	3050	1839	61	in b. c.; no r. a	6	45 00	In Aug., 1878	271
2250	2032	4282	1848	61	13.2 by 6, f. f.; no r. a	6	45 00	In July, 1878	272
			1653	55	in b. c.; no r. a	6	45 00	In May, 1877	273
1078	548	1626	1626	54	in passenger car	18	45 00	In Apr., 1877	274
1108	914	2022	1574	52	in b. c.; no r. a	12	45 00	Branch; main route $53.10 (154). In Dec., 1877.	275
1087	487	1574	1574	52	no r. a	14	45 00	.34 m. increase. In Apr., 1877. Branch; main route $99 (75).	276
1332	779	2111	1521	50	in b. c.; no r. a	6	45 00	In Nov., 1877	277
541	951	1492	1492	49	10 by 8.8; no r. a	6	45 00	.09 m. decrease. In Apr., 1877.	278
832	623	1455	1455	48	in b. c.; no r. a	6	45 00	Branch; main route $53.10 (154). In Dec., 1877.	279
1641	1203	2844	2844	47	in charge of conductor	12	45 00	60 days, in Apr. and July, 1877.	280
664	746	1410	1410	47	in b. c.; no r. a	18	45 00	In Apr., 1877	281
998	494	1492	1205	40	in b. c	6	45 00	.54 m. increase. In Apr., 1877.	282
714	371	1085	1085	36	in b. c.; no r. a	6	45 00	In May, 1878	283
1091	793	1884	1077	35	10 by 7, f. f., s. l	6	45 00	In Apr., 1877	284
510	380	890	890	29	no r. a	6	45 00	Branch; main route $72 (108). In Apr., 1877.	285
569	322	891	891	29	in b. c	6	45 00	.01 m. decrease. In Apr., 1877.	286
253	488	741	741	24	in locked desk	6	45 00	In Nov., 1877	287
363	319	682	682	22	in charge of conductor	6	45 00	In Apr., 1877. Branch; main route $53.10 (154).	288
460	218	678	678	22	in b. c.; no r. a	6	45 00		289
151	199	350	350	11	in locked box	6	45 00	.02 m. increase. In Apr., 1877.	290
17025	20319	37344	17667	588	13.9 by 7, f. f., s. l	6	41 76	.94 m. increase	291
24147	14352	38499	15474	512	11.9 by 7.6 (average), f. f., s. l.	6	41 76	.70 m. decrease	292
9402	5746	15148	8955	298	28.7 by 8.3, f. f., s. l	6	40 50	In Oct., 1877. .08 m. decrease.	293
2620	2352	4972	2620	87	in b. c.; no r. a	6	40 50	In Dec., 1877	294
1595	773	2368	2033	67	in b. c.; no r. a	7	40 50		295
1282	1057	2339	1839	61	in b. c.; no r. a	6	40 50	In May, 1878	296
2205	1225	3430	1585	52	in b. c.; no r. a	6	40 50	In Oct., 1877	297
1080	910	1990	1428	47	in b. c.; no r. a	6	40 50	In May, 1878	298
1112	669	1781	1369	45	in b. c.; no r. a	6	40 50	In May, 1878	299
2404	1750	4154	1334	44	12.4 by 7.5, s. l	6	40 50	In Jan., 1878	300
942	558	1500	1137	38	in b. c.; no r. a	6	40 50		301
834	944	1778	1053	34	in b. c.; no r. a	12	40 50	.6 m. decrease. In Apr., 1877.	302
557	442	999	999	33	no apt.; no r. a	6	40 50	In May, 1878	303
470	444	914	914	29	in b. c.; no r. a	6	40 50	Branch; main route $45 (214). .19 m. decrease. In Apr., 1877.	304
478	332	810	810	27	in b. c.; no r. a	6	40 50	In Apr., 1877	305
489	355	844	844	27	in passenger car; no r. a	6	40 50	Branch; main route $45 (214). In Apr., 1877.	306

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						Miles.	
307	Mass.	620	3005	Salem, Lawrence	Eastern	19.01	22
308	La.	30008	30008	Vicksburg, Monroe	Vicksburg, Shreveport and Texas.	76.16	13
309	Kans.	33015	33019	Ottawa, Burlington	Kansas City, Burlington and Santa Fé.	47.05	12
310	Ky.	20014	.....	Willard, Greenup	Eastern Kentucky	34.50	20
311	Pa.	8082	8080	Mechanicsburg, Dillsburg	Cumberland Valley	8.85	12
312	N. J.	7032	.....	Whiting, Long Beach	Tuckerton	38.06	25
313	Pa.	8087	8085	Mount Union, Broad Top	East Broad Top Railroad and Coal Company.	32.05	15
314	Cal.	46013	46013	Wilmington, Los Angeles	Southern Pacific	21.75	17
315	Cal.	46021	46020	Los Angeles, Santa Monica	Los Angeles and Independence	16.80	18
316	N. J.	7012	.....	Kinkora, Lewistown	Pennsylvania	10.81	30
317	N. H.	360	1016	Portsmouth, Dover	Eastern	11.60	26
318	Mich.	24041	.....	Humboldt, Republic	Marquette, Houghton and Ontonagon.	9.70	19
319	La.	30007	30007	Saint Francisville, Woodville	West Feliciana	28.23	9
320	Ill.	23058	.....	West Lebanon, Fisher	Havana, Rantoul and Eastern	52.50	10
321	Kans.	33014	33018	Fort Scott, Arcadia	Fort Scott, Southeastern and Memphis.	17.13	15
322	N. H.	351	1015	Wolfboro' Junction, Wolfboro'.	Eastern	12.11	25
323	Pa.	8049	8048	Westchester, intersection Pennsylvania Railroad.	Westchester	9	.....
324	Tex.	31013	.....	Houston, Orange	Texas and New Orleans	106.84	12
325	Ark.	29007	29004	Pine Bluff, Collins	Little Rock, Mississippi River and Texas.	100.64	10
326	N. J.	7035	.....	Atco, Williamstown	Williamstown	9	25
327	Pa.	8084	8082	Valley Junction, Ebbvale	Bachman Valley	12.97	18
328	La.	30006	30006	Clinton, Port Hudson	Clinton and Port Hudson	21	7
329	Tenn.	19015	.....	Victoria, Bridgeport	Nashville and Chattanooga	19.875	10
330	Tex.	31008	31008	Houston, Columbia	International and Great Northern.	50.75	10
331	La.	30005	30005	Baton Rouge, Livonia	Baton Rouge, Gross Tete and Opelousas.	30	8

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.*		
5345	4611	9956	5474	182	in b. c	17⅞*	40 00	.99 m. decrease. In Apr., 1877.	307
12346	5355	17701	12703	423	10.1 by 7.3, 11 by 7, f. f., s. l	7	36 72	$400 m. m. and ferriage. .66m. increase.	308
7453	5806	13259	10294	343	18.6 by 9, 11 by 9, f. f., s. l	6	36 00	.17 m. decrease. In July, 1878.	309
1132	3075	4207	2321	77	10.5 by 4.9, f. f., s. l	6	36 00	In May, 1878	310
2195	1489	3684	2334	77	locked box in passenger car	6	36 00	In Apr., 1877	311
2548	2009	4557	2150	71	8.1 by 7.1, f. f., s. l	12	36 00	In Apr., 1877	312
2534	1746	4280	1908	63	no r. a	6	36 00	.18 m. decrease. In Apr., 1877.	313
891	1606	2497	1821	60	in b. c.; no r. a	7	36 00		314
976	665	1641	1641	54	in b. c.; no r. a	7	36 00		315
1516	1128	2644	1467	48	no r. a	15*	36 00	In Apr., 1877	316
467	401	868	868	28	in b. c	6	36 00	·04 m. decrease. In Apr., 1877.	317
451	211	662	662	22	in b. c.; no r. a	6	36 00	Branch; main route $48.24 (191). In May, 1878.	318
928	425	1353	1321	44	in a box	3	35 00	4 trips for a few weeks. .66 m. increase.	319
6910	6418	13328	4053	135	in b. c.; no r. a	6	32 40	12 m. extension from Dec. 1, 1877. In Apr., 1878.	320
1020	721	1741	1189	39	in b. c.; no r. a	6	31 50		321
1751	1217	2968	2627	87	in b. c	6	30 00	Additional service in summer.	322
190	559	749	749	24	in charge of conductor	6	30 00	In Apr., 1877	323
5154	3328	8482	5490	183	7 by 7, f. f., s. l	7	27 00	In Nov., 1877	324
2620	2310	4930	1843	61	⅓ car, fixtures, s. l	3	27 00		325
1038	745	1783	1124	37	7 by 6.9, fixtures; no r. a	12	27 00	In Apr., 1877	326
679	742	1421	771	25	12 by 9, f. f.; no r. a	4	27 00	In Apr., 1877. .33 m. decrease.	327
376	396	772	564	18	no apt.; no ra	3	27 00		328
1042	1956	2998	2148	71	in b. c.; no r. a	6	25 35	Pay on extension, 7.875 m., from Jan. 1, 1878.	329
2434	963	3397	2913	97	no apt.; no r. a	3	25 00	.75 m. increase	330
302	147	449	439	14	in passenger car	3	18 00	2 m. increase	331

N. B.—The index to Table E will be found immediately following Table F, and preceding the index to that table, commencing with page 166.

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 after July 1, 1876.*

[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., ures in parentheses in the "Remarks" column refer to the order of the routes in this table.]

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	*Pounds.*	
1	N. J...	7004	7004	New York, West Philadelphia.	Pennsylvania.....	90	71, 424	32
2	N. Y..	6017	6017	Albany, Buffalo.....	New York Central and Hudson River.	298	51, 685	29
3	N. Y..	6011	6011	New York, Troy.....	New York Central and Hudson River.	150	49, 287	30
4	Pa....	8001	8001	Philadelphia, Pittsburg.	Pennsylvania.....	353. 6	51, 053	30
5	N. Y..	6052	6052	Cleveland, Elyria....	Lake Shore and Michigan Southern.	25. 7	46, 567	28
6	N. Y..	6052	6052	Buffalo, Cleveland	Lake Shore and Michigan Southern.	184. 5	46, 567	28
7	N. Y..	6052	6052	Millbury, Toledo.....	Lake Shore and Michigan Southern.	8. 5	42, 771	28
8	N. Y..	6052	6052	Elkhart, Chicago	Lake Shore and Michigan Southern.	101	33, 393	28
9	Ohio..	21007	21007	Elyria, Millbury.....	Lake Shore and Michigan Southern.	74. 98	26, 943	28
10	N. Y..	1217	6017	Albany, Buffalo.....	New York Central and Hudson River.	298	39, 049	25
11	N. Y..	1211	6011	New York, Troy.....	New York Central and Hudson River.	150	36, 840	25
12	Ohio..	21045	21045	Toledo, Elkhart	Lako Shore and Michigan Southern.	133. 6	24, 039	28
13	Md ...	10001	10001	Baltimore, Philadelphia.	Philadelphia Wilmington and Baltimore.	96	24, 676	33

and Territories in which the contract-term expired June 30, 1878, and also in other States, the mails, the speed with which they are conveyed, the accommodations for mail agents, the acts of July 12, 1876, and June 17, 1878, in the case of readjustments taking effect on and

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.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
r. p. o., 60 by 8.11, 4 l.; 58.7 by 8.8, 1 l.; 46.4 by 8.4½, 2 l.; 18 by 8½, ¼ l.; r. a. apt., 14.6 by 6.4, ½ l.; f. f. c.	88¼*	1237 00	1155 40	111,330 00	103,986 00	Jan. 1, 1878	60 days in March and April, 1878. Main route; branches not weighed.	1
r. p. o., 55 by 9, 1 l.; 49.5 by 9, 2 l.; 60 by 9, 1 l.; 50 by 9, 1 l.; 41.9 by 9, 1 l.; 47.8 by 8.10, 1 l. additional 228 m.; f. f. c.	46½*	979 70	592 50	223,371 60	176,565 00	Jan. 1, 1878	70 m. at $949.70. 60 days in March and April, 1878.	2
r. p. o., 55 by 9, 1 l.; 49.5 by 9, 2 l.; 60 by 9, 1 l.; 50 by 9, 1 l.; 41.9 by 9, 1 l.; f. f. c.	56⅜*	922 70	568 20	133,878 60	82,830 60	Jan. 1, 1878	6 m. at $168.30; not weighed. 60 days in Mar. and April, 1878.	3
r. p. o., 60 by 8, 4 l.; r. a. apt., 15 by 8, 1 l.; f. f. c.	44⅜*	897 50	805 60	317,356 00	302,681 60	Jan. 1, 1878	60 days in March and April, 1878.	4
r. p. o., 60 by 9, 1½ l.; 50 by 9, 1½ l., 49.5 by 9, 1 l.; 49 by 9, 1 l.; 41.8 by 9, 1 l.; 16 by 9, 1 l.; f. f. c.	36⅝*	897 10	719 75	23,055 47	18,497 57	Jan. 1, 1878	Part; residue $854.80 (7), $887.10 (6), $761.10 (8), $376.70 (14), $351.10 (17). 60 days in March and April, 1878.	5
r. p. o., 60 by 9, 1½ l.; 59 by 9, 1½ l.; 49 by 9, 2 l.; 41.8 by 9.1, 1 l.; f. f. c.	36⅝*	887 10	708 50	163,669 95	130,718 25	Jan. 1, 1878	Part; residue $854.80 (7), $897.10 (5), $761.10 (8), $376.70 (14), $351.10 (17). 60 days in March and April, 1878.	6
r. p. o., 60 by 9, 1½ l.; 50 by 9, 1½ l.; 49.5 by 9, 1 l.; 49 by 9, 1 l.; 41.8 by 9, 1 l.; 16 by 9, 1 l.; f. f. c.	36⅝*	854 80	719 75	7,265 80	6,117 87	Jan. 1, 1878	Part; residue $887.10 (6), $887.10 (5), $761.10 (8), $376.70 (14), $351.10 (17). 60 days in March and April, 1878.	7
r. p. o., 60 by 9, 1½ l.; 50 by 9, 1½ l.; 49 by 9, 1 l.; 49.5 by 9, 1 l.; 41.8 by 9, 1 l.; 36 by 9, 1 l.; f. f. c.	36⅝*	761 10	665 30	76,871 10	67,195 30	Jan. 1, 1878	Part; residue $854.80 (7), $887.10 (6), $897.10 (5), $376.70 (14), $351.10 (17). 60 days in March and April, 1878.	8
r. p. o., 60 by 9, 1¼ l.; 50 by 9, 1¼ l.; 49 by 9, ½ l.; 49.5 by 9, 1 l.; 16 by 9, ½ l.; f. f. c.	13*	604 10	364 02	45,295 41	27,294 21	Jan. 1, 1878	60 days in March and April, 1878.	9
r. p. o., 46.10 by —, f. f., s. l.	13⅞*	592 50	590 70	176,565 00	176,028 60	Jan. 1, 1877	60 days in Feb. and March, 1877.	10
r. p. o., 46.10 by —, f. f., s. l.	15½*	568 20	559 20	82,830 60	81,534 60	Jan. 1, 1877	6 m. at $168.30, not weighed. 60 days in Feb. and March, 1877.	11
r. p. o., 50 by 9, 1 l.; 60 by 9, 1 l.; 49.5 by 9, 1½ l.; 41.8 by 9, ½ l.; f. f. c.	10½*	555 80	560 20	74,254 88	74,842 72	Jan. 1, 1878	60 days in March and April, 1878.	12
r. p. o., 50 by 9, f. f. c., d. l.	36⅝*	480 50	492 90	46,128 00	47,318 40	July 1, 1877	Main route; branch $45. In March, 1877.	13

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

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.*	
14	N. Y..	6052	6052	Elyria, Millbury.....	Lake Shore and Michigan Southern.	79. 3	16, 064	28
15	Nebr .	34001	34001	Council Bluffs, Ogden	Union Pacific.....	1035. 2	19, 369	19
16	Md ...	10013	10013	Bayview, Washington.	Baltimore and Potomac.....	46. 10	15, 567	27
17	N. Y..	6052	6052	Toledo, Elkhart.....	Lake Shore and Michigan Southern.	143	11, 368	28
18	Mo ...	28001	28001	Saint Louis, Atchison.	Missouri Pacific	329. 75	11, 824	25
19	Cal ...	46001	46001	San Francisco, Ogden	Central Pacific.....	884. 23	15, 017	19
20	Ohio ..	21002	21002	Pittsburg, Chicago ...	Pittsburg, Fort Wayne and Chicago.	468. 85	12, 928	25
21	N. Y..	6001	6001	New York, Dunkirk ..	Erie	459	7, 659	30
22	Mass .	601	3001	Boston, Portsmouth ..	Eastern	57. 28	9, 271	26
23	Me ...	129	9	Portland, Portsmouth.	Eastern	52. 56	7, 950	26
24	Mass .	603	3016	Boston, Nashua	Boston and Lowell and Nashua and Lowell.	39. 87	4, 735	25
25	Mo ...	28002	28002	Saint Louis, Bismarck.	Saint Louis, Iron Mountain and Southern.	77. 73	7, 726	23
26	N. Y..	1259	6067	Troy North Adams...	Troy and Boston.....	50	5, 382	25

States and Territories in which the contract-term expired June 30, 1878, &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.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
r. p. o., 60 by 9, ¼ l.; 50 by 9, ¼ l.; 49 by 9, ½ l.; 41.8 by 9, 1 l.; 16 by 9, ½ l.; f. f. c.	36⅝*	376 70	649 12	29, 872 31	51, 475 21	Jan. 1, 1878	Part; residue $854.80 (7), $887.10 (6), $897.10 (5), $761.10 (8), $351.10 (17). 60 days in March and April, 1878.	14
r. p. o., 50 by 9.9; f. f. c., s. l.	7	364 05	310 00	376, 864 56	320, 912 00	July 1, 1878	.....	15
r. p. o., 45.10 by 8.8, 47 by 8.4, 46.3 by 8.7, 58 by 8.8; f. f. c., d. l.; r. a. apt., 14.8 by 8.7; f. f., s. l.	41½*	358 80	393 90	16, 540 68	18, 158 79	July 1, 1877	In March, 1877	16
r. p. o., 60 by 9, ½ l.; 50 by 9, ½ l.; 49 by 9, ½ l.; 41.8 by 9, ½ l.; 36 by 9, 1 l.; f. f. c.	36⅝*	351 10	251 80	50, 207 30	36, 007 40	Jan. 1, 1878	Part; residue $854.80 (7), $897.10 (5), $887.10 (6), $761.10 (8), $376.70 (14). 60 days in March and April, 1878.	17
r. p. o., 50 by 9, f. f. c., d. l., 282 m. s. l., residue 47.75 m.	14½*	336 50	323 90	107, 152 77	103, 091 16	Oct. 1, 1877	Formerly 37 m. at $275.12, and 47.75 m. at $283.90; 37 m. at $285.20, and 47.75 m. at $296.50. In October, 1877.	18
r. p. o., 55.1¾ by 9.5⅜; f. f. c., s. l.; 23.6 by 8.10¼, 31.6¾ by 8.10¾, f. f.; bet. San Francisco and Lathrop, 83 m.; 23.6 by 8.10¼, f. f., bet. Sacramento and Roseville, 18.2 m.	8½*	327 88	269 50	289, 921 33	222, 129 98	July 1, 1878	.....	19
r. p. o., 50 by —, f. f. c., s. l.; r. a. apt., 24.3 by 8.4, f. f., s. l. to Homewood, 34 m., and Crestline to Chicago, 189 m.	19⅜*	294 10	246 40	133, 888 78	115, 524 64	Jan. 1, 1878	60 days in March and April, 1878.	20
r. p. o., 50 by 10, f. f. c., d. l. to Hornellsville, 332 m.; s. l. residue, 127 m.; 16.8⅛ by 7.4¾, f. f., s. l.	21¼*	287 90	341 90	127, 066 10	151, 852 10	Jan. 1, 1878	Formerly $301.90 on 127 m., $247.90 on 127 m.; 60 days in March and April, 1878.	21
r. p. o., 42 by 8.7, 40 by 8.7⅛, f. f. c., d. l.; r. a. apt., 29 by 8.7⅛, f. f., d. l.	24	287 70	295 00	16, 479 45	16, 667 50	July 1, 1877	.78 m. increase. In April, 1877.	22
r. p. o., 42 by 8.7, 40 by 8.7⅛, f. f. c., d. l.; r. a. apt., 29 by 8.7⅛, f. f., s. l.	19⅛*	262 40	283 00	13, 791 74	14, 716 00	July 1, 1877	0.56 m. increase. In April, 1877.	23
r. p. o., 42.5 by 8.9, f. f. c., d. l.; r. a. apt., 23.5 by 6.8 (average), s. l.	27⅝*	225 50	230 00	8, 990 68	9, 660 00	July 1, 1877	2.13 m. decrease. In April, 1877.	24
24 by 9, 13.10 by 9.2½, f. f., d. l.	20	220 60	144 00	17, 147 23	11, 193 12	Oct. 1, 1877	Main route; branch $45 (244). In October, 1877.	25
r. p. o., 30 by 8.5, f. f., s. l.; r. a. apt., 15.6 by 6.10, 15.6 by 7, f. f., d. l.	30	212 35	112 50	10, 617 50	5, 625 00	July 1, 1877	Main route; branch $45 (198). In April, 1877.	26

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

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.*	
27	Mass	604	3021	Boston, Fitchburg	Fitchburg	51.73	5,299	28
28	Vt	403	2002	Windsor, Burlington	Central Vermont	119.87	2,905	25
29	Mo	28026	28026	Bismarck, Texarkana	Saint Louis, Iron Mountain and Southern.	414.25	6,414	23
30	Mass	646	3022	Fitchburg, North Adams.	Fitchburg	94.23	4,100	28
31	Mass	602	3011	Boston, Salmon Falls	Boston and Maine	71.50	3,959	30
32	Minn	26011	26011	Winona, La Crosse	Chicago, Milwaukee and Saint Paul.	28.75	4,003	20
33	Vt	401	2001	Burlington, Rouse's Point.	Central Vermont	57.15	1,886	25
34	Mo	28011	28011	Sedalia, Denison	Missouri, Kansas and Texas	447	3,431	21
35	Me	221	11	Salmon Falls, Portland	Boston and Maine	45	2,491	30
36	Pa	8077	8075	Easton, Allentown	Lehigh Valley	17.2	2,976	25
37	Vt	405	2004	Bellows Falls, Windsor.	Central Vermont	26.34	2,972	25
38	N. Y.	6008	6008	Buffalo, Hornellsville	Erie	91	3,328	30
39	Mo	28014	28014	Hannibal, Sedalia	Missouri, Kansas and Texas	142.88	1,940	21
40	Conn	913	5014	New Haven, Willimantic.	Boston and New York Airline.	54.14	3,167	27
41	Vt	406	2003	Bellows Falls, Burlington.	Central Vermont	120.27	2,097	25
42	Mo	28006	28006	Kansas City, Union Pacific Transfer.	Kansas City, Saint Joseph and Council Bluffs.	203.50	2,953	22½
43	Pa	8004	8004	Philadelphia, Bethlehem.	North Pennsylvania	54.46	2,899	27
44	N. Y.	1218	6018	Rochester, Niagara Falls.	New York Central and Hudson River.	76	2,875	24
45	Vt	402	2010	White River Junction, Derby Line.	Connecticut, Passumpsic Rivers and Massawippi Valley.	114.3	1,843	24

States and Territories in which the contract-term expired June 30, 1878, &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.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
r. p. o., 30 by 8.9, f. f. c., s. l.; r. a. apt., 16 by 8.7 (average), f. f., t. l. to Ayer Junction, 36.07 m.; d. l. residue, 15.93 m.	27⅞*	211 45	199 00	10, 938 30	10, 348 00	July 1, 1877	.27 m. decrease. In April, 1877.	27
r. p. o., 42.4 by 8, f. f. c., d. l. White River Junction to Essex Junction, 97.20 m.; r. a. apt., 10 by 7, 14.13 m.	18	198 50	200 20	22, 660 69	22, 783 80	July 1, 1877	Formerly 26 m., at $160.20; 22.67 m., at $148.50; main route. Branch $50 (170*a*). .87 m. increase. In April, 1877.	28
24 by 9, f. f., s. l ...	7	195 30	155 00	68, 247 19	50, 146 71	Oct. 1, 1877	Formerly 324.01 m., at $111.60; 324.01 m., at $156.24. In October, 1877.	29
r. p. o., 30 by 8.9, f. f. c., s. l.; r. a. apt., 16 by 8.7, f. f., t. l. to Ashburnham, 11 m.; d. l. residue, 82.10 m.	18⅛*	195 25	153 00	18, 398 40	14, 255 19	July 1, 1877	Formerly 18 m., at $144. In April, 1877.	30
24.8 by 8, f. f., d. l..	12	193 80	193 25	13, 856 70	13, 751 67	July 1, 1877	Main route; branch $45 (220*a*). 0.34 m. increase. In April, 1877.	31
r. p. o., 39.2 by 9.2, f. f. c., s. l.	12	188 80	160 00	5, 428 00	4, 600 00	Nov. 27, 1876	In June, 1877.....	32
r. p. o., 42.4 by 8.5, f. f. c., d. l. Essex Junction to St. Albans, 24.5 m.; r. a. apt., — by —, s. l. residue, 32.65 m.	19*	179 60	193 00	8, 631 64	9, 471 50	July 1, 1877	Formerly 31 m. at $153; 32.65 m., at $129.60. 1.65 m. increase. In April, 1877.	33
r. p. o., 40 by 9, f. f. c., s. l.	9⅛*	175 70	155 00	77, 806 11	70, 504 95	Oct. 1, 1877	Formerly 158.5 m., at $166.70, and 23.5 m., at $128; 23.5 m., at $144.56. In October, 1877.	34
r. p. o., 24.8 by 8, f. f., d. l.	12	172 20	131 25	7, 749 00	5, 798 62	July 1, 1877	0.82 m. increase. In April, 1877.	35
22 by 8.6, f. f., t. l..	48⅛*	159 40	162 00	2, 741 68	2, 786 40	July 1, 1877	In April, 1877	36
24 by 6.10, f. f., d. l.	18	159 40	184 50	4, 198 59	4, 612 50	July 1, 1877	1.34 m. increase. In April, 1877.	37
14.8¼ by 9.9¾, 13.1 by 10.8¾, 11.9⅜ by 10.9¼, f. f., d. l. to Attica, 31 m.; s. l. residue, 60 m.	26⅜*	154 80	225 00	14, 086 80	20, 475 00	Jan. 1, 1878	60 days in March and April, 1878.	38
r. p. o., 40 by 9, f. f. c., s. l.	12	152 30	156 80	21, 760 62	22, 403 58	Oct. 1, 1877	In October, 1877	39
9.10 by 6.8, f. f., s. l.	16⅛*	152 10	146 70	8, 234 69	8, 215 20	July 1, 1877	1.86 m. decrease. In April, 1877.	40
r. p. o., 24.10 by 6.9, f. f., s. l.	18	150 90	163 80	18, 148 74	18, 404 10	July 1, 1877	Formerly 52 m., at $141.30. 0.77 m. increase. In April, 1877.	41
40 by —, f. f., s. l ..	13	148 50	134 10	30, 219 75	27, 289 35	Apr. 1, 1878	In April, 1878.....	42
12 by 8, f. f., s. l	62	147 60	99 00	8, 038 29	5, 405 40	July 1, 1877	Main route; branch $47.70 (186). .14 m. decrease. In April, 1877.	43
30 by 8.4, f. f., s. l..	32⅛*	147 60	165 60	11, 217 60	12, 585 60	July 1, 1877	In April, 1877.....	44
r. p. o., 23 by 6.10, f. f., s. l.	12	142 17	133 17	16, 250 03	12, 999 83	July 1, 1877	Combined weighing in April and August, 1878. 0.57 m. decrease.	45

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

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.*	
46	Tex...	31006	31006	Longview, Houston ...	International and Great Northern.	237. 50	2, 957	23
47	Pa....	8010	8010	East Pennsylvania Junction, Waverly.	Lehigh Valley	189. 57	2, 319	25
48	Kans .	33001	33001	Kansas City, Cheyenne.	Kansas Pacific.....	745	2, 180	24
49	Mass .	3041	3041	Middleborough, Hyannis.	Old Colony.....	45. 29	1, 838	25
50	Tex...	31001	31001	Houston, Galveston...	Galveston, Houston and Henderson.	51. 5	2, 627	18
51	N. Y..	1213	6013	Syracuse, Rochester ..	New York Central and Hudson River.	104	2, 167	23
52	Cal ...	46010	46010	Lathrop, Goshen.....	Central Pacific.....	146. 30	2, 498	24
53	Kans .	33013	33016	Topeka, Kansas City..	Atchison, Topeka and Santa Fé.	66. 20	2, 496	22
54	N. Y..	1279	6054	North Bennington, State Line.	Central Vermont.....	2	2, 055	.....
55	Kans .	33001	33001	Kansas City, Denver..	Kansas Pacific.....	639	2, 342	25
56	Kans .	33013	33013	Topeka, Kansas City..	Atchison, Topeka and Santa Fé.	68. 84	1, 889	22
57	N. H..	252	1005	Concord, Wells River.	Boston, Concord and Montreal.	94. 01	1, 630	25
58	Tex...	31003	31003	Houston, Denison City	Houston and Texas Central...	337. 45	1, 824	20
59	Vt....	2015	2015	North Bennington, State Line.	Bennington and Rutland.....	1. 85	1, 631	20
60	Cal ...	46003	46003	Roseville, Redding....	Central Pacific.....	151. 45	1, 706	22
61	Del...	9501	9501	Wilmington, Delmar..	Philadelphia, Wilmington and Baltimore.	97. 02	1, 535	25
62	Tex ..	31009	31009	Shreveport, Ft. Worth	Texas and Pacific.....	220. 04	1, 440	17½
63	Kans .	33007	33007	Atchison, Pueblo	Atchison, Topeka and Santa Fé.	618. 56	2, 002	28
64	N. Y..	1212	6012	Troy, Schenectady....	New York Central and Hudson River.	22	1, 396	24
65	Vt....	2015	2015	Rutland, Bennington..	Bennington and Rutland.....	57. 16	1, 395	20
66	Kans .	33007	33010	Atchison, Pueblo	Atchison, Topeka and Santa Fé.	618. 85	2, 369	24
67	Conn .	910	5013	South Norwalk, Danbury.	Danbury and Norwalk.....	23. 65	879	30
68	Mass .	3039	3039	South Braintree Junction, Newport.	Old Colony.....	61. 16	1, 324	25

States and Territories in which the contract-term expired June 30, 1878, &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.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
13.10 by 7.9, f. f., s. l.	7	141 08	135 00	33,506 50	31,860 00	July 1, 1878	Main route; branches $42.75 (263), and $42.75 (272). 1½ m. increase.	46
22 by 8.6, f. f., t. l. to Mauch Chunk, 29.5 m.; d. l. thence to Penn Haven, 7.5 m.; s. l. residue, 152.57 m.	15⅛*	139 50	146 70	26,445 01	27,809 91	July 1, 1877	In April, 1877.....	47
29.6 by 9.3, f. f., 639 m.; 12 by 7, f. f., 106 m., s. l.	7	137 70	171 00	102,586 50	127,395 00	Oct. 1, 1877	Main route; branch not weighed. In October, 1877.	48
14 by 8.4, 14 by 8.4, 10.2 by 6.6, 10.2 by 6.6, f. f., d. l.	12	136 90	146 80	6,200 20	6,648 57	July 1, 1877	In December, 1877*p*..	49
16 by 7, 16 by 7, 16 by 6.9, f. f., d. l.	14	136 80	145 00	7,045 20	7,467 50	July 1, 1878	.....	50
18 by 8.9, f. f., s. l.	27⅝*	136 80	135 00	14,227 20	14,040 00	July 1, 1877	In April, 1877.....	51
23.6 by 8.10, 31.6¾ by 8.10¾, f. f., s. l.	7	135 09	72 00	19,763 66	10,433 52	July 1, 1878	1.39 m. increase	52
23.2 by 9.3½, f. f., s. l.	10½*	135 09	129 60	8,942 95	8,662 46	July 1, 1878	2.64 m. decrease.....	53
....	.....	135 00	54 00	270 00	108 00	July 1, 1877	Branch; main route $92.70 (76). In April, 1877.	54
24.1¾ by 9.4, 30.11 by 9.5, f. f., s. l.	7	132 53	137 70	84,686 67	87,990 30	July 1, 1878	.....	55
23.2 by 9.3½, f. f. c., s. l.	7	129 60	67 50	8,921 66	4,646 70	Oct. 1, 1877	In October, 1877.....	56
17 by 6.8, f. f., d. l. to Plymouth, 51 m.; s. l. residue.	13⅝*	127 90	125 00	11,593 77	13,160 00	July 1, 1877	Formerly $1,410 per annum for m. m. service. 43.01 m., at $117.90. 0.01 m. increase.	57
14 by 7.3, f. f., s. l.	7	120 55	125 10	40,679 59	42,227 50	July 1, 1878	0.10 m. decrease.....	58
18 by 7, f. f., s. l..	15*	117 90	.....	.....	.....	Sept. 10, 1877	Branch; main route $107.10 (65).	59
23.6 by 8.10¼, f. f., s. l.	6	115 43	121 50	17,481 87	18,401 17	July 1, 1878	.....	60
20 by 9, 24 by 9, f. f., d. l. to Wyoming, 51 m.; s. l. residue, 46.02 m.	12	113 40	141 30	11,002 06	13,333 95	July 1, 1877	Formerly 13.02 m., at $112.50. In April, 1877.	61
9.4 by 6.8, 16 by 7.8, f. f., s. l.	12½*	109 80	90 00	24,160 39	19,717 20	Oct. 24, 1876	0.96 m. increase	62
23.2 by 9.3½, f. f. c., s. l.	7	108 00	54 00	70,804 53	35,402 26	Oct. 1, 1877	Formerly 10.83 m. at $67.50; 148.15 m., at $135; 54.6 m. extension from Nov. 1, 1875; 82.72 m. extension from Mar. 16, 1876. Main route; branch $80.10 (96). In October, 1877.	63
In b. c.; no r. a....	23*	107 10	73 80	2,356 20	1,623 60	July 1, 1877	In April, 1877.....	64
18 by 7., f. f., s. l..	15*	107 10	.....	.....	.....	Sept. 10, 1877	Main route; branch $117.90 (59). In January 1878. New.	65
23.2 by 9.3½, f. f., s. l.	8⅛*	106 71	108 00	69,996 37	70,804 53	July 1, 1878	Formerly 148.15 m., at $135; 148.44 m., at $133.38. Branch made rt. 3311 (98). 0.29 m. increase.	66
11.2 by 6, f. f., s. l.	17*	83 70	99 00	1,979 50	2,326 50	July 1, 1877	Main route; branches $45. 0.15 m. increase.	67
14 by 8.4, 14 by 8.4, 10.2 by 6.6, 10.2 by 6.6, f. f., d. l. to Middleborough, 22.82 m.; in b. c. residue.	18¼*	104 40	107 10	6,385 10	6,550 23	July 1, 1877	In December, 1877...	68

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

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.*	
69	Tex ..	31009	31009	Shreveport, Ft. Worth	Texas and Pacific.....	220. 04	1, 440	17½
70	Utah .	41003	41003	Ogden City, Franklin.	Utah Northern	79. 94	1, 370	12
71	Tex ..	31010	31010	Marshall, Texarkana..	Texas Pacific	74. 66	1, 370	20
72	N. Y..	1219	6022	New York, Chatham..	New York and Harlem.....	130. 5	1, 125	26
73	Oreg..	44001	44001	Portland, Roseburgh..	Oregon and California.....	199. 10	1, 224	18
74	Tex ..	31002	31002	Harrisburg, San Antonio.	Galveston, Harrisburg and San Antonio.	215	1, 224	25
75	Ark ..	29001	29001	Memphis, Little Rock.	Memphis and Little Rock.....	134. 21	1, 757	17
76	N. Y..	1279	6054	Chatham Village, Rutland.	Central Vermont.....	111. 30	1, 067	20
77	Me ...	12	10	Portland, Lunenburg .	Portland and Ogdensburg.....	114. 05	920	22
78	Nebr .	34004	34004	Omaha, Oreopolis	Burlington and Missouri River (in Nebraska).	17. 76	1, 136	16
79	Nebr .	34002	34002	Plattsmouth, Kearney Junction.	.....do	190. 8	1, 125	21
80	Pa....	8063	8063	Pittsburgh, Cumberland.	Pittsburgh and Connellsville..	150. 1	957	27
81	N. Y..	1216	6016	Buffalo, Lewiston.....	New York Central and Hudson River.	29	956	21
82	Tex...	31007	31007	Palestine, Austin	International and Great Northern.	183. 84	950	20
83	Colo ..	38001	38001	Denver, El Moro.....	Denver and Rio Grande.....	209. 2	1, 058	20
84	Conn .	901	5001	Norwich, Worcester ..	New York and New England (lessees Norwich and Worcester).	59. 65	936	21
85	Colo ..	38006	38006	Cucharas, La Veta	Denver and Rio Grande.....	22. 55	915	21
86	N. Y..	6053	6053	Rouse's Point, Ogdensburg.	Ogdensburg and Lake Champlain.	119	888	26
87	Va....	11005	11005	Richmond, Huntington	Chesapeake and Ohio	421. 14	866	20
88	Tex...	31007	31007	Palestine, Austin	International and Great Northern.	183. 93	956	18
89	Nev ..	45001	45001	Virginia City, Reno....	Virginia and Truckee.....	51. 75	946	20
90	N. Y..	6103	6103	Corning, Geneva.....	Fall Brook Coal Company (operating Syracuse, Geneva and Corning).	62. 41	854	22
91	Colo ..	38006	38004	Cucharas, La Veta....	Denver and Rio Grande.....	22. 55	915	21
92	N. Y..	6066	6066	Rouse's Point, Canada Line.	Champlain and Saint Lawrence	22. 15	815	25
93	N. H..	261	1006	Groveton, Wells River.	Boston, Concord and Montreal.	54. 12	811	25
94	Ark ..	29001	29001	Memphis, Little Rock.	Memphis and Little Rock.....	135	1, 510	16

States and Territories in which the contract-term expired June 30, 1878, &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.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
9.4 by 6.8, 16 by 7.8.	12½*	104 31	109 80	22, 952 37	24, 160 39	July 1, 1878	.96 m. increase	69
15 by 6.6., f. f., s. l.	7	100 89	63 00	8, 065 14	5, 036 22	July 1, 1878		70
16 by 7.8, f. f., s. l.	7	100 89	150 00	7, 532 44	11, 100 00	July 1, 1878	.66 m. increase	71
20.1 by 8.6, 20.6 by 8, f. f., s. l.	11¼*	95 40	102 70	12, 949 70	13, 402 35	July 1, 1877	$500 per annum for transportation of messengers to Fordham. In April, 1877.	72
20 by 9, f. f., s. l.	6	94 91	90 00	18, 896 58	17, 919 00	July 1, 1878		73
11.3 by 7.2, 12.4 by 9.2, f. f., s. l.	6	94 91	75 60	20, 405 65	17, 699 85	July 1, 1878	13.4 m. extension from Sept. 1, 1875; 46.1 m. extension from April 10, 1877. .30 m. increase.	74
22.8 by 8.9., f.f., s. l.	7	93 71	90 00	12, 576 81	12, 078 90	July 1, 1878		75
15.4 by 6.4 (average), f. f., s. l.	12	92 70	112 50	10, 317 51	12, 521 25	July 1, 1877	Main route; branch $135 (54). Route divided from August 21, 1877. In April, 1877.	76
12.4 by 6.8, f. f., d. l. to Upper Bartlett, 72 m.; s. l. residue.	9¾*	92 71	135 00	10, 573 57	14, 734 25	July 1, 1877	2.5 m. decrease. In April, 1877.	77
18.5 by 8.8., f. f., s. l.	6	90 63	67 50	1, 609 58	1, 197 45	July 1, 1878	.02 m. increase	78
18.3 by 8.9., f. f., s. l	6	90 63	63 00	17, 292 20	12, 007 80	July 1, 1878	.20 m. decrease	79
14.6 by 8.6, f. f., s. l.	14⅜*	87 30	76 50	13, 103 73	11, 482 65	Feb. 1, 1878	Main route; branches $45. In February and March, 1878.	80
In b. c.; no r. a.	24	87 30	67 50	2, 531 70	1, 957 50	July 1, 1877	In April, 1877	81
13 by 7.2, s. l	7	87 30	50 00	16, 049 23	9, 929 61	Jan. 1, 1877	Pay on 44.44 m. extension from Aug. 20, 1876. 18.40 m. from Jan. 1, 1877. In December, 1877.	82
17.9 by 7.4., f. f., s. l. to Cucharas, 169.5 m.; in charge of conductor, residue, 39.7 m.	7	87 21	100 80	18, 244 33	21, 087 36	July 1, 1878	Main route; branch $59.85 (141).	83
12 by 7, f. f., s. l.	18	86 40	76 50	5, 153 76	4, 590 00	July 1, 1877	0.35 m. decrease. In April, 1877.	84
17.9 by 7.4, f. f., s. l. Through mail-room 9 by 7.4.	7	85 50				Mar. 16, 1877	New	85
13 by 7, f. f., s. l.	9*	84 60	78 30	10, 067 40	9, 317 70	Mar. 1, 1878	In March, 1878	86
18.6 by 8.5, f. f., s. l.	12	83 70	81 00	35, 249 41	30, 773 56	July 1, 1877	60 days in April and July, 1877. 148.39 m. at $58.50 formerly.	87
19.6 by 8.10, 12.5 by 7.1, 13 by 7.3, f. f., s. l.	7	82 94	87 30	15, 255 15	16, 049 23	July 1, 1878	0.09 m. increase	88
12 by 8, f. f., s. l.	7	82 94	72 00	4, 292 14	3, 726 00	July 1, 1878		89
10.11 by 6.10, f. f., s. l.	6	82 80				Jan. 10, 1878	New. In Aug., 1878	90
17.9 by 7.4, f. f., s. l. Through mail-room 9 by 7.4.	7	81 23	85 50	1, 831 73	1, 928 02	July 1, 1878		91
In b. c.; no r. a.	12	81 00	63 90	182 25	143 77	Apr. 1, 1878	In May and June, 1878.	92
17 by 6.8, f. f., s. l	12	81 00	90 00	4, 383 72	4, 870 80	July 1, 1877	6 trips additional in summer between Groveton and Lancaster. In April, 1877.	93
12 by 7.6., f. f., s. l. to Sept. 30, 1877. 23 by 8 from Oct. 1, 1877.	7	80 64	75 60	11, 453 40	10, 206 00	Feb. 1, 1877	In February, 1877. 2 m., $100.80.	94

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

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.*	
95	Mass.	660	3057	Worcester, Winchendon.	Boston, Barre and Gardner	38.04	577	22
96	Kans.	33007	33007	Newton, Wichita	Atchison, Topeka and Santa Fé.	27.09	799	21
97	Pa.	8030	8030	Harrisburg, Martinsburg.	Cumberland Valley	94	797	24
98	Kans.	33007	33011	Newton, Wichita	Atchison, Topeka and Santa Fé.	27.69	879	22
99	Cal.	46014	46014	Huron, Yuma	Southern Pacific	530.29	1,217	18
100	Mo.	28034	28034	Bismarck, Columbus	Saint Louis, Iron Mountain and Southern.	119.27	769	23
101	Utah.	41002	41002	Salt Lake City, York	Utah Southern	75	840	15
102	N. Y.	1242	6053	Rouse's Point, Ogdensburg.	Ogdensburg and Lake Champlain.	119	743	26
103	Cal.	46006	46006	Sacramento, San Francisco.	California Pacific	86.72	835	20
104	N. H.	260	1014	Brock's Crossing, North Conway.	Portsmouth, Great Falls and Conway.	71.11	738	23
105	Kans.	33003	33005	Cherryvale, Independence.	Leavenworth, Lawrence and Galveston.	10.87	787	25
106	Pa.	8016	8016	Penn Haven Junction, Tomhicken.	Lehigh Valley	24.10	649	25
107	Cal.	46011	46011	San Francisco, Cloverdale.	San Francisco and North Pacific.	90	731	30
108	La.	30003	30003	New Orleans, Morgan City.	Morgan's Louisiana and Texas	80.07	1,152	25
109	Cal.	46002	46002	San Francisco, Soledad	Southern Pacific	143.8	1,142	21
110	Minn.	26006	26006	White Bear Lake, Albert Lea.	Minneapolis and Saint Louis	123.35	634	20
111	Vt.	401	2011	Lunenburg Junction, Johnson.	Portland and Odgensburg	78.19	627	22
112	Kans.	33009	33012	Atchison, Lincoln	Atchison and Nebraska	151.33	702	20
113	Mass.	627	3020	Ayer, Lowell	Boston and Lowell and Nashua and Lowell.	16.39	428	25
114	Tex.	31011	31011	Sherman, Texarkana	Texas and Pacific	155.22	688	20
115	Vt.	2011	2011	Lunenburg Junction, Swanton.	Portland and Ogdensburg	118.14	679	22
116	Utah.	41001	41001	Ogden City, Salt Lake City.	Utah Central	36.50	676	18

States and Territories in which the contract-term expired June 30, 1878, *&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.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
10 by 6.6, f. f., d. l. Extra car 8 by 3.4.	12	80 20	78 75	3,050 80	2,913 75	July 1, 1877	1.04 m. increase. In April, 1877.	95
23.2 by 9.3½, f. f. c., s. l.	7	80 10	63 00	2,169 90	1,706 67	Oct. 1, 1877	Branch; main route $108 (63). In October, 1877.	96
13.8 by 8.4., f. f., s. l.	18	80 10	69 30	7,529 40	6,514 20	July 1, 1877	In April, 1877	97
13.6½ by 9.3½, f. f., s. l.	7	79 52	80 10	2,201 90	2,169 90	July 1, 1878	Formerly branch of route 33007 (66). .60 m. increase.	98
In b. c. to Goshen, 40 m.; 23.6 by 8.10¼, 31.6¾ by 8.10¾, f. f., s. l., Goshen to Los Angeles; 11.9 by 8.5, f. f., s. l., Los Angeles to Yuma.	7	79 20	.....	.....	.....	July 1, 1877	54½ m. from Nov. 1, 1875. From May 5, 1877, bet. Colton and Yuma; residue of route from July 1, 1877. New.	99
13.10 by 9.2½, f. f., s. l.	13	79 20	.....	.....	.....	Oct. 1, 1877	Formerly part of route 28002. In October, 1877.	100
15 by 8, f. f., s. l ...	7	78 66	56 70	5,899 50	3,985 20	July 1, 1878	Formerly 27 m. at $46.80.	101
13.2 by 7.2, f. f., s. l.	9*	78 30	112 50	9,317 70	13,387 50	July 1, 1877	In April, 1877	102
10 by 8.10, f. f., s. l., 8.9½ by 7.3⅜, f. f., Davisville to Sacramento, 13.26 m.	13⅜*	77 81	81 90	6,747 68	7,102 36	July 1, 1878	.....	103
20 by 8.7½, f. f., s. l.	6	77 40	54 00	5,503 91	3,785 94	July 1, 1877	Formerly $50 per annum for m. m. service. Additional trips from July 29 to Oct. 8, 1877. 1 m. increase. In April, 1877.	104
18 by 8.9, f. f., s. l..	6	76 10	50 40	827 20	504 00	July 1, 1878	0.87 m. increase.....	105
No r. a. to Hazle Creek bridge, 9 m.; 10 by 7, f. f., d. l., thence to Hazleton, 7 m., 1½ l. res. 8.1 m.	11⅛*	73 80	72 00	1,778 58	1,735 20	July 1, 1877	Main route; branches $45. In April, 1877.	106
12.9 by 8.10, f. f., s. l.	7	73 53	67 50	6,617 70	6,075 00	July 1, 1878	.....	107
11.11 by 6.5, (av.), f. f., s. l.	7	73 19	79 20	5,860 32	6,563 60	July 1, 1878	2.93 m. decrease	108
17 by 9, f. f., s. l...	12⅜*	73 19	57 60	10,524 72	8,282 88	July 1, 1878	Main route; branch $42.75 (266).	109
22 by 9.3¼, f. f., s. l.	12⅜*	72 90	50 00	8,053 31	2,050 00	Nov. 16, 1877	41 m., contract $50 per m.; 49.91 m. at $72.90 from Nov. 1, 1877, 32.44 m. at $72.90 from Nov. 16, 1877. In July, 1877.	110
14.9 by 6.8, f. f., s. l.	6	72 90	125 00	5,700 05	9,851 25	July 1, 1877	0.62 m. decrease. In April, 1877.	111
20 by 9, f. f., s. l...	6	72 68	75 00	10,998 66	11,421 00	July 1, 1878	0.95 m. decrease	112
8.7 by 6.9, f. f., d. l	12	72 10	50 00	1,181 71	850 00	July 1, 1877	0.61 m. decrease. In April, 1877.	113
14 by 7.10, 15 by 7.5½, f. f., s. l.	6	71 82	51 00	11,147 90	10,313 53	July 1, 1878	8.2 m. extension at $75.60 from Aug. 1, 1876. 89.77 m. extension from Oct. 20, 1876. .25 m. increase.	114
13.7 by 6.6, 15.6 by 6.6, f. f., s. l.	9¼*	71 10	72 90	8,399 75	8,612 40	Aug. 1, 1877	In April, 1878.....	115
14.3 by 8.8½, f. f., d. l.	14	70 97	81 00	2 590 40	2,956 50	July 1, 1878	.....	116

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.
						Miles.	*Pounds.*	
117	N. Y..	1804	6095	Saratoga Springs, North Creek.	Adirondack	57. 96	574	22
118	Tex ..	31005	31005	Bremond, Waco	Houston and Texas Central	44. 09	658	14
119	Dak ..	35001	35001	Sioux City, Yankton	Dakota Southern	61. 71	615	15
120	Nev ..	45002	45002	Palisades, Eureka	Eureka and Palisades	91. 27	425	22½
121	Kans .	33002	33003	Atchison, Waterville	Union Pacific (Central Branch)	100. 50	591	21
122	Tex...	31004	31004	Hempstead, Austin	Houston and Texas Central	115. 20	591	18
123	Vt....	522	2009	Richford, Newport	Missisquoi and Clyde River	31. 95	505	30
124	Wash.	43001	43001	Kalama, Wilkeson	Northern Pacific	136. 33	495	19
125	N. H..	257	1011	Nashua, Greenfield	Boston and Lowell and Nashua and Lowell.	26. 58	490	25
126	N. J ..	7015	7015	Camden, Atlantic City	Camden and Atlantic	60	479	25
127	Vt....	408	2006	Saint Albans, Canada Line.	Central Vermont	17. 10	478	25
128	Cal ...	46012	46012	Stockton, Milton	Stockton and Copperopolis	30	520	17
129	Kans .	33004	33007	Elwood, Hastings	Saint Joseph and Denver City	226. 5	512	17½
130	Kans .	33001	33002	Lawrence, Leavenworth.	Kansas Pacific	35. 05	501	25
131	N. Y..	1266	6072	Ithaca, Sayre	Geneva, Ithaca and Sayre (late Geneva, Ithaca and Athens).	34. 60	462	23
132	N. J ..	7006	7006	Camden, Hightstown	Pennsylvania	51. 75	454	35
133	Wash.	43001	43001	Kalama, Wilkeson	Northern Pacific	136. 33	495	19
134	N. Y..	1293	6077	Ithaca, Geneva	Geneva, Ithaca and Sayre (late Geneva, Ithaca and Athens).	40. 25	449	23
135	Ky ...	20021	20021	Cincinnati, Somerset	Cincinnati Southern	160. 26	448	24
136	Cal ...	46017	46017	Los Angeles, Santa Anna.	Southern Pacific	28. 6	470	17
137	Mass .	742	3009	Lynn, Marblehead	Eastern	6. 16	421	16
138	Colo ..	38004	38003	Denver, Colorado Junction.	Colorado Central	129. 62	459	30
139	Pa....	8020	8020	Elmira, Blossburg	Tioga	45. 5	407	20
140	Mass .	628	3024	Ayer, Greenville	Fitchburg	23. 50	406	18
141	Colo ..	38001	38001	Pueblo, Canon City	Denver and Rio Grande	45	449	20
142	Kans .	33003	33004	Lawrence, Coffeeville	Leavenworth, Lawrence and Galveston.	140. 8	748	25
143	Mass .	657	3058	Winchendon, Peterborough.	Boston, Barre and Gardner	16. 37	261	22
144	Pa....	8105	8105	Emlenton, Clarion	Emlenton and Shippensville	30. 12	401	12
145	Ark ..	29005	29003	Argenta, Fort Smith	Little Rock and Fort Smith	169. 29	732	16½
147	Nev ..	45002	45002	Palisades, Eureka	Eureka and Palisades	91. 27	425	22½
148	N. H..	259	1013	Dover, Alton Bay	Boston and Maine	28. 42	236	30

States and Territories in which the contract-term expired June 30, 1878, &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.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
13.6 by 5.10, f. f., s. l.	6	70 20	72 00	4,068 79	4,173 12	July 1,1877	In April, 1877.....	117
14 by 7.3, f. f., s. l.	13	70 11	72 90	3,091 14	3,248 42	July 1,1878	0.47 m. decrease.....	118
16 by 9.6, f. f., s. l	6	68 40	72 00	4,220 96	4,426 56	July 1,1878	0.23 m. increase.....	119
No apt.; no r. a...	7	68 00	.....	.....	.....	May 1,1876	Rates reduced 10 per cent. from July 1, 1876. New. In April 1878.	120
14.6 by—, f. f., s. l.	6	67 55	90 00	6,788 77	9,000 00	July 1,1878	0.50 increase	121
14 by 7¼, f. f., s. l..	7	67 54	93 60	7,780 60	11,110 32	July 1,1878	3.50 decrease	122
13 by 7, f. f. c., s. l.	15*	67 50	100 00	2,156 62	3,138 00	July 1,1877	0.57 m. increase In April, 1877.	123
13.6 by 6.7, f. f., s. l.	7	66 60	.....	.....	.....	Dec. 16,1877	Adj't on 30.73 m. extension.	124
No apt.; no r. a...	18	66 60	65 00	1,770 22	1,755 00	July 1,1877	0.42 m. decrease. In April, 1877.	125
8.6 by 6, f. f., s. l...	12	65 70	54 00	3,942 00	3,240 00	July 1,1877	60 days; 30 days from Apr. 16, and 30 from July 16, 1877; 19 trips in summer.	126
12.6 by 7, f. f., s. l.	18	65 70	76 50	1,123 47	1,300 50	July 1,1877	0.10 m. increase. In April, 1877.	127
10 by 8.10, f. f., s. l.	12	64 98	45 00	1,949 40	1,350 00	July 1,1878	Main route; branch $42.75 (276).	128
11.9 by 7.6 (ave.), f. f., s. l.	6	64 13	41 76	14,525 44	9,487 87	July 1,1878	0.70 m. decrease	129
11 by 8.9, f. f., s. l..	7	64 13	81 00	2,247 75	2,673 00	July 1,1878	2.05 m. increase. Late branch of 33001.	130
10.5 by 6.5, f. f., s. l.	6	63 90	50 00	2,210 94	1,730 00	July 1,1877	In April, 1877	131
8 by 6.6, f. f., r. a.; 1½ l. to Pemberton Junc., 30 m.; 1 l. residue.	15⅞*	63 90	67 50	3,306 82	2,677 50	July 1,1877	Formerly 27.50 m., at $36. 0.75 m. decrease. In April, 1877.	132
13.6 by 6.7, f. f., s. l.	7	63 27	54 00	8,625 59	5,702 40	July 1,1878	Formerly 30.73 m., at $66.60.	133
10.5 by 6.5, f. f., s. l.	6	63 00	57 50	2,535 75	2,314 37	July 1,1877	In April, 1877.....	134
17 by 7.6, f. f., s. l..	12	63 00	.....	.....	.....	Sept. 1,1877	1.40 m. from Jan. 1, 1878. In May, 1878. New.	135
In b. c.; no r. a...	7	61 56	54 00	1,760 61	1,618 92	July 1,1878	Pay on extension, Anaheim to Santa Anna, 6.9 m. from Feb. 1, 1878, at $64.80 per mile.	136
In b. c.....	6	61 20	45 00	376 99	272 25	July 1,1877	0.11 m. increase. In April, 1877.	137
11 by 7.6, f. f., s. l..	8⅝*	60 71	54 00	7,869 23	7,720 20	July 1,1878	Pay on extension, Longmont to Colo. Junc., 72.80 m., from Dec. 1, 1877, at $63.90. Main route; branches $55.58 (153), $45.32 (196).	138
14 by 3.7, f. f., s. l..	12	60 30	53 10	2,743 65	2,416 09	Dec. 1,1877	Main route; branches $45. In Dec., 1877.	139
6.6 by 6, f. f., s. l ..	12	60 30	56 25	1,417 05	1,293 75	July 1,1877	0.50 m. increase. In April, 1877.	140
12.4 by 6.5, f. f., s. l.	7	59 85	45 00	2,693 25	2,025 00	July 1,1878	Branch; main route $87.21 (83).	141
18 by 8.9, f. f., s. l..	6	59 51	63 36	8,379 00	9,054 14	July 1,1878	2.1 m. decrease	142
10 by 6.6, f. f., d. l.; extra car, 8 by 3.4.	12	59 50	64 80	974 01	1,060 77	July 1,1877	In April, 1877	143
In b. c.; no r. a...	9⅛*	59 40	45 90	1,195 12	923 50	Dec. 1,1877	10 m. extension, fixed from Jan. 15, 1878. In April, 1878.	144
12 by 7.6, f. f., s. l..	6	58 83	61 20	9,959 33	10,077 69	July 1,1878	Formerly 43.65 m., at $54.72.	145
No apt.; no r. a ..	7	58 14	61 20	5,306 43	5,585 72	July 1,1878	.....	147
9.3 by 6, f. f., d. l..	13*	57 70	50 00	1,039 83	1,400 00	July 1,1877	0.42 m. increase. In April, 1877.	148

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

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.*	
149	N. J ..	7025	7025	Waterloo, Franklin Furnace.	Sussex	24. 76	224	22
150	Kans ..	33018	33021	Waterville, Washington.	Waterville and Washington ..	20. 50	355	21
151	Cal ...	46024	46023	Galt, Ione	Amador Branch	27. 84	350	14
152	Kans ..	33019	33022	Greenleaf, Concordia ..	Republican Valley	41. 97	348	21
153	Colo ..	38004	38003	Golden Junction, Georgetown.	Colorado Central	37. 72	390	12
154	Ark...	29005	29005	Argenta, Fort Smith..	Little Rock and Fort Smith...	169. 29	533	13
155	Cal ...	46005	46005	Sacramento, Folsom ..	Sacramento Valley	23. 2	373	20
156	Kans ..	33006	33009	Junction City, Parsons	Missouri, Kansas and Texas ..	157. 44	588	19½
157	Wis ..	25018	25018	Manitowoc, New London.	Milwaukee, Lake Shore and Western.	65. 56	325	20
158	Wis ..	25027	25027	Stevens Point, Portage	Wisconsin Central	73. 23	257	21
159	Cal ...	46027	46026	San Francisco, Alameda.	Central Pacific	13. 54	250	16
160	Ark ..	29006	29005	Malvern, Hot Springs.	Hot Springs	25. 11	359	16
161	Kans ..	33015	33019	Ottawa, Burlington...	Kansas City, Burlington and Santa Fé.	47. 05	343	12
162	Mass .	3044	3044	South Braintree Junction, Fall River.	Old Colony	34. 36	307	25
163	Ohio ..	21054	21054	Dayton, Musselman's .	Dayton and Southeastern	70. 09	303	18
164	Pa	8088	8086	Pollock, Butler	Parker and Karn's City	27	300	12
165	Pa	8104	8104	Southwest Junction, Uniontown.	Pennsylvania (operating Southwestern).	37. 3	298	23
166	Cal ...	46016	46016	San Francisco, Duncan's Mills.	North Pacific Coast	80. 47	340	16
167	Cal ...	46008	46008	Napa Junction, Calistoga.	California Pacific	34. 60	328	21
168	N. Y ..	6054	6054	Chatham Village, Bennington.	Harlem Extension Railroad, South, Coal Transportation Company.	57. 80	290	20
169	N. Y ..	1250	6059	Fredonia, Dunkirk ...	Fredonia and Dunkirk	3. 5	283	6
170	Ill	23057	23057	Rochelle, Rockford ...	Chicago and Iowa (late Chicago, Rockford and Northern).	27. 64	143	22

States and Territories in which the contract-term expired June 30, 1878, *&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.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
6.3 by 3.2, f. f.; 3½ l. to Newton, 11.76 m.; 2 l. residue, 13 m.	13⅝*	56 80	45 00	1,276 36	1,214 20	July 1, 1877	13 m., at $46.80. Main route; branch, $45 (——). Formerly $100 for side service. In April, 1877.	149
14.6 by —, f. f., s. l., 72 m.; no r. a. residue.	6	56 70	.....	.....	.....	Feb. 1, 1877	New	150
In b. c.; no r. a	7	55 80	.....	.....	.....	Feb. 1, 1877	New	151
14.6 by —, f. f., s. l.	6	55 80	.....	.....	.....	Feb. 1, 1878	New	152
7 by 5, s. l	7	55 58	45 00	2,096 47	1,879 65	July 1, 1878	Branch; main route $60.71 (138). Pay on extension, Idaho Springs to Georgetown, 13.5 m., from Oct. 1, 1877, at $58.50 per mile.	153
12.4 by 7.5, f. f., s. l.	6	54 72	.....	.....	.....	Mar. 21, 1877	Extension from Ozark to Van Buren, 34.11 m., Jan., 1, 1877; Van Buren to Fort Smith, 9.54 m., from March 21, 1877. In October, 1877.	154
No apt.; no r. a....	12	54 72	61 20	1,269 50	1,419 84	July 1, 1878	.....	155
13.9 by 7, f. f., s. l..	6	54 04	41 76	8,508 05	6,535 44	July 1, 1878	0.94 m. increase	156
14 by 7.10, f. f , s. l.	6	54 00	.....	.....	.....	Jan. 16, 1877	New; 21.06 m. extension. Residue of route $45 per m. In October, 1877.	157
6.10 by 7.7, f. f., s. l.	6	54 00	.....	.....	.....	Mar. 1, 1876	New; 43.63 m. from Dec. 1, 1876. In October, 1877.	158
8.10 by 7, f. f.; carriers (?).	26	54 00	.....	.....	.....	Jan. 1, 1875	New	159
6.10 by 2.1; no r. a.	13	53 87	61 00	1,352 67	1,531 71	July 1, 1878	.....	160
18.6 by 9, 11 by 9, f. f., s. l.	6	53 01	36 00	2,494 12	2,284 63	July 1, 1878	29.84 m. fixed from May 1, 1878, at $55.80 per m.; 0.17 m. decrease. In July, 1878.	161
In b. c.; no r. a....	18	52 20	54 90	1,793 59	1,886 36	July 1, 1877	In December, 1877...	162
9.6 by 5.9 (ar.); f. f., s. l.	6	52 20	45 00	3,658 69	3,285 59	Jan. 21, 1878	18.27 m. from August 10, 1877. In March, 1878, 20.67 m. from January 21, 1878.	163
8.6 by 5.6, f. f., d. l. to Barnhardt's Mills, 13 m.; s. l. residue 14 m.	8⅞*	52 20	54 00	1,409 40	1,427 40	July 1, 1877	Pay on 17 m. extension from March 1, 1877. In Nov., 1877.	164
28.7 by 8.3, f. f., s. l.	6	52 20	40 50	1,947 06	1,513 89	July 1, 1877	0.08 m. decrease. In October, 1877.	165
11 by 6, f. f., s. l ..	6	52 16	45 00	4,197 31	3,865 38	July 1, 1878	Main route; branches $45 (239), $42.75 (273), 24.67 m. extension. Tomales to Duncan's Mills from August 16, 1877, at $54.90.	166
10 by 8.10, f. f., s. l.	12	51 30	45 00	1,774 98	1,575 00	July 1, 1878	1.40 m. decrease.....	167
12.4 by 6.1, f. f., s. l.	6¾*	51 30	.....	.....	.....	Nov. 1, 1877	New. In July, 1878.	168
3.6 by 2; in charge of conductor.	27½*	50 40	142 85	176 40	499 97	July 1, 1877	In April, 1877	169
In b. c.; no r. a....	6	50 00	.....	.....	.....	Dec. 15, 1875	New. From July 1, 1876, rates reduced 10 per cent. In November, 1877.	170

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

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.*	
170*a*	Vt....	403	2002	Montpelier, Barre.....	Central Vermont	6.76	145	20
171	Wis ..	25028	25028	Hudson, Clayton.....	North Wisconsin	44	102	12
172	Cal ...	46020	46019	Colfax, Nevada City...	Nevada County Narrow Gauge.	22.81	305	13
173	Vt....	409	2007	Saint Albans, Richford.	Central Vermont	28.47	267	18
174	Mass..	{618} {651}	3003	Salem, Rockport.....	Eastern.....	20.69	265	21
175	Nebr..	34005	34005	Brownville, York.....	Nebraska.....	132.64	292	12
176	R. I...	830	4007	Kingston Depot, Narragansett Pier.	Narragansett Pier	9.14	259	20
177	Mass	619	3004	Salem, Marblehead ...	Eastern.....	4.49	258	16
178	Wis ..	24017	25017	Menasha, Ashland....	Wisconsin Central.....	251.02	256	16
179	Ohio ..	21052	21052	Little Miami Junction, Scott.	Cincinnati and Eastern	48.19	254	15
180	N. Y..	1811	6021	Rochester, Charlotte..	New York Central and Hudson River.	9	251	24
181	Cal ...	46023	46022	Woodland, Williams..	California Northern.....	39.72	248	14
182	Mich	24041	24041	Marquette, L'Anse ...	Marquette, Houghton and Ontonagon.	63.46	410	20
183	Nebr..	34008	34008	Valley, David City....	Omaha and Republican Valley	61.29	279	12
184	Cal ...	46009	46009	Marysville, Oroville ..	California Northern	30	274	22
185	Vt....	2014	2014	Burlington, Cambridge Junction.	Burlington and Lamoille.....	34.97	245	22
186	Pa....	8004	8004	Lansdale, Doylestown.	North Pennsylvania	10.65	241	27
187	Pa....	8037	8036	Altoona, Martinsburgh.	Pennsylvania (lessees).....	22.52	230	14
188	La....	30008	30008	Vicksburg, Monroe...	Vicksburg, Shreveport and Texas.	76.16	423	13
189	Nebr..	34003	34003	Omaha, Tekamah	Omaha and Northwestern.....	48.35	259	15½
190	Nebr..	34006	34006	Crete, Beatrice	Burlington and Missouri River (in Nebraska).	30.6	253	12
191	Cal ...	46023	46022	Woodland, Williams..	California Northern.....	39.72	248	14
192	Me ...	14	16	Houlton, New Brunswick Line.	New Brunswick and Canada ..	3.93	223	20
193	N. Y..	1270	6078	Port Jervis, Monticello.	Monticello and Port Jervis....	24	219	20
194	Pa....	8108	8105	Emlenton, Knox.....	Emlenton and Shippensville ..	15.2	213	12

States and Territories in which the contract-term expired June 30, 1878, &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.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
In b. c.; no r. a...	12	50 00	.....	.....	.....	Nov. 16, 1875	Rate reduced 10 per cent. from July 1, 1876. Branch; main route $198.50 (28). In August, 1877.	170*a*
8 by 7, f. f., s. l...	6	50 00	.....	.....	.....	Apr. 1, 1876	New; rate reduced 10 per cent. from July 1, 1876. In Oct., 1877.	171
In b. c.; no r. a...	14	49 59	49 50	1,131 14	1,129 09	July 1, 1878	.....	172
10.6 by 6, f. f., s. l.	6	49 50	67 50	1,409 26	1,934 55	July 1, 1877	0.19 m. decrease. In April, 1877.	173
In b. c	16¼*	49 50	67 00	1,024 15	1,512 00	July 1, 1877	Formerly 6.50 m. at $50, and $125 for m. m. 1.81 m. decrease. In April, 1877.	174
12 by 6.7, 8.9 by 6.7, f. f., s. l.	6	48 74	51 30	6,464 87	6,804 43	July 1, 1878	Pay on 26.27 m. extension fixed from September 1, 1877, at $51.30. 0.252 m. increase.	175
In b. c.; no r. a...	15	48 60	.....	.....	.....	Mar. 1, 1877	New. In Aug., 1877..	176
In b. c.....	12	48 60	50 00	218 21	200 00	July 1, 1877	0.49 m. increase. In April, 1877.	177
13 by 7, f. f., s. l..	6	48 60	45 00	12,199 57	11,608 81	Oct. 1, 1877	86.92 m. from June 1, 1877. In Oct., 1877.	178
13.7 by 5.1½, f. f., s. l.	12	48 60	.....	.....	.....	July 1, 1877	15.71 m. from Nov. 16, 1876; 8.28 m. from Mar. 16, 1877; 7.66 m. from May 14, 1877; 6.34 m. from June 1, 1877; 10.20 m. from July 1, 1877. New.	179
In b. c.; no r. a...	18	48 60	46 80	437 40	421 20	July 1, 1877	In April, 1877	180
8.9½ by 7.3⅝, f. f., s. l.	7	48 60	.....	.....	.....	Dec. 1, 1876	New	181
12 by 7.2, f. f., s. l.	7⅝*	48 24	.....	.....	.....	Apr. 1, 1878	New; main route; branch $36 (295). In May, 1878.	182
8.6 by 5, f. f., s. l..	6	47 88	50 40	2,934 56	3,089 01	July 1, 1878	Pay on 19 m. from Feb., 12, 1877; pay on 19 m. extension from July 16, 1877; pay on 23.29 m. extension from Dec. 7, 1877.	183
In charge of conductor.	7	47 78	45 00	1,436 40	13 50	July 1, 1878	.....	184
8.7 by 6.10½, f. f., s. l.	9*	47 70	.....	.....	.....	Aug. 13, 1877	New; in Feb., 1878..	185
No apt.; no r. a...	72	47 70	45 00	508 00	441 00	July 1, 1877	Branch; main route $147.60 (43). 0.85 m. increase. In April, 1877.	186
In b. c.; no r. a...	21*	46 80	45 00	1,053 93	1,003 50	July 1, 1877	Main route; branches $40.50. 0.22 m. increase.	187
10.1 by 7.3, 11 by 7, f. f., s. l.	7	46 52	36 72	3,542 96	3,172 36	July 1, 1878	Formerly $400 per annum for m. m. and ferriage. 0.66 m. increase.	188
9.6 by 7.6, f. f., s. l.	6	46 17	50 00	2,232 31	2,352 00	July 1, 1878	40.2 m. under contract. Formerly 7.6 m. at $45. 0.55 m. increase.	189
6 by 5, f. f., s. l...	6	46 17	45 00	1,412 80	1,429 20	July 1, 1878	1.16 m. decrease.....	190
8.9½ by 7.3⅝, f. f., s. l.	7	46 17	48 60	1,833 87	1,930 39	July 1, 1878	.....	191
In b. c.; no r. a...	6	45 90	45 00	180 38	171 90	July 1, 1877	0.11 m. increase. In April, 1877.	192
12 by 8; mail and express combined.	6	45 90	50 00	1,101 60	1,200 00	July 1, 1877	In April, 1877	193
8.6 by 4.9, f.; no r. a.	12	45 90	.....	.....	.....	Jan. 22, 1877	New; in April, 1877	194

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

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.*	
195	Kans.	33012	33015	Junction City, Clifton.	Junction City and Fort Kearney.	50.60	247	15
196	Colo.	38004	38003	Fork's Creek, Black Hawk.	Colorado Central	7.90	245	12
197	Cal.	46007	46007	Davisville, Grafton	California Pacific	18.34	236	20
198	N. Y.	1259	6067	North Hoosac Junction, State line.	Troy and Boston	5.5	207	25
199	Ga.	15025	15025	Athens, Belton	Northwestern of Georgia	40.53	204	17
200	N. Y.	1215	6015	Buffalo, Lockport	New York Central and Hudson River.	22	198	21
201	Va.	11020	11020	Fredericksburg, Orange Court-House.	Royal Land Company	38.25	196	18
202	N. Y.	1203	6003	Buffalo, Suspension Bridge.	Erie	25.94	187	25
203	Tex.	31013	31013	Houston, Orange	Texas and New Orleans	106.84	183	12
204	Mass.	620	3005	Salem, Lawrence	Eastern	19.01	182	22
205	Mass.	623	3017	Lowell, Lawrence	Boston and Lowell and Nashua and Lowell.	13.08	172	25
206	Mass.	654	3007	East Salisbury, Amesbury.	Eastern	3.90	167	20
207	Pa.	8068	8067	Lewisburg, Laurelton.	Pennsylvania (lessees Lewisburg Centre and Spruce Creek).	42.38	165	11½
208	Mass.	616	3036	Boston, Dedham	Boston and Providence	9.61	162	28
209	Mass.	652	3014	Wakefield, Newburyport.	Boston and Maine	31.36	161	30
210	Tenn.	19016	19016	Tullahoma, McMinnville.	Nashville, Chattanooga and Saint Louis.	35	160	12
211	Ohio.	21056	21056	Saint Clairsville, Quincy Junction.	Bellaire and Saint Clairsville Narrow Gauge.	7.05	159	20
212	Pa.	8067	8567	Lewisburg, Spring Mills.	Pennsylvania	42.38	144	13½
213	N. Y.	1214	6014	Canandaigua, Tonawanda.	New York Central and Hudson River.	86	139	17
214	Cal.	46015	46015	Elmira, Madison	Vaca Valley	29	134	20
215	S. C.	14011	14011	Spartansburg, Lynn	Spartansburg and Ashville	28.5	131	15
216	Kan.	33017	33017	Florence, El Dorado	Atchison, Topeka and Santa Fé, (lessees Florence, El Dorado and Walnut Valley).	31.05	129	15
217	Mass.	624	3018	Winchester, Woburn	Boston and Lowell and Nashua and Lowell.	2.18	128	25
218	Pa.	8108	8108	Lewiston Junction, Selin's Grove Junction.	Pennsylvania (lessees Sunbury and Lewiston).	45	126	17
219	Mich.	24039	24039	Flint, Lansing	Chicago and Northeastern	50.18	124	27
220	Tex.	31014	31014	Jefferson, Pittsburg	East Line and Red River	49.20	121	15
220*a*	Mass.	602	3011	Rollingsford, Great Falls.	Boston and Maine	2.50	119	30
221	Mass.	610	3012	Boston, Medford	Boston and Maine	5.31	121	30
222	N. Y.	1236	6101	Sidney Plains, New Berlin.	New York and Oswego Midland	24.84	117	12

States and Territories in which the contract-term expired June 30, 1878, &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.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
13.3 by 6.6, f. f., s. l.	6	45 32	54 00	2,293 19	2,663 42	July 1,1878	Pay on extension, Clay Center to Clifton, 17.12 m., from February 15, 1878, at $47.70. 0.72 m. decrease.	195
In b. c.; no r. a...	7	45 32	45 00	358 02	355 50	July 1,1878	Branch; main route $60.71 (138).	196
8.9 by 7.5⅜, f. f., s. l. to Woodland, 9.20 miles.	9*	45 32	45 00	831 16	818 00	July 1,1878	0.14 m. increase	197
18.6 by 10.6 (average), s. l.	18	45 00	112 50	247 50	618 75	July 1,1877	Branch; main route $213.35 (26). In Apr., 1877.	198
In b. c.; no r. a...	12	45 00	.....	.....	.....	Feb. 1,1877	In Oct., 1877. New.	199
In b. c.; no r. a...	12	45 00	67 50	990 00	1,485 00	July 1,1877	In Apr., 1877.....	200
14 by 7.6, f. f., s. l.	6	45 00	.....	.....	.....	Apr. 9,1877	In Sept., 1877. New	201
No apt.; no r. a...	9*	45 00	58 50	1,167 30	1,527 49	July 1,1877	In Sept., 1877.....	202
7 by 7, f. f., s. l...	7	45 00	27 00	4,807 80	2,884 68	July 1,1877	In Nov., 1877.....	203
In b. c.....	17⅜*	45 00	40 00	855 45	800 00	July 1,1877	0.99 m. decrease. In Apr., 1877.	204
No apt.; no r. a..	16½*	45 00	50 00	588 60	700 00	July 1,1877	Formerly $350 per annum for m. m. 0.92 m. decrease. In Apr., 1877.	205
In b. c.....	21*	45 00	50 00	175 50	250 00	July 1,1877	Formerly $50 per annum for m. m. 0.10 m. decrease. In Apr., 1877.	206
8.6½ by 6.9½, f. f., s. l	6	45 00	54 00	1,907 10	2,200 67	July 1,1877	Pay on 21.65 m. extension from Dec. 1, 1877; formerly $107 per annum for m. m. In Apr. 1877.	207
No apt.; no r. a..	18	45 00	50 00	432 45	550 00	July 1,1877	1.39 m. decrease. In Apr., 1877.	208
In b. c.; no r. a...	12	45 00	50 00	1,411 20	1,525 00	July 1,1877	0.86 m. increase. In Apr., 1877.	209
b. c.; no r. a.....	6	45 00	.....	.....	.....	Feb. 16,1877	New; in Oct., 1877..	210
In b. c.; no r. a...	24	45 00	.....	.....	.....	Oct. 1,1877	New; in Mar., 1878.	211
8.6 by 6.8, f. f., s. l	8⅜*	45 00	.....	.....	.....	Dec. 1,1877	New; in Feb., 1878..	212
9.2 by 6.1, 10 by 8.6, f. f., s. l.	6	45 00	67 50	3,870 00	5,805 00	July 1,1877	In Apr., 1877.....	213
In b. c.; no r. a...	12	45 00	.....	.....	.....	May 1,1877	New; in Oct., 1877..	214
7 by 5, f. f., s. l...	6	45 00	.....	.....	.....	July 1,1877	....do	215
In b. c.; no r. a...	6	45 00	.....	.....	.....	Sept. 1,1877	....do	216
No apt.; no r. a..	18	45 00	50 00	98 10	150 00	July 1,1877	0.82 m. decrease. In Apr., 1877.	217
6.1 by 5.10, f. f., s. l	6	45 00	.....	.....	.....	June 1,1877	New; in Oct., 1877..	218
12 by 7 (average), f. f., s. l.	6	45 00	.....	.....	.....	Feb. 20,1877	New; in Jan., 1878..	219
9.6 by 6.6, f. f., s. l	6	45 00	.....	.....	.....	Jan. 1,1878	32.57 m. from July 16, 1877. New.	220
In b. c.; no r. a...	18	45 00	50 00	112 50	150 00	July 1,1877	Branch; main route $193.80 (31). 0.50 m. decrease.	220a
No r. a.....	18	45 00	50 00	238 95	335 00	July 1,1877	Formerly $60 per annum for m. m. service. 0.19 m. decrease. In Apr., 1877.	221
In b. c.....	6	45 00	.....	.....	.....	May 1,1877	New; in Nov., 1877.	222

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

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.*	
223	Kans .	33016	33016	Girard, Joplin	Joplin	34. 56	115	20
224	Ill	23059	23059	Rock Island, Cable....	Rock Island and Mercer County	21. 90	112	13
225	Mass .	615	3002	Boston, West Lynn Depot.	Eastern.....	11. 60	111	17
226	N. Y..	1285	6090	Sodus Point, Gorham Station.	Ontario Southern (late Sodus Point and Southern).	34	103	17
227	Ky ...	20022	20022	Harrodsburg, Harrodsburg Junction.	South Western	6. 43	103	14
228	Wis ..	25030	25030	Onalaska, La Crosse...	Chicago and Northwestern....	6. 5	102	15
229	Mass .	625	3019	Somerville Station, Concord.	Boston and Lowell and Nashua and Lowell.	16. 61	101	25
230	Ky ...	20020	20020	Flemingsburg, Johnson's Junction.	Covington, Flemingsburg and Pound Gap.	5. 42	101	15
231	Utah .	41005	41005	Salt Lake City, Stockton.	Utah Western	40. 5	98	12
232	Nebr .	34007	34007	Covington, Ponca.....	Covington, Columbus and Black Hills.	26. 51	91	14
233	N. H..	351	1015	Wolfboro' Junction, Wolfboro'.	Eastern.....	12. 11	87	25
234	Mo ...	28029	28029	Hannibal, Bowling Green.	Saint Louis, Hannibal and Keokuk.	32. 95	79	15
235	Pa....	8082	8080	Mechanicsburg, Dillsburg.	Cumberland Valley	8. 85	77	12
236	Vt....	525	2008	Leicester Junction, Ticonderoga Station.	Central Vermont.....	15. 60	76	15
237	Tenn .	19015	19015	Victoria, Bridgeport..	Nashville and Chattanooga ...	19. 875	71	10
238	N.J...	7032	7032	Whiting, Long Beach.	Tuckerton	38. 06	71	25
239	Cal ...	46016	46016	San Anselmo, San Quentin.	North Pacific Coast.....	5. 50	70	16
240	Ind ...	22038	22038	Monon, Rensselaer....	Indianapolis, Delphi and Chicago.	16. 42	67	15
241	Tex...	31015	31015	Tyler, Big Sandy	Tyler Tap	22. 05	66	12
242	Ill	23061	23061	El Dorado, Cave	Belleville and El Dorado	22. 18	61	11
243	Ohio ..	21057	21057	Washington Court-House, Waynesville.	Columbus, Washington and Cincinnati.	38. 06	61	15
244	Mo ...	28002	28002	Mineral Point, Potosi.	Saint Louis, Iron Mountain and Southern.	4	58	20
245	Me ...	250*a*	250*a*	Lewiston, South Auburn.	Grand Trunk of Canada	5. 41	55	24
246	Iowa..	27035	27035	Burlington, Winfield..	Burlington and Northwestern.	18. 82	50	11
247	N. J ..	7012	7012	Kinkora, Lewistown ..	Pennsylvania	10. 81	48	30
248	Wis ..	25031	25031	New Lisbon, Necedah.	Chicago, Milwaukee and Saint Paul.	12. 76	36	16
249	N. H..	359	1007	Wing Road, Fabyan House.	Boston, Concord and Montreal.	13. 50	34	20
250	N .H..	360	1016	Portsmouth, Dover ...	Eastern.....	11. 60	28	26
251	Ohio ..	21055	21055	Moxahala, New Lexington.	Ohio Central	7. 6	24	15
252	Pa....	8020	8111	Blossburg, Fall Brook	Fall Brook Coal Company	6. 50	22	7
253	Cal ...	46026	46026	Santa Cruz, Felton....	Santa Cruz and Felton	8. 37	22	10
254	Cal ...	46004	46004	Folsom, Shingle Springs.	Placerville and Sacramento Valley.	26. 5	229	12
255	Tex...	31013	31012	Houston, Orange.....	Texas and New Orleans.....	106. 24	210	12
256	Oreg..	44002	44002	Portland, Saint Joseph	Oregon Central	48. 61	207	12
257	Ark ...	29002	29002	Helena, Clarendon	Arkansas Central.....	48. 20	204	12
258	Cal ...	46022	46021	Santa Cruz, Watsonville.	Santa Cruz.....	23. 39	198	18
259	Cal ...	46019	46018	Visalia, Goshen	Visalia	8. 37	192	18

States and Territories in which the contract-term expired June 30, 1878, *&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.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
12.10 by 6 (average), f. f., s. l.	6	45 00	.....	.....	.....	Aug. 13, 1877	New	223
In b. c.; no r. a...	6	45 00	.....	.....	.....	Mar. 21, 1877	New; from July 1, 1878. 26.12 m. paid for, in Mar., 1878.	224
In b. c.....	12	45 00	50 00	522 00	500 00	July 1, 1877	1.60 m. increase. In Apr., 1877.	225
7.5 by 7, f. f., s. l..	6	45 00	50 00	1,530 00	1,700 00	July 1, 1877	In Apr., 1877.....	226
10 by 10 f.; no r. a.	6	45 00	.....	.....	.....	Dec. 1, 1877	New; in July, 1878..	227
In b. c.; no r. a...	12	45 00	.....	.....	.....	July 16, 1877	New; in May, 1878..	228
No apt.; no r. a...	12	45 00	50 00	747 45	798 00	July 1, 1877	0.65 m. increase. In Apr., 1877.	229
In express-car; no r. a.	12	45 00	.....	.....	.....	July 1, 1877	New; in Mar., 1878..	230
In b. c.; no r. a...	6	45 00	.....	.....	.....	Jan. 1, 1878	New	231
7.10 by 5.10, f. f.; no r. a.	6	45 00	.....	.....	.....	Jan. 16, 1877	New; in Oct., 1877 ..	232
In b. c.....	6	45 00	30 00	544 95	363 30	July 1, 1877	Additional service in summer. In Apr., 1877.	233
12 by 9.6, f. f., no r. a.	6	45 00	.....	.....	.....	July 1, 1875	New. Rate reduced 10 per cent. from July 1, 1876. In Dec., 1877.	234
Locked box in passenger-car.	6	45 00	36 00	398 25	318 60	July 1, 1877	In Apr., 1877.....	235
14 by 7, f. f.; no r. a	6	45 00	90 00	702 00	1,305 00	July 1, 1877	1.10 m. increase. In Apr., 1877.	236
In b. c.; no r. a...	6	45 00	25 35	894 37	503 83	Jan. 1, 1878	In July, 1878	237
8.1 by 7.1, f. f., s. l	12	45 00	36 00	1,712 70	1,490 76	July 1, 1877	13.4 m. from Aug. 5, 1876. In Apr., 1877.	238
11 by 6, f. f., s. l..	12	45 00	.....	.....	.....	Aug. 1, 876	Branch; main route $52.16 (166). New.	239
In b. c.....	6	45 00	.....	.....	.....	Mar. 1, 1878	New. In May, 1878.	240
In b. c.; no r. a...	6	45 00	.....	.....	.....	Nov. 1, 1877	New. 0.50 m. increase	241
B. c.; no r. a	6	45 00	.....	.....	.....	Mar. 11, 1878	New. In Aug., 1878.	242
13.2 by 6, f. f.; no r. a	6	45 00	.....	.....	.....	Dec. 1, 1877	New. In July, 1878.	243
In b. c.; no r. a...	6	45 00	50 00	180 00	200 00	Oct. 1, 1877	Branch; main route $220.60 (25). In Oct., 1877.	244
In b. c.; no r. a...	6	45 00	.....	.....	.....	Feb. 1, 1877	New. In May, 1877.	245
In b. c.; no r. a...	6	45 00	.....	.....	.....	Feb. 15, 1877	New. In Nov., 1877.	246
No r. a.....	15*	45 00	36 00	486 45	389 16	July 1, 1877	In April, 1877	247
In b. c.; no r. a...	6	45 00	.....	.....	.....	Jan. 1, 1878	New. In May, 1878.	248
In b. c.; no r. a...	6	45 00	50 00	607 50	742 50	July 1, 1877	Formerly $50 per annum for m. m. service; 12 trips in summer; .35 m. decrease. In April, 1877.	249
In b. c.....	6	45 00	36 00	522 00	419 04	July 1, 1877	0.04 m. decrease. In April, 1877.	250
In locked desk....	6	45 00	.....	.....	.....	July 1, 1877	New. In Nov., 1877.	251
In charge of conductor.	6	45 00	.....	.....	.....	July 1, 1877	New. In April, 1877.	252
In b. c.; no r. a...	6	45 00	.....	.....	.....	Oct. 16, 1877	New.....	253
No apt.; no r. a...	6	44 46	47 70	1,178 19	1,264 05	July 1, 1878	.....	254
7 by 7, f. f., s. l...	6	42 75	45 00	4,541 76	4,807 80	July 1, 1878	0.60 m. decrease	255
9.6 by 6.6, f. f., s. l.	6	42 75	45 00	2,078 07	2,187 45	July 1, 1878	.....	256
9.4 by 6. 5, f. f., s. l.	6	42 75	45 00	2,060 55	2,169 00	July 1, 1878	.....	257
In b. c.; no r. a...	7	42 75	45 90	999. 92	1,073 60	July 1, 1878	.....	258
In b. c.; no r. a...	7	42 75	45 00	357 81	376 65	July 1, 1878	.....	259

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

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.*	
260	Kans.	33010	33013	Leavenworth, Onaga..	Kansas Central	84.23	157	1 ½
261	Kans.	33017	33017	Florence, El Dorado ..	Atchison, Topeka and Santa Fe, (lessees Florence, El Dorado and Walnut Valley.)	30.75	155	14
262	La....	30002	30002	New Orleans, Donaldsonville.	New Orleans and Texas	64.32	149	19
263	Tex...	31006	31006	Minneola, Troupe.....	International and Great Northern.	44.70	148	9½
264	Ill....	23058	23058	West Lebanon, Fisher	Havana, Rantoul and Eastern.	52.50	135	10
265	Cal ...	46015	46015	Elmira, Madison	Vaca Valley	29	135	20
266	Cal ...	46002	46002	Gilroy, Tres Pinos	Southern Pacific	20.2	134	18
267	Tex...	31014	31013	Jefferson, Pittsburg	East Line and Red River	49.20	121	15
268	Kans.	33016	33020	Girard, Joplin	Joplin	37.3	115	20
269	Colo..	38003	38002	Hughes Station, Boulder.	Denver and Boulder Valley ...	27.75	106	23
270	Nebr.	34007	34007	Covington, Ponca.....	Covington, Columbus and Black Hills.	26.51	100	14
271	Utah.	41005	41005	Salt Lake City, Stockton.	Utah Western	40.5	98	12
272	Tex...	31006	31006	Phelps, Huntsville...	International and Great Northern.	9	85	8
273	Cal ...	46016	46016	San Anselmo, San Quentin.	North Pacific Coast	5.50	70	16
274	Utah.	41004	41004	Sandy Station, Bingham Cañon.	Bingham Cañon and Camp Floyd.	22.5	67	15
275	Tex...	31015	31014	Tyler, Big Sandy	Tyler Tap	22.05	66	12
276	Cal ...	46012	46012	Peters, Oakdale.....	Stockton and Copperopolis....	19	62	17
277	Cal ...	46013	46013	Wilmington, Los Angeles.	Southern Pacific	21.75	60	17
278	Cal ...	46021	46020	Los Angeles, Santa Monica.	Los Angeles and Independence	16.80	54	18
279	Cal ...	46026	46025	Santa Cruz, Felton ...	Santa Cruz and Felton	8.37	22	10
280	N. J ..	7040	7040	High Bridge, Port Oram.	Central of New Jersey	25.32	87	23
281	Ky....	20014	20014	Willard, Greenup.....	Eastern Kentucky	34.50	77	20
282	Pa....	8087	8085	Mount Union, Broad Top.	East Broad Top Railroad and Coal Company.	32.05	63	15
283	Tenn.	19018	19018	Columbia, Lewisburg	Duck River Valley	20.23	61	15
284	Mich.	24040	24040	Saint Louis, Cedar Lake	Chicago, Saginaw and Canada	20.07	52	13
285	Iowa.	27036	27036	Newton, Monroe	Newton and Monroe	17.90	47	12
286	Iowa.	27040	27040	Adams Junction, Waukon.	Waukon and Mississippi	22.98	45	8
287	Iowa.	27038	27038	Maple River Junction, Mapleton.	Chicago and Northwestern. (lessees Maple River.)	61.18	44	13
288	Cal ...	46028	46027	Fulton, Guerneville...	San Francisco & North Pacific.	16.09	38	30
289	Iowa.	27037	27037	Judd, Lehigh	Crooked Creek Railway and Coal Company.	8.5	33	12
290	Pa....	8103	8101	Wilkesbarre, Wananie.	Central, of New Jersey	11.55	27	20
291	Penn.	8049	8048	Westchester, intersection Pennsylvania Railroad.	Westchester	9	24	.....
292	Penn.	8006	8006	Philadelphia, Darby ..	Philadelphia and Darby	7.56	24	5
293	Cal ...	46028	46027	Fulton, Guerneville...	San Francisco and North Pacific.	16.09	38	30
294	N. J ..	7035	7035	Atco, Williamstown ..	Williamstown	9	37	25
295	Mich.	24041	24041	Humboldt, Republic ..	Marquette, Houghton and Ontonagon.	9.70	22	19
296	Pa....	8089	8087	Bellwood, Lloydville..	Bell's Gap	8.84	11	10

States and Territories in which the contract-term expired June 30, 1878, &c.—Continued.

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount or annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
7.6 by 5, f. f., s. l..	6	42 75	50 00	3,600 83	4,074 20	July 1,1878	Pay on extension to Onaga, 27.76 m., at $45 per m., from Dec. 10, 1877; 0.03 m decrease.	260
13.6½ by 9.3½, f. f.; no r. a.	6	42 75	45 00	1,314 56	6,988 50	July 1,1878	0.30 m. decrease	261
10 by 7, f. f., s. l ..	6	42 75	45 00	2,749 68	2,864 70	July 1,1878	0.66 m. increase	262
8.6 by 7, f. f., s.l ..	6	42 75	50 00	1,910 92	2,201 01	July 1,1878	Branch; main route $141.08 (46), .68 m. increase.	263
In b. c.; no r. a ...	6	42 75	36 00	2,244 37	1,998 00	July 1,1878	12 m. ext. from Dec. 1, 1877, at $45. In April, 1878.	264
In b. c.; no r. a ...	6	42 75	45 00	1,239 75	1,305 00	July 1,1878	.....	265
In b. c.; no r. a	10*	42 75	45 00	863 55	909 00	July 1,1878	Branch; main route $73.19 (109).	266
9.6 by 6.6, f. f., s. l	6	42 75	45 00	2,103 30	2,214 00	July 1,1878	.....	267
12.10 by 6 (av.) f. f. s. l.	6	42 75	45 00	1,594 57	1,555 20	July 1,1878	2.74 m. increase	268
12 by 7, f. f.; no r. a.	7	42 75	67 50	1,186 31	1,873 12	July 1,1878	.....	269
In b. c.; no r. a....	6	42 75	45 00	1,133 30	1,192 95	July 1,1878	.....	270
In b. c.; no r. a ...	6	42 75	45 00	1,731 37	1,822 50	July 1,1878	.....	271
No apt.; no r. a ..	12	42 75	50 00	384 75	425 00	July 1,1878	Branch; main route $141.08 (46); .50 m. increase.	272
11 by 6, f. f., s. l ..	12	42 75	45 00	235 12	247 50	July 1,1878	Branch; main route $52.16 (166).	273
In b. c.; no r. a ...	7	42 75	40 50	961 87	911 25	July 1,1878	.....	274
In b. c.; no r. a	6	42 75	45 00	942 63	992 25	July 1,1878	0.50 m. increase	275
In b. c.; no r. a ...	6	42 75	45 00	812 25	855 00	July 1,1878	Branch; main route $64.98 (128).	276
In b. c.; no r. a ...	7	42 75	36 00	929 81	783 00	July 1,1878	.....	277
In b. c.; no r. a ...	7	42 75	36 00	718 20	604 80	July 1,1878	.....	278
In b. c.; no r. a ...	6	42 75	45 00	357 81	376 65	July 1,1878	.....	279
In b. c.; no r. a ...	6	40 50	.....	.....	.....	Apr. 10,1877	New. In Dec., 1877.	280
10.5 by 4.9, f. f., s. l	6	40 50	36 00	1,397 25	1,252 00	May 1,1878	In May, 1878	281
No r. a.....	6	40.50	36 00	1,298 02	1,160 28	July 1,1877	0.18 m. decrease. In April, 1877.	282
In b. c.; no r. a...	6	40 50	.....	.....	.....	Apr. 9,1877	In May, 1878. New	283
In b. c.; no r. a ...	6	40 50	.....	.....	.....	Apr. 1,1877	New. In Oct., 1877.	284
In b. c.; no r. a ...	6	40 50	.....	.....	.....	Sept. 9,1877	New. In May, 1878	285
In b. c.; no r. a ...	6	40 50	.....	.....	.....	Feb. 11,1878	New. In May, 1878	286
12.4 by 7.5, s. l	6	40 50	.....	.....	.....	Dec. 1,1877	New. In Jan., 1878.	287
In b. c.; no r. a ...	6	40 50	.....	.....	.....	Feb. 15,1878	New	288
No apt.; no r. a ..	6	40 50	.....	.....	.....	Nov. 1,1877	New. In May, 1878.	289
B. c.; no r. a	6	40 50	.....	.....	.....	July 1,1876	New. In April, 1877.	290
In charge of conductor.	6	40 50	30 00	364 50	270 00	July 1,1877	In April, 1877	291
In pass. c.; no r. a	9*	40 50	90 00	306 18	450 00	July 1,1877	2.56 m. increase. In April, 1877.	292
In b. c.; no r. a ...	6	38 48	40 50	619 14	651 64	July 1,1878	.....	293
7 by 6.9 f.; no r. a	12	36 00	27 00	324 00	243 00	July 1,1877	In April, 1877	294
In b. c.; no r. a ...	6	36 00	.....	.....	.....	Apr. 1,1878	Branch; main route $48.24 (182). New. In May, 1878.	295
In locked box	6	36 00	45 00	318 24	396 90	July 1,1877	0.02 m. increase. In April, 1877.	296

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

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.*	
297	Mass.	621	3013	Georgetown, Haverhill	Boston and Maine	7.45	10	30
298	Ind...	22036	22036	Switz City, Bedford...	Bedford, Springville, Owensburg and Bloomfield.	41.04	83	12
299	Kans.	33014	33018	Fort Scott, Arcadia...	Fort Scott, Southeastern and Memphis.	17.13	39	15
300	La....	30007	30007	Saint Francisville, Woodville.	West Feliciana	28.23	44	9
301	Tex..	31008	31008	Houston, Columbia....	International and Great Northern.	50.75	97	10
302	Ark..	29007	29007	Pine Bluff, Collins	Little Rock, Mississippi River and Texas.	100.64	61	10
303	Ark..	29007	29004	Pine Bluff, Collins	Little Rock, Mississippi River and Texas.	100.64	61	10
304	La....	30006	30006	Clinton, Port Hudson.	Clinton and Port Hudson	21	18	7
305	La....	30005	30005	Baton Rouge, Livonia.	Baton Rouge, Gross Tete and Opelousas.	30	14	8

Excess of present over former amount of annual pay by readjustment .....

States and Territories in which the contract-term expired June 30, 1878, *&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.
Feet and inches.		*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*			
No r. a	6	36 00	50 00	268 20	325 00	July 1, 1877	0.95 m. increase. In April, 1877.	297
10 by 6.6 f. f., s. l.	3	31 50	.....	.....	.....	July 16, 1877	New; from Aug. 21, 1877, $45 per m. for 6 trips per week. In July, 1878.	298
In b. c.; no r. a	6	30 78	31 50	527 26	545 26	July 1, 1878	Pay on 6.3 m. extension from Mardh 1, 1878, at $32.40 per m.	299
In a box	3	29 93	35 00	844 92	964 95	July 1, 1878	0.66 m. increase. 4 trips per week for a few weeks.	300
No apt.; no r. a	3	27 36	25 00	1,388 52	1,250 00	July 1, 1878	0.75 m. increase	301
⅓ of car; f., s. l.	3	27 00	.....	.....	.....	June 11, 1877	New. 50.55 m. from June 11, 1877. 25 m. extension to Arkansas City from Aug. 13, 1877. 25.09 m. extension to Collins from Sept. 21, 1877.	302
½ of car; f., s. l.	3	25 65	27 00	2,581 41	2,717 28	July 1, 1878	.....	303
No apt.; no r. a	3	25 65	27 00	538 65	567 00	July 1, 1878	.....	304
In passenger-car	3	25 65	18 00	769 50	504 00	July 1, 1878	2 m. increase	305
				4,278,875 48	3,907,602 19			
.....				371,273 29				

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

NOTE.—For index to Table F, see p. 169.

Index for Table E.

Title.	Order.	Number of route.	New number of route.
Adirondack	110	1804	6095
Amador Branch	141	46024	46023
Arkansas Central	219	29002	29002
Ashburnham. (See G. C. Winchester, purchaser.)			
Atchison and Nebraska	102	33009	33012
Atchison, Topeka and Santa Fé	68	33007	33010
Do	91	33007	33011
Do	112	33013	.....
Do	128	33007	.....
Do	145	33007	.....
Do	58	33013	33016
Do., (lessees Florence)	230	33017	33017
El Dorado and Walnut Valley	.....	.....	.....
Do	240	33017	.....
Bachman Valley	327	8084	8082
Baltimore and Potomac	14	10013	.....
Baton Rouge, Gross Tête and Opelousas	331	30005	30005
Bedford, Springfield, Owensburg and Bloomfield	258	.....	22036
Bellaire and Saint Clairsville Narrow Gauge	229	21056	.....
Belleville and El Dorado	271	23061	.....
Bell's Gap	290	8089	8087
Bennington and Rutland	63	2015	.....
Do	69	2015	.....
Bingham Cañon and Camp Floyd.	295	41004	41004
Boston, Barre and Gardner	95	660	3057
Do	123	657	3058
Boston, Concord and Montreal	60	252	1005
Do	80	261	1006
Do	184	359	1007
Boston and Lowell and Nashua and Lowell	122	257	1011
Do	26	603	3016
Do	168	623	3017
Do	176	624	3018
Do	181	625	3019
Do	163	627	3020
Boston and Maine	57	221	11
Do	166	259	1013
Do	31	602	3011
Do	178	602	3011
Do	177	610	3012
Do	185	621	3013
Do	172	652	3014
Do	268	745	3015
Boston and New York Air Line	45	913	5014
Boston and Providence	170	616	3036
Buffalo Valley	278	8092	8090
Burlington and Lamoille	192	2014	.....
Burlington and Missouri River in Nebraska	127	34002	34002
Do	113	34004	34004
Do	209	34006	34006
Burlington and Northwestern	277	27035	.....
California Northern	207	46009	46009
Do	190	46023	46022
California Pacific	88	46006	46006
Do	213	46007	46007
Do	204	46008	46008
Camden and Atlantic	148	7015	.....
Do	280	7016	.....
Central of New Jersey	294	7040	.....
Do	305	8103	8101
Central Pacific	21	46001	46001
Do	62	46003	46003
Do	106	46010	46010
Do	195	46027	46026
Central Vermont	32	401	2001
Do	29	403	2002
Do	233	403	2002
Do	36	406	2003
Do	33	405	2004
Do	99	408	2006
Do	117	409	2007
Do	82	525	2008
Central Vermont	65	1279	6054
Do	144	1279	6054
Champlain and St. Lawrence	124	6066	.....
Chesapeake and Ohio	86	11005	.....
Chicago and Iowa (late Chicago, Rockford and Northern)	175	23057	.....
Chicago and Northeastern	242	24039	.....
Chicago and Northwestern	249	25030	.....
Do., (lessees Maple River)	300	27038	.....
Chicago, Milwaukee and Saint Paul	283	25031	.....
Do	38	26011	.....
Chicago, Rockford and Northern. (See Chicago and Iowa.)			
Chicago, Saginaw and Canada	297	24040	.....
Cincinnati and Eastern	189	21052	.....
Cincinnati Southern	129	20021	.....
Clinton and Port Hudson	328	30006	30006
Colorado Central	150	38004	38003
Do	202	38004	38003
Do	211	38004	38003
Columbus, Washington and Cincinnati	272	21057	.....
Connecticut and Passumpsic Rivers and Massawippi Valley	56	402	2010
Covington, Columbus and Black Hills	253	34007	34007
Do	256	34007	.....
Covington, Flemingsburg and Pound Gap	252	20020	.....
Crooked Creek Railway and Coal Company	303	27037	.....
Cumberland Valley	111	8030	.....
Do., (lessee Southern Pennsylvania)	225	8073	8071
Do	311	8082	8080
Dakota Southern	109	35001	35001
Danbury and Norwalk	75	910	5013
Do	235	910	5013
Do	276	910	5013
Dayton and Southeastern	206	21054	.....
Delaware and Hudson Canal	226	1244	6027
Denver and Boulder Valley	120	38003	38002
Denver and Rio Grande	72	38001	38001
Do	200	38001	38001
Do	85	38006	38004
Duck River Valley	296	19018	.....
East Broad Top Railroad and Coal Company	313	8087	8085
Eastern	20	129	9
Do	322	351	1015
Do	317	360	1016
Do	19	601	3001
Do	179	615	3002
Do	121	618 / 651	3003
Do	165	619	3004
Do	307	620	3005
Do	169	654	3007
Do	286	741	3008
Do	201	742	3009
Do	282	743	3010
Eastern Kentucky	310	20014	.....
East Line and Red River	244	31014	31013
Emlenton and Shippensville	197	8108	8105
Do	196	8105	.....
Erie	135	1203	6003
Do	16	6001	.....
Do	27	6008	.....
Eureka and Palisades	132	45002	45002
Fall Brook Coal Company	288	8020	8111
Do., (operating Syracuse, Geneva and Corning)	87	6103	.....
Fall River	267	754	3054
Fitchburg	30	604	3021
Do	42	646	3022
Do	243	646	3022
Do	251	626	3023

Index for Table E—Continued.

Title.	Order.	Number of route.	New number of route.
Fitchburg	140	628	3024
Fort Scott, Southeastern and Memphis	321	33014	33018
Fredonia and Dunkirk	49	1250	6059
Galveston, Harrisburg and San Antonio	101	31002	31002
Galveston, Houston and Henderson	47	31001	31001
Geneva, Ithaca and Sayre (late Geneva, Ithaca and Athens)	137	1293	6077
Do	162	1266	6072
Grand Trunk of Canada	273	250*a*	.....
Hannibal and Saint Joseph	24	28005	.....
Do	171	28005	.....
Do	25	28010	.....
Harlem Extension Railroad and South Coal Transportation Co.	156	6054	.....
Havana, Rantoul and Eastern	320	23058	.....
Hot Springs	134	29006	29005
Houston and Texas Central	59	31003	31003
Do	76	31004	31004
Do	105	31005	31005
Indianapolis, Delphi and Chicago	265	22038	.....
International and Great Northern	52	31006	31006
Do	174	31006	31006
Do	182	31006	31006
Do	84	31007	31007
Do	160	31007	.....
Do	330	31008	31008
Ithaca and Athens. (See Geneva, Ithaca and Athens.)			
Joplin	246	33016	33020
Junction City and Fort Kearney	152	33012	33015
Kansas Central	173	33010	33013
Kansas City, Burlington and Santa Fé	309	33015	33019
Kansas City, Saint Joseph and Council Bluffs	55	28006	.....
Kansas Pacific	34	33001	.....
Do	51	33001	33001
Do	90	33001	33002
Lake Shore and Michigan Southern	15	21007	.....
Do	12	21045	.....
Do	3	6052	.....
Do	4	6052	.....
Do	5	6052	.....
Do	6	6052	.....
Do	7	6052	.....
Do	22	6052	.....
Leavenworth, Lawrence and Galveston	125	33003	33004
Do	158	33003	33005
Lehigh Valley	46	8010	.....
Do	231	8011	.....
Do	284	8012	8012
Do	37	8077	8075
Do	108	8016	.....
Do	259	8016	.....
Do	285	8016	.....
Lewistown, Center and Spruce Creek. (See Pennsylvania.)			
Little Rock and Fort Smith	131	29005	.....
Do	130	29005	29003
Little Rock, Mississippi River and Texas	325	29007	29004
Los Angeles and Independence	315	46021	46020
Marquette, Houghton and Ontonagon	191	24041	.....
Do	318	24041	.....
Memphis and Little Rock	77	29001	29001
Do	100	29001	.....
Milwaukee, Lake Shore and Western	205	25018	.....
Minneapolis and Saint Louis	161	26006	.....
Missisquoi and Clyde Rivers	73	522	2009
Missouri, Kansas and Texas	41	28011	.....
Missouri, Kansas and Texas	39	28014	.....
Do	291	33006	33009
Missouri Pacific	17	28001	.....
Monticello and Port Jervis	167	1270	6078
Morgan's, Louisiana and Texas	93	30003	30003
Narragansett Pier	187	830	4007
Nashville and Chattanooga	329	19015	.....
Nashville, Chattanooga and Saint Louis	227	19016	.....
Natchez, Jackson and Columbus	260	18010	.....
Nebraska	155	34005	34005
Nevada County Narrow Gauge	186	46020	46019
New Brunswick and Canada	216	14	16
New Orleans and Texas	232	30002	30002
Newton and Monroe	298	27036	.....
New York and Harlem	71	1219	6022
Do	255	1291	6023
New York Central and Hudson River	10	.....	6011
Do	11	1211	6011
Do	103	1212	6012
Do	53	1213	6013
Do	119	1214	6014
Do	118	1215	6015
Do	114	1216	6016
Do	.....	1211	6017
Do	9	1217	6017
Do	35	1218	6018
Do	281	1805	6020
Do	194	1811	6021
New York and New England (lessees Norwich and Worcester)	98	901	5001
New York and Oswego Midland	245	1236	6101
Northeastern of Georgia	220	15025	.....
Northern Pacific	147	43001	43001
North Pacific Coast	203	46016	46016
Do	263	46016	46016
North Pennsylvania	74	8004	.....
Do	212	8004	.....
North Wisconsin	250	25028	.....
Ogdensburg and Lake Champlain	66	1242	6053
Do	96	6053	.....
Ohio Central	287	21055	.....
Old Colony	70	3039	.....
Do	44	3041	.....
Do	143	3044	.....
Omaha and Northwestern	164	34003	34003
Omaha and Republican Valley	159	34008	34008
Ontario Southern (late Sodus Point and Southern)	180	1285	6090
Oregon and California	79	44001	44001
Oregon Central	218	44002	44002
Parker and Karns City	.....	8088	8086
Pennsylvania (lessees)	214	8037	8036
Do	306	8037	.....
Do	304	8037	8036
Do	234	8067	.....
Do., (lessees Lewiston, Center and Spruce Creek)	153	8068	8067
Do	1	7004	.....
Do	116	7006	.....
Do	262	7007	.....
Do	266	7011	.....
Do	316	7012	.....
Do	2	8001	.....
Do., (lessees Sunbury and Lewistown)	241	8108	.....
Do., (operating Southwestern)	293	8104	.....
Philadelphia and Darby	83	8006	.....
Philadelphia, Wilmington and Baltimore	50	9501	.....
Do	13	10001	.....
Pittsburg and Connellsville	97	8063	.....
Pittsburg, Fort Wayne and Chicago	23	21002	.....

Index for Table E—Continued.

Title.	Order.	Number of route.	New number of route.
Portland and Ogdensburg	54	12	10
Do	61	410	2011
Do	104	2011	.....
Portsmouth, Great Falls and Conway	146	260	1014
Placerville and Sacramento Valley	193	46004	46004
Republican Valley	142	33019	33022
Rock Island and Mercer County	247	23059	.....
Royal Land Company	221	11020	.....
Sacramento Valley	133	46005	46005
Saginaw Valley and Saint Louis	223	24030	.....
Saint Joseph and Denver City	292	33004	33007
Saint Louis, Hannibal and Keokuk	261	28029	.....
Saint Louis, Iron Mountain and Southern	28	28002	.....
Do	48	28002	.....
Do	183	28002	.....
Do	40	28026	.....
Do	94	28034	.....
San Francisco and North Pacific	115	46011	46011
Do	301	46028	46027
Santa Cruz	198	46022	46021
Santa Cruz and Felton	289	46026	46025
Sodus Point and Southern. (See Ontario Southern.)			
Southern Pacific	136	46002	46002
Do	238	46002	46002
Do	314	46013	46013
Do	92	46014	46014
Do	149	46017	46017
Southern Pennsylvania. (See Cumberland Valley.)			
Southwestern. (See Pennsylvania.)			
Southwestern (Ky)	248	20022	.....
Spartanburg and Asheville	239	14011	.....
Spartanburg, Union and Columbia	224	14008	.....
Stockton and Copperopolis	199	46012	46012
Do	270	46012	46012
Stony Creek	302	8100	8098
Sunbury and Lewiston. (See Pennsylvania.)			
Sussex	215	7025	.....
Do	257	7025	.....
Syracuse, Geneva and Corning. (See Fall Brook Coal Company.)			
Texas and New Orleans	324	31013	.....
Do	217	31013	31012
Texas and Pacific	78	31009	31009
Do	43	31010	31010
Do	157	31011	31011
Tioga	154	8020	.....
Do	264	8020	.....
Do	275	8020	.....
Do	279	8020	.....
Troy and Boston	64	1259	6067
Do	67	1259	6067
Tuckerton	312	7032	.....
Tyler Tap	267	31015	31014
Union Pacific	18	34001	34001
Do., (Central Branch)	81	33002	33003
Utah Central	89	41001	41001
Utah Northern	126	41003	41003
Utah Southern	138	41002	41002
Utah Western	254	41005	41005
Vaca Valley	236	46015	46015
Do	237	46015	.....
Vicksburg, Shreveport and Texas	308	30008	30008
Virginia and Truckee	107	45001	45001
Visalia	222	46019	46018
Waterville and Washington	139	33018	33021
Waukon and Mississippi	299	27040	.....
West Chester	323	8049	8048
West Feliciana	319	30007	30007
Williamstown	326	7035	.....
Winchester G. C., purchaser of Ashburnham Railroad	274	753	3070
Wisconsin Central	208	25017	.....
Do	188	25027	.....
Woodstock	228	532	2013

Index for Table F.

Title.	Order.	Number of route.	New number of route.
Adirondack	117	1804	6095
Amador Branch	151	46024	46023
Arkansas Central	257	29002	.....
Atchison and Nebraska	112	33009	33012
Atchison, Topeka and Santa Fé	53	33013	33016
Do	56	33013	33013
Do	63	33007	.....
Do	66	33007	33010
Do	96	33007	.....
Do	98	33007	33011
Do	216	33017	.....
Do. (lessees Florence, El Dorado and Walnut Valley)	261	33017	.....
Baltimore and Potomac	16	10013	.....
Baton Rouge, Gross Tete and Opelousas	305	30005	.....
Bedford, Springville, Owensburg and Bloomfield	298	22036	.....
Belleville and El Dorado	242	23061	.....
Bell's Gap	296	8089	8087
Bellaire and Saint Clairsville Narrow Gauge	211	21056	.....
Bennington and Rutland	59	2015	.....
Do	65	2015	.....
Bingham Cañon and Camp Floyd	274	41004	.....
Boston, Concord and Montreal	57	252	1005
Do	93	261	1006
Do	249	359	1007
Boston and Lowell and Nashua and Lowell	24	603	3016
Do	113	627	3020
Do	125	257	1011
Do	205	623	3017
Do	217	624	3018
Do	229	625	3019
Boston and Maine	31	602	3011
Do	35	221	11
Do	148	259	1013
Do	209	652	3014
Do	220*a*	602	3011
Do	221	610	3012
Do	297	621	3013
Boston and New York Air Line	40	913	5014
Boston, Barre and Gardner	95	660	3057
Do	143	657	3058
Boston and Providence	208	616	3036
Burlington and Lamoille	185	2014	.....
Burlington and Missouri River (in Nebraska)	78	34004	.....
Do	79	34002	.....
Do	190	34006	.....
Burlington and North Western	246	27035	.....
California Northern	181	46023	46022
Do	184	46009	.....
Do	191	46023	46022
California Pacific	103	46006	.....
Do	167	46008	.....
Do	197	46007	.....
Camden and Atlantic	126	7015	.....
Central Pacific	19	46001	.....
Do	52	46010	.....
Do	60	46003	.....
Do	159	46027	46026
Central Vermont	28	403	2002
Do	33	401	2001
Do	37	405	2004
Do	41	406	2003
Do	76	1279	6054
Do	54	1279	6054
Do	127	408	2006
Do	170*a*	403	2002
Do	173	409	2007
Do	236	525	2008
Central of New Jersey	280	7040	.....
Do	290	8103	8101
Champlain and Saint Lawrence	92	6066	.....
Chesapeake and Ohio	87	11005	.....
Chicago, Milwaukee and Saint Paul	32	26011	.....
Do	248	25031	.....
Chicago and Iowa (late Chicago, Rockford and Northern)	170	23057	.....
Chicago and Northeastern	219	24039	.....
Chicago and Northwestern	228	25030	.....
Do. (lessees Maple River)	287	27038	.....
Chicago, Saginaw and Canada	284	24040	.....
Cincinnati and Eastern	179	21052	.....
Cincinnati Southern	135	20021	.....
Colorado Central	138	38004	38003
Do	153	38004	38003
Do	196	38004	38003
Clinton and Port Hudson	304	30006	.....
Columbus, Washington and Cincinnati	243	21057	.....
Connecticut, Passumpsic Rivers and Massawippi Valley	45	402	2010
Covington, Columbus and Black Hills	232	34007	.....
Do	270	34007	.....
Covington, Flemingsburg and Pound Gap	230	20020	.....
Crooked Creek Railway and Coal Company	289	27037	.....
Cumberland Valley	97	8030	.....
Do	235	8082	8080
Dakota Southern	119	35001	.....
Danbury and Norwalk	67	910	5013
Dayton and Southeastern	163	21054	.....
Denver and Boulder Valley	269	38003	38002
Denver and Rio Grande	83	38001	.....
Do	85	38006	.....
Do	91	38006	38004
Do	141	38001	.....
Duck River Valley	283	19018	.....
East Broad Top Railroad and Coal Company	282	8087	8025
Eastern Kentucky	281	20014	.....
Eastern	22	601	3001
Do	23	129	9
Do	137	742	3009
Do	174	618 / 651	3003
Do	177	619	3004
Do	204	620	3005
Do	206	654	3007
Do	225	615	3002
Do	233	351	1015
Do	250	360	1016
East Line and Red River	220	31014	.....
Do	267	31014	31013
Emlenton and Shippensville	144	8105	.....
Do	194	8108	8105
Erie	21	6001	.....
Do	38	6008	.....
Do	202	1203	6003
Eureka and Palisades	120	45002	.....
Do	147	45002	.....
Fall Brook Coal Company (operating Syracuse, Geneva and Corning)	90	6103	.....
Do	252	8020	8111
Fitchburg	27	604	3021
Do	30	646	3022
Do	140	628	3024
Florence, Eldorado and Walnut Valley. (See Atchison, Topeka and Santa Fé.)			
Fort Scott, Southeastern and Memphis	299	33014	33018
Fredonia and Dunkirk	169	1250	6059
Galveston, Harrisburg and San Antonio	74	31002	.....
Galveston, Houston and Henderson	50	31001	.....

Index for Table F—Continued.

Title.	Order.	Number of route.	New number of route.
Geneva, Ithaca and Sayre (late Geneva, Ithaca and Athens)	131	1266	6072
Do	134	1293	6077
Grand Trunk of Canada	245	250*a*	.....
Harlem Extension Railroad South Coal Transportation Company	168	6054	.....
Havana, Rantoul and Eastern	264	23058	.....
Hot Springs	160	29006	29005
Houston and Texas Central	58	.....	31003
Do	118	31005	.....
Do	122	31004	.....
Indianapolis, Delphi and Chicago	240	22038	.....
International and Great Northern	46	31006	.....
Do	82	31007	.....
Do	88	31007	.....
Do	263	31006	.....
Do	272	31006	.....
Do	301	31008	.....
Joplin	223	33016	.....
Do	268	33016	33020
Junction City and Fort Kearney	195	33012	33015
Kansas Central	260	33010	33013
Kansas City, Burlington and Santa Fé	161	33015	33019
Kansas City, Saint Joseph and Council Bluffs	42	28006	.....
Kansas Pacific	48	33001	.....
Do	55	33001	.....
Do	130	33001	33002
Lake Shore and Michigan Southern	5	6052	.....
Do	6	6052	.....
Do	7	6052	.....
Do	8	6052	.....
Do	9	21007	.....
Do	12	21045	.....
Do	14	6052	.....
Do	17	6052	.....
Leavenworth, Lawrence and Galveston	105	33003	33005
Do	142	33003	33004
Lehigh Valley	36	8077	8075
Do	47	8010	8010
Do	106	8016	8016
Little Rock and Fort Smith	145	29005	29003
Do	154	29005	.....
Little Rock, Mississippi River and Texas	302	29007	.....
Do	303	29007	29004
Los Angeles and Independence	278	46021	46020
Marquette, Houghton and Ontonagon	182	24041	.....
Do	295	24041	.....
Memphis and Little Rock	75	29001	.....
Do	94	29001	.....
Milwaukee, Lake Shore and Western	157	25018	.....
Minneapolis and Saint Louis	110	26006	.....
Missouri, Kansas and Texas	34	28011	.....
Do	39	28014	.....
Do	156	33006	33009
Missouri Pacific	18	28001	.....
Missisquoi and Clyde River	123	522	2009
Monticello and Port Jervis	193	1270	6078
Morgan's Louisiana and Texas	108	30003	.....
Narragansett Pier	176	830	4007
Nashville and Chattanooga	237	19015	.....
Nashville, Chattanooga and Saint Louis	210	19016	.....
Nebraska	175	34005	.....
Nevada County Narrow Gauge	172	46020	46019
New Brunswick and Canada	192	14	16
Newton and Monroe	285	27036	.....
New Orleans and Texas	262	30002	.....
New York Central and Hudson River	2	6017	.....
New York Central and Hudson River	3	6011	.....
Do	10	1217	6017
Do	11	1211	6011
Do	44	1218	6018
Do	51	1213	6013
Do	64	1212	6012
Do	81	1216	6016
Do	180	1811	6021
Do	200	1215	6015
Do	213	1214	6014
New York and New England (lessees Norwich and Worcester)	84	901	5001
New York and Harlem	72	1219	6022
New York and Oswego Midland	222	1236	6101
Northeastern of Georgia	199	15025	.....
North Pacific Coast	166	46016	.....
Do	239	46016	.....
Do	273	46016	.....
North Pennsylvania	43	8004	.....
Do	186	8004	.....
Northern Pacific	124	43001	.....
Do	133	43001	.....
North Wisconsin	171	25028	.....
Ogdensburg and Lake Champlain	86	6053	.....
Do	102	1242	6053
Ohio Central	251	21055	.....
Old Colony	49	3041	.....
Do	68	3039	.....
Do	162	3044	.....
Omaha and Republican Valley	183	34008	.....
Omaha and Northwestern	189	34003	.....
Ontario Southern (late Sodus Point and Southern)	226	1285	6090
Oregon Central	256	44002	.....
Oregon and California	73	44001	.....
Parker and Karns City	164	8088	8086
Pennsylvania	1	7004	.....
Do	4	8001	.....
Do	132	7006	.....
Do. (operating Southwestern)	165	8104	.....
Do. (lessees)	187	8037	8036
Do. (lessees Lewisburg Centre and Spruce Creek)	207	8068	8067
Do	212	8067	.....
Do. (lessees Sunbury and Lewiston)	218	8108	.....
Do	247	7012	.....
Philadelphia and Darby	292	8006	.....
Philadelphia, Wilmington and Baltimore	13	10001	.....
Do	61	9501	.....
Pittsburgh and Connellsville	80	8063	.....
Pittsburgh, Fort Wayne and Chicago	20	21002	.....
Placerville and Sacramento Valley	254	46004	.....
Portland and Ogdensburg	77	12	10
Do	111	401	2011
Do	115	2011	.....
Portsmouth, Great Falls and Conway	104	260	1014
Republican Valley	152	33019	33022
Rock Island and Mercer County	224	23059	.....
Royal Land Company	201	11020	.....
Sacramento Valley	155	46005	.....
San Francisco and North Pacific	107	46011	.....
Do	288	46028	46027
Do	293	46028	46027
Santa Cruz	258	46022	46021
Santa Cruz and Felton	253	46026	.....
Do	279	46026	46025
Southwestern	227	20022	.....
Southern Pacific	99	46014	.....

Index for Table F—Continued.

Title.	Order.	Number of route.	New number of route.
Southern Pacific	109	46002	.....
Do	136	46017	.....
Do	266	46002	.....
Do	277	46013	.....
Spartansburg and Ashville	215	14011	.....
Saint Louis, Iron Mountain and Southern	25	28002	.....
Do	29	28026	.....
Do	100	28034	.....
Do	244	28002	.....
Saint Joseph and Denver City	129	33004	33007
Saint Louis, Hannibal and Keokuk	234	28029	.....
Stockton and Copperopolis	128	46012	.....
Do	276	46012	.....
Sussex	149	7025	.....
Texas and New Orleans	203	31013	.....
Do	255	31013	31012
Texas and Pacific	62	31009	.....
Do	69	31009	.....
Do	71	31010	.....
Do	114	31011	.....
Tioga	139	8020	.....
Troy and Boston	26	1259	6067
Troy and Boston	198	1259	6067
Tuckerton	238	7032	.....
Tyler Tap	241	31015	.....
Do	275	31015	31014
Union Pacific	15	34001	.....
Union Pacific (Central Branch)	121	33002	33003
Utah Central	116	41001	.....
Utah Northern	70	41003	.....
Utah Southern	101	41002	.....
Utah Western	231	41005	.....
Do	271	41005	.....
Vaca Valley	214	46015	.....
Do	265	46015	.....
Vicksburg, Shreveport and Texas	188	30008	.....
Virginia and Truckee	89	45001	.....
Visalia	259	46019	46018
Waukon and Mississippi	286	27040	.....
Waterville and Washington	150	33018	33021
Westchester	291	8049	8048
West Feliciana	300	30007	.....
Williamstown	294	7035	.....
Wisconsin Central	158	25027	.....
Do	178	25017	.....

G.—*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 June 30, 1878, viz:*

Number.	Description.	Sizes.	Prices.	Cost.	Aggregate cost.
1,000	Leather mail-pouches	No. 2	$5 70	$5,700 00	
2,000	....do	No. 3	4 75	9,500 00	
1,000	....do	No. 4	3 80	3,800 00	
4,000	Royalty on same pouches		10	400 00	$19,400 00
200	Canvas through registered pouches	No. 1	6 80	1,360 00	
200	....do	No. 2	5 75	1,150 00	
400					2,510 00
2,000	Canvas catcher pouches		4 25		8,500 00
687	Leather horse mail-bags	No. 1	6 60	4,534 20	
659	....do	No. 2	5 60	3,690 40	
52	....do	No. 3	5 10	265 20	
1,398	Royalty of patent 1100 of same		10	110 00	
	Expenses incident to alterations of same			20 75	8,620 55
44,000	Jute canvas mail-sacks	No. 1	78	34,320 00	
9,500	....do	No. 2	52	4,940 00	
6,000	....do	No. 3	15	900 00	
59,500					40,160 00
3,000	Cotton canvas mail-sacks	No. 1	1 32	3,960 00	
600*	....do	No. 1	78	468 00	
2,000	....do	No. 2	1 02	2,040 00	
2,000*	....do	No. 2	41	820 00	
4,000	....do	No. 3	21	840 00	
400*	....do	No. 3	25	100 00	
12,600					8,228 00
20,000	Mail-bag label-cases		12		2,400 00
8,000	Sheets mail-bag label-cards		$10\frac{1}{25}$	832 00	
2,000	....do		$05\frac{1}{2}$	110 00	
51,400	Mail-bag hooks		$01\frac{1}{2}$	771 00	
	Royalty on same		$00\frac{1}{2}$	257 00	
938,750	Printed wooden tags		$3\frac{1}{2}$ mills.	3,285 62	
11,050	....do		3 mills.	33 15	
					5,288 77
	Repairs of mail-bags				38,468 22
400	Mail-catchers		15 00	6,000 00	
1,200	Sockets		40	480 00	
100	Handles		40	40 00	
300	Rubber springs		60	180 00	
					6,700 00
	Total expense of mail-bags and mail-catchers				140,275 54
	MAIL LOCKS AND KEYS.				
4,000	Street letter-box locks		1 25	5,000 00	
500	Through registered mail-locks		1 75	875 00	
50	Keys for same		30	15 00	
	Total expense of mail locks and keys				5,890 00

* For registered foreign mails.

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

H.—*Statement of all contracts in operation June 30, 1878, for mail-bags, mail-catchers, mail-bag labels, and mail-bag-label cases.*

Articles contracted for.	Name 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	New York, N. Y.	Aug. 7, 1875	(*)	10	10	10	10	10
Printed wooden tags	A. J. Cullers	Woodstock, Va	June 1, 1878	June 1, 1879	.....	.....	.003	.....	.....
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.

Statement of all contracts in operation June 30, 1878, for mail locks and keys.

Articles contracted for.	Name of contractor.	Residence.	Term of contract.		Prices paid.	
			From—	To—	Locks.	Keys.
Mail-bag locks and keys (brass)	James C. Mix	Syracuse, N. Y.	July 1, 1874	July 1, 1878	$0 74	$0 13
Mail-bag locks and keys (iron)	....do	....do	July 1, 1874	July 1, 1878	58	11

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

I.—*Railway post-office lines in the United States June* 30, 1878,

Terminal points.	Miles of route.	Miles of service.	Service each way.	$1,400.	$1,300.	$1,150.	$1,000.	$900.
Albany to Buffalo, N. Y	298	2,384	Four daily	3	14	10	14	....
Atlanta to Augusta, Ga	171	342	Daily	....	....	3	1	....
Baltimore, Md., to Canandaigua, N. Y	325	650	....do	....	3	1	4	....
Baltimore, Md., to Grafton, W. Va	280	1,120	Twice daily	....	10	7	3	....
Bangor to Vanceborough, Me	118	236	Daily	....	..	4	....	....
Bloomington, Ill., to Mexico, Mo	200	400	....do	....	4	....	....	....
Boston, Mass., to Portland, Me	116	232	....do	....	4	5	....	....
Boston, Mass., to Troy, N. Y	192	768	Twice daily	....	....	11	9	....
Boston, Mass., to Saint Albans, Vt	290	1,160	....do	1	7	4	3	....
Boston, Mass., to Albany, N. Y	200	800	....do	1	8	11	3	....
Boston to Wellfleet, Mass	122	488	....do	....	....	5	1	....
Boston to Fitchburgh, Mass	50	100	Daily	....	....	....	1	....
Boston, Mass., to Bangor, Me	249	996	Twice daily	1	8	9	5	....
Bristol to Chattanooga Tenn	242	484	Daily	....	4	2	2	....
Buffalo, N. Y., to Toledo, Ohio	295	1770	Thrice daily	4	11	26	23	....
*Burlington to Council Bluffs, Iowa	.....	.....	.....	....	....	....	....	....
Cairo to Centralia, Ill	112	224	Daily	....	3	2	1	....
Chattanooga, Tenn., to Atlanta, Ga	140	280	....do	1	3	4	....	....
Chicago, Ill., to Fort Howard, Wis	242	484	....do	....	4	7	....	....
Chicago, Ill., to Toledo, Ohio	243	1,458	Thrice daily	3	15	29	20	....
Chicago, Ill., to Burlington, Iowa	207	828	Twice daily	....	8	11	2	....
Chicago to Freeport, Ill	121	242	Daily	....	4	3	....	....
Chicago, Ill., to Cincinnati, Ohio	310	620	....do	....	7	5	7	....
Chicago, Ill., to Iowa City, Iowa	237	474	....do	....	4	5	1	....
Chicago, Ill., to Cedar Rapids, Iowa	219	876	Twice daily	....	10	9	2	....
Chicago to Centralia, Ill	258	516	Daily	....	4	6	....	....
Chicago, Ill., to Saint Louis, Mo	280	560	....do	1	6	7	2	....
Chicago, Ill., to Davenport, Iowa	183	366	....do	....	4	3	1	....
Chicago, Ill., to Dubuque, Iowa	202	404	....do	....	4	4	....	....
Chicago, Ill., to Sparta, Wis	255	510	....do	2	9	17	....	....
Cleveland to Cincinnati, Ohio	244	488	....do	1	6	4	1	....
Cleveland, Ohio, to Indianapolis, Ind	282	564	....do	....	3	3	3	....
*Clinton to Council Bluffs, Iowa	.....	.....	.....	....	....	....	....	....
Cincinnati, Ohio, to Saint Louis, Mo	340	680	Daily	....	4	4	3	....
*Davenport to Council Bluffs, Iowa	.....	.....	.....	....	....	....	....	....
Detroit, Mich., to Chicago, Ill	284	568	Daily	....	4	7	....	....
Grafton, W. Va., to Cincinnati, Ohio	309	618	....do	....	5	4	1	....
Grafton, W. Va., to Chicago, Ill	559	1,118	....do	....	8	3	6	....
Galesburgh to Quincy, Ill	99	198	....do	....	2	3	1	....
Indianapolis, Ind., to Saint Louis, Mo	261	522	....do	....	3	1	3	....
La Fayette, Ind., to Quincy, Ill	273	546	....do	....	4	9	3	....
Louisville, Ky., to Nashville, Tenn	185	370	....do	1	6	10	2	....
Lynchburgh, Va., to Bristol, Tenn	203	406	....do	1	2	2	3	....
Louisville, Ky., to Milan, Tenn	284	568	....do	....	3	3	....	....
New Orleans, La., to Cairo, Ill	548	1,096	....do	1	7	5	4	....
New York, N. Y., to Boston, Mass	234	1,404	Thrice daily	1	12	15	7	....
New York, N. Y., to Washington, D. C	232	1,392	....do	4	10	10	13	....
New York to Dunkirk, N. Y	459	1,836	Twice daily	1	11	19	14	....
New York to Albany, N. Y	144	864	Thrice daily	1	3	3	5	1
Omaha, Nebr., to Ogden, Utah	1,032	2,064	Daily	2	8	12	10	....
Philadelphia to Pittsburgh, Pa	358	2,864	Four daily	1	10	7	29	....
Pittsburgh, Pa., to Saint Louis, Mo	620	2,480	Twice daily	....	15	11	32	....
Pittsburgh, Pa., to Cincinnati, Ohio	313	626	Daily	....	8	4	5	....
Quincy, Ill., to Kansas City, Mo	261	522	....do	....	4	4	1	....
Quincy, Ill., to Denison, Tex	593	1,186	....do	....	10	4	....	....
*Rochester to Niagara Falls, N. Y	.....	.....	.....	....	....	....	....	....
San Francisco, Cal., to Ogden, Utah	881	1,762	Daily	1	10	14	2	....
Saint Louis, Mo., to Atchison, Kans	330	1,320	Twice daily	4	9	17	1	....
†Saint Louis, Mo., to Texarkana, Ark	490	980	Daily	1	....	11	1	....
Toledo, Ohio, to La Fayette, Ind	203	406	....do	....	4	7	....	....
Washington, D. C., to Petersburgh, Va	155	620	Twice daily	2	9	9	9	....
Washington, D. C., to Lynchburgh, Va	178	356	Daily	....	4	2	3	....
†Pittsburgh, Pa., to Chicago, Ill	469	938	....do	....	1	2	8	....
*Hornellsville to Buffalo, N. Y	.....	.....	.....	....	....	....	....	....
*Dubuque, Iowa, to Centralia, Ill	.....	.....	.....	....	....	....	....	....
*Dubuque to Fort Dodge, Iowa	.....	.....	.....	....	....	....	....	....
*Petersburgh to Weldon, Va	.....	.....	.....	....	....	....	....	....
Total	16,980	49,134	.....	39	343	419	275	1

*New route-agent service.

showing the increase and decrease in he service since June 30, 1877.

$840.	$500.	Increase of miles of route from June 30, 1877, to June 30, 1878.	Decrease of miles of route from June 30, 1877, to June 30, 1878.	Increase of miles of service from June 30, 1877, to June 30, 1878.	Decrease of miles of service from June 30, 1877, to June 30, 1878.	Increase in number of clerks from June 30, 1877, to June 30, 1878.							Decrease in number of clerks from June 30, 1877, to June 30, 1878.				Increase of lines of railroad.	Decrease of lines of railroad.
						$1,400.	$1,300.	$1,150.	$1,000.	$900.	$840.	$500.	$1,400.	$1,300.	$1,150.	$1,000.		
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....	....	.....	.....	.....	.....	...	...	...	1	...	...	...	....	1	3	....	.....	.....
....	....	.....	.....	.....	.....	...	...	2	1	...	...	....	....	....	....	....	.....	.....
....	....	.....	.....	.....	.....	...	...	1	...	...	...	....	....	1	....	2	.....	.....
....	....	.....	.....	.....	.....	...	...	...	1	...	...	...	1	....	1	....	.....	.....
....	....	.....	.....	.....	.....	...	1	....	2	...	...	...	1	....	....	....	.....	.....
....	..	.....	.....	.....	.....	...	...	...	1	...	...	...	....	1	....	....	.....	.....
....	....	.....	.....	.....	.....	...	...	...	...	...	...	...	....	....	1	....	.....	.....
....	....	.....	.....	.....	.....	...	1	....	2	...	...	...	1	....	5	....	.....	.....
...	....	.....	.....	468	.....	...	4	....	...	...	...	...	1	....	3	1	.....	.....
1	....	.....	.....	.....	.....	...	1	....	...	...	...	...	....	....	....	2	.....	.....
....	....	.....	.....	.....	.....	...	...	4	...	...	...	...	1	1	....	4	.....	.....
....	....	.....	.....	576	.....	...	...	...	...	1	...	...	....	1	....	2	.....	.....
....	....	.....	.....	.....	.....	...	...	...	4	...	...	...	....	3	5	....	.....	.....
....	....	.....	.....	.....	.....	...	2	1	8	...	...	...	....	....	....	....	.....	.....
....	1	.....	.....	1,240	.....	...	3	...	...	...	...	1	...	....	2	11	.....	.....
...	....	.....	.....	.....	.....	...	5	...	...	...	...	...	....	....	....	....	.....	.....
....	....	.....	.....	.....	.....	...	...	...	1	...	...	...	....	....	1	....	.....	.....
....	....	.....	.....	.....	.....	...	...	...	...	...	...	...	..	....	....	....	.....	.....
....	....	.....	77	.....	154	...	...	...	...	...	...	...	....	....	3	....	.....	1
....	....	.....	.....	.....	.....	...	...	...	...	...	...	...	....	..	1	....	.....	.....
....	....	.....	.....	.....	.....	...	...	10	...	...	...	...	....	....	....	3	.....	.....
...	....	490	.....	980	.....	1	...	11	1	...	...	...	....	....	....	....	1	.....
....	....	.....	.....	.....	.....	...	...	...	...	...	...	...	....	....	1	1	.....	.....
....	....	.....	.....	.....	.....	...	...	...	2	...	...	...	....	....	....	....	.....	.....
....	..	469	.....	938	.....	....	1	2	8	...	...	...	....	....	....	....	1	.....
...	....	.....	91	.....	182	...	...	...	...	...	...	...	....	....	....	....	.....	1
....	..	.....	345	.....	690	...	...	...	...	...	...	...	....	....	....	....	.....	1
....	..	.....	214	.....	428	...	...	...	...	...	...	...	....	....	....	....	.....	1
....	..	.....	65	.....	260	...	...	...	...	...	...	...	....	....	....	....	.....	1
1	3	959	1,740	6,374	3,610	1	45	67	53	1	...	2	6	13	56	65	2	8

† New railway post-office service.

Recapitulation and comparative statement of the

Number of lines of railway post-offices	
Aggregate number of miles of the above	
Number of miles of actual service performed daily	
Number of miles of actual service performed annually	
Number of head clerks at $1,400 per annum	
Number of head clerks at $1,300 per annum	
Number of clerks at $1,150 per annum	
Number of assistant clerks at $1,000 per annum	
Number of assistant clerks at $900 per annum	
Number of assistant clerks at $840 per annum	
Number of assistant clerks at $500 per annum	
Total number of clerks	
With annual compensation amounting to	
Net increase in compensation	
Net increase in clerks	

service on June 30, 1877, *and June* 30, 1878.

June 30, 1877.	June 30, 1878.	Increase.	Decrease.
64	59	.....	5
17,761	16,980	.....	781
46,370	49,134	2,764	.....
16,925,050	17,933,910	1,008,860	.....
42	39	.....	3
313	343	30	.....
411	419	8	.....
283	275	.....	8
.....	1	1	.....
1	1	.....	.....
1	3	2	.....
1,051	1,081	41	11
$1,222,690	$1,260,590	.....	.....
.....	.....	$37,900	.....
.....	.....	30	.....

THOS. J. BRADY,
Second Assistant Postmaster General.

K.—*Railway post-office lines in*

Termini of route—Contract designation.	Corporate title of company.	Railway mail service designation.
Albany to Buffalo, N. Y	New York Central and Hudson River Railroad.	New York and Chicago r. p. o.
Atlanta to Augusta, Ga	Georgia Railroad	Augusta and Atlanta r. p. o.
Baltimore, Md., to Canandaigua, N. Y.	Northern Central, and Philadelphia and Erie Railroad.	Williamsport and Baltimore r. p. o.
Baltimore, Md., to Grafton, W. Va.	Baltimore and Ohio Railroad	Baltimore and Grafton r. p. o.
Bangor to Vanceborough, Me	Consolidated European and North American Railroad.	Vanceboro' and Bangor r. p. o.
Bloomington, Ill., to Mexico, Mo.	Chicago and Alton Railroad	Bloomington and Mexico r. p. o.
Boston, Mass., to Portland, Me.	Boston and Maine Railroad	Portland and Boston r. p. o.
Boston, Mass., to Troy, N. Y.	Vermont and Massachusetts Division of Fitchburg Railroad; Troy and Greenfield and Troy and Boston Railroads.	Boston and Troy r. p. o.
Boston, Mass., to Saint Albans, Vt.	Central Vermont, Northern (N. H.) and Concord and Boston, Lowell and Nashua Railroad.	Saint Albans and Boston r. p. o.
Boston, Mass., to Albany, N.Y	Boston and Albany Railroad	Boston and Albany r. p. o.
Boston to Wellfleet, Mass	Old Colony Railroad	Boston and Wellfleet r. p. o.
Boston to Fitchburgh, Mass.	Boston and Albany, and Boston, Clinton and Fitchburg and New Bedford Railroads.	Boston, Clinton, and Fitchburgh r. p. o.
Boston, Mass., to Bangor, Me	Maine Central and Eastern Railroads.	Bangor and Boston r. p. o.
Bristol to Chattanooga, Tenn.	East Tennessee, Virginia and Georgia Railroad.	Bristol and Chattanooga r. p. o.

the United States on June 30, 1878.

Distance, miles.	Miles of annual service.	Number of round trips per week over whole or portion of route.	Number of railway post-office cars.	Dimension of mail-cars.		Day or night service.	Mails by express trains.	
				Length.	Width.		Number of round trips per week over whole route.	Number of round trips per week over portion of route, and between what points.
				Ft. in.	*Ft. in.*			
298	870,160	28	6	50 0	9 0	Day and night	.....	
			6	60 0	9 0	....do	.....	
			8	49 5	9 0	....do	.....	
			2	40 0	9 0	....do	.....	
			1	41 4	9 0	....do	.....	
			1	45 10	9 0	....do	.....	
171	124,830	7	1	21 0	8 8	Day	.....	
			2	25 0	8 8		6	
325	237,250	6	2	40 0	8 6	Day and night	.....	
			1	40 0	8 6	Reserve	.....	
			1	45 0	8 6	....do	.....	
280	408,800	14	8	51 0	8 9	Day and night	7	4, Washington to Baltimore; and 6, Washington to Harper's Ferry.
118	86,140	6	2	21 0	9 6	Day	6	
			2	21 0	9 6	Reserve	.....	
200	146,000	6	3	25 6	8 0	Day	.....	6, Jacksonville to Godfrey.
116	84,680	12	2	25 2	8 6	....do	.....	18, Boston to Wakefield; 6, Boston to Lawrence. (Now double daily.)
			1	25 2	8 6	Reserve	.....	6, Boston to Malden; 6, Boston to North Andover; 12, Boston to Reading; 9, Boston to Melrose; 3, Boston to Melrose Highland; 3, Boston to Greenwood.
192	280,320	18	1	30 0	8 9	Night	12	3, Shirley Village to Fitchburg; 3, Concord to Boston. (Now thrice daily.)
			1	30 0	5 0	....do	.....	6, North Leominster to Ayer; 3, Boston to Belmont.
			2	15 0	6 2	Day	.....	3, Boston to Waverly; 3, Boston to Waltham.
			1	16 0	6 6	....do	.....	
			1	14 0	6 6	....do	.....	
			1	17 6	6 4	Reserve	.....	
			2	15 0	6 2	....do	.....	
290	423,400	12	1	41 9	8 7	Day	.....	18, Boston to Nashua; 3, Boston to Wilmington.
			1	42.5	8 9	....do	.....	3, Boston to Montvale; 12, Boston to Winchester.
			1	40 5	8 9	....do	.....	3, Boston to West Medford.
			1	23 9	6 6	....do	.....	
			1	21 7	6 9	Reserve	.....	
			1	25 0	7 0	....do	.....	
200	292,000	12	4	27 7	8 7½	Day	6	9, Boston to Springfield; 6, Boston to Worcester.
			1	27 7	8 7½	Reserve	.....	12, Boston to South Framingham; 3, Westfield to Springfield.
122	178,120	12	2	14 0	8 4	Day	.....	3, Boston to Wollaston; 12, Boston to Quincy.
			1	10 2	6 6	....do	.....	3, Boston to North Abington; 21, Boston to South Braintree.
			1	10 2	6 6	Reserve	.....	6
			1	12 8	8 4	....do	.....	
50	36,500	6	1	14 0	6 9	Day	.....	9, Pratt's Junction to Fitchburg; 3, Boston to Natick: Pratt's Junction to South Framingham; 6, South Framingham to Marlboro'; 6, South Framingham to Clinton.
249	363,540	12	1	42.0	8 7½	....do	.....	9, Boston to Portsmouth; 3, Boston to Lynn.
			1	40.0	8 7½	Night	.....	9, Boston to Newburyport; 12, Boston to Everett Junction.
			2	29 0	8 7½	Rsserve	.....	6, Boston to Swampscott; 18, Boston to Salem; 3, Boston to Wenham; 3, Boston to East Salisbury.
242	176,660	7	3	38 6	8.0	Day	.....	

K.—*Railway post-office lines in the United*

Termini of route—Contract designation.	Corporate title of company.	Railway mail service designation.
Buffalo, N. Y., to Toledo, Ohio	Lake Shore and Michigan Southern Railroad.	New York and Chicago r. p. o..
Cairo to Centralia, Ill	Illinois Central Railroad	Centralia and Cairo r. p. o .....
Chattanooga, Tenn., to Atlanta, Ga.	Western and Atlantic Railroad.....	Chattanooga and Atlanta r. p. o.
Chicago, Ill., to Fort Howard, Wis.	Chicago and Northwestern Railroad...	Fort Howard and Chicago r. p. o.
Chicago, Ill., to Toledo, Ohio..	Lake Shore and Michigan Southern Railroad.	New York and Chicago r. p. o..
Chicago, Ill., to Burlington, Iowa.	Chicago, Burlington and Quincy Railroad.	Chicago and Burlington r. p. o.
Chicago to Freeport, Ill	Chicago and Northwestern Railroad ..	Chicago and Dubuque r. p. o ..
Chicago, Ill., to Cincinnati, Ohio.	Illinois Central, Cincinnati, La Fayette and Chicago, and Indiana, Cincinnati and La Fayette Railroads.	Chicago and Cincinnati r. p. o..
Chicago, Ill, to Iowa City, Iowa.	Chicago, Rock Island and Pacific Railroad.	Chicago and Iowa City r. p. o ..
Chicago, Ill, to Cedar Rapids, Iowa.	Chicago and Northwestern Railroad...	Chicago and Cedar Rapids r. p. o.
Chicago to Centralia, Ill	Illinois Central Railroad	Chicago and Centralia r. p. o...
Chicago, Ill., to Saint Louis, Mo.	Chicago and Alton Railroad.....	Chicago and Saint Louis r. p. o.
Chicago, Ill., to Davenport, Iowa.	Chicago, Rock Island and Pacific Railroad.	Chicago and Davenport r. p. o .
Chicago, Ill., to Dubuque, Iowa.	Illinois Central and Chicago and Northwestern Railroads.	Chicago and Dubuque r. p. o...
Chicago, Ill., to Sparta, Wis	Chicago, Milwaukee and Saint Paul Railroad.	Chicago and Sparta r. p. o.....
Cleveland to Cincinnati, Ohio.	Cleveland, Columbus, Cincinnati and Indianapolis Railroad.	Cleveland and Cincinnati r. p. o.
Cleveland, Ohio, to Indianapolis, Ind.	.....do	Cleveland and Indianapolis r. p. o.
Cincinnati, Ohio, to Saint Louis, Mo.	Ohio and Mississippi Railroad.....	Cincinnati and Saint Louis r. p. o.
Detroit, Mich., to Chicago, Ill.	Michigan Central Railroad	Detroit and Chicago r. p. o.....
Grafton, W. Va., to Cincinnati, Ohio.	Baltimore and Ohio Railroad	Grafton and Cincinnati r. p. o..
Grafton, W. Va., to Chicago, Ill.	.....do	Grafton and Chicago r. p. o ....
Galesburg to Quincy, Ill.....	Chicago, Burlington and Quincy Railroad.	Galesburg and Quincy r. p. o ..
Indianapolis, Ind., to Saint Louis, Mo.	Indianapolis and Saint Louis Railroad.	Indianapolis and Saint Louis r. p. o.
La Fayette, Ind., to Quincy, Ill.	Wabash Railroad	La Fayette and Quincy r. p. o..
Louisville, Ky., to Nashville, Tenn.	Louisville and Nashville Railroad.....	Louisville and Nashville r. p. o.
Lynchburgh, Va., to Bristol, Tenn.	Virginia and Tennessee Division A., M. and Ohio Railroad.	Lynchburgh and Bristol r. p. o.
Louisville, Ky., to Milan, Tenn	Louisville and Nashville Railroad.....	Louisville and Milan r. p. o ....
New Orleans, La., to Cairo, Ill.	New Orleans, Saint Louis and Chicago Railroad.	Cairo and New Orleans r. p. o..
New York, N. Y., to Boston, Mass.	New York, New Haven and Hartford, and Boston and Albany Railroads.	Boston, Springfield, and New York r. p. o.

States on June 30, 1878—Continued.

Distance, miles.	Miles of annual service.	Number of round trips per week over whole or portion of route.	Number of railway post-office cars.	Dimension of mail cars.				Day or night service.	Mails by express trains.	
				Length.		Width			Number of round trips per week over whole route.	Number of round trips per week over portion of route and between what points.
				Ft.	*in.*	*Ft.*	*in.*			
295	646,050	21	6	50	0	9	0	Day and night	.....	12, Buffalo to Erie.
			6	60	0	9	0	....do	.....	
			8	49	5	9	0	....do	.....	
			2	40	0	9	0	....do	.....	
			1	41	4	9	0		.....	
			1	45	10	9	0		.....	
112	81,760	6	1	44	5	9	0	Day	.....	
140	102,200	7	2	39	4	8	7	Day and night	.....	
			1	35	6	7	10	Reserve	.....	
			2	25	0	8	6	Day	.....	
242	176,660	6	2	49	4	9	3	....do	.....	10, Chicago to Harvard; 1, Harvard to Clinton; 7, Clinton to Jefferson; 6, Jefferson to Watertown; 7, Fond du Lac to Green Bay.
243	532,170	21	6	50	0	9	0	Day and night	.....	
			6	60	0	9	0	....do		
			8	49	5	9	0	....do		
			2	40	0	9	0	....do		
			1	41	4	9	0	....do		
			1	45	10	9	0	....do		
207	302,220	12	2	54	10	8	10	Day	.....	6, Aurora to Burlington.
			2	52	0	8	10	Night	.....	6, Chicago to Aurora.
121	88,330	6	2	35	4	9	3	Day	6	6, Chicago to Elgin.
			3	40	0	9	5	Day and night	.....	6, La Fayette to Indianapolis.
310	226,300	13	3	50	0	9	5	....do	.....	6, Indianapolis to Cincinnati. (Now twice daily.)
237	173,010	6	2	50	0	9	5	Day	.....	3, Chicago to Davenport, Iowa; 6, Chicago to Minooka.
219	319,740	12	2	49	4	9	3	....do	.....	6, Chicago to Cortland Station.
			2	35	4	9	3	Night	.....	3, Clarence to Cedar Rapids.
258	188,340	6	2	44	5	9	0	Day	6	12, Chicago to Kankakee.
280	204,400	6	2	44	0	8	0	....do	6	6, Chicago to Bloomington; 6, Springfield to Virden.
183	133,590	6	2	41	6	9	5	Night	.....	
202	147,460	6	2	35	4	9	3	Day	.....	6, Chicago to Freeport; 6, Chicago to Elgin.
255	186,150	12	2	50	0	9	5	Day	.....	3, Chicago to Milwaukee. (Now twice daily.)
			2	39	3	9	5	Night	.....	6, Milwaukee to Watertown.
			1	39	3	9	5	Reserve	.....	
244	178,120	6	3	39	2	9	2	Day	7	
282	205,860	6	2	39	2	9	2	....do	7	
340	248,200	6	1	45	0	9	9	....do	7	
			2	50	0	9	9	....do	.....	
284	207,320	6	2	45	0	9	6	....do	24	
309	225,570	7	2	51	8	9	4	....do	7	
559	408,070	7	5	51	8	9	4	....do	6	
99	72,270	12	2	44	0	9	6	Day and night	.....	Now twice daily.
261	190,530	6	3	40	0	9	0	Day	6	
273	199,290	6	2	50	8	10	0	....do	.....	
			1	50	8	10	0	Reserve	7	
185	135,050	7	2	45	0	9	0	Day	.....	
203	148,190	7	4	41	0	8	7	....do	7	
284	207,320	7	3	45	0	9	0	Night	7	
548	400,040	7	5	25	0	9	0	Day and night	.....	
			1	25	0	9	0	Reserve	.....	
234	512,460	18	2	55	0	8	9	Day	.....	3, Boston to Newton; 3, Boston to Natick; 3, Boston to Grafton.

K.—*Railway post-office lines in the United*

Termini of route—Contract designation.	Corporate title of company.	Railway mail service designation.
New York, N. Y., to Washington, D. C.	Pennsylvania, Philadelphia, Wilmington and Baltimore, and Baltimore and Potomac Railroads.	New York and Washington r. p. o.
New York to Dunkirk, N. Y..	New York, Lake Erie and Western Railroad.	New York and Dunkirk r. p. o.
New York to Albany, N. Y....	New York Central and Hudson River Railroad.	New York and Chicago r. p. o..
Omaha, Nebr., to Ogden, Utah	Union Pacific Railroad.....	Omaha and Ogden r. p. o.....
Philadelphia to Pittsburgh, Pa.	Pennsylvania Railroad.....	Philadelphia and Pittsburgh r. p. o.
Pittsburgh, Pa., to Saint Louis, Mo.	Pittsburgh, Cincinnati and Saint Louis Railroad.	Pittsburgh and Saint Louis r. p. o.
Pittsburgh, Pa., to Cincinnati, Ohio.	.....do	Pittsburgh and Cincinnati r. p. o.
Quincy, Ill., to Kansas City, Mo.	Hannibal and Saint Joseph Railroad ..	Quincy and Kansas City r. p. o
Quincy, Ill., to Denison, Tex..	Missouri, Kansas and Texas Railroad..	Quincy and Denison r. p. o.....
San Francisco, Cal., to Ogden, Utah.	Central Pacific	Ogden and San Francisco r. p. o
Saint Louis, Mo., to Atchison, Kans.	Missouri Pacific Railroad	Saint Louis and Atchison r. p. o.
Saint Louis, Mo., to Texarkana, Ark.	Saint Louis, Iron Mountain and Southern Railroad.	Saint Louis, Little Rock and Texarkana r. p. o.
Toledo, Ohio, to La Fayette, Ind.	Wabash Railroad.....	Toledo and La Fayette r. p. o..
Washington, D. C., to Petersburgh, Va.	Richmond, Fredericksburgh and Potomac, and Richmond and Petersburgh Railroads.	Washington and Petersburgh r. p. o.
Washington, D. C., to Lynchburgh, Va.	Washington City, Virginia Midland and Great Southern Railroad.	Washington and Lynchburgh r. p. o.
	Pittsburgh, Fort Wayne and Chicago Railroad.	Pittsburgh and Chicago r. p. o.

* New York to Philadelphia. † New York to Hornellsville. ‡ Hornellsville to Dunkirk, 6.

States on June 30, 1878—Continued.

Distance.	Miles of annual service.	Number of round trips per week over whole or portion of route.	Number of railway post-office cars.	Dimension of mail-cars. Length.	Dimension of mail-cars. Width.	Day or night service.	Mails by express trains. Number of round trips per week over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
Miles.				*Ft. in.*	*Ft. in.*			
232	508,080	13	4	60 0	8 7½	Day and night	.....	3, Elizabeth to New York; 3, Rahway to New York.
		*7	1	46 6	8 6	....do	.....	3, Trenton to New York; 3, Princeton Junction to New York.
		1		45 10	8 0	Reserve	.....	
459	670,140	†12	6	49 5	9 5	Day and night	.....	13, New York to Paterson; 6, Corning to Elmira; 6, Greycourt to Middletown; 6, Binghamton to Union; 6, Hornellsville to Dunkirk.
		†6	1	49 5	9 5	Reserve	.....	
144	315,360	21	6	50 0	9 0	Day and night	.....	
			6	60 0	9 0	....do	.....	
			8	49 5	9 0	....do	.....	
			2	40 0	9 0	....do	.....	
			1	41 4	9 0	....do	.....	
			1	45 10	9 0	....do	.....	
1,032	753,360	7	7	50 0	9 9	Day and night	.....	6, Council Bluffs to Omaha.
358	1 045,360	21	22	60 0	8 7½	....do	9	
620	905,200	14	22	60 0	8 7½	....do	6	6, Pittsburgh to Columbus; 6, Columbus to Indianapolis.
313	228,490	14	22	60 0	8 7½	....do	.....	6, Columbus to Xenia. (Now twice daily.
261	190,530	6	4	38 11	9 0	Day	7	
593	432,890	7	5	50 0	9 0	Day and night	7	
881	643,130	7	7	54 7	8 11	....do	.....	7, San Francisco to Stockton; 3, Sacramento to Reno.
			1	48 0	8 11	Reserve	.....	
330	481,800	14	5	50 0	9 0	Day and night	.....	7, Kansas City to Atchison; 6, Kansas City to Leavenworth; 7, Saint Louis to Pacific; 6, Saint Louis to Kirkwood.
490	357,700	7	5	40 0	9 0	....do	.....	
203	148,190	6	2	36 0	10 0	Day	7	
			1	45 0	9 4	....do	.....	
155	226,300	§20	3	50 0	0 0	Day and night	.....	
		‖13	2	42 0	0 0	....do	.....	
178	129,940	14	3	40 0	8 11	Day	7	Now twice daily.
469	342,370	7	5	50 0	8 4	Day and night	7	
16,980	17,933,910							

§ Washington to Richmond. ‖ Richmond to Petersburgh.

L.—*Route-agent and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
1	Augusta, Skowhegan	Maine Central Railroad	Skowhegan and Portland.	R. A	19
3	Farmington, Brunswick.	do	Bath and Lewiston	R. A	4
3	do	do	do	R. A	19
4	Belfast, Burnham Village.	do	Belfast and Burnham Village.	M. R. M	34
5	Portland, Bangor	do	Skowhegan and Portland.	R. A	84
			North Anson and Lewiston.	R. A	42
			Farmington and Lewiston.	R. A	10
6	Portland, Augusta	do	Augusta and Portland	R. A	62
	Branch, Bath, Brunswick.		Rockland and Brunswick.	R. A	9
			Bath and Lewiston	R. A	8
7	Portland, Canada line	Grand Trunk Railroad	Portland and Island Pond.	R. A	149
			Portland and Shelburne	R. A	91
8	Portland, Rochester	Portland and Rochester Railroad.	Portland and Worcester	R. A	52
			Portland and Rochester	R. A	52
9	Portsmouth, Portland	Eastern Railroad	North Conway and Boston.	R. A	11
10	Portland and Lunenburgh Station.	Portland and Ogdensburgh Railroad.	Portland and Fryeburgh.	R. A	67
13	Bangor, Bucksport	European and North American Railroad.	Bangor and Bucksport	M. R. M	16
14	Blanchard Old Town	do	Blanchard and Old Town.	R. A	63
15	Bath, Rockland	Knox and Lincoln Railroad	Rockland and Brunswick.	R. A	49
18	West Waterville and North Anson.	Somerset Railroad	North Anson and Lewiston.	R. A	20
1001	Concord, Nashua	Concord Railroad	Lancaster and Boston	R. A	18
			Lawrence and Claremont.	R. A	18
1002	Concord, Portsmouth	do	Portsmouth and Manchester.	R. A	41
1004	Hooksett, Pittsfield	do	Pittsfield and Hooksett	M. R. M	20
1005	Concord, Wells River	Boston, Concord and Montreal Railroad.	Lancester and Boston	R. A	89
			Plymouth and Concord	R. A	51
1006	Groveton, Wells River	Boston, Concord and Montreal and White Mountains.	Lancaster and Boston	R. A	42
			Portland and Swanton	R. A	9
1009	Concord, Claremont	Concord and Claremont Railroad.	Lawrence and Claremont.	R. A	56
1010	Contoocook Village, Hillsborough.	do	Contoocook and Hillsborough Bridge.	M. R. M	15
1012	Nashua, Rochester	Nashua and Rochester R. R	Portland and Worcester.	R. A	49
1013	Dover, Alton Bay	Boston and Maine Railroad	Alton Bay and Dover	M. R. M	28
1013	Wing Road, Fabyan House.	Boston, Concord and Montreal Railroad.	Portland and Swanton	R. A	14
1014	Brock'sCrossing, North Conway.	Conway Division of Eastern Railroad.	North Conway and Boston.	R. A	70
2001	Burlington, Rouse's Point.	Central Vermont Railroad	Saint Armands and Essex Junction.	R. A	17
			Essex Junction and Boston.	R. A	8
2002	Windsor, Burlington	do	Newport and Springfield	R. A	14

in the United States on the 30th of June, 1878.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments.		Day or night service.	Mails by express trains.	
			Length.	Width.		Number of round trips over whole route.	Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
11,856	6, Skowhegan to Portland.	2	16 0	7 0	Day.....	.....	
4,992	12, Brunswick to South Lewiston.						
23,712	12, Brunswick to Lewiston.	1	12 0	6 9	....do	.....	
21,216	6.....	1	7 6	10 0	....do	.....	6, Belfast and Knox Station.
51,416	6, Fairfield and Portland	1	12 6	6 7	....do	.....	
43,680	6, Lewiston and West Waterville.	1	12 6	6 7	....do	.....	
24,024	6, Farmington and Leeds Junction.	1	16 7	6 9	Reserve.....	.....	
38,688	6.....	1	15 0	6 6	Day	.....	
11,232	12, Bath and Brunswick	1	12 0	6 6	....do	6	
9,984	12...do	1	15 6	6 8	....do	.....	
92,976	6.....	1	19 0	7 7	....do	.....	3, Portland to South Auburn.
		1	17 6	7 6	....do	.....	3 Portland to Danville.
56,784	6, Portland and Shelburne.	2	17 8	7 6	....do	.....	3, Portland to Yarmouth.
		2	20 8	7 0	Reserve.....	.....	3, Portland to Cumberland.
32,448	6.....	1	12 0	6 6	Day	.....	6, Island Pond to Norton Mills.
16,224	3.....	1	10 8	7 0	....do	.....	
6,864	6, Portsmouth and Brock's Crossing.	1	18 0	6 0	....do	.....	
83,616	12, Portland and Fryeburgh.	2	13 6	6 7	....do	.....	
19,968	12.....	1	16 0	8 0	....do	.....	
		1	18 0	9 0	Reserve	.....	
39,312	6.....	1	14 0	9 0	Day	.....	
		1	9 0	6 8	Reserve	.....	
60,152	12.....	1	14 6	7 2	Day	.....	
12,480	6.....	1	12 6	6 7	....do	.....	
11,232	6.....	2	16 9	6 8	....do	.....	
11,232	6.....	2	12 0	7 0	Reserve	.....	
25,584	6, Portsmouth and Manchester.	1	13 6	6 7	Day	3	3, Portsmouth to Manchester.
12,480	6.....	1	9 0	6 9	Reserve	.....	
55,536	6.....	1	7 0	4 6	Day	.....	
31,824	6, Plymouth to Concord	2	16 9	6 8	....do	.....	
26,208	6, Wells River to Lancaster.	2	12 0	7 0	Reserve	6	
5,616	6, Wing Road to Lunenburgh.	2	16 9	6 8	Day	6	3, Groveton to Lancaster.
34,944	6.....	2	12 0	7 0	Reserve	.....	3, Wells River to Wing Road.
		2	13 6	6 7	Day	.....	
9,360	6.....	2	16 9	6 8	....do	3	3, Claremont to Claremont Junction.
		2	12 0	7 0	Reserve	.....	
61,152	12.....	1	7 0	6 0	Day	.....	
		1	12 0	6 6	....do	.....	
34,944	12.....	1	10 8	7 0	....do	.....	3, South Lee to Nashua.
		1	9 4	6 6	....do	.....	
8,736	6, Portland to Swanton.	1	18 0	6 5	Reserve	.....	3, Farmington to Dover.
		2	13 6	6 7	Day	9	
87,360	12.....	1	18 0	6 0	....do	.....	
10,608	6, Essex Junction and Saint Albans.	2	20 0	8 7	Day.....	.....	
		1	20 7	6 9	....do	.....	6, Swanton to Saint Albans.
4,992	6, Burlington and Essex Junction.	1	23 9	6 6	Reserve.....	.....	6, Burlington to Saint Albans.
		1	14 0	6 6	Day	.....	
8,736	6, Windsor and White River Junction.	1	15 0	6 2	Reserve.....	.....	
		1	21 8	6 6	Day	.....	6, White River and Windsor.

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
2002	Windsor, Burlington..	Central Vermont Railroad ..	White River Junction and Springfield.	R. A....	14
2003	Bellows Falls, Burlington.	.....do	Essex Junction and Boston.	R. A....	54
2004	Bellows Falls, Windsor.	.....do	White River Junction and Springfield.	R. A....	25
			Newport and Springfield	R. A....	25
2005	Brattleboro, Bellows Falls.	Vermont Valley Railroad...	.....do	R. A....	24
2006	Saint Albans, Canada line.	Central Vermont Railroad ..	Saint Armands and Essex Junction.	R. A....	17
2007	Saint Albans, Richford	.....do	Newport and Saint Albans.	R. A....	28
2009	Richford, Newport....	Missisquoi and Clyde River Railroad.			31
2010	White River Junction, Derby Line.	Connecticut and Passamaquoddy River and Massawippa Valley Railroad.	Newport and Springfield	R. A....	106
2012	Wells River, Montpelier.	Montpelier and Wells River Railroad.	Wells River and Montpelier.	M. R. M.	38
2014	Burlington, Cambrid'e Junction.	Burlington and Lamville Railroad.	Cambridge Junction and Burlington.	R. A....	35
2015	Rutland, Bennington..	Bennington and Rutland Railroad.	Rutland and Hoosick Junction.	R. A....	51
3001	Boston, Portsmouth...	Eastern Railroad	North Conway and Boston.	R. A....	56
3011	Boston, Salmon Falls..	Boston and Maine Railroad..	Lancaster and Boston..	R. A....	26
3020	Ayer, Lowell	Boston and Lowell and Nashua and Lowel.	Lowell and Ayer.....	M. R. M.	17
3021	Boston, Fitchburg	Fitchburgh Railroad.....	Essex Junction and Boston.	R. A....	50
			Greenville and Boston	R. A....	35
3024	Ayer, Greenville.....	.....	.....do	R. A....	23
3030	Palmer, Winchendon.	Boston and Albany Railroad.	Winchendon and Palmer.	R. A....	49
3034	Boston, Southbridge ..	New York and New England Railroad.	Boston and Willimantic.	R. A....	70
3035	Boston, Providence...	Boston and Providence Railroad.	Boston and Providence.	R. A....	44
3035	.....	.....do	Boston, Providence and New York.	R. P. O..	44
3047	Sterling Junction, Fitchburgh.	Boston, Clinton and Fitchburgh Railroad.	Boston, Clinton and Fitchburgh.	R. A....	35
3048	Mansfield, South Framingham.	.....do	South Framingham and Mansfield.	R. A....	21
3049	South Framingham, Lowell.	Boston, Clinton and Fitchburgh and New Brunswick Railroad.	Lowell and South Framingham.	M. R. M.	28
3055	Fitchburgh, Bellows Falls.	Cheshire Railroad	Essex Junction and Boston.	R. A....	64
3056	South Vernon Junction, Keene.	Ashuelot Railroad	Keene and Springfield	R. A....	74

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
8,736	6, Windsor and White River Junction.	1	21 10	6 6	Day	.....	15, Essex Junction and Burlington.
		1	21 3	7 0	Reserve	.....	
33,696	6	1	23 6	7 0	Day	.....	12, Rutland and Burlington.
		1	15 9	6 8	Reserve	.....	
15,600	6	1	21 10	6 6	Day	.....	
15,600	6	1	21 3	7 0	Reserve	9	
14,976	6	1	21 3	7 0		6	
10,608	6	1	23 9	6 6	Day	.....	
17,472	6	1	13 0	7 0	....do	.....	
		2	10 8	5 5	....do	.....	
19,344	6	1	13 10	7 0	Reserve	.....	
66,144	6, White River Junction and Newport.	1	13 0	7 0		.....	
		1	11 6	6 4		.....	6, White River and Newport.
		1	11 5	6 5		.....	6, Newport and Wells River.
23,712	6	1	12 0	7 0	Day	6	
		1	12 0	7 0	Reserve	.....	
43,680	12	1	8 8	6 9	Day	6	
		1	7 0	6 7	Reserve	.....	
37,824	6, Rutland and North Bennington.	2	18 0	6 8	Day	.....	9, North Bennington and Rutland. 12, North Bennington and Bennington.
34,944	6	1	18 0	6 6	Day	.....	
		2	20 0	8 7	....do	.....	
16,224	6, Boston and Lawrence.	2	16 9	6 8	....do	.....	
		2	12 0	7 0	Reserve	.....	
21,216	12	1	8 7	6 9	Day	.....	
		1	6 0	3 7	Reserve	.....	
31,200	6	1	23 6	7 0	Day	.....	
		1	28 0	6 6	....do	.....	
		1	23 0	6 9	....do	.....	
		1	23 6	7 0	Reserve	.....	
		1	15 9	6 8	....do	.....	
21,840	6, Boston and Ayer	1	6 6	6 0	Day	.....	
14,352	6	1	6 6	6 0	....do	6	
30,576	6	1	10 3	6 5	....do	6	3, Palmer to Ware.
87,360	12, Boston and East Thompson.	2	12 7	6 9	....do	.....	6, Boston to East Thompson; 3, Boston to Norwood.
		1	16 0	6 6	Reserve	.....	3, Boston to Franklin City; 3, Blackstone to East Thompson. 6, Southbridge to East Thompson.
54,912	12	3	14 8	6 0	Day	27	3, Boston and Mansfield.
27,456	6	1	55 0	8 9	....do	.....	3, Mansfield to Providence; 3, Attleboro' to Providence.
		1	55 0	8 9	....do	.....	9, Pratt's Junction to Fitchburgh.
21,840	6, Pratt's Junction and Fitchburgh.	1	27 7	8 7½	....do	.....	
26,208	12	1	12 0	6 6	....do	.....	
		1	12 0	6 10	....do	.....	9, Mansfield to Foxboro'.
		1	10 6	6 9	Reserve	.....	
17,472	6	1	12 0	6 10	Day	.....	
		1	10 6	6 9	Reserve	6	
39,936	6	1	23 6	7 0	Day	.....	
		1	28 0	6 6	....do	.....	
		1	23 0	6 9	....do	12	3, Fitchburgh to Keene.
		1	23 6	7 0	Reserve	.....	
		1	15 9	6 8	....do	.....	
46,176	6		18 0	6 9	Day	6	

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
3057	Winchendon, Worcescester.	Boston, Barre and Gardiner Railroad.	Peterboro and Worcester.	R. A	37
			Winchendon and Worcester.	R. A	37
3058	Winchendon, Peterboro.	.....do	Peterboro and Worcester.	R. A	16
3061	Palmer, Miller's Falls .	Central Vermont Railroad ..	Brattleboro and Palmer	R. A	35
3062	Miller's Falls, Brattleboro.	.....do	.....do	R. A	21
			Newport and Springfield.	R. A	13
3063	Manchester, Lawrence	Manchester and Lawrence Railroad.	Lawrence and Clermont	R. A ...	26
3066	Worcester, Nashua ...	Worcester and Nashua Railroad.	Nashua and Worcester.	R. A	46
			Portland and Worcester	R. A	46
3067	Springfield, South Vernon Junction.	Connecticut River Railroad.	Newp't and Springfield.	R. A	50
			White River Junction and Springfield.	R. A	50
3068	Springfield, Athol	Springfield, Athol and Northeastern Railroad.	Athol and Springfield ..	R. A	48
4001	Providence, Worcester	Providence and Worcester Railroad.	Worcester and Providence.	R. A	43
4002	Providence, New London.	Stonington and Providence Railroad.	Providence and New London.	R. A	64
			Boston, Prov., and N. Y	R. P. O..	64
5001	Norwich, Worcester ..	New York and New England Railroad.	Worcester and Norwich	R. A	59
5002	E. Thompson, Willimantic.	.....do	Boston and Willimantic	R. A	33
5004	New Haven, New London.	Shore Line Division New York, New Haven and Hartford Railroad.	New London and New Haven.	R. A	51
		.....do	Boston, Prov., and N. Y	R. P. O..	51
5005	New Haven, Springfield.	New York, New Haven, and Hartford Railroad.	Springfield and New York.	R. A	64
5006	New Haven, New York.	.....do	New Haven and N. Y..	R. A	76
			Springfield and N. Y ...	R. A	76
			Boston, Prov., and N. Y	R. P. O..	76
5007	Waterbury, Providence.	Hartford, Providence and Fishkill Railroad.	Providence and Waterbury.	R. A ...	122
5009	New London, Palmer .	New London Division and Northern of Central Vermont Railroad.	Palmer and New London.	R. A	65

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments.		Day or night service.	Mails by express trains.	
			Length.	Width.		Number of round trips over whole route.	Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
23,088	6	1	13 10	3 0	Reserve		
		1	8 4	6 2	Day		
23,088	6	1	10 0	7 6	do		
9,984	6	2	8 0	5 6	do		
		1	14 0	3 0	Reserve		
21,840	6	1	10 6	6 6	Day		6, Palmer to Amherst.
		3	10 4	6 6	Reserve		
13,104	6					9	3, West Northfield to Brattleboro.
8,112	6, South Vernon Junction and Brattleboro.	1	22 9	7 1	Day		6, South Vernon Junction to Brattleboro.
		1	21 3	7 0	do		
		2	21 10	6 6	Reserve		
16,224	6	3	12 0	7 0	Day	6	
		1	12 0	7 6	Reserve		
		2	10 1	6 9	do		
57,408	12	1	12 0	6 6	Day	3	6, Sterling Junction to Worcester.
28,704	6	1	10 8	7 0	do		3, Ayer to Worcester.
31,200	6	1	11 6	6 4	do		
31,200	6	1	13 0	7 0	do		
		1	11 5	6 5	do		24, Sp'gfield to Chicopee.
		1	22 9	7 0	do		9, Springfield to Northampton.
		1	21 3	7 0	do		9, Springfield to Holyoke.
		1	21 10	6 6	do		
		1	21 8	6 6	Reserve		
		2	20 3	6 4	Day		
29,952	6	1	11 6	6 9	do		3, Bonds Village to Springfield.
		1	11 8	6 4	Reserve		
53,664	12	1	13 2	6 4	Day		3, Providence to Blackstone.
		1	14 5	6 4	do	9	6, Woonsocket Falls to Providence.
		1	14 0	7 0	Reserve		
39,936	6	1	16 0	6 9	Day	9	3, Wesley and Stonington.
		1	12 7	5 0	Reserve		3, New London and Wesley.
39,936	6	2	55 0	8 6	Day		
36,816	6	1	12 2	7 0	do		3, Norwich to Putnam.
		1	10 0	6 2	Reserve	6	9, Putnam to Worcester.
41,184	12	2	12 7	6 9	Day		
		1	16 0	6 6	Reserve	9	3, Willimantic to Putnam.
63,648	12	1	25 2	8 9	Day		
		1	28 0	8 9	do	12	
		1	12 0	6 0	Reserve		
		1	30 8	8 6	Day		
31,824	6	2	55 0	8 6	do		
39,936	6	1	45 8	8 8	do	12	3, Thompsonville to New Haven; 3, Wallingford to Meriden.
47,424	6	1	14 10	6 0	do	21	3, Bridgeport to New Haven.
		1	35 10	8 10	do		
47,424	6	1	12 0	6 0	Reserve		
47,424	6	2	55 0	8 6	Day		
76,128	6	2	14 0	6 6	do		9, Waterbury to Hartford; 12, Providence to Hartford.
		2	14 0	6 6	Reserve		3, Willimantic to Hartford; 3, Moosup to Providence.
		1	13 9	6 6	Day		3, Burnside to Hartford; 3, Plainville to Providence.
40,560	6	1	11 4	6 6	do	9	6, Norwich to New London.
		1	10 8	6 4	Reserve		3, New London to Willimantic.
		1	11 5	6 5	Day		
		1	9 9	6 5	Reserve		

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
5010	New Haven, Williamsburgh.	New Haven and Northampton Railroad.	Williamsburgh and New Haven.	R. A	84
	Branch, New Hartford, Farmington.	.....do	New Haven and Farmington.	M. R. M	14
5011	Bridgeport, West Winsted.	Naugatuck Railroad	West Winsted and Bridgeport.	R. A	61
5012	Bridgeport, Pittsfield .	Housatonic Railroad.....	Pittsfield and Bridgeport.	R. A	110
5013	Danbury, South Norwalk.	Danbury and Norwalk Railroad.	Danbury and South Norwalk.	R. A	23
5014	New Haven, Willimantic.	New Hampshire, Willimantic and Middletown R. R.	Willimantic and New Haven.	R. A	54
5015	Hartford, Saybrook Point.	Connecticut Valley Railroad.	Springfield and Saybrook Point.	R. A	43
5016	Springfield, Hartford .	Connecticut Central Railroad	.....do	.....	30
5018	Hartford, Millerton...	Connecticut Western Railroad.	Hartford and Millerton.	R. A	69
5019	Litchfield, Hawleyville	Shepang Railroad.....	Litchfield and Bethel ..	M. R. M	32
Br'ch.	Bethel, Hawleyville...	Danbury and Norwalk R. R.	.....do	M. R. M	6
6001	New York, Dunkirk ..	New York, Lake Erie and Western Railroad.	Port Jervis and New York.	R. A	87
6002	Sufferns, Piermont..	Piermont br'ch N. Y. Lake Erie and Western R. R.	Monsey and New York.	R. A	40
7017	New York, Nyack ..	Northern Railroad of N. J.			
6005	Rochester, Avon.....	Dansville and Mount Morris branch N. Y., Lake Erie and Western Railroad.	Dansville and Buffalo..	R. A	96
6006	Avon, Dansville	Rochester and Batavia branch N. Y., Lake Erie and Western Railroad.	Rochester and Corning	R. A	94
6007	Attica, Corning.....				
6008	Buffalo, Hornellsville .	Buffalo division N. Y., Lake Erie and Western R. R.	Hornellsville and Buffalo.	R. A	71
6009	Goshen, Montgomery	Montgomery branches Erie and Wallkill Valley R. R.	Rondout and Goshen...	R. A ...	53
6083	Montgomery, Kingston.				
6011	New York, Albany....	New York Central and Hudson River Railroad.	New York and Syracuse	R. P. O..	290
6017	Buffalo, Albany.....	.....do	Albany and Rochester	R. P. O..	228
6013	Syracuse, Rochester ..	Auburn br'ch N. Y. Central and Hudson River R. R.	Syracuse, Auburn and Rochester.	R. A	103
6014	Canandaigua, Tonawanda.	New York Central and Hudson River Railroad.	Canandaigua and Batavia.	R. A	50
			Batavia and Tonawanda.	R. A	36
6018	Rochester, Niagara Falls.	.....do	Rochester and Niagara Falls.	R. A	77
6019	Dunkirk, Titusville...	Dunkirk, Allegheny Valley and Pittsburgh Railroad.	Dunkirk and Titusville.	R. A	91
6022	New York, Chatham Village.	N. York and Harlem R. R.	Chatham Village and New York.	R. A	28
			Pawling and N. York.	R. A	64

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments.		Day or night service.	Mails by express trains.	
			Length.	Width.		Number of round trips over whole route.	Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
104,832	12	2	15 4	6 9	Day		6, Farmington to New Haven; 3, Northampton to Williamsburgh.
17,472	12	1	11 6	6 7	....do		6, Westfield to Northampton; 3, Plainfield to Farmington.
		1	10 0	6 6	Reserve		6, Collinsville to Farmington.
76,128	12	1	16 0	5 10	Day		3, Derby to Bridgeport.
		1	16 0	6 4	....do		3, Naugatuck to Bridgeport.
		1	11 7	6 2	Reserve		
137,280	12	2	14 6	6 6	Day		3, Pittsfield to Falls Village.
		2	6 6	6 2	....do		3, Lenox to Pittsfield.
		1	14 6	5 6	Reserve		
28,704	12	1	11 2	6 0	Day	12	3, Bethel to South Norwalk.
		1	11 8	5 11	Reserve		
		1	7 10	5 10	....do		
33,696	6	1	9 8	6 6	Day	18	6, New Haven to Middletown.
26,832	6	1	10 6	6 9	....do		3, Hartford to Weathersfield.
18,720	6	1	11 6	6 9	Reserve		6, Saybrook Point to Saybrook.
		1	7 6	7 0	....do		3, Saybrook to Chester.
86,112	12	2	12 0	6 0	Day		3, Hartford to West Winsted.
		1	12 0	6 0	Reserve		3, Canaan to Millerton.
19,968	6	1	9 4	6 6			
3,744	6						
54,288	6	1	16 6	6 10	Day		
		1	9 2	7 0	....do		
24,960	6	1	5 0	7 0	Reserve	6	
59,904	6	1	11 5	10 0	Day		6, Avon and Corning; 6 Rochester and Corning.
58,656	6	1	13 11	9 3	....do		6, Avon and Dansville.
104,704	6	1	14 0	9 2	....do		6, Attica and Buffalo.
		1	14 0	9 8	Reserve	15	
		1	15 0	8 0	Day		
33,072	6	1	9 0	7 0	....do	3	
635,100	20, New York to Albany	2	47 4	8 10	....do	27	6, Albany and Poughkeepsie; 6, Peekskill to New York.
499,322	20, Albany to Buffalo	2	47 8	8 10	Night	12	3, Albany to Syracuse; 6, Albany to Utica.
	6, Albany to Rochester	2	44 9	8 9	Reserve		6 Little Falls to Buffalo.
		1	44 10	8 8	....do		
142,272	6	1	18 0	8 9	Day	18	6, Rochester to Canandaigua.
64,292	6	3	5 9	6 0	....do		
31,200	6						
22,464	6	1	30 0	8 4	....do	18	
48,048	6	2	12 0	7 0	....do		
		1	20 2	8 4	Day and night		6, Dover Plains to Millerton.
17,472	6	1	20 4	8 4	....do		30, New York to Fordham.
39,936	6	1	19 10	8 2	Day		6, New York to White Plains.
		1	13 6	8 5	Reserve		

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail-service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
6024 6067	Eagle Bridge, Rutland Troy, North Adams...	Del. and Hudson Canal Co. Troy and Boston Railroad.	Rutland, Salem and Troy.	R. A	85
6026 6033	Albany, Canada line. West Chazy, Rouse's Point.	Del. and Hudson Canal Co. .....do	Rouse's Point and Albany.	R. A	190
6028	Albany, Binghamton..	.....do	Albany and Binghamton.	R. A	142
6034 6038	Oswego, Richland... Oswego, Lewiston ..	Rome, Watertown and Ogdensburgh Railroad.	Richland and Niagara Falls.	R. A	182
6036	Rome, Ogdensburgh ..	.....do	Ogdensburgh and Rome	R. A	142
6037	Syracuse, Lacona	.....do	Richland and Syracuse	R. A	45
6040 6041	Chenango Falls, Norwich. Utica, Norwich.	Utica division Delaware, Lackawanna and Western Railroad.	Utica and Binghamton	R. A	95
6042	Owego, Ithaca	Cayuga div. Del., Lackawanna and Western R. R.	Ithaca and Owego	M. R. M.	33
6045	New York, Greenport.	Long Island Railroad	Greenport and New York.	R. A	94
6046	Hicksville, Port Jefferson.	.....do	Port Jefferson and Hicksville.	R. A	69
6047	Manorville, Sag Harbor.	.....do	Sag Harbor and Manorville.	R. A	35
6048	Oswego, Middletown..	New York and Oswego Midland Railroad.	Oswego and Norwich ..	R. A	100
			Norwich and Middletown.	R. A	149
6049	Norwich, Courtland Village.	.....do	Norwich and Courtland	R. A	47
6053	Rouse's Point, Ogdensburgh.	Ogdensburgh and Lake Champlain Railroad.	Saint Albans and Ogdensburgh.	R. A	142
6054	Chatham Village, Rutland.	Harlem Extension Railroad	Bennington and Chatham Village.	R. A	55
6057	Utica, Smith Valley Station.	Utica, Clinton and Binghamton Railroad.	Utica and Randallsville	R. A	32
6058	Buffalo, Emporium....	Buffalo, New York, and Philadelphia Railroad.	Buffalo and Emporium.	R. A	121
6061 8025	Brocton, Corry..... Irvine, Corry	Buffalo, Corry and Pittsburgh Railroad. Pittsburgh, Titusville and Buffalo Railroad.	Brocton and Oil City...	R. A	90
			Canandaigua and Elmira.	R. A	71
6063 8021	Canandaigua, Elmira Williamsport, Elmira	Northern Central Railroad	Elmira and Williamsport.	R. A	76
6064	Syracuse, Oswego.....	Delaware, Lackawanna and Western Railroad.	Oswego and Syracuse..	R. A	35
6065	Syracuse, Binghamton	Syracuse, Binghamton and New York Railroad.	Syracuse and Binghamton.	R. A	80
6071	Syracuse, Earlville ...	Syracuse & Chenango R. R..	Syracuse and Earlville.	R. A	43
6072 6077	Ithaca, State line ... Ithaca, Geneva	Geneva, Ithaca, & Sayre R. R	Geneva and Sayre	R. A	76
6073	Rondout, Stamford ...	Ulster & Delaware R. R	Rondout and Stamford.	R. A	74
6074 6075	Ithaca, Courtland Village. Horseheads, Ithaca..	Utica, Ithaca, & Elmira R. R	Courtland and Elmira .	R. A	71
6076	Freeville, Scipio	.....do	Scipio and Freeville ...	R. A	27
6079	Poughkeepsie, Millerton.	Poughkeepsie, Hartford & Boston Railroad.	Mount Riga and Poughkeepsie.	R. A	40

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
53,040	6	1	12 3	6 7	Day	3	3, Salem to Eagle Bridge.
		1	13 3	6 9	do		
118,560	6	2	21 0	7 0	Day and night.	6	6, Whitehall to Rutland; 6, Rutland to Albany. 3, Albany to Port Henry; 3, Whitehall to Albany.
83,608	6	2	16 0	9 9	Day	6	6, Albany and Oneonta.
		2	15 6	9 6	Reserve		3, Binghamton to Oneonta.
113,568	6	2	23 6	7 2	Day and night.		12, Richland and Oswego. 3, Wallington and Charlotte.
88,608	6	1	24 6	7 2	Day	6	
		1	22 10	6 9	Reserve		6, Watertown and Rome.
28,080	6	2	9 0	7 0	Day	6	3, Syracuse and Liverpool.
59,280	6	1	17 7	7 2	Day and night.		3, Cassville and Utica.
		1	17 3	6 7	Reserve	6	
20,592	6	1	7 9	7 6	Day	6	
		1	6 7	7 4	Reserve		
58,656	6	1	10 6	5 8	Day	6	3, Mineola to Hempstead; 12, Mineola to Locust Valley.
43,056	6	2	12 0	6 6	do		6, Northport to Port Jefferson.
21,840	6	1	12 6	6 0	do	6	3, Hicksville to Huntington.
62,400	6	1	10 9	7 6	do		6, Middletown to Summitville.
92,976	6	1	12 0	7 0	do		3, Sidney Plains to Walton.
		1	13 8	6 7	do		3, East Guilford to Guilford Centre.
		1	14 4	7 2	do		
29,328	6	1	13 10	7 4	do		
88,608	6	2	13 4	6 10	Day and night.		3, Rouse's Point to Ogdensburgh.
		1	11 2	7 6	Reserve		
34,320	6	1	12 4	6 1	Day		3, New Lebanon to Chatham Village.
19,968	6	1	15 0	6 11	do	6	
75,504	6	1	11 8	6 2	do		
56,160	6, Corry to Oil City	1	13 7	6 10	Reserve		3, East Aurora to Buffalo.
		2	9 0	5 0	Day		15, Corry to Oil City.
		3	10 0	5 6	Reserve		
		1	9 0	5 6	Day		
66,456	9	2	14 6	8 6	do	3	6, Canandaigua to Williamsport.
47,424	6	2	15 6	8 6	do		3, Watkins to Williamsport.
		1	14 8	8 8	Reserve		3, Elmira to Williamsport.
43,680	12	2	14 9	6 9	Day	6	
49,920	6	2	18 3	7 8	do	6	
26,832	6	2	8 0	6 0	do	0	9, Syracuse to Cazenovia.
47,424	6	2	11 0	7 0	do		
47,176	6	1	10 6	7 0	Reserve		
		2	12 0	6 10	Day		
44,304	6	2	10 6	7 0	do		
		1	15 6	9 0	do		3, Wilseyville to Ithica.
16,848	6	1	14 9	8 10	do		3, Freeville to Ithica.
		1	18 0	9 0	Reserve		
24,960	6	2	7 5	6 10	Day		

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
6081 6098	Fonda, Gloversville Gloversville, Northville.	Fonda, Johnstown & Gloversville Railroad.	Northville and Fonda..	R. A ...	36
6034	Athens, Fairhaven	Southern Central Railroad ..	Fairhaven and Sayre ..	R. A	116
6085	Newburgh, Millerton .	Newburgh, Dutchess and Connecticut Railroad.	Millerton and Newburgh.	R. A	59
6087	Utica, Watertown	Utica and Black River R. R	Watertown and Utica..	R. A	91
6088	Carthage, Morristown.	.....do	Morristown and Carthage.	R. A	49
6089	Cayuga, Ithaca	Cayuga Lake Railroad	Cayuga and Ithaca	R. A	38
6090	Sodus Point, Gorham Station.	Lake Ontario Southern Railroad.	Sodus Point and Stanley	R. A	34
6091	Buffalo, Jamestown...	Buffalo & Southwestern R. R	Buffalo and Jamestown	R. A	70
6093 6094	New York, Babylon. New York, Patchogue.	South Side Railroad of Long Island. Flushing, North Side and Central Railroad.	Patchogue and New York.	R. A	54
6095	Saratoga Springs, North Creek.	Adirondack Railroad	North Creek and Saratoga.	R. A	57
6097	Rhinecliff, Boston Corners.	Rhinebeck and Connecticut Railroad.	Boston Corners and Rhinecliff.	R. A	35
6102	Rochester, Gainesville	Rochester & State Line R. R.	Rochester and Gainesville.	R. A	53
7001	New York, Easton....	Central R. R. of New Jersey	New York, Somerville, and Easton.	R. A	75
7003	Elizabethport, Sea Plain.	.....do	New York and Squan..	R. A	58
7004	New York, Philadelphia.	Pennsylvania Railroad.....	New York, Trenton, and Philadelphia.	R. A	90
7005	Camden, Monmouth Junction.	Amboy Division, Pennsylvania Railroad.	New York, Jamesburgh, and Philadelphia.	R. A	92
7006	Philadelphia, Hightstown.	.....do	Hightstown and Philadelphia.	R. A	50
7008	Trenton and intersection of the Del., Lac. and Western R. R.	Belvidere Division of the Pennsylvania Railroad.	Belvidere and Philadelphia agent.	R. A..	95
7013	New York, Easton..	Morris and Essex Div. Del., Lack. and Western R. R	N.Y., Dover and Easton N.Y. and Hackettstown	R. A ... R. A....	85 62
7015	Camden, Atlantic City	Camden and Atlantic R. R.	Phila. and Atlantic City	R. A....	59
7023	Jamesburgh, Sea Girt.	Freehold and Jamesburgh Railroad.	Monmouth Junc. and Squan.	R. A....	32
7025	Waterloo, Franklin Furnace.	Sussex Railroad	Franklin Furnace and Waterloo.	R. A....	24 12
7026	New York, Pemberton Junction.	New Jersey Southern R. R.	New York, Whiting and Philadelphia.	R. A..	89
7006	Philadelphia, Hightstown.	Cam. and Buel Branch Penn. Railroad.			
7028 8019	New York, Denville Binghamton, New Hampton.	Delaware, Lacawanna and Western R. R.	Binghamton, Scranton and New York.	R. A....	210

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments.		Day or night service.	Mails by express trains.	
			Length.	Width.		Number of round trips over whole route.	Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
44,928	12	1	8 0	6 0	Day		3, Gloversville to Fonda.
		1	8 0	6 0	Reserve		
72,384	6	2	11 2	6 2	Day		
		1	9 10	6 8	Reserve		6, Auburn to Sayre.
36,816	6	1	7 10	6 4	Day		
		1	9 10	7 0	Reserve		
56,784	6	1	20 0	6 11	Day and night	6	6, Utica to Carthage.
		2	20 0	6 11	Reserve		
30,576	6	1	13 0	6 6	Day	6	
23,712	6	1	10 4	7 0	....do	3	
21,216	6	1	7 4	6 10	....do		
43,680	6	1	11 9	6 3	....do		6, Buffalo to Gowanda.
33,696	6	1	30 0	8 0	....do		3, Hempstead to New York; 9, New York to Flushing.
		1	14 0	6 6	....do		3, New York to Garden City; 12, Whitestone to New York.
		1	10 6	8 8	Reserve		12, Great Neck to New York.
35,568	6	1	13 5	5 7	Day		
21,840	6	1	10 4	7 0	....do		
33,072	6	2	12 0	7 0	....do		6, Rochester to Scottsville.
93,600	12	2	13 3	7 0	....do	21	3, Bergen Point to New York.
		1	15 0	7 3	Reserve		
36,192	6	1	12 0	7 0	Day		3, Ocean Beach and New York; 3, Spring Lake and New York; 3, New York & Long Branch.
56,160	6	1	15 3	6 3	....do		6, Monmouth Junction to New York.
		1	13 8	6 6	....do		
57,408	6, Monmouth Junction to Philadelphia.	1	8 0	6 0	....do		12, Philadelphia to South Amboy.
		1	6 0	6 0	Reserve		6, Philadelphia to Bordentown.
31,200	6	1	8 6	6 6	Day	6	6, Philadelphia to Pemberton Junction; 3, Philadelphia to Mount Holly.
59,280	6	1	11 3	6 3	Day	6	6, Trenton and Lambertville.
		1	13 3	6 3	Reserve		6, Manunka Chunk Junc and Trenton.
53,040	6	2	12 0	9 0	Day		6, New York to Morristown.
38,688	6	1	12 6	7 0	....do		3, New York to Hackettstown.
		1	15 0	8 0	Reserve		
36,816	6	1	9 2	6 4	Day	6	
		1	9 1	6 3	Reserve		
19,968	6	1	8 4	6 9	Day	6	6, Jamesburgh to Monmouth Junction.
14,976	6	2	6 6	3 6	....do		
22,464	18, Newton to Waterloo	1	6 6	3 6	Reserve		
55,536	6	2	8 4	6 10	Day		3, N. Y. to Pemberton Junc.; 3, Bricksburgh to New York.
		2	7 2	6 10	Reserve		3, N. York to Whiting.
131,040	6	2	20 0	7 6	Day		6, N. Y. to Boonton; 3, Binghamton and N. Y.
		1	18 0	7 6	Reserve		3, N. Y. to Scranton.

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
7029	Whiting, Atco	New Jersey Southern R. R.	Manchester and Bridgeton.	R. A.	73
7031	Atsion, Bridgeton	Vineland Railroad			
7032	Whiting, Long Beach	Tuckerton Railroad	Manchester and Tuckerton.	R. A.	34
7037	New York, Middletown.	New Jersey Midland R. R	Middletown, Pompton, and New York.	R. A.	88
7041	Camden, Cape May	West Jersey Railroad	Phila. and Bridgeton	R. A.	40
	Branch, Glassborough Bridgeton.	do	Glassborough and Cape May.	R. A.	63
8001	Philadelphia, Pittsburgh.	Pennsylvania Railroad	Phila. and Harrisburgh.	R. A.	109
8002	Phila., Pottsville	Phila. and Reading R. R	Pottsville and Phila	R. A.	93
8003	Philadelphia, Westchester.	Phila. and Westchester R. R.	Philadelphia and Westchester.	R. A.	27
8004	Philadelphia, Bethlehem.	North Pennsylvania R. R	Bethlehem and Phila	R. A.	55
8008	Chester, Port Peposit	Philadelphia and Baltimore Central Railroad.	Philadelphia and Port Deposit.	R. A.	71
8010	E. Penn. Junc., Waverly.	Lehigh Valley Railroad	Easton and Elmira	R. A.	223
8017	Easton, Allentown		Easton and Hazleton	R. A.	74
8011	Penn Haven Junc., Mt. Carmel.	do	Penn Haven Junction and Mount Carmel.	R. A.	40
8013	Pottsville, Herndon	Phila. and Reading R. R	Pottsville to Tamaqua to Herndon.	R. A.	80
8014	Port Clinton, Williamsport.	do	Williamsport and Port Clinton.	R. A.	121
8015	Sunbury, Tomhicken	Pennsylvania Railroad	Hazleton and Sunbury	R. A.	52
8017	Scranton, Northumberland.	Delaware, Lackawana and Western Railroad.	Scranton and Northumberland.	R. A.	80
8018	Scranton, Carbondale	Del. and Hudson Canal Co	Carbondale and Scrant'n	R. A.	37
8020	Elmira, Blossburgh	Tioga and Elmira State Line Railroad.	Elmira and Blossburgh.	R. A.	45
8922	Sunbury, Erie	Philadelphia and Erie Div. Pennsylvania Railroad.	Saint Mary's and Erie / Lock Haven and Saint Mary's. / Lock Haven and Harrisburgh.	R. A.	419
10002	Baltimore, Sunbury	Northern Central Railroad	Harrisburgh and Baltimore.		
8024	Alton, Carrollton	New York, Lake Erie and Western Railroad.	Carrollton and Alton	R. A.	25
8025	Irvine, Oil City	Pittsburgh, Titusville and Buffalo Railroad.	Irvine and Oil City	R. A.	73
8030	Harrisburgh, Martinsburgh.	Cumberland Valley Railroad	Harrisburgh and Martinsburgh.	R. A.	94
8031	Columbia, Sinking Springs.	Philadelphia and Reading Railroad.	Reading and Columbia.	R. A.	46
8033	Columbia, Frederick	Frederick Division, Pennsylvania Railroad.	Columbia and Frederick	R. A.	69
8034	Hanover Junction, Gettysburgh.	Hanover and Gettysburgh Railroad.	Hanover Junction and Gettysburgh.	R. A.	30

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft in.	*Ft. in.*			
45,552	6	1	7 6	5 7	Day		
42,432	12	1	8 0	6 11	do		
		1	11 0	5 0	Reserve		
54,912	6	3	14 0	6 8	Day		3, Hawthorne to Bloomingdale.
		1	8 0	6 3	Reserve		
		1	18 0	6 8	Day		
24,960	6	1	9 2	8 2	Day	6	
39,312	6	1	12 10	8 0	Reserve		
		1	11 0	8 4	Day		
		1	8 0	6 6	do		
		1	7 6	6 6	Reserve		
68,016	6	3	15 0	8 8	Day		
58,032	6	3	15 3	8 7	do	6	
16,848	6	1	8 6	5 10	do	9	
		1	10 3	5 4	do		6, Baltimore Junction to Westchester.
34,320	6	1	11 0	8 6	do	28	12, Philadelphia and Lansdale; 18, Philadelphia and Hartsville.
88,608	12, Lamokin Junction to Port Deposit.	1	9 6	6 6	do		
		1	9 4	3 3	Reserve		
		4	22 0	8 6	Day	7	3, Easton to Allentown.
139,152	6	2	10 0	6 0	do	6	6, Easton to Catasaqua; 3, Easton to Mauch Chunk.
92,352	12	2	14 0	8 4	do		3, Easton to Bethlehem.
		2	15 0	6 0	Reserve		
		1	8 0	5 0	do		
24,960	6	1	9 6	6 0	Day		6, Shenandoah to Penn Haven.
		1	12 0	5 7	Reserve		6, Mahanoy to Penn Haven.
49,920	6, Pottsville to Herndon	1	6 5	6 9	Day and night		
	6, Pottsville to Shamokin.	1	8 0	7 1	do		
		1	11 7	8 8	do		
		1	8 2	6 0	Reserve		
75,504	6	2	9 6	8 7	Day		6, Port Clinton to Tamaqua.
		1	5 3	6 8	Reserve		
32,448	6	1	7 4	6 9	Day		
49,920	6	1	11 2	6 8	do	12	
		1	9 3	6 5	Reserve		12, Scranton to Nanticoke
46,176	12	1	8 10	6 6	Day	6	
		1	8 9	6 7	Reserve		
28,080	6	1	14 3	7 0	Day	6	
		1	10 2	6 3	Reserve		
259,584	6	5	10 0	8 0	Day		6, Erie to Warren.
	6	3	15 0	8 4	do		6, Williamsport to Lock Haven.
	6	2	14 9	8 7	Reserve	6	6, Williamsport to Harrisburgh.
	6	1	10 0	7 4	do	7	3, Sunbury to Lock
		1	14 11	8 7	do		
15,600	6, Carrollton to Custer City.	1	16 0	8 0	Day		
45,552	6	2	12 0	6 0	Day	6	
58,656	6	1	14 0	8 4	do		6, Harrisburgh to Chambersburgh.
		1	8 4	8 2	Reserve		6, Harrisburgh to Greencastle.
28,704	6	1	6 5	6 0	Day	12	
		1	7 4	6 5	do		
43,056	6	1	11 0	8 0	do		6, Columbia to Hanover.
37,440	12	2	11 10	6 0	do	3	6, Berlin Junction to Hanover.

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
8035	Huntingdon, Mount Dallas Station.	Huntingdon and Broad Top Railroad.	Huntingdon and Cumberland.	R. A...	76
8074	Mount Dallas Station, New Bridgeport.				
8036	Tyrone, Kirwinsville..	Pennsylvania Railroad.....	Clearfield and Tyrone..	R. A....	41
8039	Tyrone, Lock Haven..	.....do	Lock Haven and Tyrone	R. A....	55
8040	Blairsville, Allegheny	.....do	Blairsville and Pittsburgh.	R. A....	64
8041	Washington, Wheeling	West Pennsylvania Branch Baltimore and Ohio Railroad.	Washington and Wheeling.	R. A....	32
8042	Pittsburgh, Oil City ...	Allegheny Valley Railroad	Oil City and Pittsburgh	R. A....	132
8044	Meadville, Oil City...	Atlantic and Great Western Railroad.	Meadville and Oil City.	R. A....	72
8045	Miles' Grove, New Castle.	Erie and Pittsburgh Railroad.			
8029	New Castle, Homewood.	New Castle and Beaver Valley Railroad.	Erie and Pittsburgh...	R. A....	148
	Branch, Pittsburgh, Crestline.	Pittsburgh, Fort Wayne and Chicago Railroad.			
8052	Greenville, Hilliard...	Shenango and Allegheny Railroad.	Greenville and Hilliard.	R. A....	47
8046	Oil City, Ashtabula...	Lake Shore and Michigan Southern Railroad	Oil City and Ashtabula.	M. R. M.	87
8054	Freeport, Butler	West Pennsylvania Division Pennsylvania Railroad.	Butler and Freeport....	M. R. M.	21
8055	Wilmington, Reading	Wilmington and Reading Railroad.	Reading and Wilmington.	M. R. M	72
8056	Pittsburgh, Washington.	Chartiers Division Pittsburgh, Cincinnati and Saint Louis Railroad.	Pittsburgh and Washington.	M. R. M	31
8057	Perkiomen Junction, Emaus.	Philadelphia and Reading Railroad.	Allentown and Pawling	M. R. M	44
8060	Lebanon, Tower City	.....do	Tower City and Lebanon.	M. R. M	44
8061	Towanda, Bernice	State Line and Sullivan Railroad.	Towanda and Bernice..	M. R. M	29
8064	Carbondale, Susquehanna Depot.	New York, Lake Erie and Western Railroad.	Nineveh and Carbondale.	M. R. M.	60
6031	Nineveh Junction, Jefferson Junction.	Delaware and Hudson Canal Company's Railroad.			
8065	Lawrenceville, Elkland.	Corning, Cowanesque and Antrim Railroad.	Lawrenceville and Elkland.	M. R. M.	15
8066	Corning, Antrim	.....do	Geneva and Wellsboro'.	M. R. M.	101
8067	Lewisburgh, Spring Mills.	Pennsylvania Railroad.....	Lewisburgh and Laurelton.	M. R. M	42
8071	Marion Junction, Richmond Furnace.	Southern Pennsylvania Branch, Cumberland Valley Railroad.	Chambersburgh and Richmond Furnace.	M. R. M	25
8075	Allentown, Harrisburgh.	Philadelphia and Reading Railroad	Allentown and Harrisburgh.	M. R. M.	90
8078	Red Bank Furnace, Driftwood.	Allegheny Valley Railroad..	Driftwood and Red Bank Furnace	M. R. M	110
8080	Tunkhannock, Montrose.	Montrose Railroad	Montrose and Tunkhannock.	M. R. M.	28
8081	Pittsburgh, Monongahela City.	Pittsburgh, Virginia and Charleston Railroad.	Pittsburgh and Monongahela City.	M. R. M.	31
8085	Pomeroy, Delaware City.	Pennsylvania Railroad.....	Pomeroy and Delaware City.	M. R. M.	38
8086	Pollock, Butler	Parker and Karns City Railroad.	Pollock and Butler	M. R. M	35
8091	Reading, Slatington...	Philadelphia and Reading Railroad.	Slatington and Reading	M. R. M	43
8093	Larabee, Clermont....	McKean and Buffalo Railroad.	Larabee and Clermont.	M. R. M.	23

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
47,424	6, Huntingdon to Hyndman.	2	8 10	6 8	Day		6, Huntingdon to Bedford.
25,584	6	1	11 1	8 6	do		
		1	11 0	8 1	do		
34,320	6	1	11 0	8 2	do		6, Lock Haven to Bellefonte.
39,936	6, Branch Junction to Allegheny.	1	11 4	8 7	do		
		1	11 4	8 4	Reserve		
19,968	6	1	9 0	8 2	Day		
82,368	6	1	16 0	8 4	do	12	
		1	15 0	8 4	do		
44,928	6	1	18 0	6 6	do	6	
92,352	6	2	12 0	9 0	do		
		1	12 9	9 0	Reserve		
		1	12 3	9 0	do	6	
29,328	6	1	11 3	6 10	Day		6, Greenville to Mercer.
		1	13 0	7 0	do		
54,288	6	2	18 0	8 6	do		
26,208	12	1	6 2	8 6	do		
44,928	6	1	7 8	6 10	do		
		2	7 6	6 10	Reserve		
38,688	12	1	10 8	8 10	Day		
27,456	6	1	6 0	3 8	do		6, Perkiomen Junction to Collegeville.
		1	10 6	3 7	do		
		1	11 2	3 10	do		
27,456	6	1	6 6	3 6	do		6, Tremont to Lebanon.
		1	6 6	6 6	do		3, Pine Grove to Tremont.
18,096	6	1	6 0	8 0	do		
37,440	6	1	6 9	6 2	do		
		1	9 0	6 6	Reserve		
9,360	6	1	10 11	7 5	Day		
		1	10 10	7 0	do		6, Corning to Wellsboro'.
63,024	6	1	11 10	6 6	do		3, Corning to Lawrenceville.
26,208	6	1	6 10	8 6	do		6, Lewisburgh to Mifflinburgh.
15,600	6	1	7 7	8 1	do		6, Chambersburgh to South Pennsylvania Junction.
56,160	6	2	11 3	8 6	do	24	
68,640	6	1	14 0	8 6	do		6, Red Bank Furnace to Reynoldsville.
		1	14 3	8 8	do		
17,472	6	1	4 9	6 5	do		
19,344	6	2	11 0	8 4	do	6	
		1	10 11	8 5	Reserve		
23,712	6	1	7 6	6 5	Day		3, Pomeroy to Chatham.
21,840	6	1	9 0	4 6	do	6	
	6, Pollock & Barnhardt's Mills.	1	8 0	5 1	do		
		1	8 0	4 8	Reserve		
26,832	6	1	6 8	5 1	Day		
14,352	6	1	8 7	6 8	do		

L.—*Route-agent and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
8094	York, Delta	Peachbottom Railroad	York and Delta	M. R. M.	35
8098	New Castle, Stoneboro'	New Castle and Franklin Railroad.	Stoneboro' and New Castle.	M. R. M.	36
8107	Southwest Junction, Uniontown.	Southwest Pennsylvania Railroad.	Greensburgh and Oliphant Furnace.	R. A.	40
8108	Lewistown Junction, Selin's Grove Junct'n	Lewistown Division, Pennsylvania Railroad.	Sunbury and Lewistown	R. A.	54
9501	Wilmington, Delmar	Philadelphia, Wilmington and Delaware Railroad.	Philadelphia and Crissfield.	R. A.	135
9502	Delmar, Crissfield	Eastern Shore Railroad			
9503	Clayton, Easton	Maryland and Delaware Railroad.	Clayton and Easton	R. A.	44
9504	Harrington, Lewes	Junction and Breakwater Railroad.	Harrington and Lewes.	R. A.	40
9505	Wilmington, Landensburgh.	Wilmington and Western Railroad.	Wilmington and Landensburgh.	M R. M.	20
9506	Georgetown, Selbyville.	Worcester and Breakwater, and Frankford Railroad.	Georgetown and Franklin City.	R. A.	54
10016	Selbyville, Franklin City.				
10001	Baltimore, Philadelphia.	Philadelphia, Wilmington and Baltimore Railroad.	Philadelphia and Baltimore.	R. A.	98
10008	Cambridge, Seaford	Dorchester and Delaware Railroad.	Seaford and Cambridge	R. A.	33
10009	Salisbury, Ocean City	Wicomico and Pocomoke Railroad.	Ocean City and Salisbury.	R. A.	30
10010	Townsend, Centreville	Queen Anne and Kent Railroad.	Townsend and Centreville.	R. A.	36
10012	Clayton, Chestertown	Kent County Railroad	Clayton and Chestertown.	R. A.	34
8064	Cumberland, Pittsburgh.	Pittsburgh Division, Baltimore and Ohio Railroad.	Cumberland and Pittsburgh.	R. A.	148
10003	Grafton, Wheeling	Baltimore and Ohio Railroad	Grafton and Wheeling	R. A.	99
10005	Weverton, Hagerstown	Washington County Branch, Baltimore and Ohio Railroad.	Hagerstown and Weverton.	R. A.	24
10006	Baltimore, Williamsport.	Western Maryland Railroad.	Baltimore and Williamsport.	R. A.	90
10007	Annapolis, Annapolis Junction.	Annapolis and Elk Ridge Railroad.	Annapolis and Annapolis Junction.	R. A.	21
10011	Cumberland, Piedmont.	Cumberland and Pennsylvania Railroad.	Cumberland and Piedmont.	M. R. M.	33
10013	Bay View Junction, Washington.	Baltimore and Potomac Railroad.	Baltimore and Washington.	M. R. M.	46
10014	Bowie, Pope's Creek	do	Bowie and Pope's Creek	R. A.	48
10017	Saint Denis, Point of Rocks.	Baltimore and Ohio Railroad.	Baltimore and Harper's Ferry.	R. A.	81
11005	Richmond, Huntington.	Chesapeake and Ohio Railroad.	Richmond and Covington.	R. A.	205
			Covington and Huntington.	R. A.	216
11006	Richmond, Danville	Richmond and Danville Railroad.	Richmond and Danville	R. A.	140
11003	Manassas, Strasburgh	Manassas Division, Washington City, Virginia Midland and Great Southern Railroad.	Alexandria and Strasburgh.	R. A.	90
11004	Alexandria, Round Hill	Washington and Ohio Railroad.	Alexandria and Round Hill.	R. A.	52
11007	Richmond, West Point	Richmond, York River and Chesapeake Railroad.	West Point and Richmond.	R. A.	38
11011	Petersburgh, Norfolk	Atlantic, Mississippi and Ohio Railroad.	Norfolk and Lynchburgh.	R. A.	206
11012	Petersburgh, Lynchburgh.				
11015	Portsmouth, Weldon	Seaboard and Roanoke	Norfolk and Raleigh	R. A.	79
11016	Lynchburgh, Danville.	Washington City, Virginia Midland and Great Southern Railroad.	Lynchburgh and Danville.	R. A.	66
	Branch, Owl Run, Warrenton.		Warrenton Junction and Warrenton.	M. R. M	9

in the United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
21,840	6	1	8 10	7 0	Day		
		1	13 8	7 4	Reserve		
22,464	6	1	8 8	5 2	Day		3, Neshannock Falls to New Castle.
24,960	6	1	7 9	8 3	....do		6, Greensburgh to Uniontown.
33,696	6	1	6 7	6 0	....do		9, Selins Grove Junction to Selins Grove.
84,240	6, Wilmington to Crissfield.	1	18 6	6 8	Day		
		1	25 0	8 0	....do		
	6, Wilmington to Wyoming.	1	22 6	7 10	Reserve		
		1	22 6	8 4	....do		
27,456	6	1	10 0	6 0	Day		
24,960	6	1	10 0	7 0	....do		
12,480	6	1	6 6	6 10	....do		
		1	6 6	6 10	Reserve		
33,696	6	1	13 8	8 2	Day		
61,152	6	2	24 0	8 6	....do		12, Philadelphia to Wilmington; 12, Philadelphia to Lamokin.
20,592	6	1	11 8	8 7	....do		
18,720	6, Salisbury to Berlin	1	9 1	8 7	....do		
22,464	6	1	20 0	6 4	....do		
21,216	6	1	8 9	6 0	....do		
92,352	6	2	9 0	8 0	....do	6	
		1	10 0	4 0	....do		
61,776	6	2	17 0	8 7	....do	6	
29,952	12	2	8 6	8 0	....do		
56,160	6	2	11 0	8 2	....do	6	
13,104	6	2	8 0	6 0	....do		6, Odenton to Annapolis,
20,592	6	1	10 8	6 8	....do		
29,704	6	4	14 6	8 6	....do	14	6, Washington to Bowie.
29,952	6	1	9 4	8 5	....do		
50,544	6	2	14 0	8 4	....do	6	3, Baltimore and Ellicott City.
127,920	6						
157,680	7	7	18 0	8 0	Day and night		
101,200	7	6	25 0	8 9	Day	6	
56,160	6	2	10 0	8 6	....do		
32,448	6	1	11 0	6 2	....do		3, Alexandria to Leesburgh.
23,712	6	1	10 6	6 9	....do		
128,544	12	4	21 0	9 0	....do		
49,296	6	1	19 3	7 11	....do		
27,984	6					6	
11,232	12	4	15 6	7 9	....do		

L.—*Route-agent and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
11102	Fredericksburgh, Orange Court-House.	Potomac, Fredericksburgh and Piedmont Railroad.	Fredericksburgh and Orange Court-House.	R. A	38
12001	Harper's Ferry, Staunton.	Valley Branch, Baltimore and Ohio Railroad.	Harper's Ferry and Staunton.	R. A	126
13001	Ral-igh, Weldon.....	Raleigh and Gaston Railroad	Norfolk and Raleigh...	R. A	97
13002	Weldon, Wilmington..	Wilmington and Weldon Railroad.	Weldon and Wilmington.	R. A	163
13003	Wilmington, Charlotte.	Carolina Central Railroad...	Wilmington and Charlotte.	R. A	196
13004	Goldsborough, Greensborough.	Richmond and Danville Railroad.	Goldsborough and Greensborough.	R. A	130
	Greensborough, Charlotte.				
	Danville, Greensborough.		Danville and Charlotte.	R. A	141
13005	Goldsborough, Morehead City.	Atlantic and North Carolina Railroad.	Goldsborough and Beaufort.	R. A	94
13006	Salisbury, Henry's	Western North Carolina Railroad.	Salisbury and Henry's	R. A	117
13007	Charlotte, Augusta.	Charlotte, Columbia and Augusta Railroad.	Charlotte and Augusta.	R. A	196
13008	Charlotte, Shelby	Carolina Central Railroad ..	Charlotte and Shelby..	R. A	55
13009	Charlotte, Statesville .	Atlantic, Tennessee and Ohio Railroad.	Statesville and Charlotte.	M. R. M	49
13010	Raleigh, Hamlet	Raleigh and Augusta Airline Railroad.	Raleigh and Hamlet ...	R. A	97
13011	Fayetteville, Egypt Depot.	Western, of North Carolina Railroad.	Egypt Depot and Fayetteville.	M. R. M	44
13012	Greensborough, Salem.	Northwestern North Carolina Railroad.	Greensborough and Salem.	M. R. M.	29
14001	Columbia, Greenville .	Greenville and Columbia Railroad.	Greenville and Columbia.	R. A	41
14002	Columbia, Wilmington, N. C.	Wilmington, Columbia and Augusta Railroad.	Wilmington and Columbia.	R. A	192
14003	Kingsville, Augusta .	South Carolina Railroad ..	Columbia and Augusta	R. A	144
	Branch, Kingsville, Columbia.	.....do			
	Branch, Branchville, Charleston.	.....do	Charleston and Branchville.	R. A	62
14004	Charleston, Savannah.	Savannah and Charleston Railroad.	Charleston and Savannah.	R. A	103
14005	Charleston, Florence .	Northeastern Railroad.....	Florence and Charleston.	R. A	103
14006	Florence, Cheraw.....	Cheraw and Darlington Railroad.	Cheraw and Florence ..	R. A	41
14007	Chester, Dallas	Chester and Lenoir Narrow-Gauge Railroad.	Dallas and Chester.....	R. A	51
14008	Alston, Spartanburgh Court-House.	Spartanburgh, Union and Columbia Railroad.	Lynn and Alston	R. A	96
14011	Spartanburgh C. H. and Lynn.	Spartanburgh and Asheville Railroad.			
14009	Anderson C. H., Walhalla.	Greenville and Columbia Railroad.	Belton and Walhalla...	M. R. M.	45
	Branch, Belton, Anderson C. H.				
14010	Port Royal, Augusta..	Port Royal Railroad	Augusta and Port Royal	R. A	112
15001	Atlanta, Charlotte....	Atlanta and Charlotte Airline Railroad.	Charlotte and Atlanta .	R. A	266
15003	Atlanta, West Point..	Atlanta and West Point Railroad.	Atlanta and Montgomery.	R. A	87
15005	Millen, Augusta.....	Central Railroad and Banking Company of Georgia.	Augusta and Macon ...	R. A	53

in the United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments.		Day or night service.	Mails by express trains.	
			Length.	Width.		Number of round trips over whole route.	Number of round trips per week over portion of route, and between what point.
			Ft. in.	*Ft. in.*			
23,712	6	1	15 7	6 0	Day	.....	
78,624	6	2	14 10	8 7	....do	.....	
60,528	6	5	10 0	8 0	....do	.....	
118,990	7	1	23 0	9 0	....do	6	
		1	20 0	8 0	....do	.....	
		1	22 0	8 9	....do	.....	
122,304	6	3	14 0	8 6	Night	.....	
		2	15 0	8 0	Day	.....	6, Raleigh to Greensborough.
94,900	7	1	14 0	7 10	....do	.....	
		1	12 0	8 4	....do	.....	
		1	25 0	8 11	Day and night	7	
102,930	7	1	25 0	8 6	....do	.....	
		2	25 0	9 0	....do	.....	
58,656	6	2	9 10	6 8	....do	.....	
73,008	6	1	13 2	6 6	Day	.....	
		3	12 6	8 4	....do	.....	
	14, Columbia to Augusta	2	19 9	8 6	Day and night	.....	
286,160	7, Charlotte to Augusta	1	25 4	9 0	....do	.....	
		1	18 8	8 0	....do	.....	
34,320	6	1	8 9	8 0	Day	.....	
30,576	6	1	9 4	7 8	....do	.....	
60,528	6	1	14 0	6 0	Night	.....	
27,456	6	1	10 7	6 0	Day and night	.....	
18,096	6	1	14 0	8 6	Day	.....	
89,856	6	3	12 4	8 2	....do	.....	
140,160		3	22 7	8 9	Night	...	6, Wilmington to Florence.
		1	10 5	8 3	Day and night	.....	
89,856	6	1	9 9	8 0	....do	7	
		1	9 6	8 0	....do	7	
38,688	6	1	9 11	8 0	....do	.....	
78,840	7	2	11 1	8 3	Day	7	
		1	17 0	8 11	..do	.....	
		1	21 0	9 0	..do	.....	
		1	8 0	9 0	Reserve	.....	
		1	17 0	9 0	....do	.....	
64,272	6	2	11 1	8 3	Day	7	
		1	10 1	8 5	....do	.....	
		1	11 3	8 4	....do	.....	
		1	9 5	8 4	Reserve	.....	
25,584	6	1	13 3	8 5	Day	.....	
31,824	6	1	9 6	6 10	....do	.....	
59,904	6	1	7 0	6 6	....do	.....	
		1	7 4	6 2	....do	.....	
28,080	6	1	11 1	8 3	Day and night	.....	
69,888	6	2	10 6	6 10	Night	.....	
		1	10 6	6 10	Reserve	.....	
194,180	7	2	20 0	9 0	Day	6	
		1	19 2	8 10	....do	.....	
		1	17 8	9 0	Reserve	.....	
63,510	7	1	16 2	8 2	Day	.....	
33,072	6	1	16 10	9 2	....do	7	

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
15007	Union Point, Athens..	Georgia Railroad.....	Athens and Union Point	M. R. M.	40
15009	Savannah, Live Oak ..	Atlantic and Gulf Railroad	Savannah and Live Oak	R. A	179
	Branch, Du Pont, Bainbridge.	.....do	Thomasville and Bainbridge.	M. R. M.	165
15018	Thomasville, Albany .	.....do	Du Pont and Albany...	R. A	
15010	Savannah, Macon.....	Central Railroad and Banking Company of Georgia.	Savannah and Millen .	R. A ...	192
			Augusta and Macon ...	R. A	
15011	Macon, Columbus.....	Southwestern Railroad	Macon and Columbus..	R. A	101
15012	Macon, Atlanta. ...	Central Railroad and Banking Company of Georgia.	Atlanta and Macon	R. A	104
15013	Macon, Brunswick....	Macon and Brunswick Railroad.	Macon and Brunswick	R. A	188
15016	Macon, Eufaula	Southwestern Railroad.....	Macon and Clayton	R. A	145
15021	Camak, Macon.	Macon and Augusta Railroad.	Camak and Macon.....	M. R. M.	81
15022	Griffin, Carrollton	Savannah, Griffin and North Alabama Railroad.	Griffin and Carrollton..	R. A	60
15023	Brunswick, Albany...	Brunswick and Albany Railroad.	Brunswick and Albany	R. A	173
16001	Fernandina, Cedar Keys.	Atlantic, Gulf and West India Transit Company.	Fernandina and Cedar Keys.	R. A	154
16002	Jacksonville, Chattahoochie.	Jacksonville, Pen acola and Mobile Railroad.	Jacksonville and Chattahoochie.	R. A	214
16003	Pensacola, Whiting Junction.	Pensacola Railroad	Whiting Junction and Pensacola.	M. R. M.	44
17001	Montgomery, West Point.	Western R. R. of Alabama..	Atlanta and Montgomery.	R. A	88
17002	Montgomery, Selma...	.....do	Montgomery and Selma	R. A	50
17003	Montgomery, Eufaula	Montgomery and Eufaula Railroad.	Eufaula and Montgomery.	R. A	81
17004	Montgomery, Decatur.	North and South Alabama Railroad.	Decatur and Montgomery.	R. A	183
17005	Memphis, Stevenson ..	Memphis and Charleston Railroad.	Chattanooga and Memphis.	R. A	310
19004	Nashville, Chattanooga.	Nashville, Chattanooga and Saint Louis Railroad.			
17006	Marion Junc'n, Greensborough.	Selma, Marion and Memphis Railroad.	Marion Junction and Greensborough.	M. R. M.	37
17007	Opelika, Columbus....	Western R. R. of Alabama..	Columbus and Opelika.	R. A	28
17008	Columbus, Troy.....	Mobile and Girard Railroad	Columbus and Troy....	R. A	90
17009	Selma, Meridian	Alabama Central Railroad..	Selma and Meridian ...	R. A	108
17010	Selma, Dalton.....	Selma, Rome and Dalton Railroad.	Dalton and Selma.....	R. A ...	237
17012	Mobile, Montgomery ..	Mobile and Montgomery Railroad.	Montgomery and Mobile.	R. A	179
17013	Mobile, New Orleans..	New Orleans and Mobile Railroad.	Mobile and New Orleans.	R. A ...	140
17015	Chattanooga, Meridian	Alabama and Great Southern Railroad.	Chattanooga and Meridian.	R. A	295
17016	Opelika, Goodwater...	Savannah and Memphis Railroad.	Opelika and Goodwater.	R. A	60
17017	Selma, Pine Apple	Selma and Gulf Railroad....	Selma and Pine Apple..	M. R. M	43

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
24,960	6	1	10 8	6 4	Day	6	
130,670	7	2	16 10	9 2	Day and night		
120,450	7	1	12 0	7 6	....do		
		2	12 9	8 4	....do		
		1	9 2	7 0	...do		
		1	16 10	9 2	Reserve		
119,808	6	3	9 2	7 0	Day	7	
		1	9 2	7 0	Reserve		
73,730	7	1	12 5	7 0	Day		
		1	11 8	6 10	....do		
64,896	6	2	12 0	6 2	....do	7	
117,312	6	3	13 2	6 8	....do		7, Macon to Jessup.
105,850	7	1	15 0	8 9	....do		
		1	14 8	8 9	....do		
		1	15 9	8 3	....do		
50,544	6	2	10 8	6 3	....do		
37,440	6	1	9 0	6 6	....do		
53,976	3	1	9 10	5 10	....do		
96,096	6	2	11 0	5 3	..do		
		1	10 6	5 6	Reserve		
156,220	7	1	12 0	7 0	Day and night		
		1	10 6	7 0	....do		
		2	10 0	6 0	Reserve		
32,120	7	1	8 1	7 4	Night		
64,240	7	1	16 10	8 6	Day		
		2	13 0	7 0	.. do		
		1	12 4	8 6	.. do		
36,500	7	2	10 10	7 10	....do	6	
		1	12 0	8 0	... do		
59,130	7	2	11 0	8 0	Day and night		6, Montgomery to Union Springs.
133,590	7	5	14 6	9 5	Day		
226,300	7	2	24 0	9 0	....do	7	
23,088	6	1	8 5	6 6	....do		
34,944	12	2	12 5	7 0	....do		
		1	8 2	8 1	.. do		
		1	10 11	6 3	Reserve		
56,160	6	1	11 7	6 5	Day and night		
		1	12 9	6 10	....do		
		1	9 10	6 5	Reserve		
78,840	7	2	12 0	7 0	Day and night		
		1	12 4	7 3	Reserve		
173,010	7	3	12 0	7 6	Day	6	
		3	16 6	7 6	Reserve		
130,670	7	3	13 3	8 10	Night	6	
		1	14 2	8 10	Reserve		
204,400	14	4	17 0	7 6	Day and night		
215,350	7	1	10 0	8 0	....do		
		1	14 6	6 6	....do		
		1	15 7	7 4	....do		
		1	12 6	7 3	... do		
		1	11 6	8 8	.. do		
		1	14 6	8 8	Reserve		
37,440	6	2	6 6	6 0	Day		
17,888	4	1	6 9	5 6	....do		
		1	12 4	7 3	Reserve		

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
17021	Eufaula, Clayton	Vicksburgh and Brunswick Railroad.	Macon and Clayton	R. A	22
18002	Memphis, Grenada	Mississippi and Tennessee Railroad.	Memphis and Grenada	R. A	101
18003	Vicksburgh, Meridian.	Vicksburgh and Meridian Railroad.	Meridian and Vicksburgh.	R. A	140
18004	Mobile, Columbus	Mobile and Ohio	Columbus and Corinth	R. A	143
			Corinth and Meridian	R. A	193
			Meridian and Mobile	R. A	135
18010	Natchez, Fayette	Natchez, Jackson and Columbus Railroad.	Fayette and Natchez	M. R. M	26
19001	Nashville, Lebanon	Tennessee and Pacific R. R	Lebanon and Nashville	M. R. M.	33
19004	Nashville, Chattanooga.	Nashville, Chattanooga and Saint Louis Railroad.	Nashville and Chattanooga.	R. A	153
19005	Fayetteville, Decherd	Memphis and Charleston Railroad.	Decherd and Fayetteville.	M. R. M.	40
19007	Nashville, Hickman	Nashville, Chattanooga and Saint Louis Railroad.	Nashville and Hickman	R. A	171
19010	Milan, Memphis	Louisville and Nashville Railroad.	Milan and Memphis	R. A	89
19011	Knoxville, Caryville	Knoxville and Ohio Railroad.	Caryville and Knoxville	M. R. M	39
19012	Morristown, Wolf Creek.	East Tennessee, Virginia, and Georgia Railroad.	Morristown and Wolf Creek.	M. R. M	40
19014	Memphis, Covington	Paducah and Memphis R. R.	Covington and Memphis	M. R. M.	38
19016	Tullahoma, McMinnville.	Nashville, Chattanooga and Saint Louis Railroad.	Tullahoma and McMinnville.	M. R. M.	35
20002	Covington, Lexington.	Kentucky Central Railroad	Cincinnati and Lexington.	R. A	99
20002	do	do	Maysville and Lexington.	R. A	69
20016	Maysville, Paris	do			
20003	La Grange, Lexington.	Louisville, Cincinnati and Lexington Railroad.	Louisville and Lexington.	R. A	94
20004	Cincinnati, Louisville (part).				
20005	Louisville, Nashville (part).	Louisville and Nashville Railroad.	Louisville and Fish Point.	R. A	140
20007	Lebanon Junction, Fish Point.				
20009	Paducah, Trimble	Paducah and Memphis R. R.	Paducah and Trimble	R. A	76
20011	Elizabethtown, Paducah.	Paducah and Elizabethtown Railroad.	Louisville and Paducah	R. A	234
20019	Louisville, Cecilian	Louisville and Nashville Railroad.			
20007	Richmond Junction, Richmond.	do	Richmond and Stamford.	M. R. M	39
20005	Bowling Green, Nashville	do	Bowling Green and Decatur.	R. A	195
19006	Nashville, Decatur	do			
20004	Cincinnati, Louisville	Louisville, Cincinnati and Lexington Railroad.	Cincinnati and Louisville.	R. A	110
20010	Evansville, Guthrie	Saint Louis and South Eastern Railroad.	Evansville and Nashville.	R. A	159
19008	Guthrie, Nashville	do			
20014	Willard, Greenup	Eastern Kentucky Railroad	Greenup and Willard	M. R. M	34
20015	Owensborough, Owensborough Junction.	Evansville, Owensborough and Nashville Railroad.	Owensborough and Owensborough Junc.	M. R. M.	36
20017	Lexington, Mount Sterling.	Louisville, Cincinnati and Lexington Railroad.	Mount Sterling and Lexington.	M. R. M	34
21002	Pittsburgh, Chicago (part).	Pittsburgh, Fort Wayne and Chicago Railroad.	Crestline and Chicago	R. A	279
21002	Pittsburgh, Chicago	do	Pittsburgh and Crestline.	R. A	189
21003	Pittsburgh, Bellaire	Cleveland and Pittsburgh Railroad.	Cleveland and Pittsburgh.	R. A	150
21006	Cleveland, Wellsville				
21006	Cleveland, Hudson (part).	do	Cleveland, Hudson and Columbus.	R. A	172
21004	Hudson, Columbus	Cleveland, Mount Vernon and Columbus Railroad.			
21008	Bayard, New Philadelphia.	Cleveland and Pittsburgh Railroad.	Bayard and New Philadelphia.	M. R. M.	32

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments.		Day or night service.	Mails by express trains.	
			Length.	Width.		Number of round trips over whole route.	Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
16,060	7	3	15 6	8 3	Day		
73,730	7	2	12 6	8 10	do		
		1	12 6	8 10	Reserve		
102,200	7	1	9 0	6 11	Day and night		
		1	8 7	8 0	do		
		1	8 0	7 3	do		
104,390	7	3	21 0	9 0	do		
140,890	7	2	21 6	7 6	do		
98,550	7	1	21 6	7 6	Reserve		
8,112	3						Mail carried on locomotive.
20,592	6	1	8 0	7 0	Day	6	
111,690	7	2	20 0	8 0	do	7	
24,960	6	1	8 0	6 0	do		
106,704	6	3	12 0	8 6	do	6	
64,970	7	2	15 0	8 0	do	7	
24,336	6	1	5 0	4 4	do		
24,960	6	1	9 10	6 7	do		
23,712	6	1	8 0	6 6	do		
21,840	6				do		
61,776	6	3	12 0	6 0	do	6	
43,056	6	2	12 0	6 0	do	6	
58,656	6	3	8 9	6 1	do	6	
87,360	6	2	14 0	7 4	do	6	
47,424	6	1	9 0	6 4	do		6, Paducah to Troy.
170,820	7	3	11 6	7 6	do	6	
24,336	6	1	14 0	7 4	do		
142,350	7	3	14 9	9 0	do	7	
137,475	13	2	10 0	7 3	Day and night	14	
99,216	6	2	9 6	8 0	do		
		3	11 6	7 6	Day	6	
21,216	6	1	10 0	5 0	do		
22,464	6	1	9 0	6 0	do		
21,216	6	1	11 6	7 6	do		
174,096	6	3	24 3	8 11	do	7	
137,970	7	3	24 3	8 11	do	7	
93,600	6	5	13 0	9 0	do	6	
107,328	6	3	13 0	9 0	do	6	
19,968	6	1	14 8	8 11	do		

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
21010	Sandusky, Newark ...	Baltimore and Ohio Railroad	Sandusky and Newark.	R. A	116
21011	Xenia, Dayton	Pittsburgh, Cincinnati and Saint Louis Railroad.	Xenia and Richmond ..	R. A	59
21030	Dayton, Richmond..				
21012	Springfield, Sandusky.	Cincinnati Sandusky and Cleveland Railroad.	Sandusky and Springfield.	R. A	131
21013	Columbus, Delaware..	Cleveland, Columbus, Cincinnati and Indianap. R. R.	Delaware and Columbus.	M. R. M	25
21015	Xenia, Cincinnati (part).	Pittsburgh, Cincinnati and Saint Louis Railroad.	Dresden and Cincinnati	R. A	185
21029	Dresden, Morrow...				
21014	Columbus, Xenia ...	.....do	Columbus and Cincinnati.	R. A	121
21027	Xenia Cincinnati...				
21018	Portsmouth, Hamden Junction.	Marietta and Cincinnati Railroad.	Hamden and Portsmouth.	R. A	56
21019	Branch, Bluff. Naples	Wabash Railroad	Bluff and Hannibal ...	R. A	4
21019	Branch, Clayton, Keokuk.		Clayton and Keokuk ..	R. A ...	44
21020	Fremont, Minster....	Lake Erie and Louisville Railroad.	Fremont and Saint Mary's.	R. A	103
21021	Cincinnati, Somerset..	Cincinnati Southern Railroad.	Cincinnati and Chattanooga.	R. A	158
21022	Dayton, Union City...	Dayton and Union Railroad	Union City and Dayton	M. R. M	48
21023	Dayton, Toledo	Dayton and Michigan R. R	Toledo and Cincinnati..	R. A	203
21026	Cincinnati, Dayton	Cincinnati, Hamilton and Dayton Railroad.			
21026	Cincinnati, Dayton (part).	.....do	Cincinnati, Hamilton and Indianapolis.	R. A	121
21024	Hamilton, Indianapolis.	Cincinnati, Hamilton and Indianapolis Railroad.			
21025	Hamilton, Richmond..	Cincinnati, Richmond and Chicago Railroad.			
21026	Cincinnati, Hamilton (part).	Cincinnati, Hamilton and Dayton Railroad.	Chicago, Richmond and Cincinnati.	R. A	297
22009	Chicago, Richmond ...	Pittsburgh, Cincinnati and Saint Louis Railroad.			
21031	North Bend, Hagerstown.	White Water Valley Railroad.			
22003	Indianapolis, Cincinnati (part).	Indianapolis, Cincinnati and La Fayette Railroad.	Fort Wayne and Cincinnati.	R. A	196
22020	Fort Wayne, Connersville.	Fort Wayne, Muncie and Cincinnati Railroad.			
21033	Springfield, Columbus	Cincinnati, Sandusky and Cleveland Railroad.	Columbus and Springfield.	M. R. M.	45
21034	Salamanca, Dayton (part).	Atlantic and Great Western Railroad.	Salamanca and Kent ..	R. A	92
21037	Niles, New Lisbon	.....do	Niles and New Lisbon .	M. R. M	34
21038	Newark, Shawnee	Baltimore and Ohio Railroad.	Newark and Shawnee..	M. R. M.	44
21040	Marietta, Canal Dover.	Marietta, Pittsburgh and Cleveland Railroad.	Canal Dover and Marietta.	R. A	100
21041	Lorain, Uhricksville ..	Cleveland, Tuscarawas and Wheeling Railroad.	Lorain and Uhricksville	R. A	102
21043	Mansfield. Toledo.....	Pennsylvania Co. Railroad..	Toledo and Mansfield ..	R. A	88
21044	Harbor, Youngstown..	.....do	Ashtabula and New Castle.	R. A	85
21035	Youngstown, Cross Cut.	Pittsburgh, Fort Wayne and Chicago Railroad.			
21046	Painesville, Youngstown.	Painesville and Youngstown Railroad.	Painsville and Youngstown.	R. A	60
21047	Chicago Junction, Chicago.	Baltimore and Ohio Railroad	Chicago Junction and Chicago.	R. A	272
21051	Columbus, Portsmouth	Scioto Valley Railroad	Portsmouth and Columbus.	R. A	100
21052	Cincinnati, Scott.....	Cincinnati and Eastern R. R.	Cincinnati, Batavia and Portsmouth.	R. A	48
21053	Columbus, Toledo.....	Columbus and Toledo R. R..	Toledo and Columbus..	R. A	125
21054	Dayton, Musselmans..	Dayton and Southeastern Railroad.	Dayton and Jackson ...	M. R. M.	48
21055	Cleveland, Sharpsville	Atlantic and Great Western Railroad.	Cleveland and Sharpsville.	R. A	84

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
72,384	6	1	18 3	8 6	Day		7, Sandusky to Chicago Junction.
		1	17 0	6 10	do		
36,816	6	1	19 6	8 6	do	6	
81,744	6	2	14 0	9 0	do	7	
15,600	6	1	10 3	8 9	do	7	
230,880	12	4	14 0	7 0	do		6, Dresden Junction to Cincinnati; 6, Dresden Junction to Washington Court-House. 6, Washington Court-House to Morrow.
75,504	6	1	15 8	8 7	do	6	
34,944	6	1	20 1	8 5	do	6	
		1	14 6	9 6	do		
2,496	6	1	12 0	9 10	do	7	
27,456	6	1	12 0	9 10	do	7	
64,272	6	2	12 0	7 0	do		6, Fremont to Lima.
98,592	6	2	15 0	7 6	do		6, Cincinnati to Danville.
29,952	6	1	11 0	7 3	do	6	
126,672	6	2	19 9	7 2	do	7	
		1	17 9	6 4	do	7	
75,504	6	4	10 6	7 2	do	7	
185,328	6	4	13 0	9 0	do	7	
122,304	6	3	12 0	7 8	do		6, Cincinnati to Brookville.
28,080	6	1	13 4	6 8	do	6	
57,408	6	6	14 4	7 10	do	7	
21,216	6	2	15 2	7 3	do		
27,456	6	2	12 0	8 6	do	6	
62,400	6	1	8 2	6 11	do		
63,648	6	2	14 0	7 9	do		6, Grafton and Massillon.
54,912	6	2	24 3	8 11	do	6	
53,040	6	2	24 3	8 11	do		6, Ashtabula and Youngstown.
37,440	6	1	12 0	6 0	do	6	
169,728	6	3	22 0	8 6	do	7	
62,400	6	2	9 5	6 9	do	6	
29,952	6	2	12 0	6 2	do	6	
78,000	6	4	15 11	9 3	do		
29,952	6	1	8 2	7 6	do		
52,416	6	1	14 4	7 10	do		6, Cleveland to Sharon.

L.—*Route agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
21055	Cleveland, Dalton.....	East Tennessee, Virginia and Georgia Railroad.	Cleveland and Dalton ..	M. R. M.	28
21036	Columbus, Athens	Columbus and Hocking Valley Railroad	Columbus and Athens..	M. R. M.	77
22001	Indianapolis, Vincennes.	Indianapolis and Vincennes Railroad.	Indianapolis and Vincennes.	R. A	116
22002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis Railroad.	Indianapolis and Terre Haute.	R. A	73
22004	Indianapolis, Peru	Indianapolis, Peru and Chicago Railroad.	Michigan City and Indianapolis.	R. A	163
22015	La Porte, Peru.....	Chicago, Cincinnati and Louisville Railroad.			
22026	Michigan City, La Porte.	Indianapolis, Peru and Chicago Railroad.			
22006	Columbus, Madison ...	Jeffersonville, Madison and Indianapolis Railroad.	Columbus and Madison.	M. R. M.	46
22007	New Albany, Indianapolis.	.....do	Indianapolis and Louisville.	R. A	114
22008	New Albany, Michigan City (part).	Louisville, New Albany and Chicago Railroad.	La Fayette and Louisville.	R. A	198
			Michigan City and La Fayette.	R. A	90
22012	Evansville, Terre Haute.	Evansville and Terre Haute Railroad.	Terre Haute and Evansville.	R. A	110
22013	Terre Haute, Rockville.	Logansport, Crawfordsville and Southwestern Railroad.	Logansport and Terre Haute.	R. A	115
22028	Rockville, Logansport.				
22016	Fairland, Martinsville	Fairland, Franklin and Martinsville Railroad.	Fairland and Martinsville.	M. R. M.	38
22017	Bradford, Logansport .	Pittsburgh, Cincinnati and Saint Louis Railroad.	Logansport and Bradford.	R. A	115
22018	Indianapolis, Peoria ..	Indianapolis, Bloomington and Western Railroad.	Indianapolis and Peoria	R. A	212
22019	Jeffersonville, North Vernon.	Ohio and Mississippi R. R...	North Vernon and Louisville.	R. A	53
22021	Richmond, Ft. Wayne	Grand Rapids and Indiana Railroad.	Grand Rapids and Richmond.	R. A	233
24018	Fort Wayne, Walton (part).				
22022	Anderson, Goshen	Cincinnati, Wabash and Michigan Railroad.	Goshen and Anderson..	R. A	114
22024	Terre Haute, Danville	Evansville, Terre Haute and Chicago Railroad.	Danville and Terre Haute.	M. R. M.	57
22011	Cambridge City, Columbus.	Jeffersonville, Madison and Indianapolis Railroad.	Cambridge City and Columbus.	R. A	68
22027	Butler, Logansport....	Eel River and Illinois R. R..	Butler and Logansport.	R. A	94
22030	Terre Haute, Martz...	Cincinnati and Terre Haute Railroad.	Terre Haute and Martz	M. R. M.	26
22033	Frankfort, Kokomo ...	Frankfort and Kokomo R. R.	Kokomo and Frankfort.	M. R. M.	25
22034	Rockport, Huntingburgh.	Cincinnati, Rockport and Southwestern Railroad.	Rockport and Huntingburgh.	M. R. M.	31
22034	Salamanca, Dayton (part).	Atlantic and Great Western Railroad.	Kent and Dayton	R. A	197
22035	Muncie, La Fayette...	La Fayette, Muncie and Bloomington Railroad.	Muncie and Bloomington	R. A	221
23026	La Fayette, Bloomington.	La Fayette, Bloomington and Mississippi Railroad.			
22036	Switz City, Bedford ...	Bedford, Springfield, Owensboro' and Bloomfield R. R.	Switz City and Bedford.	M. R. M.	41
22038	Rensselaer, Monon....	Indianapolis, Adelphi and Chicago Railroad.	Rensselaer and Monon .	M. R. M.	17
22014	State Line, Logansport	Pittsburgh, Cincinnati and Saint Louis Railroad.	Logansport and Warsaw	R. A	61
23001	Chicago, Milwaukee ..	Chicago and Northwestern Railroad.	Milwaukee and Chicago	R. A	87
23003	Chicago, Union Pacific Transfer.	.....do	Cedar Rapids and Council Bluffs.	R. A	271
23004	Elgin, Geneva	.....do	Geneva and Elgin.....	R. A	44
23005	Sterling, East Saint Louis.	Chicago, Burlington and Quincy Railroad.	Sterling and Rock Island	R. A	52
			Rock Island and St. Louis	R. A	244

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments.		Day or night service.	Mails by express trains.	
			Length.	Width.		Number of round trips over whole route.	Nnmber of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
20,440	7	2	11 10	6 10	Day	7	
48,048	6	3	15 11	9 3	....do	6	
72,384	6	1	11 5	9 1	....do	6	
		1	12 10	6 10	....do	------	
45,552	6	1	10 4	6 10	....do	------	
101,712	6	3	12 0	7 0	....do	6	
28,704	6	2	11 0	6 0	....do	6	
71,136	6	3	13 0	7 0	....do	6	
123,552	6	3	9 6	6 3	....do	6	
56,160	6	2	9 6	6 3	....do	6	
68,640	6	2	12 6	8 0	....do	7	
71,760	6	3	11 0	7 3	....do	6	
23,712	6	1	11 0	7 0	....do	------	
71,760	6	2	11 10	8 9	....do	6	
132,288	6	4	12 0	8 10	....do	7	
33,072	6	1	13 0	8 7	....do	6	
145,392	6	3	13 2	7 0	....do	6	
71,136	6	2	10 0	6 6	....do	------	6, Wabash to Anderson.
35,568	6	2	9 6	6 6	....do	6	
42,432	6	1	11 0	6 0	....do	6	
58,656	6	2	11 3	7 3	....do	6	
16,224	6	----	------	------	------	------	
15,600	6	1	10 0	8 0	....do	------	
19,344	6	1	10 0	8 0	....do	------	
122,928	6	6	14 4	7 10	....do	7	
137,904	6	3	14 0	7 5	....do	6	
25,584	6	1	10 0	6 6	....do	------	
10,608	6	----	------	------	....do	------	
38,064	6	2	18 8	8 7	....do	------	6, State Line to Kentl
		3	18 8	8 7	Reserve	------	
108,576	12	2	35 4	9 3	Day	13	
332,208	6	2	35 4	9 3	....do	6	
27,456	6	1	9 6	9 5	...do	------	
32,448	6	2	11 2	9 5	....do	------	6, Rock Is. to E. St. Louis.
152,256	6	1	11 8	9 3	....do	------	
		1	11 0	7 4	Reserve	------	

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
23007	Chicago, Burlington...	Chicago, Burlington and Quincy Railroad.	Chicago and Streator...	R. A....	38
23007	.....do.....	.....do.....	Chicago, Foreston and Dubuque.	R. A....	38
23007	Branch, Galva, Keithsburgh.	.....do.....	Galva and Keithsburgh	R. A....	59
23008	Rushville, Yates City.	Chicago, Burlington and Quincy Railroad.	Yates City and Rushville.	R. A....	64
	Branch, Elmwood, Buda.		Buda and Yates City...	R. A....	45
23009	Peoria, Galesburgh...	.....do.....	Peoria and Galesburgh.	R. A....	54
			Buda and Yates City...	R. A....	3
23011	Burlington, Quincy...	.....do.....	Burlington and Quincy.	R. A....	72
23012	Streator, Aurora.....	.....do.....	Chicago and Streator ..	R. A....	70
23013	Mendota, Clinton.....	.....do.....	Mendota and Clinton...	R. A....	64
23014	Rock Falls, Cornton ..	.....do.....	Cornton and Rock Falls	M. R. M	47
23016	Bureau Junction, Peoria.	Chicago, Rock Island and Pacific Railroad.	Bureau Junction and Peoria.	R. A....	47
23017	Chicago, East Saint Louis.	Chicago and Alton Railroad	Quincy and Saint Louis	R. A...	29
23018	Bloomington, Godfrey	.....do.....	.....do.....	R. A....	40
23019	Washington, Dwight..	.....do.....	Dwight and Washington.	R. A....	70
			Freeport and Centralia.	R. A....	276
23021	Dubuque, Centralia...	Illinois Central Railroad ..	Chicago, Foreston, and Dubuque.	R. P. O..	82
23022	Joliet, Lake Station...	Michigan Central Railroad..	Lake Station and Joliet.	R. A....	45
23023	Decatur, East Saint Louis.	Wabash Railroad	Decatur and East Saint Louis.	R. A....	112
23024	Pekin, Decatur	Pekin, Lincoln and Decatur Railroad.	Peoria and Decatur....	R. A....	68
23025	Hannibal, Naples.....	Wabash Railroad	Bluffs and Hannibal ...	R. A....	46
23027	State Line, Warsaw ..	Toledo, Peoria and Warsaw Railroad.	Logansport and Warsaw.	R. A....	229
23029	Urbana, Havana.....	Indianapolis, Bloomington and Western Railroad.	Urbana and Havana ...	R. A....	102
	Branch, White Heath, Decatur.		White Heath and Decatur.	R. A....	32
23030	East Saint Louis, Duquoin.	Saint Louis, Alton and Terre Haute Railroad.	Saint Louis and Duquoin.	R. A....	71
23031	Terre Haute, East Saint Louis.	Saint Louis, Vandalia and Terre Haute Railroad.	Indianapolis, Vandalia, and Saint Louis.	R. A....	165
22002	Indianapolis, Terre Haute (part).				
23032	Saint Louis, Evansville.	Saint Louis and Southeastern Railroad.	Evansville and Saint Louis.	R. A....	165
	Branch, McLeansborough, Shawneetown.		McLeansborough and Shawneetown.	M. R. M.	41
23033	Beardstown, Shawneetown.	Ohio and Mississippi Railroad.	Beardstown and Shawneetown.	R. A....	229
23034	Springfield, Gilman ...	Illinois Central Railroad	Gilman and Springfield.	R. A....	111
			Foreston and Aurora ..	R. A....	82
23036	Aurora, Foreston	Chicago and Iowa Railroad	Chicago, Foreston, and Dubuque.	R. P. O..	82
23037	Vincennes, Cairo	Cairo and Vincennes Railroad	Vincennes and Cairo...	R. A....	158
23038	Peoria, Jacksonville ..	Peoria, Pekin and Jacksonville Railroad.	Peoria and Jacksonville	R. A....	84
23040	Peoria, Rock Island...	Peoria and Rock Island Railroad.	Rock Island and Peoria	R. A....	92
23041	Quincy, Hannibal..	Chicago, Burlington and Quincy Railroad.	Quincy and Saint Louis	R. A....	50
	Branch, Fall Creek, Louisiana.				
23042	Chicago, Danville.....	Chicago and Eastern Illinois Railroad.	Chicago and Danville ..	R. A....	127

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
23,712	6, Chicago to Aurora	2	35 8	8 9	Day and night.	.....	
23,712	.....do	1	22 5	8 10	....do	.....	
36,816	6	1	13 7	6 10	....do	.....	
39,936	6	1	11 4	8 11	Day	.....	6, Lewistown and Yates City.
28,080	6	1	13 3	6 6	....do	.....	
33,696	6	1	22 6	8 10	....do	6	
1,872	6, Elmwood and Yates City.	1	13 4	6 6	....do	.....	6, Yates City and Galesburgh.
44,928	6	1	20 0	8 10	....do	.....	
43,680	61	1	22 5	8 10	....do	6	
39,936	6	1	9 6	8 0	....do	.....	3, Mendota to Denrock.
29,328	6	1	6 10	6 2	....do	.....	
29,328	6	1	20 0	9 5	....do	6	
		1	20 0	9 5	Reserve	.....	
18,096	6, Godfrey and East Saint Louis.	2	17 6	8 8	Day	.....	12, Godfrey and East Saint Louis.
24,960	6, Roodhouse and Godfrey.	2	17 6	8 8	....do	.....	12, Roodhouse and Godfrey.
43,680	6	1	13 9	9 5	....do	.....	
61,824	6	3	19 6	9 0	....do	.....	6, Foreston to Decatur.
		1	18 9	9 0	Reserve	.....	
51,168	6, Foreston and Dubuque.	2	35 8	8 9	Night	.....	
28,080	6	1	7 1	6 3	Day	.....	
69,888	6	2	12 0	9 4	....do	10	
42,432	6	1	10 0	7 4	....do	.....	
		1	10 0	7 4	Reserve	.....	
28,704	6	1	12 0	9 10	Day	7	
		1	12 0	9 10	Reserve	.....	
142,896	6	2	18 0	8 7	Day	.....	6, Sheldon and Warsaw.
		1	19 0	8 9	....do	.....	3, Bushnell and La Harpe.
		1	18 8	8 8	Reserve	.....	
63,648	6	2	10 6	7 0	Day	.....	
19,968	6	1	17 10	9 4	....do	.....	6, Urbana to White Heath.
		1	8 4	7 0	Reserve	.....	
44,304	6	1	20 0	7 6	Day	7	
		1	20 0	7 6	Reserve	.....	
102,960	6	4	19 0	7 5	Day	.....	
102,960	6	2	11 9	7 2	....do	6	
25,584	6	1	6 0	3 0	....do	.....	
		2	11 9	7 2	Reserve	.....	
142,896	6	2	11 3	7 7	Day	.....	6, Louisville to Fairfield.
		1	10 5	7 4	....do	.....	6, Springfield to Beardstown.
69,264	6	1	11 8	7 4	....do	.....	
		1	11 8	7 4	Reserve	.....	
51,168	6	2	5 0	8 0	Day	.....	
51,168	6	2	35 8	8 9	Night	.....	
98,592	6	2	11 9	6 9	Day	.....	
52,416	6	1	13 4	7 8	....do	.....	
		1	13 4	7 8	Reserve	.....	
57,408	6	1	12 0	7 0	Day	.....	
		1	12 0	7 0	Reserve	.....	
31,200	6, Fall Creek to Louisiana. 6, Quincy to Fall Creek.	2	18 6	8 11	Day	.....	12, Quincy to Hannibal.
79,248	6	2	17 0	7 0	Day	6	
		1	14 0	6 0	Reserve	.....	

L.—*Route-agent and mail-route messenger service in*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
23043	Streator, Altamont ...	Chicago and Paducah Railroad.	Streator and Altamont.	R. A....	158
23044	Mattoon, Decatur.....	Decatur, Mattoon and Southern Railroad.	Mattoon and Decatur ..	M. R. M.	40
23045	Carbondale, Marion...	Carbondale and Shawneetown Railroad.	Marion and Carbondale	M. R. M.	18
23046	Jacksonville, Virden..	Jacksonville, Northwestern and Southeastern Railroad.	Virden and Jacksonville	M. R. M.	32
3047	Chester, Tamaroa.....	Wabash, Chester and Western Railroad.	Tamaroa and Chester ..	M. R. M.	42
23048	Terre Haute, Peoria ..	Illinois Midland Railroad ...	Peoria and Terre Haute	R. A....	180
23049	Springfield, Havana ..	Springfield and Northwestern Railroad.	Havana and Springfield	R. A....	48
23050	Vincennes, Danville ..	Paris and Danville Railroad.	Danville and Vincennes	R. A....	114
23051	Joliet, Peoria	Chicago, Pekin and Southwestern Railroad.	Chicago and Peoria	R. A....	125
3053	East Saint Louis, Cairo	Cairo and Saint Louis R. R..	Saint Louis and Cairo..	R. A....	148
23054	Chicago, Byron	Chicago and Pacific Railroad	Chicago and Byron	R. A....	93
23055	Decatur, Montezuma..	Indiana, Decatur and Springfield Railroad.	Montezuma and Decatur	R. A....	87
23060	Mattoon, Parkersburgh	Grayville and Mattoon R. R.	Mattoon and Parkersburgh.	R. A....	70
24002	Monroe, Adrian.....	Lake Shore and Michigan Southern Railroad.	Monroe and Adrian....	M. R. M.	35
24003	Adrian, Jackson	.....do	Jackson and Adrian ...	R. A....	47
24004	White Pigeon, Grand Rapids.	....do	Grand Rapids and Elkhart.	R. A....	114
6052	Toledo, Elkhart.....	....do			
24005	Detroit, Chicago.....	Michigan Central Railroad	Bay City, Wayne and Detroit.	R. A....	122
24015	Monroe, Luddington (part).	Flint and Père Marquette Railroad.			
24006	Detroit, Grand Haven.	Detroit and Milwaukee Railroad.	Detroit and Grand Haven.	R. A....	190
24007	Detroit, Port Huron ..	Grand Trunk Railroad.....	Port Huron and Detroit	M. R. M.	64
24008	Jackson, Fort Wayne.	Fort Wayne, Jackson and Saginaw Railroad.	Jackson and Ft. Wayne	R. A....	97
24009	Jackson, Gaylord.	Michigan Central Railroad..	Gaylord and Bay City..	R. A....	54
24009	.....do.	.....do	Bay City and Jackson .	R. A....	116
24010	Jackson, Grand Rapids	.....do	Jackson and Grand Rapids.	R. A....	95
24013	Detroit, Bay City.....	.....do	Bay City and Detroit ..	R. A....	109
24015	Monroe, Luddington ..	Flint and Père Marquette Railroad.	Luddington and Toledo	R. A....	280
24017	Detroit, Howard City .	Detroit, Lansing and Northern Railroad.	Detroit and Howard City.	R. A....	165
24018	Fort Wayne, Walton..	Grand Rapids and Indiana Railroad.	Petoskey and Grand Rapids.	R. A....	119
			Cadillac and Grand Rapids.	R. A....	98
24019	Kalamazoo, South Haven.	Michigan Central Railroad..	Kalamazoo and South Haven.	M. R. M.	40
24020	Lansing, Fort Wayne Junction.	Chicago and Lake Huron Railroad.	Port Huron and Valparaiso.	R. A....	166
24022	Port Huron, Flint	.....do		.....	67
24021	New Buffalo, Pentwater.	Chicago and Michigan Lake Shore Railroad.	Pentwater and Nunica.	R. R. M.	59
24023	Allegan, Muskegon ...	Michigan Lake Shore R. R..	Muskegon and Allegan.	R. A....	58
24024	Ypsilanti, Bankers....	Detroit, Hillsdale and Southwestern Railroad.	Ypsilanti and Bankers.	R. R. M.	66
24025	Jackson, Niles	Michigan Central Railroad..	Jackson and Niles	R. A....	105
24026	Grand Rapids, White Cloud.	Grand Rapids, Newago and Lake Shore Railroad.	White Cloud and Grand Rapids.	R. A....	47
24028	Jonesville, Lansing ...	Lake Shore and Michigan Southern Railroad.	Lansing and Jonesville.	R. A....	61
24030	East Saginaw, Saint Louis.	Saginaw Valley and Saint Louis Railroad.	East Saginaw and Cedar Lake.	.....	.....
24040	Saint Louis, Cedar Lake	Chicago, Saginaw and Canada Railroad.		R. A....	55

the United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
98,592	6	2	11 0	7 2	Day		
		2	6 9	6 1	Reserve		
24,960	6	1	11 0	7 6	Day		
11,232	6	1	8 0	3 6	do		
19,968	6	1	7 0	6 5	do		
26,208	6	1	9 1	6 4	do		
112,320	6	2	11 11	9 0	do		
29,952	6	1	12 6	7 4	do		6, Springfield to Petersburgh.
71,136	6	2	12 1	7 3	do		
78,000	6	2	10 0	7 5	do		
92,352	6	2	9 0	6 0	Day		
		1	13 0	6 0	Reserve		
58,032	6	1	12 0	7 0	Day		
54,288	6	1	16 9	8 3	do		
		1	16 9	8 3	Reserve		
43,680	6	1	10 0	7 0	Day		
21,840	6	1	13 0	9 0		6	
29,328	6	1	12 0	8 4	Day	6	
71,136	6	1	16 0	9 0	do	6	
76,148	6, Detroit and Wayne; 6, Monroe and Bay City	1	12 9	10 9	do	6	
118,560	6	1	19 0	9 2	do	6	
		1	20 0	9 2	do		
39,936	6	1	26 0	6 0	do	6	
60,538	6	1	10 4	9 2	do		
33,696	6, West Branch and Bay City.	1	16 6	8 6	do		6, Gaylord to West Branch.
72,384	6	1	13 6	9 0	do	6	
59,280	6	1	10 6	8 6	do	6	
68,016	6	1	10 10	9 6	do	6	
174,720	6	2	20 0	8 11	do		6, Reed City to Monroe.
102,960	6	1	13 1	9 1	do	6	
		1	12 2	9 1	do		
74,256	6, Walton and Grand Rapids.	1	15 2	7 0	do	6	
61,152	6, Cardillac and Grand Rapids.	1	14 0	6 8	do		
		1	14 5	6 7	do		
24,960	6	1	12 5	6 4	do		
103,584	6	2	12 6	7 6	do	6	
41,808	6	2	13 6	6 6	do		
36,816	6	1	12 9	9 3	do		
36,192	6	1	12 0	6 8	do		
41,184	6	1	10 0	6 0	do		
65,520	6	1	16 6	8 6	do		
		1	10 6	7 0	do		
29,328	6	1	6 10	3 9	do		
33,064	6	1	17 8	9 4	do	6	
.....	6	1	7 0	5 0	do		
34,320	6	1	12 0	8 0	do	6	

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
24031	Fort Howard, Ishpeming.	Chicago and Northwestern Railroad.	Ishpeming and Fort Howard.	R. A	180
24032	Muskegon, Big Rapids	Chicago and Michigan Lake Shore Railroad.	Big Rapids and Holland.	R. A	82
24021	New Buffalo, Pentwater (part).				
24021	.....do	.....do	Grand Rapids and Buffalo.	R. A	115
24033	Ionia, Stanton	Detroit, Lansing and Northern Railroad.	Stanton and Ionia.....	M. R. M	25
24005	Detroit, Chicago (part)	Michigan Central Railroad..	Detroit and Jackson ...	R. A	75
24035	Toledo, Detroit	Toledo, Canada Southern and Detroit Railroad.	Detroit and Toledo	M. R. M.	56
24036	Grosse Isle, Fayette...	Chicago and Canada Southern Railroad.	Detroit and Fayette....	M. R. M.	67
24038	Walton, Petoskey.....	Grand Rapids and Indiana Railroad.	Petoskey and Grand Rapids.	R. A	71
24039	Flint, Lansing	Chicago and Northeastern Railroad.	Port Huron and Valparaiso.	R. A	50
24041	Marquette, L'Anse ...	Marquette, Houghton and Ontonagon Railroad.	Marquette and L'Anse.	R. A	63
25001	Milwaukee, North McGregor.	Chicago, Milwaukee and Saint Paul Railroad.....	Milwaukee and Prairie du Chien.	R. A	197
25002	Milwaukee, La Crosse.	.....do	Minneapolis and Sparta	R. A ...	26
25003	Milwaukee, Berlin	.....do	Oshkosh and Milwaukee	R. A	94
25004	Milton Junction, Monroe.	.....do	Milton Junction and Monroe.	R. A	42
25005	Watertown, Madison .	.....do	Watertown and Madison.	M. R. M.	38
25006	Horicon, Portage	.....do	Horicon and Portage...	R. A	45
25008	Oshkosh, Ripon	.....do	Oshkosh and Milwaukee	R. A	21
25010	Caledonia Station, Winona Junction.	Chicago and Northwestern Railroad.	Elroy and Harvard.....	R. A	150
25011	Kenosha, Rockford (part).				
25010	Caledonia Station, Winona Junction.	.....do	Elroy and New Ulm ...	R. A	55
25011	Kenosha, Rockford....	.....do	Kenosha and Rockford.	R. A	73
25012	Winona, Winona Junction.	.....do	Elroy and New Ulm ..	R. A	30
25013	Milwaukee, Fond du Lac.	.....do	Fond du Lac and Milwaukee.	R. A	64
25014	Elroy, Saint Paul.....	Chicago, Saint Paul and Minnesota Railroad.	Saint Paul and Elroy ..	R. A	198
25015	Green Bay, Winona...	Green Bay and Minnesota Railroad.	Green Bay and Winona	R. A	216
25016	Milwaukee, Green Bay.	Wisconsin Central Railroad.	Menasha and Milwaukee	R. A	128
25016	Branch, Hilbert Menasha.				
25017	Menasha, Ashland	.....do	Phillips and Menasha..	R. A	249
25018	Milwaukee, Two Rivers.	Milwaukee, Lake Shore and Western Railroad.	New London and Milwaukee.	R. A	149
25018	Branch, Manitowoc, New London.				
25019	Sheboygan, Princeton.	Sheboygan and Fond du Lac Railroad.	Sheboygan and Princeton.	R. A	79
25022	Tomah, Wausau.....	Wisconsin Valley Railroad .	Wausau and Tomah ...	R. A	90
25023	Madison, Portage.....	Chicago, Milwaukee and Saint Paul Railroad.	Portage and Madison ..	R. A	39
25024	Racine, Rock Island Junction.	Western Union Railroad....	Racine and Rock Island	R. A	189
25025	Galena, Platteville....	Galena and Southern Wisconsin Railroad.	Platteville and Galena .	R. A	31
25027	Stevens Point, Portage	Wisconsin Central Railroad.	Stevens Point and Portage.	R. A	71

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
131,400	7	2	19 0	7 0	Day		
		1	18 0	7 0	Reserve		
51,168	6, Muskegon to Holland	1	10 0	6 6	Day		
	6, Big Rapids to Muskegon.	1	12 7	9 2	....do		
71,760	6	1	13 0	9 0	....do		
15,600	6	1	10 0	6 4	....do		
46,800	6	1	11 0	7 1	Day and night		
		1	10 2	9 3	....do		
34,944	6	1	16 2	9 6	Day	18	
41,184	6	1	16 2	9 6	....do		6, Monroe to Grosse Isle.
44,304	6	1	15 2	7 0	....do		
31,200	6	1	14 0	6 8	....do		
		2	12 6	7 6	....do	6	
39,312	6	1	12 0	7 6	....do		6, Marquette to Negaunee.
122,928	6	2	19 9	9 4	....do	6	
		1	19 9	9 4	Reserve		6, Milwaukee to Milton Junction.
16,224	6, Sparta to La Crosse	2	39 3	9 5	Day		6, Sparta to La Crosse.
58,656	6, Milwaukee to Ripon	1	19 10	9 6	....do	6	6, Ripon to Berlin.
		1	19 10	9 6	Reserve		
26,208	6	1	11 8	7 4	Day		12, Milton Junction to Janesville.
23,712	6	1	10 10	6 8	Day		
28,080	6	1	11 1	7 11	....do		
13,104	6	1	19 10	9 6	....do		
		1	11 11	7 0	....do		
93,600	6	2	35 4	9 3	....do	6	
34,320	6, Elroy to Winona Junction.	2	15 3	7 6	....do		
		1	14 6	7 6	....do		6, Elroy to Harvard.
45,552	6	1	12 6	7 2	....do		6, Harvard to Caledonia Station.
9,360	6	2	15 3	7 6	....do	6	
		1	14 6	7 6	....do		
39,936	6	1	12 3	7 4	....do	6	
123,552	6	2	34 2	9 2	....do	6	
		1	34 2	9 2	Reserve		6, Hudson Junction to Saint Paul.
134,784	6	2	12 0	7 6	Day		
		1	12 0	7 6	Reserve		
79,872	6					6	
	6, Milwaukee to Hilbert	4	14 0	7 0	Day		6, Hilbert to Green Bay.
155,376	6	2	13 0	7 0	....do		6, Phillips to Ashland.
		2	13 0	7 0	Reserve		
92,976	6	1	13 10	7 8	....do		12, Two Rivers Junction to Two Rivers.
		2	13 10	7 8	Day		
49,296	6	1	10 0	7 0	....do		
		1	10 0	7 0	Reserve		
66,160	6	2	11 6	8 6	Day		
24,336	6	1	13 6	5 11	....do		
117,936	6	2	16 9	9 3	....do		
		1	16 9	9 3	Reserve		
19,344	6	1	13 6	7 2	Day		
44,304	6	1	7 7	6 10	....do		

L.—*Route agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
25028	Hudson, Clayton	North Wisconsin Railroad	Clayton and Hudson	R. A	44
26001	Duluth, Bismarck	Northern Pacific Railroad	Saint Paul and Bismarck.	R. A	448
26002	Saint Paul, Breckenridge.	Saint Paul and Pacific Railroad.	Glyndon and Saint Paul	R. A	219
26003	Saint Paul, Sauk Rapids.	do	Saint Paul and Bismarck.	R. A	75
26004	East Saint Cloud, Melrose.	do	Sauk Rapids and Melrose.	R. A	35
26005	Saint Paul, Saint James	Saint Paul and Sioux City Railroad.	Saint Paul and Sioux City.	R. A	122
26006	White Bear Lake, Albert Lea.	Minneapolis and Saint Louis Railroad.	Minneapolis and Albert Lea.	R. A	123
26007	Saint Paul, Duluth	Saint Paul and Duluth Railroad.	Duluth and Saint Paul.	R. A	156
26009	Minneapolis, North McGregor.	Chicago, Milwaukee and Saint Paul Railroad.	Saint Paul and McGregor.	R. A	205
			Minneapolis and Sparta	R. A	10
26010	Hastings, Glencoe	do	Hastings and Glencoe	R. A	75
26011	Winona, La Crosse	do	Minneapolis and Sparta	R. A	25
26012	Austin, Mason City	do	Austin and Mason City	R. A	41
26013	Saint Paul, Winona	do	Minneapolis and Sparta	R. A	104
26014	Saint Peter, Marshall	Winona and Saint Peter Railroad.	New Ulm and Marshall.	R. A	120
			Elroy and New Ulm	R. A	30
26015	Winona, Saint Peter	do	do	R. A	147
26016	La Crosse, Winnebago City.	Southern Minnesota Railroad	La Crosse and Winnebago City.	R. A	170
26017	Mankato, Wells	Central Railroad of Minnesota.	Mankato and Wells	R. A	41
26018	Saint James, Lemars	Sioux City and Saint Paul Railroad.	Saint Paul and Sioux City.	R. A	123
26020	Breckinridge, Fisher's Landing.	Saint Paul and Pacific Railroad.	Glyndon and Saint Paul	R. A	122
26021	Sauk Rapids, Brainerd	Northern Pacific Railroad	Saint Paul and Bismarck.	R. A	61
27001	Burlington, Albert Lea.	Burlington, Cedar Rapids and Northern Railroad.	Albert Lea and Burlington.	R A	253
27002	Cedar Rapids, Postville.	do	Postville and Cedar Rapids.	R. A	99
27003	Cedar Rapids, Holland	do	Cedar Rapids and Holland.	R. A	71
27004	Muscatine, Riverside	do	Muscatine and Riverside.	M. R. M	32
27005	Burlington, Council Bluffs.	Chicago, Burlington and Quincy Railroad.	Burlington and Council Bluffs.	R. A	293
	Branch, Red Oak, Eastport	do	Red Oak and Eastport	R. A	50
27006	Chariton, Leon	do	Chariton and Leon	M. R. M	37
27008	Burlington, Laclede	Burlington and Southwestern Railroad	Burlington and Laclede.	R. A	183
27010	Albia, Mason City	Central Railroad Company of Iowa.	Mason City and Ottumwa.	R. A	169
27011	Keokuk, Burlington	Chicago, Burlington and Quincy Railroad.	Burlington and Keokuk.	R. A	43
27012	Clinton, La Crescent Junction.	Chicago, Dubuque and Minnesota Railroad.	Dubuque and Clinton	R. A	60
			La Crosse and Dubuque.	R. A	118
27014	Davenport, Missouri River.	Chicago, Rock Island and Pacific Railroad.	Davenport and Council Bluffs.	R. A	318
27015	Des Moines, Indianola.				
	Branch, Somerset Junction, Winterset.	do	Des Moines and Winterset.	A. R	48
27016	Washington, Knoxville.	do	Washington and Oskaloosa.	R. A	78

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Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
27,456	6	1	6 0	3 6	Day		
279,552	6, Brainerd and Bismarck.	2	19 10	8 4	Day and night		6, Duluth to Brainerd.
		2	17 10	8 10	do		
		2	12 0	8 9	Reserve		
136,656	6	2	21 6	8 9	Day		6, Saint Paul to Wilmar.
		1	20 5	8 9	Reserve		
46,800	6	2	19 10	8 4	Day		
21,840	6	1	9 1	7 4	do		
76,128	6	2	22 10	9 4	do	6	
76,752	6	2	22 0	9 3	do	6	
97,344	6	2	22 0	8 6	do	6	
127,920	6, Saint Paul Junction to North McGregor.	2	23 6	9 0	do		13, Minneapolis to Austin.
		1	23 6	9 0	Reserve		
6,240	6, Minneapolis and Saint Paul Junction.	2	39 2	9 2	Day	6	
46,800	6	1	12 0	6 3	do		
15,600	6	2	39 2	9 2	do	6	
25,584	6	1	12 0	9 0	do	7	
64,896	6	2	39 2	9 2	do	6	
74,880	6	1	11 10	9 5	do		
18,720	6, Saint Peter and New Ulm.	2	15 3	7 6	do	6	
91,728	6	2	15 3	7 6	do	6	
106,080	6	1	22 0	9 1	do		
		1	20 0	9 2	do		
		1	13 0	8 10	Reserve		
25,584	6	1	8 2	7 0	Day		
76,752	6	2	22 10	9 4	do		
76,128	6 Breckinridge and Glyndon.	1	19 10	8 9	do		6, Glyndon and Fisher's Landing.
38,064	6	2	19 10	8 4	do		
157,872	6	3	18 6	9 4	do	6	6, Cedar Rapids to La Porte City.
61,776	6	1	10 0	9 4	do		6, West Union to Postville.
		1	9 10	7 8	do		
44,304	6	1	9 10	7 8	do		
19,968	6	1	9 10	7 8	do		
182,832	6	3	51 4	8 10	do	6	
31,200	6	1	13 7	6 9	do		
23,088	6	2	16 3	6 6	do		
114,192	6	1	13 6	8 6	do		
		1	11 4	9 4	do		
105,456	6 Eddyville Transfer to Mason City.	2	11 4	9 6	do	6	
		1	11 4	9 6	Reserve		
26,832	6	2	15 3	8 9	Day		
37,440	6	3	18 4	8 10	do	6	
73,632	6 Dubuque to La Crescent.	1	12 1	7 4	Reserve		
198,432	6	3	40 0	9 5	Day		6, Iowa City to Missouri River.
29,952	6	1	9 0	7 0	do	6	6, Somerset Junction and Indianola.
48,672	6	1	9 0	8 8	do		6, Oskaloosa to Knoxville.

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
27017	Wilton Junction, Leavenworth.	Chicago, Rock Island and Pacific Railroad.	Wilton Junction and Trenton.	R. A....	220
			Trenton and Leavenworth.	R. A....	102
27018	Davenport, Maquoketa.	Davenport and Northwestern Railroad.	Maquoketa and Davenport.	R. A....	43
27019	Keokuk, Des Moines..	Keokuk and Des Moines Railroad.	Des Moines and Keokuk.	R. A....	163
			Mason City and Ottumwa.	R. A....	16
27020	Farley, Cedar Rapids..	Chicago, Milwaukee and Saint Paul Railroad.	Farley and Cedar Rapids.	R. A....	55
27021	Dubuque, Sioux City..	Illinois Central Railroad....	Dubuque and F't Dodge	R. A....	191
			Fort Dodge and Sioux City.	R. A....	135
			Saint Paul and Sioux City.	R. A....	25
27022	Waterloo, Mona.....	.....do	Mona and Waterloo....	R. A....	80
27023	Beulah, Elkader.....	Iowa Eastern Railroad.....	Beulah and Elkader....	M. R. M	20
27024	Clinton, Anamosa.....	Chicago and Northwestern Railroad.	Clinton and Anamosa..	R. A....	74
27025	Calmar, Algona.....	Chicago, Milwaukee and Saint Paul Railroad.	Calmar and Algona....	R. A....	127
27027	Davenport, Fayette...	Davenport and Northwestern Railroad.	Fayette and Davenport.	R. A....	129
27028	Savannah, Marion....	Chicago, Milwaukee and Saint Paul Railroad.	Sabula and Marion	R. A....	89
27029	Missouri Valley, Sioux City.	Sioux City and Pacific Railroad.	Sioux City and Missouri Valley.	R. A....	76
	Branch, California Junction, Wisner.		Wisner and Blair.....	R. A....	83
27030	Des Moines, Callanan..	Des Moines and Minnesota Railroad.	Callanan and Des Moines.	R. A....	58
27031	Des Moines, Fort Dodge.	Des Moines and Fort Dodge Railroad.	Fort Dodge and Des Moines.	R. A....	89
27033	Albia, Knoxville.....	Chicago, Burlington and Quincy Railroad.	Knoxville and Albion..	M. R. M.	34
27038	Maple River Junction, Mapleton.	Chicago and Northwestern Railroad.	Maple River Junction and Mapleton.	M. R. M.	61
27039	Turkey River, Wadena.	Chicago, Dubuque and Minnesota Railroad.	Turkey River and Wadena.	M. R. M.	44
28002	Saint Louis, Columbus.	Saint Louis, Iron Mountain and Southern Railroad.	Saint Louis and Columbus.	R. A....	197
28003	Pacific, Vinita.....	Saint Louis and San Francisco Railroad.	Saint Louis and Vinta..	R. A....	326
28004	Saint Louis, Kansas City.	Saint Louis, Kansas City, and Northern Railroad.	Saint Louis, Moberly, and Kansas City.	R. A....	277
28005	Quincy, Saint Joseph..	Hannibal and Saint Joe Railroad.	Cameron and Atchison.	R. A....	34
28006	Kansas City, Union Pacific Transfer.	Kansas City, Saint Joseph and Council Bluffs R. R.	Council Bluffs and Kansas City.	R. A ...	197
28007	Moberly, Ottumwa ...	Saint Louis, Kansas City and Northern Railroad.	Ottumwa and Moberly.	R. A	131
28012	St. Joseph, Lexington	.....do	Lexington and Saint Joseph.	R. A	77
28013	Brunswick, Pattonsburgh.	Brunswick and Chillicothe, and Saint Louis, Council Bluffs and Omaha R. R.	Brunswick and Pattonsburgh.	R. A	80
28015	Alexandria, Centreville.	Missouri, Iowa and Nebraska Railroad.	Alexandria and Centreville.	R. A	85
28017	Sedalia, Lexington....	Missouri Pacific	Sedalia and Lexington.	R. A	56
28018	Keokuk, Clarksville ..	Saint Louis, Keokuk, and North Western Railroad.	Keokuk and Louisiana.	R. A	85
28019	Quincy, Kirksville....	Quincy, Missouri and Pacific Railroad.	Quincy and Kirksville.	R. A	71
28020	Pierce City, Oswego ..	Missouri and Western R. R.	Pierce City and Oswego	R. A	73
28021	Mexico, Cedar City ...	Chicago and Alton Railroad	Mexico and Jefferson ..	R. A	50
28022	Roadhouse, Mexico ...	.....do	Quincy and Saint Louis	R. A	39

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
137,280	6	2	18 0	9 6	Day	6	
63,648	7	1	17 6	9 2	Day and night	.....	
		1	25 2	9 5	....do	.....	
26,832	6	1	10 10	7 0	Day	.....	
101,712	6	2	16 4	8 11	....do	6	
		1	16 4	8 11	Reserve	.....	
9,984	6, Ottumwa and Eddyville Transfer.	2	12 0	8 6	Day	.....	6, Ottumwa and Eddyville Transfer.
		1	12 0	8 6	Reserve		
34,320	6	1	10 0	9 0	Day	.....	6, Marion and Cedar Rapids.
119,184	6	2	17 8	9 0	Day and night	6	
84,240	6	1	17 8	9 0	....do	.....	
15,600	6, Le Mars and Sioux City.	1	16 11	9 0	....do	.....	
		2	22 0	9 4	....do	.....	
49,920	6	2	12 6	8 6	Day	.....	6, Waterloo to Mitchell.
		1	11 6	8 6	....do	.....	
12,480	6	1	9 0	5 5	....do	.....	
46,176	6	1	10 2	6 10	....do	.....	
39,624	6	2	12 6	8 6	....do	.....	
		1	11 6	8 6	....do	.....	
80,496	6	2	10 5	7 0	....do	.....	
55,536	6, Sabula to Marion	2	10 7	6 9	....do	.....	
47,424	6	1	17 6	9 6	....do	7	
51,792	6	1	17 6	9 6	Reserve	.....	6, California to Blair.
		2	13 6	9 0	Day	.....	
36,192	6	1	11 0	5 2	... do	.....	12, Des Moines to Ames.
55,536	6	1	16 6	7 0	....do	.....	6, Grand Junction to Fort Dodge.
21,216	6	1	6 4	3 10	....do	.....	
38,064	6	1	12 6	7 8	....do	.....	
27,456	6	1	7 7	7 1	....do	.....	
122,928	6	2	13 10	9 2	....do	7	
237,980	7	5	21 11	7 3	Day and night	.....	
172,848	6	4	24 6	7 6	Day	7	6, Pacific to Rolla; 6, St. Louis to Warrenton
21,216	6, Cameron to Saint Joseph.	1	13 0	9 0	....do	.....	
122,928	6	3	40 0	9 0	....do	7	6, Saint Joe to Winthrop.
95,630	7	2	21 11	7 5	Night	6	
48,048	6	2	19 5	7 5	Day	.....	
49,920	6	1	8 2	6 10	... do	.....	6, Brunswick to Chillicothe.
53,040	6	1	11 9	6 10	....do	.....	
34,944	6	1	8 0	6 8	....do	.....	
53,040	6	1	18 0	8 11	....do	6	
44,340	6	1	11 0	4 7	....do	.....	
53,290	7	1	12 8	6 10	....do	.....	
31,200	6	1	17 0	6 9	....do	.....	
24,336	6, Roadhouse to Louisiana.	2	17 6	8 8	....do	6	

L.—*Route-agent and mail-route messenger service in the*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
28023	Cuba, Salem	Saint Louis, Salem, and Little Rock Railroad.	Cuba and Salem	M. R. M.	40
28024	Holden, Paola	Missouri, Kansas and Texas.	Holden and Paola	R. A	55
28027	Cairo, Poplar Bluff	Saint Louis, Iron Mountain and Southern Railroad.	Cairo and Poplar Bluff.	R. A	73
28028	St. Joseph, Hopkins	Kansas City, Saint Joe and Council Bluffs R. R.	Creston and Saint Joseph.	R. A	61
28030	St. Joseph, Atchison	Hannibal and Saint Joseph Railroad.	Cameron and Atchison.	R. A	22
28033	Kansas City, Lexington.	Wyandotte, Kansas City, and Northwestern R. R.	Lexington and Kansas City.	R. A	42
29001	Hopefield, Little Rock	Memphis and Little Rock Railroad.	Memphis and Little Rock.	R. A	134
29002	Helena, Clarendon	Arkansas Central Railroad.	Helena and Clarendon	R. A	48
29003	Argenta, Fort Smith	Little Rock and Fort Smith Railroad.	Little Rock and Fort Smith.	R. A	169
29004	Pine Bluff, Collins	Little Rock, Mississippi River and Texas R. R.	Pine Bluff and Collins	R. A	100
30002	New Orleans, Donaldsonville.	New Orleans and Texas	New Orleans and Donaldsonville.	R. A	64
30003	New Orleans, Brashear	Morgan's Louisiana and Texas Railroad.	New Orleans and Morgan City.	R. A	83
30008	Vicksburgh, Monroe	Vicksburgh, Shreveport and Texas Railroad.	Vicksburgh and Monroe.	M. R. M.	75
31001	Houston, Galveston	Galveston, Houston and Henderson Railroad.	Houston and Galveston.	R. A	51
31002	Harrisburgh, San Antonio.	Galveston, Harrisburgh and San Antonio Railroad.	Houston and San Antonio.	R. A	214
31003	Houston, Denison City	Houston and Texas Central Railroad.	Denison and Houston	R. A	337
31004	Hempstead, Austin	do	Hempstead and Austin.	R. A	118
31005	Bremond, Waco	do	Bremond and Waco	R. A	44
31006	Longview, Houston. Branch, Mineola, Troupe.	International and Great Northern Railroad.	Longview and Houston.	R. A	236 44
31007	Palestine, Austin	do	Palestine and Austin	R. A	183
31009	Shreveport, Ft. Worth	Texas and Pacific Railroad.	Shreveport and Marshall.	R. A	40
31009	do	do	Texarkana and Fort Worth.	R. A	253
31010	Marshall, Texarkana	do			
31011	Sherman, Texarkana	do	Sherman and Texarkana.	R. A	154
31012	Houston, Orange	Texas and New Orleans R. R	Orange and Houston	R. A	106
31013	Jefferson, Pittsburgh	East Line and Red River Railroad.	Jefferson and Pittsburgh.	R. A	49
33001	Kansas City, Denver	Kansas Pacific Railroad	Kansas City and Denver	R. A	638
33002	Lawrence, Leavenworth.	do	Leavenworth and Ottawa.	R. A	33
33003	Atchison, Waterville	Central Branch of Union Pacific.	Atchison and Concordia.	R. A	100
33004	Lawrence, Coffeyville.	Leavenworth, Lawrence and Galveston.	Leavenworth and Burlington. Kansas City and Independence.	R. A R. A	27 97
33005	Cherryvale, Independence.	Leavenworth, Lawrence and Galveston Railroad.	Kansas City and Independence.	R. A	64
33006	Kansas City, Ottawa				
33007	Elwood, Hastings	Saint Joseph and Denver City Railroad.	Saint Joseph and Hastings.	R. A	227
33008	Kansas City, Baxter Springs.	Missouri River, Fort Scott and Gulf Railroad.	Kansas City and Baxter Springs.	R. A	160
33009	Junction City, Parsons	Missouri, Kansas and Texas Railroad.	Junction City and Parsons.	R. A	156
33010	Atchison, Pueblo Branch, Newton, Wichita.	Atchison, Topeka and Santa Fé Railroad.	Atchison and Pueblo	R. A	645

United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments.		Day or night service.	Mails by express trains.	
			Length.	Width.		Number of round trips over whole route.	Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
24,960	6	1	11 6	6 6	Day		
34,320	6	1	13 3	7 3	....do		
45,552	6	1	10 0	6 8	Day and night		
38,064	6	1	15 3	7 4	Day	6	
13,728	6	1	13 0	9 0	....do	7	
26,208	6	1	8 0	5 1	....do		
97,820	7	1	23 0	8 6	Day and night		
29,952	6	1	9 4	6 5	Day		
105,456	6	1	12 3	7 3	....do		
31,200	3	1	6 9	2 9	....do		
39,936	6	1	9 0	6 6	....do		
		1	11 0	6 4	Reserve		
60,590	7	1	10 6	6 6	Day		
		1	9 4	6 4	....do		
		1	15 4	6 6	....do		
		1	9 0	6 4	Reserve		
		1	15 4	6 6	....do		
54,750	7	1	11 0	7 0	Day		
		1	8 6	7 1	....do		
		1	8 0	7 0	Reserve		
37,230	14	1	15 2	6 10	Day		
133,536	6	1	12 0	9 0	....do		
246,010	7	1	18 0	9 3	Day and night	7	
73,632	6	1	14 8	8 7	Day	7	
27,456	6	1	18 2	9 0	....do	7	
172,280	7	1	14 0	7 9	Day and night		
27,456	6	1	7 8	7 2	....do		
133,590	7	1	13 0	7 2	....do		
24,960	6	1	8 7	7 8	Day	6	
184,690	7	2	16 10	7 6	Day and night		
96,096	6	1	13 4	7 8	....do		
66,144	6	1	7 0	7 0	Day		
30,576	6	1	9 6	6 6	....do		
465,740	7	8	30 0	9 6	Day and night		3½, Kansas City to Solomon.
24,090	7	1	18 0	8 6	Day		
62,400	6	1	14 0	7 6	....do		
16,848	6	1	18 2	8 7	....do		
60,628	6	1	18 2	8 7	....do		6, Cherryvale to Coffeyville.
39,936	6	1	18 2	8 7	....do		
141,648	6	3	12 0	7 3	....do		
99,840	6	1	18 1	8 7	....do	7	
97,344	6	2	15 1	7 4	....do		
470,850	7	1	23 2	9 4	Day and night		6, Kansas City to Wichita.
		1	14 0	8 0	....do		

L.—*Route-agent and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.	Agent or mail-route messenger service.	Distance.
					Miles.
33012	Atchison, Lincoln	Atchison and Nebraska R. R.	Lincoln and Atchison	R. A	152
33013	Leavenworth, Onaga	Kansas Central Railroad	Leavenworth and Onaga	R. A	84
33015	Junction City, Clifton	Junction City and Fort Kearney Railroad.	Clifton and Junction City.	R. A	51
33016	Topeka, Kansas City	Atchison, Topeka and Santa Fé Railroad.	Kansas City and Topeka.	R. A	68
33019	Ottawa, Burlington	Kansas City, Burlington and Santa Fé Railroad.	Leavenworth and Burlington.	R. A	46
33020	Girard, Jopling	Jopling Railroad	Girard and Jopling	M. R. M	34
33022	Greenleaf, Concordia	Republican Valley Railroad	Atchison and Concordia	R. A	42
34002	Plattsmouth, Kearney	Burlington and Missouri River Railroad Company in Nebraska.	Omaha and Kearney	R. A	191
34003	Omaha, Tekama	Omaha and Northwestern Railroad.	Tekama and Omaha	R. A	40
34004	Omaha, Concord	Burlington and Missouri River Railroad Company in Nebraska.	Omaha and Kearney	R. A	21
34005	Brownville, York	Nebraska Railroad	York and Brownville	R. A	132
34006	Crete, Beatrice	Burlington and Missouri River Railroad Company in Nebraska.	Crete and Beatrice	M. R. M	32
34008	Valley, David City	Omaha and Republican Valley Railroad.	Valley and David City	R. A	61
35001	Sioux City, Yankton	Dakota Southern Railroad	Sioux City and Yankton	R. A	61
38001	Denver, El Moro	Denver and Rio Grande Railroad.	Denver and Alamoso	R. A	169
	Branch, Pueblo, Cañon City.		Pueblo and Cañon City.	R. A	45
38004	Denver, Colorado Junction.	Colorado Central Railroad.	Cheyenne, Boulder, and Denver.	R. A	129
	Branch, Golden Junction, Georgetown.		Denver and Georgetown	R. A	37
38006	Cucharas, La Veta	Denver and Rio Grande R. R.	Denver and Alamoso	R. A	22
38007	Denver, Cheyenne	Denver Pacific Railroad	Cheyenne, Hughes, and Denver.	R. A	106
41001	Salt Lake City, Ogden	Utah Central Railroad	Ogden and Salt Lake	R. A	36
41002	Salt Lake City, York	Utah Southern Railroad	Salt Lake City and York	M. R. M	75
41003	Ogden, Franklin	Utah Northern Railroad	Franklin and Ogden	M. R. M	80
43001	Kalama, Wilkerson's	Northern Pacific Railroad	Tacoma and Portland	R. A	135
44001	Portland, Roseburgh	Oregon and California R. R.	Portland and Roseburgh	R. A	200
44002	Portland, Saint Joseph	Oregon Central Railroad	Portland and Saint Joseph.	R. A	48
45001	Virginia City, Reno	Virginia and Truckee R. R.	Reno and Virginia City	R. A	52
46002	San Francisco, Soledad	Southern Pacific Railroad	San Francisco and Soledad.	R. A	143
46003	Roseville, Redding	California and Oregon Railroad.	Redding and Sacramento.	R. A	157
46006	Sacramento City, San Francisco.	California and Pacific Railroad.	Sacramento and San Francisco.	R. A	86
46008	Napa Junction, Calistoga.	do	Calistoga and San Francisco.	R. A	68
46010	Lathrop, Goshen	Central Pacific Railroad	Lathrop and Los Angeles.	R. A	387
46014	Huron, Yuma	Southern Pacific Railroad			
46011	San Francisco, Cloverdale.	San Francisco and North Pacific Railroad.	Cloverdale and San Francisco.	R. A	90
46012	Stockton, Milton	Stockton and Copperopolis Railroad.	Milton and Stockton	M. R. M	30
46014	Huron, Yuma	Southern Pacific Railroad	Yuma and Los Angeles	R. A	248
46016	San Francisco, Duncan's Mills.	North Pacific Coast Railroad	Duncan's Mills and San Francisco.	M. R. M	80
46023	Woodlawn, Williams	Northern Railroad	Williams and Woodlawn.	M. R. M	39
46027	San Francisco, Alameda.	Central Pacific Railroad	Alameda and San Francisco.	R. A	13
	Total annual miles				

in the United States on the 30th of June, 1878—Continued.

Annual miles of service.	Number of round trips per week over whole or portion of route.	Number of cars or apartments.	Dimension of cars or apartments. Length.	Dimension of cars or apartments. Width.	Day or night service.	Mails by express trains. Number of round trips over whole route.	Mails by express trains. Number of round trips per week over portion of route, and between what points.
			Ft. in.	*Ft. in.*			
94,848	6	1	11 6	6 2	Day		
52,416	6	1	7 2	4 8	do		
31,824	6	1	10 0	7 10	do		
49,640	7	1	13 0	8 6	do		
28,704	6	1	18 2	8 7	do		
21,216	6	1	12 0	6 0	do		
26,408	6	1	14 0	7 6	do		
119,184	6, Oreopolis Junction to Kearney.	2	18 3	8 9	do		6, Plattsmouth to Oreopolis.
24,960	6	1	9 6	7 6	do		
13,104	6	2	18 3	8 9	do		
82,368	6	1	8 9	6 7	do		
		1	12 0	6 6	do		
19,968	6	1	6 0	5 0	do		
38,064	6	2			do		
38,064	6	1	16 0	9 6	do		
105,456	6	1	17 9	7 4	do		6, Cucharas to El Moro.
32,850	7	1	12 4	6 5	do		
94,170	7	1	9 9	7 5	do		
27,010	7	1	9 9	7 5	do	6	
13,728	6	1	17 9	7 4	do		
77,380	7	1	12 0	7 0	do		6, Denver to Hughes.
52,560	14	1	14 2	8 8	do		
54,750	7	2	15 0	9 0	do		
58,400	7	2	15 0	6 11	Day and night		
84,240	6	2	9 0	7 6	Day		6, Tacoma to Wilkerson's.
124,800	6	2	22 6	9 0	do		
29,952	6	1	7 0	9 0	do		
37,960	7	1	12 0	9 0	Night		
104,390	7	2	17 0	9 0	Day		6, San Francisco to Gilroy.
114,610	7	1	23 6	8 10	Day and night		6, Sacramento to Marysville.
63,780	7	1	10 0	8 10	Day	6	6, Sacramento to Davisville.
42,432	6	1	10 0	8 10	do		6, San Francisco to Napa Junction.
282,510	7	2	31 6	8 11	Day and night		
		4	23 6	8 10	do		
28,080	6	1	12 3	8 11	Day		
18,720	6	1	10 0	8 9	do		6, Stockton to Peters.
181,040	7	2	11 9	8 5	Day and night		
49,920	6	2	8 0	6 0	Day		6, San Rafael to San Francisco.
24,336	6	1	12 4	8 10	do		
37,960	26	2	9 6	8 11	do		
		1	9 6	8 11	Reserve		
40,588,821							

REPORT

OF THE

SUPERINTENDENT OF RAILWAY MAIL SERVICE.

REPORT

OF THE

SUPERINTENDENT OF RAILWAY MAIL SERVICE.

POST-OFFICE DEPARTMENT,
OFFICE GENERAL SUPERINTENDENT RAILWAY MAIL SERVICE,
Washington, D. C., November 1, 1878.

SIR: The appropriation for

RAILWAY POST-OFFICE CLERKS

for the fiscal year ending June 30, 1879, is $1,325,000.

From the tables accompanying these estimates the increase in the force and expenditures for the various years will be seen, as also the large increase in the mails now passing over the various railroads, and the large increase in the proportion of the same handled on the postal cars.

This increase of mail handled is necessitated by the improvement that is made each year in the connections between the different railroads, in the running schedules of the trains, and the improvement in the system of distribution. Each of these makes the postal service of more advantage to the public, and at the same time increases the work required of the employés of the service.

The registration of third-class matter—a great convenience to the public—will largely increase the work, already onerous, in connection with the handling of registered mail, in much greater proportion than the number of pieces handled, as it, being bulky matter, cannot of course be handled and recorded as expeditiously or conveniently as can the registered letters. This increase in the work in railway post-offices will in a measure be offset by employing route-agents on all lines to perform the local service. Although the distinction between these different classes of employés of the railway mail service should be abandoned, yet, so long as it is continued, each class of employés should be confined to its particular work.

With a view to making correct estimates for the ensuing fiscal year, each line of railway post-offices has been taken up in detail, and the probable demand for extension considered. It is, therefore, respectfully recommended that you ask for an appropriation of $1,400,000 for the fiscal year ending June 30, 1880.

ROUTE-AGENTS.

The appropriation for route-agents for the fiscal year ending June 30, 1879, is $1,030,000.

The placing of route-agents upon lines where there is railway post-office service, to perform the local or way work, has necessitated a very large increase in this class of service. In addition to this, each year the service upon lines of railroad is being placed upon the express or fast

trains and taken off the local or way trains. This gives much better satisfaction to the public in expediting the mails, not only local, but through, as this class of trains make all the important connections which the other trains miss. It, however, necessitates that the same amount of work be done in much less time, thus making an increased force necessary.

There is, too, a growing demand for additional or double daily service on the more important route-agent lines. As in the railway post-office service each line has been considered separately, and the probable increase and extension of the service estimated in detail, it is therefore respectfully recommended that you ask for an appropriation of $1,125,000 for the fiscal year ending June 30, 1880.

MAIL-ROUTE MESSENGERS.

The appropriation for mail-route messengers for the present fiscal year is $171,000.

This amount, although all that was asked for, is insufficient to meet the demands of the public, and there are many routes upon which it has been impossible to place service. This was caused by the more rapid increase in railroad mileage than was anticipated.

The public demand, and it is a demand that should be met, that wherever there is a railroad there should be service by agents of the department. Railroad service without an agent is, for mail purposes, not as advantageous as stage service, it being impossible to have an exchange direct of the mails between all the offices on that route without making up and forwarding a pouch from each office on the route to each other office. This service, too, is chiefly for the more thinly-settled portions of the country, where they do not enjoy the fullest advantages of the postal service—the greater reason why all that can be should be given.

As in the other estimates, all the routes, probable increase and extensions, have been considered in detail. It is therefore recommended that you ask for an appropriation of $200,000 for the fiscal year ending June 30, 1880.

LOCAL AGENTS.

The appropriation for local agents for the present fiscal year is $115,000.

The demands on this class of employés increase probably faster than on any other. The quickening of the schedules on railroads, the close connections that are made at junctions where there are transfers, necessitates that the mails be handled at the depots instead of passing through post-offices, as is the custom wherever time will permit. If there is not a local agent this work is performed by employés of the different railroads, who are in no wise responsible to the department, and who are in continual dispute as to who will look after it, and who think it is an addition to their work for which they are not paid; consequently it is badly performed and the public suffer.

There should be a local agent at every junction where there are mails of any importance to separate and dispatch in different directions.

The increased benefit to the public would be far greater than could be given by an equal expenditure in any other branch of the service.

After an examination into the requirements of the service in detail, I would respectfully recommend that you ask for an appropriation of $150,000 for local agents for the fiscal year ending June 30, 1880.

SALARIES.

In my last annual report I called attention to the present salaries of the employés of this service, varying from $900 to $1,300 per annum on the heavier routes and below $900 on the lighter routes.

If this salary represented the net amount received by these employés it might then be considered fair; but it does not; for out of this must come their expenses when absent from home attending to their duties. In this expense there is no uniformity. His absence, and consequently his expense, depend on the importance of the route, the length of the run, the schedule, &c. The more important and heavier the route and the work, the longer time the employé has to absent himself, and the less opportunity he has to take advantage of any little circumstance which would inure to his pecuniary benefit. The more he has the interest of the service at heart, the greater the sacrifice he is called upon to make for its benefit.

In fact, the success and growth of this service and the efficiency it has attained has been secured almost entirely by the efforts of those holding subordinate positions, who have, with comparatively small salaries, devoted their time and energies to it, changing from one place to another as their services were demanded, filling in where the exigencies of the service required regardless of the sacrifices they were called on to make, and which could not be compensated for except by such occasional promotion as it has been possible to make. While some have received their hard-earned and merited promotion, there are still many who cannot, under the present organization, have their services thus recognized.

In the present organization, one general superintendent, two assistant superintendents, and nine division superintendents are expected to keep the system in perfect running order on 95,000 miles of railroad and steamboat routes, over which there is performed nearly 100,000,000 miles of annual service, superintend and regulate the workings of 2,608 employès on these routes, regulate and correct the distribution at all post-offices. How this has been done can best be judged from the report of mails distributed and errors made.

In this connection, it should be remembered that at least twice in each year there is a general change in the railroad schedules, and many less important ones each month, all of which must be anticipated, and the effect of each on the forwarding of the mails provided for.

CHIEF HEAD CLERKS.

After all these changes in distribution and other information has been tabulated and put in convenient form for reference by the employés on the line, it has been necessary to detail employés to examine the clerks, to see that they keep informed of all these changes, and that the duty assigned to them is properly performed; in other words, to superintend the work on each particular route or group of routes. To do this, it is necessary that he travel constantly, and for this the utmost that can be paid is $1,400 per annum, out of which all his traveling-expenses must come. It does seem that to provide for this a grade of officers, to be styled chief head-clerks, should be established, with pay not to exceed $1,400 per annum and actual traveling-expenses not exceeding $3 per day.

CLASSIFICATION.

The question of a change in the classification was discussed last year. Now that the service is brought under one general management, and

each employé is required to work under the same general instructions and schemes, the only distinction in fact being the quantity of work, it seems that distinctions obsolete in practice should be abandoned. The clerks could be more uniformly graded, avoiding the dissatisfaction that now arises from the distinction in designation and pay where there is none in the work. 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 and work performed.

The accompanying Tables A and B are an exhibit of the increase of this branch of the postal service:

TABLE A.—*Statement for the years* 1870 *to* 1878, *inclusive, showing 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	1,051	9	0.86	1,223,569 41	.....	$180 78	.....	0.01
1878	1,081	30	2.85	1,238,292 71	14,723 30	.....	1.20	.....

Year.	Number of route-agents in service at end of each fiscal year.	Increase in route-agents.	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	587	.....	.....	$574,600 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	.....	0.32
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	.....
1878	1,143	78	7.32	993,811 51	34,150 65	.....	3.55	.....

TABLE A.—*Statement for the years* 1870 *to* 1878, *inclusive, &c.*—Continued.

Year.	Number of mail-route messengers in service at end of each fiscal year.	Increase in mail-route messengers.	Decrease in mail-route messengers.	Increase per cent.	Decrease per cent.	Annual compensation.	Increase of annual compensation.	Decrease of 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	.....	00.33	.....
1878	241	.....	7	.....	2.82	154,375 54	6,776 93	.....	4.52	.....

Year.	Number of local mail agents in service at end of each fiscal year.	Increase in local mail agents.	Decrease in local mail agents.	Increase per cent.	Decrease per cent.	Annual compensation.	Increase of annual compensation.	Decrease of 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	.....	15.85	.....	69,216 00	10,786 00	.....	18.46	.....
1873	110	15	.....	15.79	.....	82,896 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	.....	4.99
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	.....
1878	134	7	.....	5.14	.....	109,041 64	3,322 91	.....	3.14	.....

NOTE.—The annual compensation for the years 1875, 1876, 1877, and 1878 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* 1878, *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 miles of annual service on steamboat routes.	Decrease in miles of annual service on steamboat routes.	Increase per cent.	Decrease per cent.
1870	20,695	.....	.....	.....	.....	4,122,385	.....	.....	.....	.....
1871	20,334	.....	261	.....	1.74	4,684,778	562,393	.....	13.64	.....
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	.....	8.37
1874	18,634	1,872	.....	11.17	.....	4,078,725	130,940	.....	3.32	.....
1875	15,788	.....	2,846	.....	15.27	3,958,852	.....	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	.....
1878	18,072	387	.....	2.18	.....	4,629,298	591,060	.....	14.63	.....

TABLE B.—*Statement for the years* 1870 *to* 1878 *inclusive, &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	9.49	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	85,358,710	7,617,538	9.80
1878	77,119	2,573	3.45	92,120,395	6,761,685	7.92

Year.	Miles of route on which there is railway post-office service.	Increase of miles of route of railway post-office service.	Decrease of miles of route of railway post-office service.	Increase per cent.	Decrease 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	.....	.....	.....	.....	6,509,000	.....	.....
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	.....	16,925,050	1,715,135	11.27
1878	16,980	.....	781	.....	4.39	17,933,910	1,008,860	5.96

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	2,679,045	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
1878	95,191	2,960	.....	3.21	.....	96,749,693	7,352,745	8.22

The increase in the miles of railroad routes in operation June 30, 1878, over that in operation June 30, 1877, was three and forty-five one-hundredths per cent. (3.45 per cent.); the increase in miles of annual service performed over the same was seven and ninety-two one-hundredths per cent. (7.92 per cent.); the increase in the total miles of railroad and steamboat routes was three and twenty-one one-hundredths per cent. (3.21 per cent.); the increase in miles of annual service performed over the same was eight and twenty-two one-hundredths per cent. (8.22 per cent.).

The miles of routes on which there was railway post-offices was decreased four and thirty-nine one-hundredths per cent. (4.39 per cent.), while the annual service performed on these routes was increased five and ninety-six one-hundredths per cent. (5.96 per cent.).

The increase in the miles of route on which there is route-agent and mail-route messenger service was thirteen and twelve one-hundredths per cent. (13.12 per cent.); the increase in the miles of annual service performed was thirteen and twelve one-hundredths per cent. (13.12 per cent.).

It will be seen that the miles of annual service increases in much greater proportion than the miles of route; this is due to the general demand for increased service in the different routes. While this is so, the increased expenditure is less than the increase of the service, each employé being required to perform more work.

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 five and ninety-six one-hundredths per cent. (5.96 per cent.); the annual expenditures have increased but one and twenty one-hundredths per cent. (1.20 per cent.).

The service annually performed by route-agents and mail-route messengers has increased thirteen and twelve one-hundredths per cent. (13.12 per cent.).

The expenditure for route-agents and mail-route messengers has increased three and fifty-five one-hundredths per cent. (3.55 per cent.) and four and fifty-two one-hundredths per cent. (4.52 per cent.) respectively.

SERVICE ON RAILROADS.

There has been a vast improvement in the service during the last fiscal year. Improved schedules and car accommodations have been generally obtained from the railroads. In the New England section, new cars have been built and are now running over the two lines via Springfield and Providence between Boston and New York.

The New York, New Haven and Hartford Railroad has established a new train over a portion of the road, making connections not heretofore obtained.

The New York Central and Hudson River Railroad have abandoned the position held by them at the time of the last annual report, and now we have four daily services over a portion of the road and three through—one of which is on a special mail and express train run at an extra rate of speed.

The Pennsylvania Railroad Company have rebuilt their entire equipment and added very largely to it; they have established two special trains for the accommodation of the mails between New York and Philadelphia and one between Philadelphia and Pittsburgh, so that now we have as nearly a perfect service as it is possible to obtain.

New service has been established on the Pittsburgh, Fort Wayne and Chicago Railroad between Pittsburgh and Chicago; and additional service on the lines of the Pittsburgh, Cincinnati and Saint Louis Railroad between Pittsburgh, Cincinnati, and Saint Louis.

New service has been established between Cincinnati and Louisville, and on the lines leading out of Saint Louis to the South and West, and out of Chicago to the North and West.

The schedules from Washington and Cincinnati to the South have been materially shortened, so that the mails to the Southern cities are advanced practically an average of twelve hours.

Most of this is the result of negotiations that were pending at the time my last annual report was submitted, and is the result of the judicious use of the fund placed at the disposal of the Postmaster-General to obtain additional facilities upon the trunk lines.

If the relations at present existing between the railroad companies and the department could but be maintained, there would be little difficulty in the future in maintaining the present efficiency of the service, depending as it does, in a large measure upon the facilities afforded on the different roads.

It does not seem possible, however, that the department can obtain additional, or even maintain its present service, and at the same time reduce the compensation to the roads furnishing all possible accommodations for the same, as it will be compelled to do unless some provision is made to continue the allowances made to these railroads out of the special fund placed at the disposal of the Postmaster-General to obtain additional facilities for the postal service.

Notice has been given those roads to which were made extra allowance that unless some provision is made by Congress it would be discontinued after January 1, 1879. What their action will be it is impossible to foretell. Neither does it seem possible to write or say more in regard to the readjustment of the compensation to railroads.

The present method is unjust to the railroad and to the department. Unjust to the road because it does not take into consideration the element space, without which the distribution of the mails in transit cannot be made, and to the furnishing of which the roads make the most objection; to the department because it takes into consideration the element of weight principally. This increasing, as it does, about 15 per cent. each year, increasing the amount necessary to pay the railroads about 10 per cent., will soon make the item of compensation to railroads the largest item of expenditure, forcing either a reduction in the compensation of a certain per cent. each year in the future as in the past, and perpetuating the present disturbed state, or else as the amount paid increases all opposition to furnishing the service required by the department will be quieted by enormously overpaying some roads and but fairly paying other roads.

The passage of the bill recommended by the commission appointed to examine into this matter and report upon the same, coinciding as it does with the recommendations made by all those who have had practical experience in the matter, would afford a satisfactory solution of the vexed question and be a measure of economy as well.

MAIL DISTRIBUTED, ERRORS MADE, &C.

Particular attention is called to the statement of error-slips, mail distributed, &c., Tables C and D, attached hereto.

TABLE C.—*Statement of mail distributed on the various railway post-office lines of the railway mail service during the year ending June 30, 1878.*

Division.	Date.		Months.	Number of letter packages distributed.	Whole number of letters distributed.	Number of sacks of paper mail distributed.
	From—	To—				
First (estimated)	July 1, 1877	June 30, 1878	12	2, 935, 604	146, 780, 200	266, 291
Second	July 1, 1877	June 30, 1878	12	3, 626, 188	181, 309, 400	549, 816
Third	July 1, 1877	June 30, 1878	12	1, 028, 984	51, 449, 200	190, 176
Fourth	July 1, 1877	June 30, 1878	12	1, 285, 867	64, 293, 350	250, 104
Fifth	July 1, 1877	June 30, 1878	12	5, 305, 780	265, 289, 000	854, 288
Sixth	July 1, 1877	June 30, 1878	12	6, 841, 820	342, 091, 000	866, 138
Seventh	July 1, 1877	June 30, 1878	12	2, 617, 699	130, 884, 950	502, 459
Eighth	July 1, 1877	June 30, 1878	12	904, 926	45, 246, 300	141, 663
Ninth	July 1, 1877	June 30, 1878	12	3, 457, 777	172, 888, 850	453, 307
				28, 004, 645	1, 400, 232, 250	4, 074, 242

TABLE C—*Statement of mail distributed on the various railway post-office lines*—Cont'd.

Division.	Date. From—	Date. To—	Months.	Whole number of pieces of paper mail distributed.	Whole number of letters and pieces of paper mail distributed.	Number of packages of registered mail matter.
First (estimated)	July 1, 1877	June 30, 1878	12	53, 285, 200	200, 038, 400	855, 408
Second	July 1, 1877	June 30, 1878	12	109, 963, 200	291, 272, 600	1, 060, 403
Third	July 1, 1877	June 30, 1878	12	38, 035, 200	89, 484, 400	509, 468
Fourth	July 1, 1877	June 30, 1878	12	50, 020, 800	114, 314, 150	895, 851
Fifth	July 1, 1877	June 30, 1878	12	170, 857, 600	436, 146, 600	1, 583, 295
Sixth	July 1, 1877	June 30, 1878	12	173, 227, 600	515, 318, 600	2, 314, 522
Seventh	July 1, 1877	June 30, 1878	12	100, 491, 800	231, 376, 750	1, 138, 876
Eighth	July 1, 1877	June 30, 1878	12	28, 332, 600	73, 57[illegible], 900	217, 587
Ninth	July 1, 1877	June 30, 1878	12	90, 661, 400	263, 550, 250	674, 628
				814, 848, 400	2, 215, 080, 650	9, 250, 038

TABLE D.—*Statement of errors made by railway post-office clerks and route agents in the several divisions of the railway mail service during the year ending June 30, 1878.*

Division.	Number of incorrect slips returned.	Number of errors on incorrect slips.	Number of packages missent.	Number of packages misdirected.	Number of pouches missent.	Number of sacks missent.
First	9, 583	13, 934	528	.....	.....	.....
Second	48, 388	83, 790	624	435	11	58
Third	5, 276	7, 018	251	80	8	18
Fourth	15, 752	24, 079	611	56	63	49
Fifth	78, 539	164, 927	1, 097	252	29	41
Sixth	82, 565	130, 283	2, 182	287	56	71
Seventh	42, 782	67, 164	1, 095	58	21	60
Eighth	3, 651	4, 859	92	.....	.....	.....
Ninth	64, 590	129, 608	1, 761	.....	.....	.....
	351, 126	625, 662	8, 241	.....	.....	.....

RECAPITULATION.

Number of letters and pieces of paper mail distributed during year	2, 215, 080, 650
Number of errors made in distribution of same	625, 662
Number of letters and pieces of paper mail distributed to each error	3, 540

The report shows a very large increase in the amount of mail handled. This is due to the increased facility for distribution, the increased mileage of railway post-offices, and the more perfect method of obtaining the records.

The number of pieces of mail deposited in the post-offices for dispatch during the year was about 1,200,000,000, nine-tenths of which passes over some railroad route before it reaches its destination; of this about one-third is made up in city packages at the post-offices where deposited, and not opened until it arrives at its destination. About two-thirds, or 720,000,000 pieces, were each handled separately about 3 times by the clerks on the railway post-offices.

The record shows that while the equivalent to 2,215,000,000 separate and individual pieces of mail was distributed by the clerks, but 625,000 were missent, or one piece missent in each 3,540 distributed—last year it was one in each 2,500.

A larger proportion of the actual errors made were obtained this year than last, for the reason that each employé was given credit for errors checked against others. This was found necessary from the fact that there was a great difference in the number of errors checked by employés under precisely similar circumstances.

CASE EXAMINATIONS.

This increased proficiency is due to the case examinations. These have been pushed vigorously during the year. Attention is called to the report of case examinations, table E.

TABLE E.—*Statement of case examinations of railway post-office clerks and route-agents in the several divisions of the railway mail service for the year ending June 30, 1878.*

Division.	Whole number of examinations.	Whole number of cards handled.	Number of cards correct	Number of cards incorrect.	Number not known.	Average per cent. correct.	Remarks.
First	388	218,460	210,029	6,273	2,158	96.14	93 employés made 90 per cent. and over in 2,000 offices and over.
Second	943	1,543,680	815,594	96,732	631,354	52.83	
Third	133	92,393	90,112	1,923	358	97.53	
Fourth	363	188,720	162,645	15,365	10,710	86.18	215 employés not examined during the year on account of having made over 90 per cent. previously.
Fifth	876	644,722	559,359	35,795	49,568	86.76	
Sixth	367	408,973	309,365	9,179	90,429	75.65	
Seventh	356	245,954	203,085	18,369	24,500	82.57	
Eighth	25	42,807	42,588	168	51	99.49	
Ninth	528	611,073	419,122	20,439	171,512	68.58	

RECAPITULATION.

Total number of examinations	3,979
Total number of cards handled	3,996,782
Total number of cards correct	2,811,899
Total number of cards incorrect	204,243
Total number not known	980,640
Average per cent. correct of all divisions	70.35

The mean per cent., though high, does not give an exact idea of the proficiency of the clerks. New appointees on the probationary period of six months are examined each month, and of course these averages are low, while the examinations are made at less and less frequent intervals as the proficiency of the employé is shown. After passing a certain point he is examined at very long intervals, unless there is reason to believe, from the report of errors made, that he is not keeping up with the changes or to his standard.

CASUALTIES.

The following list of casualties will give some approximate idea of the continual risk to which the employés of this service are exposed; hardly a week passes but some employé is killed, oftentimes in the most horrible manner—maimed for life, which is worse—or so injured that for weeks and months he can perform no service. For all this, there is no compensation. There is no provision to fill his place while recovering from injuries, except by requiring his fellow-clerks to perform his duties in addition to their own, which are already heavy.

Some remedy should be provided for this. Pay for a certain period should be allowed for all killed in service. Pension for all injured, to be in proportion to their injuries and the length of time they may be inca-

pacitated for the performance of duty. It is hardly possible that any other argument than the list of casualties following is needed to impress Congress with the justice of this.

TABLE F.—*Statement of casualties in the railway mail service during the fiscal year ending June* 30, 1878.

1877.

August 10.—Bangor and Boston railway post-office collided with freight-cars on side track at Seabrook, N. H., caused by misplaced switch. Head Clerk Wilbur F. Crawford seriously injured. No mail damaged.

September 15.—Williamsport and Baltimore railway post-office collided with freight-train near Muncy Station, Pa., and the wreck fired by explosion, &c., of tanks of oil, of which the latter train was composed. Engineer and express messenger killed, but no postal clerk seriously injured. Pouches for Lock Haven, Williamsport, Elmira and Williamsport agent, and Erie, Pa., were entirely destroyed; also four registered packages, and the mail-keys, commissions, stamps, clothes, and personal effects of the clerks.

September 21.—New York Central and Hudson River Railroad, Chicago express, collided with freight-train near Rome, N. Y. Both engines, mail, and baggage-cars completely wrecked. Head Clerk John S. Tunnard and a fireman and brakeman killed, and Postal Clerks Frank C. Roberts, George W. Fitch, William E. Earle, and William H. S. Sweet seriously injured, as also were many railroad employés and passengers. Some of the registered matter was badly mutilated, but no mail known to be lost.

September 27.—Chicago and Lake Huron Railroad, Port Huron and Valparaiso route. Near Vicksburg, Mich., mail-car and two coaches jumped the track and ran into embankment, and were completely wrecked. Route Agent J. J. Larmour slightly bruised, but no mail lost or injured.

September 28.—Piedmont Air Line Railroad, Danville and Charlotte route. Route Agent John A. Palmer, while in the act of catching and delivering mail at Linwood Station, had his leg very seriously injured by coming in contact with a piece of iron attached to the crane.

October 4.—Pennsylvania Railroad, Belvidere Division. Near Milford, N. J., a broken culvert caused train to be thrown from track and precipitated into creek below, and the baggage-car with contents were washed out into the river. There were five pouches of mail in the car, only one of which was recovered, the contents (some six or eight letters) thoroughly saturated with water.

October 10.—Washington, D. C. A lantern in mail-wagon exploded, partly burning two canvas sacks containing about four pounds papers, *i. e.*, the Record and Gazette, published in that city. These papers were, however, replaced by the publishers, and the subscribers supplied.

October 16.—New York and Albany railway post-office. In attempting to catch at New Hamburgh the pouch fell under train, and was dragged to Poughkeepsie, scattering the contents along the track. It is supposed that all the mail was recovered.

October 17.—New York and Washington railway post-office. Postal car No. 6 took fire from a spark from the engine, and was so badly burned as to be unfit for service. No mails damaged.

October 19.—Fort Wayne, Muncie, and Cincinnati, and White River Valley Railroad. In attempting to deliver mail at Laurel Station the pouch accidentally fell under train and was badly cut. No mail, except a few papers, injured.

December 1.—Shreveport and New Orleans mail-packet Lotus, accidentally fired and burned to water's edge and sunk. All the mail was lost, including three registered packages containing twenty dollars.

December 3.—Louisville, New Albany and Chicago Railroad. Mail-car overturned and burned. No mail lost or damaged.

1878.

January 5.—Omaha and Ogden railway post-office. Two sacks paper mail accidentally took fire from stove, and contents of one sack partially damaged.

January 19.—New York Central and Hudson River Railroad. In delivering box of registered stamped envelopes from train at New Hamburgh, N. Y., the box was broken and contents scattered along track. Envelopes to the value of three dollars and twenty-three cents ($3.23) destroyed.

January 23.—Train thrown from track near Decherd, Tenn., and precipitated down embankment, wrecking mail-car. No mail seriously damaged, except one letter charred by fire.

January 27.—Cleveland and Indianapolis Railroad. Pouch thrown off at Crestline, Ohio, fell under train and was dragged to Vernon Junction, and part of contents badly mutilated.

January 30.—Near Ontario, Ind., pouch accidentally caught fire from stove. No mail destroyed.

February 4.—Saint Louis, Kansas City and Northern Railroad. Jacob Sands, route-agent between Ottumwa and Moberly, had his hand badly injured by the sudden closing of the car-door.

February 9.—Pittsburgh and Cincinnati railway post-office.—Engine thrown from track, and postal-car considerably damaged. No mail lost or injured.

February 11.—Louisville and Nashville railway post-office. Train jumped the track between Big Sandy and Springfield, Tenn., ditching engine, postal and baggage cars. No mail lost or injured.

February 14.—New York and Chicago railway post-office. Registered pouch accidentally took fire from lighted candle while trimming the lamps. Pouch slightly damaged, but contents not materially injured.

February 18.—Chicago, Ill. In transferring mail at depot a truck, wheel broke and three sacks paper mail fell under a passing train. Mail all saved except about six papers and a pocket-book, which were destroyed.

February 21.—New York and Chicago railway post-office. When near Carthage Landing, N. Y., ran into a freight-train, wrecking both trains. No mails lost or injured.

February 25.—Baltimore and Ohio Railroad. Pouch thrown from train at Elkridge Landing, Md., fell under train and was destroyed, but contents were not injured.

February 25.—Pittsburgh and Chicago railway post-office. In making the catch from crane at East Palestine, Mr. Jos. F. Talcot, postal clerk, was very seriously injured by being struck by a large wooden box of registered matter, which had been placed in tie-sack on crane by the postmaster.

February 27.—New York and Chicago railway post-office. Near Weedsport, N. Y., ran into freight-train, ditching engine, postal and baggage cars. Postal clerks W. H. Atwell and F. L. Southwick considerably injured. No loss or damage to mails.

March 5.—New York and Chicago railway post-office. Pouch thrown off at Conneaut, Ohio, fell under train and was slightly torn, but no mail lost or injured.

March 6.—Memphis, Tenn. Steamer City of Chester destroyed by fire with mail consisting of about 200 letters, money order for ten dollars ($10), five dollars ($5) in cash, and one registered package containing twenty-five dollars ($25).

March 9.—Dunreith, Ind. Sack dropped from catcher and fell under train. Sack and contents, consisting of about twelve pounds mail, completely destroyed.

March 11.—Lake Shore and Michigan Southern Railroad. Postal (storage) car burned near Edgerton, Ohio. Car and contents, consisting of thirty (30) sacks paper mail, and twenty-nine (29) cases stamped envelopes, entirely destroyed.

March 20.—New Orleans and Port Eads River route. Pouch from Belair, La., lost overboard by one of the officers of the boat, and was not recovered. The contents consisted of about six letters and one paper.

April 7.—Chicago and Northwestern Railroad, Madison division. Train fell through bridge near Reedsburgh, Wis. Engine and baggage-car with contents, consisting of seven pouches mail, and perhaps a few papers, entirely destroyed by fire.

April 10.—Steamer Col. A. P. Kouns struck a snag in Red River, causing her to sink in about fifteen minutes. Mail all saved except a few letters and the paper mail for Alexandria and Natchitoches, La.

June 1.—Louisville and Nashville railway post-office trains Nos. 1 and 4 collided near Sonora, Ky. Both engines, both postal cars, and one baggage-car entirely wrecked, and several coaches badly damaged. Two persons killed and several wounded. Among the latter were postal clerks S. A. McKenzie (who has since died from his injuries), J. K. Hoskins, Clay Newland, E. E. Winters, and Route-agent S. St. John. Much of the mail was badly damaged by water and steam, but none supposed to be lost.

June 24.—Atlantic and Gulf Railroad. Train between Savannah and Live Oak, Fla., was run into by an extra freight-train. Baggage-car demolished and Route-agent C. P. Craft slightly injured. No loss or damage to mails.

June 29.—New York and Washington railway post-office. Cross-ties placed on track near Wilmington, throwing engine from track and badly damaging the postal car. Postal Clerk R. G. Whiting severely cut. No loss or damage to the mails.

FIRE AND LIGHT.

I would respectfully renew my recommendation that a small sum—say $500—be appropriated for experiment in light. It is becoming more and more essential each year that some improved method of lighting postal cars be adopted.

UNIFORMS.

The adoption of a uniform dress to be worn by all employés when on duty, has worked very satisfactory. The opposition it met with at first has gradually disappeared. It is, however, necessary that some penalty be provided for the wearing of the same by unauthorized parties.

CONCLUSION.

In closing this report it is but just that some reference be made to the zeal and interest that has been shown toward this service by all con-

nected with it. On their fidelity are dependent interests beyond estimate, and they have fully met the expectation of the department and the requirements of the public. If we have, as we claim, a postal service to which there is none superior, then to these employés is due their share of the credit. It is to be hoped that this will be recognized not only by the public but by Congress.

Very respectfully,

THEO. N. VAIL,
General Superintendent.

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

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, November 1, 1878.

SIR: I have the honor to submit the following report of the operations of this office for the fiscal year ending June 30, 1878, and to invite your attention to the subjoined tables, numbered from 1 to 17, inclusive, forming 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, 1880, with explanatory papers, marked No. 1*a* to No. 1*k*.

No. 2. Statement showing appropriations and expenditures by items for fiscal year ending June 30, 1878.

No. 3. Statement exhibiting the receipts and expenditures under appropriate heads, by quarters, for the fiscal year ended June 30, 1878, compared with the fiscal year ended June 30, 1877.

No. 4. Receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1878.

No. 5. Receipts and disbursements at depository post-offices on account of the fiscal year ended June 30, 1878.

Nos. 6 and 7. Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ended June 30, 1878.

No. 8. Statement of the official postage-stamps and stamped envelopes furnished each of the executive departments during the fiscal year ended June 30, 1878.

No. 9. Statement showing the increase in the issues of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards for the year ended June 30, 1878, over those of the preceding year.

No. 10. Statement showing amount of dead mail-matter treated in the division of Dead Letters during the fiscal year ended June 30, 1878.

No. 11. Statement showing the disposition of opened letters during the year ended June 30, 1878.

No. 12. Statement showing the amount, classification, and disposition of unmailable matter received during the year ended June 30, 1878.

No. 13. Statement showing the number of foreign dead letters received and disposed of during the fiscal year ended June 30, 1878.

No. 14. Statement showing the detailed classification and disposition of dead letters containing valuable inclosures for the fiscal year ended June 30, 1878.

No. 15. Statement showing the number of registered letters transmitted through the mails from each State and Territory in the United States during the fiscal year ended June 30, 1878.

No. 16. Statement showing the operations of the registered-letter

system at the cities of New York, Chicago, and Washington during the fiscal year ended June 30, 1878.

No. 17. Statement showing the number and value of registered packages forwarded during the fiscal year ended June 30, 1878, for the Post-Office and Treasury Departments.

OPERATIONS OF THE BUREAU.

The work of this office is distributed among the divisions of Finance, of Postage Stamps, of Dead Letters, of Registration, and of Files and Records, details of the operations of which are presented as follows:

DIVISION OF FINANCE.

The appropriations for the service of this office during the fiscal year amounted to $1,151,150, and the expenditures to $752,232.01, leaving an unexpended balance of $398,917.99, or 34.6 per cent. of the appropriations. This large saving was due principally to the fact that shortly subsequent to the time the appropriations were made new contracts were entered into for adhesive postage-stamps, postal cards, and other supplies at a large reduction from the old contract rates on which the appropriations were based.

The estimated amount of appropriations required to conduct the service of the office for the coming fiscal year is $884,400, an increase of $61,700, or 7½ per cent., over the amount appropriated for the current year. A detailed explanation of the estimates will be found among the papers accompanying the table (No. 1) of estimates attached to this report.

The receipts and expenditures of the department during the fiscal year ended June 30, 1878, as shown by the books of this division, were as follows:

Receipts.

Letter-postage, paid in money	$284,035 40
Box-rents and branch offices	1,358,448 39
Fines and penalties	6,442 87
Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards	27,375,593 12
Dead letters	8,937 01
Revenue from money-order business	209,647 89
Miscellaneous	34,412 27
Total	29,277,516 95
The total expenditures for the service of the year were	33,874,647 59
An excess over the receipts appertaining to and for the last fiscal year supplied out of appropriations from the Treasury of	4,597,130 64

The expenditures given above do not include the sum of $290,436.90 paid on liabilities incurred during previous fiscal years.

The total receipts for the year were $1,745,931.69 (or 5.9+ per cent.) more than those of the preceding year, and $1,367,648.05 (or 4.4+ per cent.) less than the estimates therefor.

The difference between the amount of revenue received and the amount estimated is largely due to the fact that the latter included the sum of $750,000, to be appropriated out of the general Treasury, for official postage-stamps for use of the Post-Office Department; but Congress having failed to make the appropriation, the amount of such stamps used by this department consequently did not become available as revenue. Excluding official postage-stamps and money-order receipts from both fiscal years, there is an increase of ordinary receipts over past fiscal year of $1,774,500.22, or about 6.1 per cent.

Table No. 3, which accompanies this report, shows the receipts and ex-

penditures by fiscal quarters, and the increase or decrease, as compared with previous years.

An exhibit of the condition of accounts of the last fiscal year on the 30th of September, 1878, will be found in Table No. 2, herewith.

In addition to the receipts stated above, there was drawn from the Treasury, on account of special and deficiency appropriations, the sum of $5,307,652.82, as follows:

To supply deficiencies in the revenues for the year ended June 30, 1878, act of March 3, 1877	$2,939,725 60
For same, act of June 14, 1878	550,000 00
For same, act of June 20, 1878	250,000 00
To meet deficiencies in compensation to postmasters, for the year ended June 30, 1877, act of December 15, 1877	284,283 36
To meet deficiency in compensation to postmasters, for the year ended June 30, 1878, act of June 14, 1878	400,000 00
For same, act of June 20, 1878	75,000 00
For payment of railway post-office clerks, route-agents, etc., being a deficiency for 1878, act of December 15, 1877	10,000 00
For same, act of April 30, 1878	7,000 00
For inland mail transportation, being a deficiency for 1878, act of December 15, 1877	500,000 00
To meet deficiencies in the revenues for the fiscal year ended June 30, 1877, act of July 12, 1876	250,000 00
For expenses of delegates to International Postal Congress, act of December 15, 1877	4,000 00
To pay the New Brunswick and Canada Railroad Company, act of April 30, 1878	11,935 73
To pay T. W. Collier, postmaster at Coshocton, Ohio, act of April 29, 1878	938 72
To pay E. B. Head, postmaster at Harrodsburgh, Ky., act of June 19, 1878	127 00
To pay Texas and New Orleans Railroad Company, act of June 14, 1878	577 16
To pay J. C. Clendennin, for carrying mails in North Carolina, in 1867, act of June 14, 1878	101 00
To pay G. H. Giddings, of Texas, for mail service, act of June 20, 1878	2,967 43
To pay Quartermaster's Department for mail service performed by the Memphis and Little Rock Railroad Company, prior to July 1, 1872, act of June 20, 1878	16,897 98
To pay T. A. Kendig for carrying mails in Louisiana from November 1, 1866, to June 30, 1867, act of June 20, 1878	4,099 44
	5,307,652 82
The estimated expenditures for the fiscal year ending June 30, 1880, are	36,571,900 00
The estimated revenue for the same year is	30,664,023 90
Leaving a deficiency to be appropriated out of the general Treasury of	5,907,876 10

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

Congress having, for the last two consecutive years, failed to make appropriation out of the Treasury for official stamps for the use of this department, although treating them as revenue in providing means to meet the expenditures, it is not considered advisable to submit further estimates on account of this item. The estimated revenues from official postages has accordingly been confined to the amount of official postage-stamps required for the use of the other executive departments.

The following statement will show the condition of the appropriations from the general Treasury to supply deficiencies in the postal revenues, viz:

1. For the fiscal year ended June 30, 1876, the amount unexpended was $1,852,705, which, by operation of law, was carried into the surplus fund of the Treasury on the 30th June, 1878, leaving no means available for the payment of unsettled liabilities incurred prior to July 1, 1876.

2. For the fiscal year ended June 30, 1877, the amount unexpended was $417,498, of which $250,000 has been drawn from the Treasury and placed to the credit of the Post-Office Department, leaving a balance of $167,498 still remaining in the Treasury and available for the payment of indebtedness on account of said fiscal year.

3. For the fiscal year ended June 30, 1878, the amount appropriated from the Treasury to supply deficiencies in the revenues was $3,739,725, of which $176,238.82 remains unexpended and available for unadjusted liabilities for said fiscal year.

The unpaid indebtedness of the department for the fiscal year ended June 30, 1878, is estimated at $350,000, for the payment of which there is available, as above stated, the sum of $176,238.82, leaving a balance of $173,761.18 still to be supplied out of the general Treasury.

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, 1877	$1,080,111 32
Aggregate receipts during the year ended June 30, 1878	10,623,340 29
Total	11,703,451 61
Amount of warrants paid during the year	9,923,171 52
Balance subject to draft June 30, 1878	1,780,280 09

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

At post-office depositories:

Balance subject to draft June 30, 1877	$379,265 30
Aggregate receipts during the year ended June 30, 1878	3,386,499 30
Total	3,765,764 60
Disbursements during the year	3,237,771 07
	527,993 53
Add amount of credit balances	2,753 94
Amount subject to draft June 30, 1878	530,747 47

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 2,671 contracts for mail service received from the Second Assistant Postmaster-General, and 8,936 orders of the Postmaster-General recognizing mail service not under contract, curtailing or extending service or modifying previous orders, being a decrease of 1,442 contracts, and an increase of 1,684 orders, as compared with the previous year. These contracts and orders were examined, verified, and 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 29,300, a decrease of 854 from the previous year.

Accounts were kept with the Treasury, 9 sub-treasuries, and 37 designated depositories, involving the sum of $10,623,340.29, against which 11,466 warrants were issued.

Accounts were also kept with 100 post-office depositories, involving the sum of $3,386,499.30, of which $2,660,218.81 arose from the proceeds of the depository offices themselves; $591,621.10 from deposits (on 6,563 certificates) by other offices; and $134,659.39 from collection drafts. Against the accumulations in the depository offices, 17,994 drafts were issued, amounting to $1,741,389.38. In addition to the amount paid out

by draft, the sum of $1,496,381.69 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 2,781 depositing offices was kept, showing that 11,124 certificates of deposit were received and entered, 6,985 circulars of instruction, and 915 auditor's statements of account forwarded to postmasters, and 2,475 letters from postmasters relative to balances due were received, noted upon the books, and properly referred or answered.

The action of the last Congress, relative to subletting or transfer of mail contracts (act approved May 17, 1878), whereby payments for mail service are made to the subcontractors, has more than quadrupled the work of the Division of Finance, and renders it absolutely necessary that the number of clerks of this division be increased. It is estimated that an increase of four will be sufficient to properly perform the additional labor imposed by said act.

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

The work of this division during the year is shown in the following summary: The number of ordinary postage-stamps issued to postmasters for sale to the public was 742,461,940, valued at $19,468,618; of newspaper and periodical stamps, 1,609,578, valued at $1,093,845.30; of stamped envelopes, plain, 88,514,600, valued at $2,418,102.91; of envelopes bearing a request to return, 67,845,250, valued at $2,183,025.25; of newspaper-wrappers, 27,200,500, valued at $304,645.60; of postal cards, 200,630,000, valued at $2,006,300; of official postage-stamps issued to the several executive departments for official use, 15,551,660, valued at $618,094.60; and of official stamped envelopes and wrappers, 16,783,125, valued at $474,553.10; making a total number of 1,160,596,653, and a total value of $28,567,184.76.

The increase in the value of these several issues over those of the previous year is as follows: Of ordinary stamps, $1,286,942, or 7.07 per cent.; of newspaper and periodical stamps, $93,240.20, or 9.31 per cent.; of stamped envelopes, $136,528.80, or 5.98 per cent.; of special-request envelopes, $113,029.60, or 5.46 per cent.; of newspaper-wrappers, $39,283.60, or 14.8 per cent.; of postal cards, $306,145, or 18 per cent.; of official postage-stamps, $3,987.40, or 0.65 per cent.; and of official stamped envelopes and wrappers, $62,191.69, or 15.08 per cent.

The total increase in the value of ordinary issues was $1,975,169.20, or 7.74 per cent.; of the official issues, the increase was $66,179.09, or 6.4 per cent.; of the ordinary and official issues combined, $2,041,348.29, or 7.69 per cent.

Besides the above, there were issued 4,039,000 registered-package envelopes; 9,879,100 post-office (unstamped) envelopes; and 1,479,000 dead-letter envelopes; making a total of 15,357,100. There were also issued to postmasters 1,260 stub and receipt books used in the collection of postage on newspaper and periodical matter sent through the mails.

The following statement shows the number of requisitions filled in sending out the foregoing supplies:

For ordinary postage-stamps	110,403
For newspaper and periodical stamps	7,305
For ordinary stamped envelopes and wrappers (plain)	60,080
For special-request stamped envelopes	58,746
For postal cards	52,636

For official postage-stamps	38,980
For official stamped envelopes and wrappers	3,258
For registered-package envelopes	42,895
For post-office envelopes	42,739
For newspaper and periodical receipt-books	1,260
Making a total of	418,302

As compared with the number of requisitions filled during the previous year, this total shows a gross increase of 28,094 requisitions, or 7.2 per cent.

In filling these requisitions, the following number of packages was mailed:

Of ordinary stamps	120,893
Of newspaper and periodical stamps	7,307
Of ordinary stamped envelopes and wrappers	82,458
Of special-request envelopes	54,743
Of postal cards	61,512
Of official postage-stamps	38,848
Of official stamped envelopes and wrappers	7,252
Of registered-package envelopes	43,675
Of post-office envelopes	42,739
Of newspaper and periodical receipt-books	1,260
Making a total of	460,687

This total exhibits an increase of 33,447 packages, or 7.8 per cent., over the number of similar packages mailed during the preceding year. The number of these packages lost or stolen from the mails was 10.

As may be readily supposed, the transaction of the immense business represented by the foregoing figures involved a large amount of clerical and other labor that cannot well be reduced to any systematic statement. It will perhaps be sufficient to say that as most of the revenues of the department are realized from this division, its work must of necessity be extensive and various, and must also be promptly and accurately performed.

The amount of postage collected during the year on newspaper and periodical matter mailed from offices of publication to regular subscribers is as follows:

On 40,883,663 pounds, at 2 cents per pound	$817,673 26
On 6,916,924 pounds, at 3 cents per pound	207,507 72
Total	1,025,180 98

This shows an increase over the amount collected during the preceding year of $461.82.

The following table shows the number of pounds of newspaper and periodical matter mailed, and the amount of postage collected thereon, at six of the principal post-offices in the United States:

Post-office.	Matter mailed weekly and oftener, two cents per lb.	Other matter, three cents per lb.	Amount of postage.	Per cent. of total amount collected in United States.
	Pounds.	*Pounds.*		
Boston	2,667,917	470,590	$67,476 04	6.58
Chicago	3,246,959	529,536	80,825 26	7.88
Cincinnati	1,657,203	290,485	41,858 61	4.08
New York	11,918,240	3,025,158	329,119 54	32.10
Philadelphia	1,317,818	974,040	55,577 56	5.42
Saint Louis	1,936,066	188,932	44,389 28	4.33
Total	22,744,203	5,478,741	619,246 29	60.39

DIVISION OF DEAD LETTERS.

The whole number of dead letters and parcels received and disposed of during the year by this division was 3,186,805, a reduction of 101,485 from the previous year's receipts. Tables No. 10 to No. 14 inclusive, accompanying this report, contain minute details of the treatment of this matter.

The reports of this office for the three preceding years contained a recommendation that some means be adopted whereby the total amount of mail matter transmitted in this country annually might be approximately ascertained; but the department has not so far found it convenient to adopt the suggestion. In the absence of any accurate statistics upon this subject, a calculation has been made in this office based upon the best data obtainable, (viz., records kept by the superintendent of the free-delivery service, and tables compiled under the direction of the superintendent of the railway mail service, which have been verified by the result of an experiment made in the dead-letter office a few years since by taking the average amount of postage paid on 1,000,000 pieces of mail matter and dividing the value of the stamps sold during the year,) which shows that not less than 802,000,000 letters were mailed in the United States and received from foreign countries during the last fiscal year. It thus appears that the department failed to deliver but one letter in every 289. The success of our service in this respect is very gratifying. From official statements published in L'Union Postale, and presumed to be correct, it appears that Great Britain fails to deliver one in 216, France one in 230, Italy one in 126, and Germany one in 456; this last, however, would scarcely be a fair comparison, for the reason that a very much larger proportion of registered matter, the delivery of which is almost inevitable, is included in the report.

The amount of money deposited in the Treasury from letters which could not be restored to the owners was $8,937.01. The increase over last year's deposits is explained by the fact that a large proportion of this sum was realized by the conversion of funds not receivable on deposit at the Treasury taken from letters during previous years.

All unclaimed articles of value accumulated in the dead-letter office prior to July 1, 1877, were sold at auction in January last. The amount realized and deposited in the Treasury to the credit of the Post-Office Department was $3,209.31.

DIVISION OF REGISTRATION.

The total number of registered letters and packages forwarded during the year was 4,898,804, of which 4,744,811 were sent to points within the United States and 153,993 to foreign countries. Fees were collected on 4,159,994 at ten cents each, amounting to $414,999.40; the balance (748,810), consisting of matter for the government, being by law exempt from the payment of registry fees.

As compared with the previous fiscal year, there was an increase of 550,677 letters and packages, and $47,555.60 in the amount of fees collected, or a little over 12⅔ per cent. in the former and nearly 13 per cent. in the latter.

Table No. 15 exhibits by quarters the number of letters and packages that were registered in each State and Territory during the year.

In Table No. 17 will be found the number and value of registered packages forwarded for the Post-Office and Treasury Departments without payment of registry fees.

The number of packages of postage-stamps, stamped envelopes, and postal cards was 373,013, representing a value of $28,567,184.76; and of United States bonds, currency, internal-revenue stamps, &c., 30,990 packages, valued at $128,890,609.32; a total of 404,003 packages and of $157,457,794.08 in value.

Table No. 16 gives in detail the amount of registry business transacted at the New York, Chicago, and Washington post-offices.

Of the 4,898,804 registered letters and packages forwarded during the year, only 840 were lost in transit, and the value of 304 of these was recovered through the energetic and well-directed efforts of the special-agency branch of the service. The actual losses may, therefore, be placed at 536 letters or packages, or one out of every 9,140 transmitted, a decrease of about one-half in the ratio of loss as compared with the preceding year; and this unprecedentedly small proportion of loss serves to justify public confidence in the system as a means of conveyance for valuable matter.

On the 1st October of the present year there was an important feature added to the postal service, in the extension of the registry system to third-class mail matter. Advanced reports from a few of the larger offices show that this addition has met with popular favor; and there can be no doubt that besides proving a great public convenience it will contribute materially to the postal revenues without involving a corresponding outlay.

DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and other inclosures received, opened, and examined during the year, was 1,185,565, an increase over the previous year of 36,005.

Among the inclosures were 371 containing money, and 6,181 containing unsalable postage-stamps and stamped envelopes.

Of the letters received, 22,323 were briefed and recorded, and filed after final action had been taken upon them, and 8,722 letters written in the bureau were copied, enveloped, and mailed. The number of printed circulars mailed was 156,700.

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.

ORIGIN AND USE OF POSTAGE-STAMPS, STAMPED ENVELOPES, ETC.

As there has never been published any official statement of the origin of postage-stamps, stamped envelopes, and postal cards in this country, or of the vast increase in their use, it has occurred to me that some information of that character might with propriety be presented in this report. I have, therefore, caused to be prepared, with a great deal of care, the following sketch, which it is believed will not only be of general interest, but will be a valuable addition to postal history:

POSTAGE-STAMPS.

The use of postage-stamps in the United States was first authorized by act of Congress approved March 3, 1847, and their issue, in denominations of 5 and 10 cents only, to meet the then existing rates of postage, was begun by the Post-Office Department on the 1st of July following. Previous to this date postage was collected entirely in money, its prepayment being in all cases optional.

On the 1st of July, 1851, under the operation of the act of Congress of March 3 of that year, reducing the rates of postage, a new series of

postage-stamps was adopted, consisting at first of denominations of 1 and 3 cents only, but subsequently of the additional denominations of 5, 10, 12, 24, 30, and 90 cents. The issue of these stamps continued until 1861, when, soon after the commencement of the late rebellion, to prevent the use of such of them as were outstanding in the hands of postmasters in the insurrectionary States, the series was superseded by a new one of the same denominations, but of different designs and colors. Another denomination —2 cents— was, however, added on the 1st of July, 1863, to accommodate the local rate of postage. Moreover, in consequence of a change in the rates of newspaper postage, special stamps of large size, in denominations of 5, 10, and 25 cents, were issued on the 1st of April, 1865, but soon fell into disuse on account of unpopularity.

In March, 1869, a new series of stamps replaced those up to that time in use, of the same denominations, except that a 6-cent was substituted for the 5-cent stamp; but the series not meeting with favor, it was, in its turn, superseded in May, 1870, by the stamps now in use. The same denominations continued to be employed, with the subsequent addition of a 7-cent stamp, until July 1, 1875, when a 5-cent stamp was added, and the 7, 12, and 24 cent stamps were discontinued. The series, therefore, at present consists of the following denominations: 1, 2, 3, 5, 6, 10, 15, 30, and 90 cents.

By act of Congress of March 3, 1873, in consequence of the repeal of the franking privilege, the Postmaster-General was required to provide stamps or stamped envelopes of special design for each of the several executive departments, to prepay postage on official matter passing through the mails. The issue of these stamps was commenced on the 24th of May, 1872, for use on the 1st of July following, and still continues. Their denominations are as follows:

Executive: 1, 2, 3, 6, and 10 cents.

Department of State: 1, 2, 3, 5, 7, 10, 12, 15, 24, 30, and 90 cents, and 2, 5, 10, and 20 dollars.

Treasury, War, and Navy Departments, each: 1, 2, 3, 6, 7, 10, 12, 15, 24, 30, and 90 cents.

Departments of the Interior, Justice, and Post Office, each: 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents.

Department of Agriculture: 1, 2, 3, 6, 10, 12, 15, 24, and 30 cents.

Under the act of Congress approved June 23, 1872, stamps of special designs were provided for the prepayment of postage on newspapers and periodicals mailed from known offices of publication or news agencies. The act took effect on the 1st of January, 1875, but the issue was begun on the 11th of December previous, and still continues. The following are the denominations: 2, 3, 4, 6, 8, 9, 10, 12, 24, 36, 48, 60, 72, 84, and 96 cents, and $1.92, 3, 6, 9, 12, 24, 36, 48, and 60 dollars.

The following tables give the issues of postage-stamps from the date of their adoption to the present time:

Stamps issued for sale to the public.

Year ended—	Number of stamps.	Value.
June 30, 1847 to 1851	4,603,200	$274,710 00
1852	54,136,319	1,535,638 51
1853	56,344,006	1,608,792 91
1854	56,330,000	1,526,300 00
1855	72,977,300	2,056,127 00
1856	126,045,210	3,611,274 40
1857	154,729,465	4,337,135 20
1858	176,761,835	4,945,374 35
1859	192,201,920	5,279,405 00

Stamps issued for sale to the public—Continued.

Year ended—	Number of stamps.	Value.
June 30, 1860	216, 370, 660	$5, 920, 939 00
1861	211, 788, 518	5, 908, 522 60
1862	251, 307, 105	7, 078, 188 00
1863	338, 340, 385	9, 683, 394 00
1864	334, 054, 610	10, 177, 327 00
1865	387, 419, 455	12, 099, 987 50
1866	347, 734, 325	10, 816, 661 00
1867	371, 599, 605	11, 578, 607 00
1868	383, 470, 500	11, 751, 014 00
1869	421, 047, 460	12, 722, 568 00
1870	468, 118, 445	13, 976, 768 00
1871	498, 126, 175	14, 630, 715 00
1872	541, 455, 070	15, 840, 649 00
1873	601, 931, 520	16, 681, 189 00
1874	632, 733, 420	17, 725, 242 00
1875	684, 551, 685	19, 087, 381 47
1876	700, 089, 437	19, 718, 708 75
1877	690, 969, 379	19, 182, 281 10
1878	744, 071, 518	20, 562, 463 30
	9, 719, 308, 527	280, 327, 363 09

Stamps issued to executive departments for official use.

Department.	Year ending June 30—						Aggregate.
	1873.*	1874.	1875.	1876.	1877.	1878.	
Executive	4, 650	16, 250	.....	15, 000	18, 800	.....	54, 709
State	60, 495	101, 595	100, 500	34, 500	182, 445	.....	479, 535
Treasury	6, 317, 500	9, 442, 500	2, 400, 000	3, 190, 000	2, 592, 000	3, 570, 000	27, 512, 000
War	440, 500	703, 050	659, 000	646, 860	1, 095, 390	1, 281, 025	4, 825, 825
Navy	160, 830	315, 330	243, 700	217, 000	207, 000	126, 000	1, 269, 860
Post Office	5, 510, 610	19, 207, 110	13, 260, 270	11, 860, 005	8, 385, 310	10, 204, 735	68, 428, 040
Interior	970, 475	1, 994, 250	1, 419, 370	1, 604, 700	1, 263, 200	276, 900	7, 528, 895
Justice	55, 400	100, 000	66, 100	59, 600	78, 000	43, 000	402, 100
Agriculture	135, 000	440, 000	347, 000	55, 000	45, 000	50, 000	1, 072, 000
Total stamps	13, 665, 460	32, 320, 085	18, 495, 940	17, 682, 665	13, 867, 145	15, 551, 660	111, 572, 955
Total value	$494, 974. 70	$1, 415, 845. 20	$834, 970. 25	$663, 831. 50	$614, 107. 20	$618, 094. 60	$4, 641, 823. 45

* Two months only.

STAMPED ENVELOPES.

The first issue of stamped envelopes was begun in June, 1853, the denominations being 3 and 6 cents, but during the following year the design of the 3-cent envelope was altered, and on the 25th of April, 1855, a 10-cent envelope was added. This series remained uninterruptedly in use until October, 1860, when it was succeeded by new designs of all three denominations, with addition of a 1 and a 4 cent denomination (the latter being a combination of the 1 and 3 cent stamp) in December, 1860, and of 12, 20, 24, and 40 cent denominations in January, 1861. In July of the same year (owing to the rebellion in the Southern States) the designs of the three principal denominations, 3, 6, and 10 cents, were again changed, remaining in use until September, 1864, when the 3 and 6 cent designs were further altered. In June, 1863, however, a 2-cent denomination was adopted, and in December, 1865, four others—9, 12, 18, and 30 cents; the 24 and 40 cent denominations being likewise changed in design. This series, consisting of denominations of 1, 2, 3, 6, 9, 10, 12, 18, 20, 24, 30, and 40 cents, continued in use until 1870.

Up to October, 1859, the stamped envelopes issued had all been plain, but at that time a self-ruling envelope was added to the series, meeting, however, with only a moderate demand. In May, 1865, envelopes containing a printed request for the return of the letter to the writer in case

of non-delivery began to be issued, becoming popular at once. There were also issued in August, 1861, for the first time, stamped note and letter sheets of the denomination of 3 cents, which, though only partially successful, remained in use until April, 1864.

On the 1st of October, 1870, the entire series of stamped envelopes was changed in design and in some of its denominations, the latter consisting of 1, 2, 3, 6, 10, 12, 15, 24, 30, and 90 cents. These designs and denominations have remained unchanged up to the present time, with the exception of the 12 and 24 cents, which have been for some time discontinued. A 5-cent and a 7-cent denomination were also added, but the 7-cent has also gone out of use. For some time after the adoption of this series envelopes were furnished, when desired, with black or faint blue lines on their face to indicate the place for the superscription, but they continued in demand for a comparatively short period. The envelopes now being issued are of seven different sizes, of three qualities of paper, of four colors, and are furnished either plain or with "printed request," according to the desire of the purchasers.

In May, 1876, an entirely new and distinctive design of stamped envelope was adopted for issue during the continuance of the Centennial Exhibition at Philadelphia. Their manufacture began on the 10th of May and ended on the 10th of November. Only two sizes were made, both of first quality white paper, and of the same denomination (3 cents), the stamp on the larger size, however, being printed in red and that on the smaller in green. The design was a shield, bearing in the upper half the device of a post-boy and the date 1776, and in the lower half a representation of "a fast-mail train" and a telegraph line, with the date 1876, as the principal figures.

In addition to the several kinds of stamped envelopes described in the foregoing sketch, there was adopted, in October, 1861, a new article of postal manufacture, known as the newspaper-wrapper, the convenience of which was at once recognized. So great, indeed, was the popular sense of their utility, that the issue during the first three months succeeding their introduction amounted to nearly 1,000,000. Since then they have continued to form a part of the series of stamped envelopes, and the demand for them annually increases. They are made of inexpensive Manila paper, are of oblong shape, and of such size as to allow of two folds over an ordinary sized newspaper. At first the denomination was two cents; in October, 1870, it was changed to one cent; at present they are issued of both denominations.

Soon after the repeal of the franking privilege, and the consequent adoption of official stamps, two of the executive departments—the War and Post Office—began the use, also, of official stamped envelopes to cover official matter passing through the mails. Such envelopes are still being used, of denominations as follows: War Department, 1, 2, 3, 6, 10, 12, 15, 24, and 30 cents; Post Office, 2, 3, and 6 cents. The War Department envelopes are of colors and qualities such as are sold to the public; the Post Office envelopes are of four sizes only, and are all of the same color and quality. None of the other executive departments have ever used official stamped envelopes.

The following tables show the number of stamped envelopes issued to postmasters for sale to the public, and official stamped envelopes issued to the War and Post-Office Departments for official use, from the first issue to the close of the fiscal year ending June 30, 1878. In the first of these tables newspaper-wrappers are included under the head of plain envelopes.

Statement of stamped envelopes issued to postmasters for sale to the public from 1853 to 1878, inclusive.

Year ended—	Plain envelopes.	Special-request envelopes.	Total.
June 30, 1853	5,000,000	.....	5,000,000
1854	21,384,100	.....	21,384,100
1855	23,451,725	.....	23,451,725
1856	33,764,050	.....	33,764,050
1857	33,033,400	.....	33,033,400
1858	30,971,375	.....	30,971,375
1859	30,280,300	.....	30,280,300
1860	29,280,025	.....	29,280,025
1861	26,027,300	.....	26,027,300
1862	*27,234,150	.....	27,234,150
1863	*25,548,750	.....	25,548,750
1864	*28,218,800	.....	28,218,800
1865	25,456,175	750,000	26,206,175
1866	30,386,200	8,708,525	39,094,725
1867	46,421,400	16,665,250	63,086,650
1868	47,894,900	25,469,750	73,364,650
1869	49,851,000	31,824,100	81,675,100
1870	49,951,500	36,338,000	86,289,500
1871	56,563,625	48,111,650	104,675,275
1872	67,100,750	46,825,000	113,925,750
1873	78,971,350	52,201,250	131,172,600
1874	84,478,250	51,940,250	136,418,500
1875	95,135,400	54,631,000	149,766,400
1876	100,965,750	64,554,500	165,520,250
1877	106,276,950	64,374,500	170,651,450
1878	115,715,100	67,845,250	183,560,350
Aggregate	1,269,362,325	570,239,300	1,839,601,625

* These amounts include 212,300 stamped note and letter sheets (166,100 letter and 46,200 note).

Statement of official stamped envelopes issued to the War and Post-Office Departments from 1872 to 1878, inclusive.

Year ended—	To War Department.	To Post-Office Department.	Total.
June 30, 1873*	587,100	4,354,750	4,941,850
1874	2,397,600	10,503,300	12,900,300
1875	2,126,700	10,718,300	12,845,000
1876	2,914,905	12,775,250	15,690,155
1877	1,908,745	12,841,700	14,750,445
1878	1,792,625	14,990,500	16,783,125
Aggregate	11,727,075	66,183,800	77,910,875

*Two months only.

POSTAL CARDS.

Postal cards were first employed and issued in May, 1873, the denomination being one cent, and gained immediate popularity. A new design of card was adopted in 1875, being the one now in use.

The number of cards issued during each year since their adoption is as follows:

Year ending June 30, 1873 (two months only)	31,094,000
1874	91,079,000
1875	107,616,000
1876	150,815,000
1877	170,015,500
1878	200,630,000
Aggregate	751,249,500

MODE OF ISSUING STAMPS, ETC.

Postage-stamps, stamped envelopes, and postal cards are manufactured for the government by contract, and are issued under the supervision of an agent, stationed at the place of manufacture, upon the daily orders of the Post-Office Department. These orders are made up of items covering the wants of different postmasters, as partially made known by their requisitions from time to time received, and the stamps, envelopes, or cards called for are sent directly from the agency to the offices named in the order. As the issue of these articles is at the foundation of nearly all the revenues of the Post-Office Department, great vigilance is exercised to prevent any postmaster from being supplied therewith to an extent greater than the actual needs of his office, or to an amount exceeding his bonded liability.

For the year 1852, the year immediately preceding the introduction of stamped envelopes, the number of postmasters' requisitions for stamps was 9,200. During the year ending June 30, 1878, the number of requisitions for stamps, stamped envelopes, and postal cards amounted in round numbers to 418,000.

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

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, 1880, 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	60,000 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	35,000 00
Miscellaneous items in the office of the Postmaster-General	1,500 00

OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

Compensation to postmasters	8,000,000 00
Clerks in post-offices	3,600,000 00
Letter-carriers	2,000,000 00
Wrapping-paper	20,000 00
Twine	50,000 00
Marking and rating stamps	12,000 00
Letter-balances and scales	4,000 00
Rent, fuel, and light	450,000 00
Office-furniture	30,000 00
Stationery	55,000 00
Miscellaneous and incidental items	125,000 00

OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

Inland transportation, railroad routes	10,250,000 00
Inland transportation, steamboat routes	900,000 00
Inland transportation, star routes	5,900,000 00
Railway post-office clerks	1,350,000 00
Route-agents	1,125,000 00
Mail-route messengers	175,000 00
Local agents	150,000 00
Mail-messengers	725,000 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	$92,000 00
Expenses of agency	8,100 00
Stamped envelopes and newspaper-wrappers	490,000 00
Expenses of agency	16,000 00
Postal cards	200,000 00
Expenses of agency	7,300 00
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes	65,000 00
Ship, steamboat, and way letters	4,500 00
Engraving, printing, and binding drafts and warrants	1,500 00

OFFICE OF SUPERINTENDENT OF FOREIGN MAILS.

Transportation of foreign mails	260,000 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	45,000 00
	36,571,900 00

Estimated amount which will be provided by the department from its own revenue, accruing from postages and other sources, viz:

Ordinary revenues	$30,150,000 00	
Money-order receipts	210,000 00	
Official postages	304,023 90	
		30,664,023 90
Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the General Treasury		5,907,876 10

A. D. HAZEN,
Third Assistant Postmaster-General.

OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
October 16, 1878.

No. 1*a*.

POST-OFFICE DEPARTMENT,
OFFICE OF THE CHIEF CLERK TO THE POSTMASTER-GENERAL,
Washington, D. C., September 23, 1878.

SIR: In compliance with the request contained in your letter of the 2d instant, I have the honor to submit the following estimate of the amount required to be appropriated during the fiscal year beginning July 1, 1879, for the purposes specified, viz:

For mail depredations and special agents	$150,000
For preparation and publication of post-route maps	35,000
For advertising	60,000
For miscellaneous items in office of Postmaster-General	1,500

I inclose herewith explanatory statements from the Superintendent of the Division of Mail Depredations and the Topographer relative to the estimates for their respective offices.

The estimates for the last two items, viz, for advertising and for miscellaneous items, are based upon the appropriations for the present year, which are regarded as sufficient.

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 DEPREDATIONS,
Washington, September 24, 1878.

SIR: I have the honor to say that, for the purpose of conducting with due efficiency the business of the Division of Special Agents and Mail Depredations, the sum of one hundred and seventy-five thousand dollars ($175,000) will be required for the fiscal year ending June 30, 1879.

The opening of the mails for the conveyance of large amounts of treasure, while it increases the revenue of the department, also invites attacks upon them, and liberal provision should be made for their security. In the sparsely-settled Territories of the West they are liable to be robbed at every turn of the road, and it will only be by the exercise of the greatest vigilance and the offer of large rewards that these raids upon the mails can be prevented.

They have become so frequent within a few months past that the department has been compelled to go far beyond its usual limit in the amount of rewards offered for the apprehension of depredators upon the mails in the districts referred to, and in the furtherance of this object other and extraordinary expenses may necessarily be incurred, so that a less sum than that named in the above estimate ($175,000) will hardly meet the wants of the service.

The greatest economy is exercised under the restrictions imposed in the appropriation bill of the last session of Congress for the service of this Department in the expenditure of the appropriation for this division. The monthly reports of those special agents who receive a per diem are carefully scrutinized, and they are required to account for each day's service, and are only allowed per diem for those days on which they are actually engaged in traveling in the service of the department or detained under expenses in the discharge of their duties away from home.

Very respectfully, your obedient servant,

C. COCHRAN, JR.,
Chief of Division.

Gen. WILLIAM A. KNAPP,
Chief Clerk Post-Office Department.

No. 1*c*.

POST-OFFICE DEPARTMENT,
TOPOGRAPHER'S OFFICE,
Washington, D. C., September 21, 1878.

SIR: I respectfully submit that in the estimates of appropriations required for the fiscal year ending June 30, 1880, there be inserted this item, with the attached clause authorizing the sale of maps (same as in act of Congress June 17, 1878, "making appropriations for the service of the Post-Office Department," &c.):

For preparation and publication of post-route maps, with continuous revision of previous editions, furnishing maps, and keeping up the working diagrams of the several bureaus of the department, fifty thousand dollars ($50,000); 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.

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, map-paper, and other materials used; the purchase of technical books, atlases, and maps for reference; the payment of clerical force, and other incidentals.

By "current work" is to be understood that which forms by far the greater part of the duties of the employés (draughtsmen and clerks) of this office, namely, the keeping up the working maps and diagrams in daily use for reference by the officers and clerks of the department, both those resident here and those in the field on duty. For the correct and expeditious transaction of their business this work is of the most vital importance, exhibiting, as it does, the actual state of the service as to post-offices and their supply by individual routes.

The proceeds of sales of maps during the fiscal year ending June 30, 1878, were $855.80.

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 June 17, 1878.

Respectfully submitted,

W. L. NICHOLSON,
Topographer Post-Office Department.

W. A. KNAPP, Esq.,
Chief Clerk to the Postmaster-General.

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, 1880.

For salaries	$27,160
For engraving new maps and altering old plates	7,000
For lithographing and photolithographing (including changes of old work)	6,000
For printing maps from engravings and lithographs	2,000
For map-paper, copper-plates, and lithographic stones	1,500
For backing, mounting, and binding maps	840
For drawing-materials, purchase of maps, atlases, books, &c	500
For contingencies and expansion of work	5,000
	50,000

No. 1*d*.

POST OFFICE DEPARTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 1, 1878.

SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the fiscal year ending June 30, 1880, under the following heads, viz:

For compensation to postmasters	$8,000,000
For clerks in post-offices	3,600,000
For letter-carriers	2,000,000
For wrapping-paper	20,000
For twine	50,000
For marking and rating stamps	12,000
For letter balances and scales	4,000
For rent, fuel, and light	450,000
For office furniture	30,000
For stationery	55,000
For miscellaneous items	125,000
	14,346,000

The estimate ($8,000,000) for the item of compensation to postmasters is believed not to be too high, although the appropriation for the current year is only $7,250,000. For the fiscal year ended June 30, 1878, $7,725,000 was appropriated, and it is considered that a still further

amount, in the nature of a deficiency, will be necessary for this item. The alteration in the law, at the last session of Congress, regulating the compensation of postmasters, may possibly result in a reduction in this particular expenditure during the present fiscal year; but I think it better to request the appropriation of an amount large enough to cover all contingencies than to be compelled to apply annually for sums to meet deficiencies, as has been the case for the past three years.

The appropriation for the present fiscal year for clerks in post-offices is $3,465,000. It may, therefore, seem that the estimate ($3,600,000) for 1879–'80 is excessive; but, in my judgment, the wants of the service absolutely require a more liberal appropriation for this item than the department has recently had. The files of this office now contain at least nine hundred meritorious applications of postmasters for an increase in their allowances for clerical assistance. I know that the inability of the department, from lack of means, to grant many of these applications does result in detriment to the public interests, and I earnestly hope the amount estimated for will be given.

The importance of the letter-carrier service, and the desire on the part of the public for its extension, makes, in my opinion, the estimate of $2,000,000 for this item necessary. This sum would enable the department to increase the frequency of deliveries and collections, as well as permit the extension of this service in the large cities where it is now in operation, and likewise enable the department to afford other cities, entitled to the benefits of the free-delivery system under the present law, the same facilities in the distribution of mail matter. The amount appropriated for the current fiscal year ($1,875,000) will suffice only for the existing condition of this service, and will not admit of adapting it to the increasing wants of the country.

The estimates for the items of wrapping-paper, twine, marking and rating stamps, and letter balances and scales, are, with the exception of that for twine, the same as the present appropriations for the same articles. In my judgment the increase ($5,000) in the amount asked for twine is necessary in order to procure a good and substantial article.

The appropriation for the current fiscal year for rent, fuel, and light is $380,000, which is $20,000 less than the amount appropriated for the last year. This sum is inadequate to the demands from all parts of the country for increased facilities in these particulars to meet the wants of a constantly increasing service. I do not consider the estimate of $450,000 too large for this purpose, and believe the public have a right to expect that the department will in this, as in regard to all the other items, do all in its power to serve them in all reasonable and proper ways.

The estimates for office furniture, for stationery, and for miscellaneous items are each somewhat in excess of the present appropriations, but not larger than have been submitted for the past three years. Considerable difficulty has been experienced, during the period named, in keeping within the amounts appropriated; and the denial of many reasonable and proper requests of postmasters for additional allowances for one or more of these items has, I am certain, somewhat interfered with the efficiency of the postal service. I therefore think the estimates for these items not in the least too high.

The total amount of the estimates ($14,346,000) is $274,000 more than the total of the estimates for 1878–'79, and $1,145,000 in excess of the appropriation for the present fiscal year.

Very respectfully, &c., JAMES H. MARR,
Acting First Assistant Postmaster-General.

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

No. 1 *e.*—*Statement showing the increase or decrease per centum, for the items named below, of the appropriations for the fiscal years ending June* 30, 1878, *and June* 30, 1879, *as compared with the estimates for the fiscal year ending June* 30, 1880; *also the increase or decrease per centum, for the same items, of the expenditures for the fiscal year ending June* 30, 1878, *as compared with the estimates for the fiscal year ending June* 30, 1880.

Items.	Appropriation for the fiscal year ended June 30, 1878.	Estimate for the fiscal year ending June 30, 1880.	Per centum of increase or decrease of estimates for 1879-'80 over appropriation for 1877-'78.		Appropriation for the fiscal year ending June 30, 1879.	Estimate for the fiscal year ending June 30, 1880.	Per centum of increase or decrease of estimates for 1879-'80 over appropriation for 1878-'79.		Expended during the fiscal year ended June 30, 1878.	Per centum of increase or decrease of estimates for 1879-'80 over expenditures for 1877-'78.	
			Increase.	Decrease.			Increase.	Decrease.		Increase.	Decrease.
For compensation to postmasters	*$7,725,000	$8,000,000	3.55	.....	$7,250,000	$8,000,000	10.34	.....	$7,966,921 37	.42	.....
For clerks in post-offices	3,340,000	3,600,000	7.78	.....	3,465,000	3,600,000	3.92	.....	3,325,498 02	8.25	.....
For letter-carriers	1,825,000	2,000,000	9.58	.....	1,875,000	2,000,000	6.66	.....	1,824,044 07	9.64	.....
For wrapping-paper	22,500	20,000	.....	11.11	20,000	20,000	.....	.....	16,509 00	21.14	.....
For twine	50,000	50,000	.....	.....	45,000	50,000	11.11	.....	42,163 47	18.58	.....
For marking and rating stamps	9,000	12,000	33.33	.....	12,000	12,000	.....	.....	8,999 85	33.67	.....
For letter balances and scales	5,000	4,000	.....	20.00	3,500	4,000	14.28	.....	3,142 00	27.30	.....
For rent, fuel, and light	400,000	450,000	12.5	.....	380,000	450,000	18.42	.....	376,898 85	19.39	.....
For office furniture	20,000	30,000	50.00	.....	20,000	30,000	50.00	.....	10,717 92	179.91	.....
For stationery	55,000	55,000	.....	.....	50,000	55,000	10.00	.....	37,574 56	46.37	.....
For miscellaneous and incidental items	80,000	125,000	56.25	.....	80,000	125,000	56.25	.....	73,611 63	69.95	.....
Total	13,531,000	14,346,000	6.02	.....	13,200,500	14,346,000	8.67	.....	13,686,080 74	4.09	.....

*Act of Congress March 3, 1877, $7,250,000, appropriation; act of Congress June 14, 1878, $400,000, deficiency; act of Congress June 20, 1878, $75,000, deficiency.

No. 1*f*.

POST-OFFICE DEPARTMENT, OFFICE OF THE
SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 1, 1878.

SIR: I have the honor herewith to submit an estimate of the amount necessary to be appropriated to cover the cost of the various items of expense incident to this office for the fiscal year ending June 30, 1880. The sum required is $20,790,000, made up as follows, viz:

For transportation by railroad routes $10,250,000, which is $1,150,000 more than the $9,100,000 appropriated for 1879. The reason for the large difference is that the sum of $9,100,000 is entirely inadequate, and that the sum of $400,000 additional is required to cover the cost of the service for the current fiscal year; therefore the difference between the amount required for the current year and the estimate for 1880 is but $750,000. This sum is $237,441 more than the $512,559 increase for 1878 over 1877. In further explanation of this estimate it is observed that in considering the probable cost of the railroad service for 1880, the estimate for the item of transportation on newly constructed railroads should be greater than it has been for several years past, for the reason that the large immigration into the undeveloped farming and mineral regions west of the Mississippi River, extending from Texas to Minnesota, is creating a necessity for railroad communication throughout this vast territory. And the time is at hand when capital can be employed in the construction of railroads with as much advantage as at any time in the history of the country.

The amount appropriated for service on steamboat routes for 1879 is $700,000. The estimate for 1880, is $900,000, an increase of $200,000. This increase arises from the fact that a separate appropriation was made for the steamboat service for the first time for the current fiscal year. And the division of cost between the "star" and the "steamboat service" was made without consultation with this office, and the steamboat service in operation provided for, whereas there were, at the time the division was made, other routes upon which proposals for service had been invited by advertisement, which were not considered, hence the necessity for an increased appropriation for 1880.

The cost of service on "star" routes on the 30th June, 1878, was $5,714,943. The estimate for 1880 is $5,900,000, an increase of $185,057.

The appropriation for railway post-office clerks for 1879 was $1,325,000. The estimate for 1880 is $1,350,000, an increase of $25,000.

The increased appropriation for railway post-office clerks for 1880 is required because of the increase in the amount of mail-matter conveyed by railroad; the extension of the registry system to third-class mail-matter (requiring the clerks to handle the same and carefully record it), and the close connections maintained very generally throughout the country, each of which, considering that the work must be done with accuracy and dispatch, involves much additional labor and care on the part of the railway post-office clerks, while the usefulness of the postal system is greatly increased and the public directly benefited. The work on the great lines, much of which is done at night, taxes the railway post-office clerks for the greater portion of the year to the utmost limit of human endurance, and the force on many lines, in order to properly do the work, must be increased. It is not expected that the increased appropriation asked for will cover the cost of the additional work, as it is proposed to employ route agents to perform the local work on railway post-office lines. This, however, will only be assigning railway post-office clerks

and route agents to their respective duties, though the distinction between the two is a useless technicality which should be discontinued.

The appropriation for route agents for 1879 is $1,030,000. The estimate for 1880 is $1,125,000, an increase of $95,000.

This increase is required in consequence of the assignment of route agents to perform local work on railway post-office lines, as before explained. In addition to this, wherever it is practicable to do so, the service is being placed on the express or fast trains. These trains make all connections, and therefore render a much more satisfactory and expeditious service. By placing the mails on the express trains less time is occupied in their transmission, consequently less time is afforded for distribution, and, in order to do the work on such routes passing through thickly-settled regions, it is necessary to employ additional agents. There is also much pressure for double daily route-agent service on the more important lines, where the trains are run with sufficient frequency to admit of its performance. And, too, the service on newly-constructed roads (2,500 miles in 1878) requires the employment of additional agents.

The appropriation for mail-route messengers for 1879 is $171,000. The estimate for 1880 is $175,000, an increase of $4,000.

The appropriation for local agents for 1879 is $115,000. The estimate for 1880 is $150,000, an increase of $35,000.

The attention of the proprietors of railroads is at this time especially directed to the expediting of trains and the maintaining of the closest possible connections. This requires that the mails be promptly transferred at junctions instead of passing through post-offices, as is customary where there is sufficient time to do so. Local agents are necessary at all junctions where there are mails of any importance to separate and dispatch in different directions.

The appropriation for mail messengers for 1879 is $675,000. The estimate for 1880 is $725,000, an increase of $50,000.

The appropriation for mail locks and keys for 1879 is $15,000, and the estimate for 1880 is fixed at the same amount.

The appropriation for mail bags and mail-bag catchers for 1879 is $185,000. The estimate for 1880 is $200,000, an increase of $15,000.

Very respectfully, &c.,

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

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

No. 1 *g.*—*Cost of inland transportation, and the items incident thereto, for the years* 1877 *and* 1878, *with the appropriation for* 1879, *and the estimates of the amounts necessary to be appropriated for* 1880, *showing the percentage of increase and de rease, with the cost, appropriation, and estimates for mail locks and keys, mail-bags, and mail-bag catchers.*

Object.	Cost for 1877.	Cost for 1878.	Per centum increase or decrease of 1878 as to 1877.		Appropriation for 1879.	Per centum increase or decrease of appropriation of 1879 as to cost of 1878.		Estimate for 1880.	Per centum increase or decrease as to appropriation for 1879.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, railroad routes	$9,053,936 00	$9,566,595 00	5⅜	.....	$9,100,000 00	.....	4⅞	$10,250,000 00	12⅝	.....
Inland transportation, steamboat routes	666,989 00	752,483 00	12⅘	.....	700,000 00	.....	6.97	900,000 00	28.57	.....
Inland transportation, star routes	5,663,970 00	5,714,943 00	0.90	.....	5,390,673 00	.....	5⅔	5,900,000 00	9.46	.....
Railway post-office clerks	1,222,690 00	1,260,590 00	3.10	.....	1,325,000 00	5.10	.....	1,350,000 00	1.88	.....
Route-agents	994,540 00	1,045,980 00	5⅛	.....	1,030,000 00	.....	1.52	1,125,000 00	9.22	.....
Mail-route-messengers	162,086 00	154,593 00	.....	4⅝	171,000 00	10.61	.....	175,000 00	2.34	.....
Local agents	105,530 00	117,850 00	11⅔	.....	115,000 00	.....	2⅖	150,000 00	30.43	.....
Mail-messengers	659,497 00	649,387 00	.....	1.53	675,000 00	3.94	.....	725,000 00	7⅞	.....
Mail locks and keys	13,475 00	5,890 00	.....	56.29	15,000 00	154⅗	.....	15,000 00	.....	.....
Mail-bags and mail-bag catchers	165,641 29	140,275 00	.....	15.33	185,000 00	32	.....	200,000 00	8 1/10	.....
Total	.....	.....	.....	.....	18,706,673 00	.....	.....	20,790,000 00	11⅛	.....

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 *h*.

Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General.

I.—ADHESIVE POSTAGE-STAMPS.

For manufacture of adhesive postage-stamps, of official stamps, and newspaper and periodical stamps	$92,000 00
The number of ordinary postage-stamps issued during the fiscal year ending June 30, 1878, was	742,461,940
Add 10 per cent. for increase	74,246,194
Gives estimated issue for fiscal year ending June 30, 1879	816,708,134
Add 10 per cent. for increase, as before	81,670,813
Gives estimated issue for fiscal year ending June 30, 1880	898,378,947
Cost of manufacturing that number at present contract price, 9.98 cents per thousand	$89,658 22
Add estimated cost of manufacturing official and newspaper and periodical stamps	2,500 00
Gives estimated total cost of manufacturing adhesive postage-stamps during the fiscal year ending June 30, 1880	92,158 22

The rate of increase assumed in the above calculation is somewhat greater than the actual rate of increase in the issue of ordinary stamps during the year ending June 30, 1878, over those of the preceding year, which was about 8 per cent.; but it must be remembered that the issues for both these years have been exceptionally small. It is considered prudent, also, to make some allowance for an increased demand for these articles which a revival of business throughout the country is likely to create. The cost per thousand for manufacturing will be the same as during the last year, the contract not expiring until the first of May, 1881.

The actual cost of manufacturing official stamps and newspaper and periodical stamps during the past year was $1,951.88, which, on account of the steady growth of the newspaper and periodical business, may be expected to be increased to $2,500. The estimate in even numbers may be put at $92,000.

II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps and expenses of the agency. $8,100

The amount of this estimate is the same as the present appropriation, and is barely sufficient to cover the salaries of the agent and his assistants, and the necessary expenses of the agency.

III.—STAMPED ENVELOPES AND WRAPPERS.

For manufacture of stamped envelopes and newspaper wrappers	$490,000 00
The cost of manufacturing stamped envelopes and newspaper wrappers, both ordinary and official, during the fiscal year ending June 30, 1878, calculated at present contract rates, would be	$390,957 59
Add 12 per cent. for estimated increase	46,914 91
Gives estimated cost for year ending June 30, 1879	437,872 50
Add 12 per cent. for increase, as before	52,544 70
Gives estimated cost for year ending June 30, 1880	490,417 20

In this calculation, as in the case of postage-stamps, the estimated rate of increase is somewhat larger than that of the last over the previous fiscal year; but it is about the average rate for several years preceding.

It must be borne in mind, too, that the department has lately made a very advantageous contract for the manufacture of stamped envelopes, under which the selling price to the public will be greatly reduced, and

the demand for them very largely augmented. The estimate is only $20,000 more than the present appropriation, the amount of which was reduced below the regular estimate in anticipation of the low rates of the new contract, at the suggestion of this office in a letter dated March 28, 1878, to the chairman of the subcommittee on appropriations of the House of Representatives. The estimate is put in round numbers at $490,000, a smaller amount than which it would be hardly safe to appropriate.

IV.—STAMPED ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers, and expenses of agency $16,000 00

This estimate agrees with the present appropriation, and is not more than the actual necessities of the agency demand.

V.—POSTAL CARDS.

For manufacture of postal cards	$200,000 00
The number of postal cards issued during the fiscal year ending June 30, 1878, was	200,630,000
Add 20 per cent. for estimated increase	40,126,000
Gives estimated issue for year ending June 30, 1879	240,756,000
Add 20 per cent. for increase, as before	48,151,200
Gives estimated issue for year ending June 30, 1880	288,907,200
Cost of manufacturing that number at present contract price of 69.56 cents per thousand	$200,963 85

The actual rate of increase in the issue of postal cards for the last fiscal year over that of the preceding year was 18 per cent.; the average for three years prior thereto was 24 per cent. It will thus be at once seen that to estimate for any less rate of increase than that above (20 per cent.) would be unsafe. The present contract for manufacturing postal cards is the same as was in force at the date of the last appropriation. It will not expire until the 1st of July, 1881.

VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards, for expert to supervise manufacture of paper for same, and for expenses of the agency ... $7,300 00

This estimate is just $1,200 more than the present appropriation. Besides the salaries of the agent and his assistants, it is intended to cover the salary of an inspector to be stationed at the mill where the paper for the postal cards is made. In the contract for the manufacture of postal cards, the quality of the paper of which the cards are made is defined, and the right is reserved to the government to see, by stationing an agent at the mill or mills where the paper is made, that such quality is furnished. Such a provision also occurs in the contract for the manufacture of stamped envelopes. The agent for whose pay estimate is now made can superintend the manufacture of paper under both these contracts, and his employment is regarded, on sound business principles, as necessary.

VII.—REGISTERED-PACKAGE ENVELOPES, LOCKS AND SEALS, AND DEAD-LETTER ENVELOPES.

For registered-package envelopes, locks and seals, and for post-office and dead-letter envelopes $65,000 00

This estimate agrees with the current appropriation, and is not too high. The articles are provided under one contract, which is let for one year only. The use of the registered-package envelopes, owing to the order of the department providing for the registration of third-class matter, which went into effect on the 1st of October of the present year, will undoubtedly be greatly increased.

IX.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters..... $4,500

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. The current appropriation is $6,000.

X.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants..... $1,500

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, 1880.	Appropriation for fiscal year ending June 30, 1879.	Increase of estimates—amount.
For manufacture of adhesive stamps, of official, and of newspaper and periodical stamps	$92,000	$80,000	$12,000
For pay of agent and assistants to distribute stamps, and expenses of the agency	8,100	8,100	.....
For manufacture of stamped envelopes and newspaper-wrappers	490,000	470,000	20,000
For pay of agent and assistants to distribute stamped envelopes and newspaper-wrappers	16,000	16,000	.....
For manufacture of postal cards	200,000	170,000	30,000
For pay of agent and assistants to distribute postal, and for pay of paper inspector	7,300	6,100	1,200
For registered-package envelopes, locks, and seals, and for post-office and dead-letter envelopes	65,000	65,000	.....
For ship, steamboat, and way letters	4,500	6,000	*1,500
For engraving, printing, and binding drafts and warrants	1,500	1,500	.....
Totals and increase of estimates	884,400	822,700	61,700

* Decrease.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 1 *i.*

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., September 16, 1878.

SIR: I transmit herewith, agreeably to the request made in your letter of the 2d instant, an estimate of the amounts required to be appropriated for the foreign mail service during the fiscal year ending June 30, 1880, as follows, viz:

For foreign mail transportation $260,000
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 45,000

I am, very respectfully, your obedient servant,
JOSEPH H. BLACKFAN,
Superintendent.

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

No. 1 *k*.

POST-OFFICE DEPARTMENT,
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,
Washington, D. C., September 30, 1878.

SIR: In compliance with the request made in your letter of to-day, I have the honor to inform you that the revenue to be derived from the money-order business for the fiscal year ending June 30, 1880, will, in my opinion, amount to two hundred and ten thousand dollars ($210,000).

I am, respectfully, your obedient servant,

C. F. MACDONALD,
Superintendent.

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

No. 2.—*Statement showing appropriations for the fiscal year ending June* 30, 1878, *and the expenditures made, by items, up to September* 30, 1878, *out of said appropriations.*

Title of appropriations.	Amount of appropriation including special acts.	Expended.	Balance unexpended.	Excess of expenditures.
Compensation of postmasters	$7,725,000 00	$7,966,921 37	.....	$241,921 37
Compensation of clerks for post-offices	3,340,000 00	3,325,498 02	$14,501 98	.....
Compensation of letter-carriers and incidental expenses	1,825,000 00	1,824,044 07	955 93	.....
Wrapping-paper	22,500 00	16,509 00	5,991 00	.....
Twine	50,000 00	42,163 47	7,836 53	.....
Postmarking and canceling stamps	9,000 00	8,999 85	15	.....
Letter-balances	5,000 00	3,142 00	1,858 00	.....
Rent, light, and fuel for post-offices	400,000 00	376,898 85	23,101 15	.....
Stationery	55,000 00	37,574 56	17,425 44	.....
Furniture for post-offices	20,000 00	10,717 92	9,282 08	.....
Miscellaneous—office of First Assistant Postmaster-General	80,000 00	73,611 63	6,388 37	.....
Inland mail transportation—railroads	9,279,410 87	9,324,139 09	.....	44,728 22
Inland mail transportation—star	6,745,160 87	6,400,671 69	344,489 18	.....
Compensation of railway post-office clerks	1,237,000 00	1,236,524 39	475 61	.....
Compensation of route-agents	1,000,000 00	996,254 82	3,745 18	.....
Compensation of mail-route messengers	155,000 00	154,592 97	407 03	.....
Compensation of local agents	110,000 00	109,291 64	708 36	.....
Compensation of mail-messengers	670,000 00	644,620 36	25,379 64	.....
Mail locks and keys	16,000 00	890 00	15,110 00	.....
Mail bags and catchers	200,000 00	140,261 74	59,738 26	.....
Post-route maps, including proceeds of sales	30,855 80	30,855 80	.....	.....
Mail depredations and special agents, including fees to attorneys, &c	135,000 00	134,999 85	15	.....
Postage-stamps	150,000 00	76,037 35	73,962 65	.....
Distribution of postage-stamps	6,900 00	6,697 48	202 52	.....
Stamped envelopes and newspaper-wrappers	600,000 00	474,131 64	125,868 36	.....
Distribution of stamped-envelopes and newspaper wrappers	14,150 00	13,813 47	336 53	.....
Postal cards	300,000 00	133,579 56	166,420 44	.....
Distribution of postal cards	6,100 00	5,690 34	409 66	.....
Registered-package envelopes, locks and seals	40,000 00	23,224 25	16,775 75	.....
Official envelopes for postmasters, and dead-letter envelopes	25,000 00	16,140 28	8,859 72	.....
Ship, steamboat, and way letters	7,500 00	2,388 14	5,111 86	.....
Engraving, printing, and binding drafts and warrants	1,500 00	529 50	970 50	.....
Advertising	60,000 00	15,854 54	44,145 46	.....
Miscellaneous—Office of Postmaster-General	1,500 00	1,074 46	425 54	.....
Foreign mail transportation	240,000 00	218,809 55	21,190 45	.....
Balance due foreign countries	50,000 00	17,493 94	32,506 06	.....
Delegates to International Postal Congress—Paris, France	4,000 00	4,000 00	.....	.....
Special commission on railway mail transportation	6,000 00	6,000 00	.....	.....
Totals	34,622,577 54	33,874,647 59	1,034,579 54	286,649 59

A. D. HAZEN,
Third Assistant Postmaster-General.

OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
DIVISION OF FINANCE, *October* 28, 1878.

No. 3.—*Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters,*

RECEIPTS.

	Quarter ended September 30, 1877.	Quarter ended December 31, 1877.	Quarter ended March 31, 1878.	Quarter ended June 30, 1878.
Letter-postage paid in money	$50, 215 93	$94, 472 14	$64, 206 65	$75, 140 68
Book, newspaper, and pamphlet postage				
Box-rents and branch offices	334, 362 53	338, 411 11	343, 985 06	341, 689 69
Fines and penalties	690 30	797 50	865 45	4, 089 62
Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards	6, 453, 133 92	6, 959, 056 03	7, 137, 795 43	6, 825, 607 74
Dead letters	1, 979 00	4, 818 20	1, 190 98	948 83
Revenue from money-order business				209, 647 89
Revenue from money-order business, international, June 30, 1875				
Miscellaneous	8, 849 47	6, 529 32	7, 870 25	11, 163 23
	6, 849, 231 15	7, 404, 084 30	7, 555, 913 82	7, 468, 287 68

Comparison, including revenue from money-order business and official stamps:
Increase of receipts over year ended June 30, 1877, $1,745,931 69, or 5.9+ per cent.
Increase of receipts over year ended June 30, 1876, $633,319.45, or 2.1+ per cent.

EXPENDITURES.

Compensation of postmasters	$1, 869, 853 92	$1, 979, 556 25	$2, 064, 808 34	$2, 052, 702 86
Additional compensation to postmasters				
Compensation of clerks for post-offices	823, 100 29	827, 207 18	828, 477 94	846, 712 61
Compensation of letter-carriers, and incidental expenses	452, 596 17	453, 288 60	457, 242 83	460, 916 47
Wrapping-paper	3, 335 00	2, 960 00	4, 645 00	5, 569 00
Twine	8, 740 00	11, 607 20	10, 788 27	11, 028 00
Postmarking and canceling stamps	2, 479 30	1, 977 27	2, 379 53	2, 163 75
Letter-balances				3, 142 00
Rent, light, and fuel for post-offices	89, 493 85	95, 223 12	99, 208 23	92, 973 65
Stationery	8, 621 34	9, 291 71	9, 492 03	10, 169 48
Furniture for post-offices	3, 290 92	4, 387 58	1, 073 78	1, 965 64
Miscellaneous—Office of First Assistant Postmaster-General	16, 552 81	21, 766 05	17, 254 94	18, 037 83
Inland-mail transportation—railroad	2, 172, 819 20	2, 291, 347 46	2, 313, 976 32	2, 545, 996 11
Inland-mail transportation—star	1, 560, 465 77	1, 579, 461 10	1, 624, 699 27	1, 636, 045 55
Compensation of railway post-office clerks	307, 520 21	307, 700 37	308, 333 15	312, 970 66
Compensation of route-agents	247, 475 15	246, 659 21	247, 122 01	254, 998 45
Compensation of mail-route messengers	40, 441 50	38, 562 17	37, 484 86	38, 104 44
Compensation of local agents	27, 591 43	26, 524 88	27, 161 27	28, 014 06
Compensation of mail-messengers	161, 329 59	155, 148 55	164, 271 02	163, 871 20
Mail-locks and keys			890 00	
Mail bags and catchers	14, 577 23	59, 157 98	40, 933 08	25, 593 45
Post-route maps	7, 868 77	7, 806 73	8, 408 75	6, 771 55
Mail depredations and special agents	34, 104 96	33, 283 25	30, 897 39	32, 830 32
Postage-stamps	17, 624 85	18, 887 12	20, 822 40	18, 702 98
Distribution of postage-stamps	2, 187 78	1, 485 25	1, 475 00	1, 549 45
Stamped envelopes and newspaper-wrappers	110, 331 29	120, 638 87	126, 334 95	116, 826 53
Distribution of stamped envelopes and newspaper-wrappers	3, 275 00	3, 407 97	3, 288 10	3, 842 40
Postal cards	26, 145 81	36, 856 02	35, 427 26	35, 150 47
Distribution of postal cards	1, 088 36	1, 427 90	1, 362 05	1, 812 03
Registered-package envelopes, locks, and seals	3, 220 00	6, 382 50	5, 721 25	7, 900 50
Official envelopes for postmasters	2, 503 29	3, 468 92	4, 717 43	3, 675 84
Dead-letter envelopes	724 80	240 00	372 00	438 00
Ship, steamboat, and way letters	642 61	645 81	511 19	588 53
Fees to United States marshals, attorneys, clerks of courts, and counsel	864 49	693 79	460 42	1, 865 23
Engraving, printing, and binding drafts and warrants	10 00	331 50		188 00
Advertising	3, 161 36	3, 132 35	3, 626 09	5, 934 74
Miscellaneous—Office of Postmaster-General	451 58	443 48	174 40	5 00
Foreign-mail transportation	44, 644 48	47, 304 74	63, 423 09	52, 311 39
Balance due foreign countries	134 66	426 64	11, 541 15	16, 517 34
Official postal guides				
Subsidy—San Francisco, Japan and China line				
Special commission on railroad transportation	5, 000 00	1, 000 00		
Miscellaneous—Office Third Assistant Postmaster-General				
Delegates to International Postal Convention, Paris, France		4, 000 00		
	8, 074, 267 77	8, 403, 689 52	8, 578, 804 79	8, 817, 885 51

for the fiscal year ended June 30, 1878, *compared with the fiscal years ended June* 30, 1877–76.

RECEIPTS.

Total year ended June 30, 1878.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1877.	Compared with year ended June 30, 1877.		Total year ended June 30, 1876.	Compared with year ended June 30, 1876.	
			Increase.	Decrease.		Increase.	Decrease.
$284,035 40	.....	$241,358 26	$42,677 14	.....	$224,792 37	$59,243 03	.....
.....	.....	.....	.....	.....	211 06	.....	$211 06
1,358,448 39	.....	1,321,968 08	36,480 31	.....	1,305,927 05	52,521 34	.....
6,442 87	.....	7,541 62	.....	$1,098 75	3,358 01	3,084 86	.....
27,375,593 12	.....	25,757,515 76	1,618,077 36	.....	26,879,512 10	496,081 02	.....
8,937 01	.....	4,945 50	3,991 51	.....	9,889 20	.....	952 19
209,647 89	.....	109,148 01	100,499 88	.....	190,770 84	18,877 05	.....
.....	.....	63,261 84	.....	63,261 84	.....	.....	.....
34,412 27	.....	25,846 19	8,566 08	.....	29,736 87	4,675 40	.....
29,277,516 95	.....	27,531,585 26	1,810,292 28	64,360 59	28,644,197 50	634,482 70	1,163 25
27,531,585 26	.....	.....	64,360 59	.....	29,277,516 95	1,163 25	.....
1,745,931 69	.....	.....	1,745,931 69	.....	633,319 45	633,319 45	.....

Comparison, excluding revenue from money-order business and official stamps:
Increase of receipts over year ended June 30, 1877, $1,232,259.90, or 4.2+ per cent.
Increase of receipts over year ended June 30, 1876, $119,647.67, or 4.0+ per cent.

EXPENDITURES.

$7,966,921 37	$10,930 35	$7,284,283 36	.....	.....	$7,397,397 91	.....	.....
.....	.....	.....	.....	.....	1,175 43	.....	.....
3,325,498 02	372 96	3,233,151 60	.....	.....	3,480,730 15	.....	.....
1,824,044 07	98 32	1,893,595 58	.....	.....	1,980,795 02	.....	.....
16,509 00	.....	17,207 50	.....	.....	18,207 02	.....	.....
42,163 47	1,143 00	38,771 17	.....	.....	38,718 29	.....	.....
8,999 85	.....	9,994 98	.....	.....	8,857 90	.....	.....
3,142 00	.....	2,773 50	.....	.....	3,907 39	.....	.....
376,898 85	.....	373,694 54	.....	.....	390,422 77	.....	.....
37,574 56	.....	43,427 46	.....	.....	43,312 83	.....	.....
10,717 92	.....	7,067 09	.....	.....	19,499 27	.....	.....
73,611 63	221 36	64,266 64	.....	.....	76,022 66	.....	.....
9,324,139 09	185,266 51	8,701,033 11	.....	.....	14,745,845 95	.....	.....
6,400,671 69	25,033 86	5,839,647 34	.....	.....	.....	.....	.....
1,236,524 39	.....	1,223,569 41	.....	.....	1,223,750 19	.....	.....
996,254 82	.....	959,660 86	.....	.....	940,151 97	.....	.....
154,592 97	.....	147,598 61	.....	.....	147,152 27	.....	.....
109,291 64	.....	105,718 70	.....	.....	101,813 27	.....	.....
644,620 36	4,412 45	659,190 65	.....	.....	632,648 03	.....	.....
890 00	5,000 00	15,387 50	.....	.....	15,709 70	.....	.....
140,261 74	1,212 70	166,030 76	.....	.....	206,517 49	.....	.....
30,855 80	.....	20,666 58	.....	.....	23,662 92	.....	.....
131,115 92	8,661 46	138,602 27	.....	.....	118,676 94	.....	.....
76,037 35	.....	110,189 59	.....	.....	120,788 08	.....	.....
6,697 48	.....	6,428 76	.....	.....	5,050 85	.....	.....
474,131 64	3,321 10	428,224 63	.....	.....	358,600 14	.....	.....
13,813 47	182 75	12,081 14	.....	.....	10,021 16	.....	.....
133,579 56	23,496 20	226,463 94	.....	.....	182,122 79	.....	.....
5,690 34	1,275 00	4,264 10	.....	.....	4,027 84	.....	.....
23,224 25	.....	35,878 04	.....	.....	32,167 59	.....	.....
14,365 48	.....	16,112 77	.....	.....	15,423 31	.....	.....
1,774 80	.....	513 30	.....	.....	2,279 40	.....	.....
2,388 14	.....	3,905 24	.....	.....	4,071 83	.....	.....
3,883 93	520 35	2,659 02	.....	.....	4,903 28	.....	.....
529 50	.....	1,245 32	.....	.....	1,751 00	.....	.....
15,854 54	8,075 50	22,831 15	.....	.....	86,855 14	.....	.....
1,074 46	.....	180 70	.....	.....	1,620 51	.....	.....
207,683 70	11,125 85	213,534 76	.....	.....	229,123 26	.....	.....
28,619 79	.....	22,739 89	.....	.....	33,253 20	.....	.....
.....	.....	19,912 68	.....	.....	18,952 83	.....	.....
.....	.....	250,000 00	.....	.....	537,500 00	.....	.....
6,000 00	.....	.....	.....	.....	.....	.....	.....
.....	87 18	.....	.....	.....	.....	.....	.....
4,000 00	.....	.....	.....	.....	.....	.....	.....
33,874,647 59	290,436 90	32,322,504 24	.....	.....	33,263,487 58	.....	.....

A. D. HAZEN, *Third Assistant Postmaster-General.*

No. 4.—*Receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1878.*

Depositories.	Deposits.	Grants from Treasury.	By transfer.	Aggregate accumulation.
Treasurer U. S., Washington, D. C	$145,322 94	$2,884 94	$1,176,291 78	$1,324,499 66
Asst. treasurer U. S., Baltimore, Md	148,914 87		50,173 00	199,087 87
Asst. treasurer U. S., Boston, Mass.	570,765 12			570,765 12
Asst. treasurer U. S., Charleston, S. C				
Asst. treasurer U. S., Chicago, Ill	320,773 10		675,000 00	995,773 10
Asst. treasurer U. S., Cincinnati, Ohio	204,239 50		200,000 00	404,239 50
Asst. treasurer U. S., New Orleans, La	98,670 70		300,000 00	398,670 70
Asst. treasurer U. S., New York, N. Y	1,809,148 82	6,125,985 08		7,935,133 90
Asst. treasurer U. S., Philadelphia, Pa	541,635 39		75,000 00	616,635 39
Asst. treasurer U. S., San Francisco, Cal	353,138 32			353,138 32
Asst. treasurer U. S., Saint Louis, Mo	264,496 67		825,000 00	1,089,496 67
Designated depository, Tucson, Ariz				
First National Bank, Denver, Colo	5 00			5 00
First National Bank, Galveston, Tex	2,717 64			2,717 64
First National Bank, Leavenworth, Kans	1,218 00			1,218 00
First National Bank, Madison, Wis	340 00			340 00
First National Bank, Memphis, Tenn	615 75			615 75
First National Bank, Milwaukee, Wis	118 40			118 40
First National Bank, Nashville, Tenn	838 50			838 50
First National Bank, Portland, Oreg	13,363 61			13,363 61
First National Bank, Providence, R. I	25 00			25 00
First National Bank, Santa Fé, N. Mex	1,113 46			1,113 46
First National Bank, Springfield, Ill	2,500 00			2,500 00
First National Bank, Saint Paul, Minn				
First National Bank, Trenton, N. J	1,552 98			1,552 98
First National Bank, Yankton, Dak	370 29			370 29
Second National Bank, Detroit, Mich	29 25			29 25
Second National Bank, Saint Paul, Minn	254 46			254 46
Merchants' Nat'l Bank, Cleveland, Ohio	3,079 45			3,079 45
Merchants' Nat'l Bank, Little Rock, Ark	307 57			307 57
Merchants' Nat'l Bank, Portland, Me	98 90			98 90
Merchants' Nat'l Bank, Savannah, Ga	148 15			148 15
Atlanta National Bank, Atlanta, Ga				
Charter Oak Nat'l Bank, Hartford, Conn	1,263 62			1,263 62
City National Bank, Grand Rapids, Mich				
East Tenn. Nat'l Bank, Knoxville, Tenn	92 33			92 33
Exchange National Bank, Norfolk, Va				
Farmers and Mechanics' National Bank, Buffalo, N. Y	375 00			375 00
Indianapolis National Bank, Indianapolis, Ind	363 75			363 75
Kentucky National Bank, Louisville, Ky	207 86			207 86
Lynchburg Nat'l Bank, Lynchburg, Va	173 00			173 00
Nassau National Bank, Brooklyn, N. Y				
National Valley Bank, Staunton, Va	84 40			84 40
Omaha National Bank, Omaha, Nebr	528 56			528 56
People's National Bank, Charleston, S. C	57 68			57 68
Planters' National Bank, Richmond, Va	5,472 41			5,472 41
Planters' National Bank, Danville, Va				
San Antonio National Bank, San Antonio, Tex	49 82			49 82
Total	4,494,470 27	6,128,870 02	3,301,464 78	13,924,805 07

No. 4.—*Receipts and disbursements at Treasury depositories, &c.*—Continued.

Depositories.	Aggregate receipts.	Increase of receipts over 1877.	Decrease of receipts from 1877.	Warrants drawn.	Increase over 1877.
Treasurer U. S., Washington, D. C	$148,207 88		$326,904 62	$1,324,898 94	
Asst. treasurer U. S., Baltimore, Md	148,914 87		18,144 39	196,413 30	
Asst. treasurer U. S., Boston, Mass	570,765 12	$20,291 82		407,106 10	
Asst. treasurer U. S., Charleston, S. C			3,204 41		
Asst. treasurer U. S., Chicago, Ill	320,773 10	91,343 55		999,714 79	
Asst. treasurer U. S., Cincinnati, Ohio	204,239 50		18,784 26	385,208 13	$71,182 99
Asst. treasurer U. S., New Orleans, La	98,670 70	11,561 00		406,079 34	
Asst. treasurer U. S., New York, N. Y	7,935,133 90		455,865 66	4,134,840 36	
Asst. treasurer U. S., Philadelphia, Pa	541,635 39		28,527 43	641,475 14	159,799 09
Asst. treasurer U. S., San Francisco, Cal	353,138 32		4,053 71	351,521 09	
Asst. treasurer U. S., Saint Louis, Mo	264,496 67	2,445 66		1,077,198 73	2,395 06
Designated depository, Tucson, Ariz			2,636 91		
First National Bank, Denver, Colo	5 00	5 00			
First National Bank, Galveston, Tex	2,717 64	1,528 55			
First National Bank, Leavenworth, Kans	1,218 00		1,181 99		
First National Bank, Madison, Wis	340 00	340 00			
First National Bank, Memphis, Tenn	615 75	615 75			
First National Bank, Milwaukee, Wis	118 40		139 64		
First National Bank, Nashville, Tenn	838 50	389 21			
First National Bank, Portland, Oreg	13,363 61	11,283 59			
First National Bank, Providence, R. I	25 00		15 00		
First National Bank, Santa Fé, N. Mex	1,113 46	1,113 46			
First National Bank, Springfield, Ill	2,500 00	2,357 43			
First National Bank, Saint Paul, Minn			792 73		
First National Bank, Trenton, N. J	1,552 98	1,552 98			
First National Bank, Yankton, Dak	370 29	370 29			
Second National Bank, Detroit, Mich	29 25	29 25			
Second National Bank, Saint Paul, Minn	254 46	254 46			
Merchants' Nat'l Bank, Cleveland, Ohio	3,079 45	3,079 45			
Merchants' Nat'l Bank, Little Rock, Ark	307 57		615 08		
Merchants' Nat'l Bank, Portland, Me	98 90	23 10			
Merchants' Nat'l Bank, Savannah, Ga	148 15	49 77			
Atlanta National Bank, Atlanta, Ga			1,794 03		
Charter Oak Nat'l Bank, Hartford, Conn	1,263 62	1,148 62			
City National Bank, Grand Rapids, Mich			276 24		
East Tenn. Nat'l Bank, Knoxville, Tenn	92 33		162 67		
Exchange National Bank, Norfolk, Va			2,114 68		
Farmers and Mechanics' National Bank, Buffalo, N. Y	375 00	325 75			
Indianapolis National Bank, Indianapolis, Ind	363 75		565 52		
Kentucky National Bank, Louisville, Ky	207 86	207 86			
Lynchburg Nat'l Bank, Lynchburg, Va	173 00	173 00			
Nassau National Bank, Brooklyn, N. Y			500 00		
National Valley Bank, Staunton, Va	84 40	84 40			
Omaha National Bank, Omaha, Nebr	528 56	528 56			
People's National Bank, Charleston, S. C	57 68		4,330 14		
Planters' National Bank, Richmond, Va	5,472 41	5,063 82			
Planters' National Bank, Danville, Va			201 84		
San Antonio National Bank, San Antonio, Tex	49 82		115 48		
Total	10,623,340 29	156,166 33	870,926 43	9,924,455 92	233,377 14

No. 4.—*Receipts and disbursements at Treasury depositories, &c.*—Continued.

Depositories.	Decrease from 1877.	Transfer account.		Warrants paid.	Balance subject to draft June 30, 1878.
		From—	To—		
Treasurer U. S., Washington, D. C	$577,216 60		$1,176,291 78	$1,327,612 36	$30,747 96
Asst. treasurer U. S., Baltimore, Md	21,447 63		50,173 00	196,187 31	58,567 73
Asst. treasurer U. S., Boston, Mass	87,715 92	$150,000 00		407,717 03	137,140 30
Asst. treasurer U. S., Charleston, S. C	96,284 48				
Asst. treasurer U. S., Chicago, Ill	125,140 04		675,000 00	999,604 05	96,380 31
Asst. treasurer U. S., Cincinnati, Ohio			200,000 00	385,240 02	53,000 25
Asst. treasurer U. S., New Orleans, La	42,013 36		300,000 00	406,390 49	20,855 33
Asst. treasurer U. S., New York, N. Y	443,011 44	3,088,624 03		4,137,316 97	1,209,406 06
Asst. treasurer U. S., Philadelphia, Pa		25,000 00	75,000 00	637,224 67	77,663 47
Asst. treasurer U. S., San Francisco, Cal.	39,315 03			347,033 88	48,283 44
Asst. treasurer U. S., Saint Louis, Mo			825,000 00	1,078,844 74	42,234 06
Designated depository, Tucson, Ariz					
First National Bank, Denver, Colo					5 00
First National Bank, Galveston, Tex		2,704 00			33 64
First Nat'l Bank, Leavenworth, Kans		3,450 19			
First National Bank, Madison, Wis		200 00			140 00
First National Bank, Memphis, Tenn					615 75
First National Bank, Milwaukee, Wis		26 00			93 40
First National Bank, Nashville, Tenn		980 50			
First National Bank, Portland, Oreg		11,507 09			3,078 83
First National Bank, Providence, R. I		25 00			
First National Bank, Santa Fé, N. Mex		1,113 46			
First National Bank, Springfield, Ill		2,642 57			
First National Bank, Saint Paul, Minn					
First National Bank, Trenton, N. J		1,552 98			
First National Bank, Yankton, Dak					370 29
Second National Bank, Detroit, Mich		29 25			
Second Nat'l Bank, Saint Paul, Minn		254 46			
Merchants' Nat'l Bank, Cleveland, Ohio		2,882 80			196 65
Merchants' Nat'l B'k, Little Rock, Ark		565 01			119 33
Merchants' Nat'l Bank, Portland, Me		119 90			
Merchants' Nat'l Bank, Savannah, Ga		246 53			
Atlanta National Bank, Atlanta, Ga		1,208 45			
Charter Oak Nat'l B'k, Hartford, Conn		868 89			509 73
City Nat'l Bank, Grand Rapids, Mich					
East Tenn. Nat'l B'k, Knoxville, Tenn		97 33			
Exchange National Bank, Norfolk, Va					
Farmers and Mechanics' Nat'l Bank, Buffalo, N. Y		275 00			100 00
Indianapolis National Bank, Indianapolis, Ind		358 75			5 00
Kentucky Nat'l Bank, Louisville, Ky		207 86			
Lynchburg Nat'l Bank, Lynchburg, Va		173 00			
Nassau National Bank, Brooklyn, N. Y					
National Valley Bank, Staunton, Va					84 40
Omaha National Bank, Omaha, Nebr		29 40			499 16
People's Nat'l Bank, Charleston, S. C		950 10			
Planters' Nat'l Bank, Richmond, Va		5,322 41			150 00
Planters' National Bank, Danville, Va					
San Antonio National Bank, San Antonio, Tex		49 82			
Total	1,432,144 50	3,301,464 78	3,301,464 78	9,923,171 52	1,780,280 09

Comparative statement between fiscal years of 1877 *and* 1878 *at Treasury depositories.*

Deposits for fiscal year of 1877		$5,209,230 37
Deposits for fiscal year of 1878		4,494,470 27
Decrease in deposits for 1878		714,760 10
Grants from the Treasury for 1878	$6,128,870 02	
Grants from the Treasury for 1877	6,108,488 87	
Increase in grants for 1878	20,381 15	
Aggregate receipts for 1877		11,317,719 24
Aggregate receipts for 1878		10,623,340 29
Decrease in aggregate receipts for 1878		694,378 95
Decrease of receipts for 1878		870,926 43
Deduct increase of receipts for 1878		156,166 33
Decrease for 1878, as shown above		714,760 10
Warrants drawn for 1877	$11,123,223 28	
Warrants drawn for 1878	9,924,455 92	
Decrease of warrants for 1878		1,432,144 50
Deduct increase of warrants for 1878		233,377 14
	1,198,767 36	1,198,767 36
Balance subject to draft June 30, 1878		1,780,280 09
Balance subject to draft June 30, 1877		1,080,111 32
Increase for 1878		700,168 77
Total number of warrants issued during fiscal year of 1877		12,593
Total number of warrants issued during fiscal year of 1878		11,466
Decrease for 1878		1,127

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, 1878.

Offices.	State.	Proceeds.	Deposits.	Collections.	Aggregate accumulations.	Amount subject to draft June 30, 1877.	Total.	Disbursements.	Amount subject to draft June 30, 1878.	Credit balance June 30, 1878.
Adrian	Michigan	$5,565 47	.....	$62 62	$5,628 09	$2,020 31	$7,648 40	$5,731 82	$1,916 58	.....
Albany	New York	86,851 43	$34,966 14	853 02	122,670 59	7,384 93	130,055 52	108,591 12	21,464 40	.....
Albia	Iowa	1,188 60	98 42	667 64	1,954 66	685 24	2,639 90	2,379 49	260 41	.....
Atlanta	Georgia	21,151 25	7,552 98	621 26	29,325 49	166 99	29,492 48	32,115 62	.....	$2,623 14
Auburn	New York	24,432 42	460 35	2,429 20	27,321 97	6,011 98	33,333 95	23,738 45	9,595 50	.....
Augusta	Maine	32,228 25	1,696 77	407 81	34,332 83	2,822 17	37,155 00	27,881 87	9,273 13	.....
Austin	Texas	13,540 69	2,821 29	4,880 10	21,242 08	3,661 29	24,903 37	23,670 83	1,232 54	.....
Bangor	Maine	11,900 25	4,089 59	474 12	16,463 96	1,321 03	17,784 99	15,916 65	1,868 34	.....
Batavia	New York	5,549 13	710 43	.....	6,259 56	1,478 96	7,738 52	4,529 82	3,208 70	.....
Bay City	Michigan	6,521 43	429 76	1,472 56	8,423 75	1,075 31	9,499 06	8,514 43	984 63	.....
Binghamton	New York	17,946 73	5,792 62	78 91	23,818 26	4,657 87	28,476 13	19,818 90	8,657 23	.....
Burlington	Vermont	11,859 61	261 02	8 40	12,129 03	2,015 80	14,144 83	10,491 20	3,653 63	.....
Charleston	Illinois	2,001 34	376 44	591 63	2,969 41	316 04	3,305 45	2,641 42	664 03	.....
Charleston	South Carolina	38,560 06	3,460 37	656 87	42,677 30	1,079 53	43,756 83	41,740 25	2,016 58	.....
Cleveland	Ohio	144,554 66	11,804 65	227 03	156,586 34	14,308 23	170,894 57	150,623 33	20,271 24	.....
Columbus	do	56,157 89	8,095 51	22 58	64,275 98	5,984 28	70,260 26	58,937 09	11,323 17	.....
Concord	New Hampshire	17,961 73	18,112 17	.....	36,073 90	6,039 66	42,113 56	30,150 40	11,963 16	.....
Decorah	Iowa	3,892 02	545 65	343 56	4,781 23	1,918 39	6,699 62	4,564 58	2,135 04	.....
Denver	Colorado	29,315 08	16,319 97	948 76	46,583 81	46 03	46,629 84	46,253 10	376 74	.....
Des Moines	Iowa	32,404 58	9,535 96	1,052 27	42,992 81	4,427 39	47,420 20	40,663 52	6,756 68	.....
Detroit	Michigan	142,798 93	6,646 95	4,540 03	153,985 91	20,326 40	174,312 31	150,872 40	23,439 91	.....
Dubuque	Iowa	22,748 02	3,587 47	.....	26,335 49	2,299 04	28,634 53	25,005 09	3,629 44	.....
East Saginaw	Michigan	9,809 98	1,204 30	78 51	11,092 79	1,299 49	12,392 28	8,765 49	3,626 79	.....
Elmira	New York	15,725 76	4,285 21	460 38	20,471 35	2,424 70	22,896 05	21,869 25	1,026 80	.....
Evansville	Indiana	16,621 52	1,555 40	29 90	18,206 82	2,738 50	20,945 32	19,050 53	1,894 79	.....
Fort Dodge	Iowa	2,844 47	886 15	209 84	3,940 46	824 71	4,765 17	4,619 98	145 19	.....
Fort Wayne	Indiana	14,276 72	2,120 75	.....	16,397 47	3,141 59	19,539 06	15,836 40	3,702 66	.....
Grand Rapids	Michigan	32,039 58	2,307 75	598 84	34,946 17	2,507 67	37,453 84	32,307 24	5,146 60	.....
Harrisburg	Pennsylvania	42,006 38	8,940 16	312 28	51,258 82	3,240 38	54,499 20	47,660 94	6,838 26	.....
Hartford	Connecticut	68,952 03	17,881 19	101 37	86,934 59	6,624 91	93,559 50	81,419 55	12,139 95	.....
Houghton	Michigan	846 96	2,647 43	954 21	4,448 60	745 78	5,194 38	4,699 48	494 90	.....
Houston	Texas	12,253 48	65 38	226 20	12,545 06	1,656 04	14,201 10	14,331 90	.....	130 80
Huntsville	Alabama	1,995 37	774 19	678 31	3,447 87	334 37	3,782 24	2,677 59	1,104 65	.....
Indianapolis	Indiana	56,493 09	1,501 81	2,014 75	60,009 65	2,507 37	62,517 02	56,701 17	5,815 85	.....
Iowa City	Iowa	8,430 27	745 90	40 85	9,217 02	3,831 51	13,048 53	8,883 50	4,165 03	.....
Jacksonville	Florida	7,763 16	1,065 42	1,699 78	10,528 36	401 71	10,930 07	10,693 86	236 21	.....
Jamestown	New York	6,015 05	978 45	129 53	7,123 03	1,856 20	8,979 23	5,406 95	3,572 28	.....
Kalamazoo	Michigan	11,952 35	1,505 86	1,420 30	14,878 51	2,940 52	17,819 03	10,223 52	7,595 51	.....
Keene	New Hampshire	5,045 78	2,041 33	.....	7,087 11	1,949 29	9,036 40	4,686 69	4,349 71	.....
Keokuk	Iowa	13,878 90	1,193 13	.....	15,072 03	2,490 09	17,562 12	16,198 25	1,363 87	.....
Knoxville	Tennessee	9,884 05	2,661 20	832 51	13,377 76	1,363 68	14,741 44	13,095 91	1,645 53	.....
Lansing	Michigan	10,882 81	549 64	277 82	11,710 27	2,724 15	14,434 42	11,708 91	2,725 51	.....

Leavenworth	Kansas	12,300 62	33,543 09	1,000 64	46,844 35	4,875 08	51,719 43	46,153 92	5,565 51	.....
Lexington	Kentucky	12,280 00	3,086 87	739 29	16,106 16	2,681 05	18,787 21	17,051 45	1,735 76	.....
Lima	Ohio	5,324 70	3,498 78	73 05	8,896 53	5,905 95	14,802 48	11,471 77	3,330 71	.....
Louisville	Kentucky	120,396 28	6,893 71	877 82	128,167 81	5,942 83	134,110 64	128,961 81	5,148 83	.....
Madison	Wisconsin	14,789 78	3,623 50	.....	18,413 28	2,756 34	21,169 62	18,507 38	2,662 24	.....
Malone	New York	3,236 76	347 62	.....	3,584 38	1,038 16	4,622 54	1,882 00	2,740 54	.....
Marquette	Michigan	2,300 92	485 66	30 05	2,816 63	1,031 15	3,847 78	2,286 99	1,560 79	.....
Marshalltown	Iowa	6,286 53	29 54	48 10	6,364 17	975 09	7,339 26	4,756 46	2,582 80	.....
Meadville	Pennsylvania	7,751 67	26,423 00	797 36	34,972 03	3,470 15	38,442 18	16,238 13	22,204 05	.....
Memphis	Tennessee	40,807 52	6,203 37	1,365 05	48,375 94	1,632 22	50,008 16	49,713 81	294 35	.....
Milwaukee	Wisconsin	116,580 21	11,842 08	543 87	128,966 16	7,239 24	136,205 40	124,433 93	11,771 47	.....
Mobile	Alabama	21,497 63	5,103 97	914 94	27,516 54	1,466 77	28,983 31	24,776 47	4,206 84	.....
Montgomery	do	7,055 20	11,572 90	727 17	19,355 27	1,708 20	21,063 47	21,063 47	.....	.....
Montpelier	Vermont	5,526 90	2,705 08	117 03	8,349 01	2,298 78	10,647 79	7,061 17	3,586 62	.....
Mount Pleasant	Iowa	3,604 46	566 00	.....	4,170 46	2,230 70	6,401 16	4,651 77	1,749 39	.....
Nashville	Tennessee	37,775 80	4,417 38	2,321 39	44,514 57	4,700 87	49,215 44	45,489 55	3,725 89	.....
Newark	New Jersey	73,749 43	27,340 99	1,259 31	102,349 73	11,862 10	114,211 83	111,294 81	2,917 02	.....
New Bedford	Massachusetts	19,888 03	801 08	857 18	21,546 29	2,136 69	23,682 98	14,598 60	9,084 38	.....
New Haven	Connecticut	63,726 84	43,891 90	709 46	108,328 20	6,139 44	114,467 64	99,026 94	15,440 70	.....
Norwich	New York	3,503 35	1,108 72	52 76	4,664 83	139 73	4,804 56	883 91	3,920 65	.....
Ogdensburgh	do	6,285 30	3,851 44	8 19	10,144 93	1,046 53	11,191 46	8,980 81	2,210 65	.....
Olean	do	3,786 74	1,914 43	1,478 70	7,179 87	1,871 58	9,051 45	4,975 40	4,076 05	.....
Omaha	Nebraska	24,400 06	22,193 20	7,591 58	54,184 84	1,758 30	55,943 14	54,781 00	1,162 14	.....
Peoria	Illinois	30,596 25	2,652 69	2,023 42	35,272 36	2,244 92	37,517 28	32,266 32	5,250 96	.....
Pittsburgh	Pennsylvania	166,778 60	10,325 06	2,532 00	179,635 66	16,896 46	196,532 12	183,361 91	13,170 21	.....
Plattsburgh	New York	4,326 20	3,068 40	94 83	7,489 43	2,358 05	9,847 48	2,676 02	7,171 46	.....
Portland	Maine	57,195 74	12,480 48	312 65	69,988 87	6,945 21	76,934 08	65,196 72	11,737 36	.....
Portsmouth	New Hampshire	6,641 16	9,640 22	683 97	16,965 35	4,632 73	21,598 08	18,164 87	3,433 21	.....
Portsmouth	Ohio	5,016 79	2,667 84	298 08	7,982 71	1,453 08	9,435 79	8,476 52	959 27	.....
Providence	Rhode Island	102,566 48	33,575 88	84 87	136,227 23	38,774 29	175,001 52	160,424 10	14,577 42	.....
Raleigh	North Carolina	11,821 33	4,497 43	344 75	16,663 51	426 32	17,089 83	15,440 77	1,649 06	.....
Richmond	Virginia	54,613 26	5,940 29	566 55	61,120 10	6,056 08	67,176 18	62,494 67	4,681 51	.....
Rochester	New York	87,784 78	9,658 15	2 00	97,444 93	13,050 83	110,495 76	96,036 64	14,459 12	.....
Rutland	Vermont	4,719 32	3,841 00	641 45	9,201 77	452 09	9,653 86	6,898 87	2,754 99	.....
Saint Albans	do	3,689 83	283 92	.....	3,973 75	993 00	4,966 75	3,865 54	1,101 21	.....
Saint Johnsbury	do	4,582 48	2,417 86	797 61	7,797 95	1,530 73	9,328 68	6,379 31	2,949 37	.....
Saint Paul	Minnesota	41,385 91	11,309 88	703 08	53,398 87	854 90	54,253 77	50,599 95	3,653 82	.....
Sandusky	Ohio	8,449 81	1,405 04	5,174 60	15,029 45	2,034 93	17,064 38	8,682 03	8,382 35	.....
Savannah	Georgia	21,576 31	2,688 29	6,029 29	30,293 89	54 73	30,348 62	28,378 78	1,969 84	.....
Scranton	Pennsylvania	9,287 47	3,327 23	1,489 61	14,104 31	4,182 03	18,286 34	12,289 52	5,996 82	.....
Springfield	Illinois	15,551 71	547 21	727 47	16,826 39	2,302 59	19,128 98	17,258 27	1,870 71	.....
Springfield	Massachusetts	46,340 81	12,313 49	.....	58,654 30	6,893 23	65,547 53	50,988 97	14,558 56	.....
Steubenville	Ohio	6,172 39	1,352 15	168 29	7,692 83	3,002 96	10,695 79	4,922 72	5,773 07	.....
Syracuse	New York	53,345 59	5,500 74	56 71	58,903 04	2,885 26	61,788 30	56,653 38	5,134 92	.....
Taunton	Massachusetts	10,481 21	4,702 31	.....	15,183 52	4,799 39	19,982 91	11,333 27	8,649 64	.....
Terre Haute	Indiana	14,879 59	1,318 52	648 12	16,846 23	1,922 67	18,768 90	16,602 17	2,166 73	.....
Toledo*	Ohio	36,569 58	768 32	54,000 00	91,337 90	4,134 55	95,472 45	95,472 45	.....	.....
Towanda	Pennsylvania	4,026 63	805 54	50 04	4,882 21	1,017 27	5,899 48	3,950 10	1,949 38	.....
Urbana	Ohio	6,163 86	703 69	3,439 58	10,312 08	4,017 78	14,329 86	8,804 94	5,524 92	.....
Utica	New York	36,581 96	9,101 87	.....	45,683 83	3,878 00	49,561 83	38,842 18	10,719 65	.....
Watertown	do	12,076 11	730 66	1,152 49	13,959 26	795 64	14,754 90	9,565 16	5,189 74	.....

* Ceased to be a draft office January 1, 1878.

No. 5.—*Receipts and disbursements at depository post-offices, &c.*—Continued.

Offices.	State.	Proceeds.	Deposits.	Collections	Aggregate accumulations.	Amount subject to draft June 30, 1877.	Total.	Disbursements.	Amount subject to draft June 30, 1878.	Credit balance June 30, 1878.
Wellsborough	Pennsylvania	$1,360 39	$913 27	.....	$2,273 66	$340 95	$2,614 61	$656 70	$1,957 91	.....
Wheeling	West Virginia	17,927 95	1,593 09	.....	19,521 04	3,628 54	23,149 58	18,691 09	4,458 49	.....
Williamsport	Pennsylvania	14,450 36	724 79	$378 57	15,553 72	2,289 33	17,843 05	13,024 06	4,818 99	.....
Winona	Minnesota	8,070 72	4,376 24	.....	12,446 96	1,544 07	13,991 03	9,171 24	4,819 79	.....
Wooster	Ohio	4,763 92	1,025 74	.....	5,789 66	3,565 17	9,354 83	7,018 26	2,336 57	.....
Worcester	Massachusetts	52,543 78	10,983 70	.....	63,527 48	14,314 91	77,842 39	60,533 10	17,309 29	.....
Zanesville	Ohio	8,178 52	655 69	342 67	9,176 88	4,416 13	13,593 01	7,940 43	5,652 58	.....
Total	.....	2,660,218 81	591,621 10	134,659 39	3,386,499 30	379,265 30	3,765,764 60	3,237,771 07	530,747 47	$2,753 94

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ended June* 30, 1878.

ORDINARY POSTAGE-STAMPS.

Quarter ended—	NUMBER AND DENOMINATIONS OF STAMPS.									Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	90-cent.	
September 30, 1877	34, 402, 700	15, 523, 400	115, 943, 700	1, 968, 780	1, 523, 350	1, 651, 880	183, 240	65, 600	12, 040	$4, 545, 836
December 31, 1877	43, 103, 600	16, 756, 500	118, 525, 600	2, 247, 640	1, 266, 260	1, 613, 860	233, 020	105, 010	2, 960	4, 740, 794
March 31, 1878	45, 931, 400	20, 093, 000	130, 316, 300	2, 961, 640	1, 727, 500	2, 444, 470	360, 640	180, 850	4, 150	5, 378, 928
June 30, 1878	40, 296, 700	17, 993, 600	118, 542, 900	2, 656, 040	1, 419, 500	2, 145, 270	193, 700	60, 500	4, 700	4, 803, 060
Total	163, 734, 400	70, 366, 500	483, 328, 500	9, 834, 100	5, 936, 550	7, 855, 480	970, 600	411, 960	23, 850	19, 468, 618

NEWSPAPER AND PERIODICAL STAMPS.

Quarter ended—	NUMBER AND DENOMINATIONS 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, 1877	84, 575	32, 100	45, 335	40, 475	25, 090	7, 730	54, 285	32, 580	26, 855	12, 350	9, 985	11, 490	4, 945
December 31, 1877	63, 740	24, 260	31, 600	27, 120	18, 565	5, 190	42, 005	20, 720	17, 490	9, 995	7, 295	9, 335	4, 955
March 31, 1878	104, 210	43, 510	52, 810	44, 230	25, 650	7, 450	64, 775	35, 035	30, 330	15, 450	14, 045	12, 820	8, 070
June 30, 1878	75, 265	29, 050	35, 990	33, 055	20, 115	4, 620	47, 705	23, 220	20, 455	10, 690	7, 640	8, 615	3, 945
Total	327, 790	128, 920	165, 735	144, 880	89, 420	24, 990	208, 770	111, 555	95, 130	48, 485	38, 965	42, 260	21, 915

Quarter ended—	NUMBER AND DENOMINATIONS OF STAMPS—Continued.											Value.
	84-cent.	96-cent.	$1.92.	$3.	$6.	$9.	$12.	$24.	$36.	$48.	$60.	
September 30, 1877	6, 210	12, 210	8, 250	7, 220	3, 686	2, 336	2, 783	972	825	660	961	$318, 417 80
December 31, 1877	4, 910	7, 870	5, 980	6, 219	2, 741	1, 269	1, 802	1, 232	599	325	960	249, 640 20
March 31, 1878	6, 345	14, 040	9, 575	8, 317	3, 165	1, 449	1, 882	648	377	253	872	264, 991 30
June 30, 1878	4, 520	8, 815	5, 475	5, 499	2, 763	1, 530	2, 033	1, 177	470	540	998	260, 796 00
Total	21, 985	42, 935	29, 280	27, 255	12, 355	6, 584	8, 500	4, 029	2, 271	1, 778	3, 791	1, 093, 845 30

No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ended June* 30, 1878—Continued.

ORDINARY STAMPED ENVELOPES AND WRAPPERS.

Quarter ended—	NUMBER AND DENOMINATIONS OF ENVELOPES.									NEWSPAPER-WRAPPERS.		Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	90-cent.	1-cent.	2-cent.	
September 30, 1877	5, 593. 750	598, 500	14, 173, 500	14, 750	24, 150	250	2, 700	.....	.....	5, 687, 750	614, 250	$625, 739 32
December 31, 1877	5, 989, 250	845, 000	15, 842, 050	24, 100	50, 400	6, 100	.....	.....	100	5, 838, 500	462, 750	692, 040 12
March 31, 1878	6, 115, 750	865, 000	16, 352, 300	27, 000	52, 700	500	2, 500	750	.....	6, 943, 000	619, 500	726, 596 21
June 30, 1878	5, 776, 750	860, 500	15, 218, 200	18, 750	57, 700	1, 000	100	500	.....	6, 465, 250	569, 500	678, 372 86
Total	23, 475, 500	3, 169, 000	61, 586, 050	84, 600	184, 950	7, 850	5, 300	1, 250	100	24, 934, 500	2, 266, 000	2, 722, 748 51

STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Quarter ended—	NUMBER AND DENOMINATIONS OF ENVELOPES.						Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	
September 30, 1877	425, 000	537, 000	15, 180, 750	7, 000	38, 000	2, 000	$521, 429 85
December 31, 1877	475, 000	595, 500	16, 761, 000	5, 000	44, 500	.....	575, 669 30
March 31, 1878	531, 500	601, 000	16, 430, 250	4, 500	41, 500	.....	565, 517 05
June 30, 1878	431, 500	549, 000	15, 140, 750	3, 000	41, 500	.....	520, 409 05
Total	1, 863, 000	2, 282, 500	63, 512, 750	19, 500	165, 500	2, 000	2, 183, 025 25

POSTAL CARDS.

Quarter ended—	Number.	Amount.
September 30, 1877	45, 468, 000	$454, 680
December 31, 1877	52, 984, 500	529, 845
March 31, 1878	50, 930, 500	509, 305
June 30, 1878	51, 247, 000	512, 470
Total	200, 630, 000	2, 006, 300

OFFICIAL POSTAGE-STAMPS.

Quarter ended—	NUMBER AND DENOMINATIONS OF STAMPS.											Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	
September 30, 1877	282, 200	226, 800	3, 154, 300	480, 450	100	58, 600	78, 755	58, 480	13, 600	59, 150	46, 950	$218, 167 60
December 31, 1877	177, 200	159, 400	3, 532, 600	362, 950	.....	53, 000	59, 150	53, 940	4, 550	22, 680	10, 150	170, 235 00
March 31, 1878	66, 500	105, 500	3, 057, 300	155, 150	.....	15, 000	33, 900	7, 580	5, 950	3, 750	8, 250	120, 486 00
June 30, 1878	311, 000	169, 900	2, 342, 000	307, 300	25	10, 075	28, 225	5, 525	7, 125	13, 125	3, 475	109, 206 00
Total	836, 900	661, 600	12, 086, 200	1, 305, 850	125	136, 675	200, 030	125, 525	31, 225	98, 705	68, 825	618, 094 60

OFFICIAL STAMPED ENVELOPES.

Quarter ended—	NUMBER AND DENOMINATIONS OF ENVELOPES.								NEWSPAPER-WRAPPERS.		Value.
	1-cent.	2-cent.	3-cent.	6-cent.	10-cent.	12-cent.	15-cent.	30-cent.	1-cent.	2-cent.	
September 30, 1877	.....	172, 000	2, 781, 550	84, 250	.....	.....	.....	.....	750, 000	.....	$100, 366 50
December 31, 1877	.....	309, 000	3, 126, 200	55, 650	.....	.....	.....	.....	502, 000	1, 000	108, 948 00
March 31, 1878	.....	251, 500	4, 214, 800	110, 350	.....	.....	.....	.....	.....	.....	138, 427 80
June 30, 1878	125	84, 050	3, 863, 000	76, 225	200	300	200	225	400, 250	250	126, 810 80
Total	125	816, 550	13, 985, 550	326, 475	200	300	200	225	1, 652, 250	1, 250	474, 553 10

No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ended June* 30, 1878—Continued.

RECAPITULATION.

Articles.	Whole number.	Value.
Ordinary postage-stamps	742, 461, 940	$19, 468, 618 00
Newspaper and periodical stamps	1, 609, 578	1, 093, 845 30
Ordinary stamped envelopes—plain	88, 514, 600	2, 418, 102 91
Ordinary stamped envelopes—request	67, 845, 250	2, 183, 025 25
Newspaper-wrappers	27, 200, 500	304, 645 60
Postal cards	200, 630, 000	2, 006, 300 00
Official postage-stamps	15, 551, 660	618, 094 60
Official stamped envelopes and wrappers	16, 783, 125	474, 553 10
Aggregate	1, 160, 596, 653	28, 567, 184 76

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 7.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ended June 30, 1878.*

Description.	Quarter ended September 30, 1877.	Quarter ended December 31, 1877.	Quarter ended March 31, 1878.	Quarter ended June 30, 1878.	Total.
Ordinary postage-stamps.					
One-cent	34, 402, 700	43, 103, 600	45, 931, 400	40, 296, 700	163, 734, 400
Two-cent	15, 523, 400	16, 756, 500	20, 093, 000	17, 993, 600	70, 366, 500
Three-cent	115, 943, 700	118, 525, 600	130, 316, 300	118, 542, 900	483, 328, 500
Five-cent	1, 968, 780	2, 247, 640	2, 961, 640	2, 656, 040	9, 834, 100
Six-cent	1, 523, 350	1, 266, 200	1, 727, 500	1, 419, 500	5, 936, 550
Ten-cent	1, 651, 880	1, 613, 860	2, 444, 470	2, 145, 270	7, 855, 480
Fifteen-cent	183, 240	233, 020	360, 640	193, 700	970, 600
Thirty-cent	65, 600	105, 010	180, 850	60, 500	411, 960
Ninety-cent	12, 040	2, 960	4, 150	4, 700	23, 850
Value	$4, 545, 836 00	$4, 740, 794 00	$5, 378, 928 00	$4, 830, 060 00	$19, 468, 618 00
Newspaper and periodical stamps.					
Two-cent	84, 575	63, 740	104, 210	75, 265	327, 790
Three-cent	32, 100	24, 260	43, 510	29, 050	128, 920
Four-cent	45, 335	31, 600	52, 810	35, 990	165, 735
Six-cent	40, 475	27, 120	44, 230	33, 055	144, 880
Eight-cent	25, 090	18, 565	25, 650	20, 115	89, 420
Nine-cent	7, 730	5, 190	7, 450	4, 620	24, 990
Ten-cent	54, 285	42, 005	64, 775	47, 705	208, 770
Twelve-cent	32, 580	20, 720	35, 035	23, 220	111, 555
Twenty-four-cent	26, 855	17, 490	30, 330	20, 455	95, 130
Thirty-six-cent	12, 350	9, 995	15, 450	10, 690	48, 485
Forty-eight-cent	9, 985	7, 295	14, 045	7, 640	38, 965
Sixty-cent	11, 490	9, 335	12, 820	8, 615	42, 260
Seventy-two-cent	4, 945	4, 955	8, 070	3, 945	21, 915
Eighty-four-cent	6, 210	4, 910	6, 345	4, 520	21, 985
Ninety-six-cent	12, 210	7, 870	14, 040	8, 815	42, 935
One dollar and ninety-two cent	8, 250	5, 980	9, 575	5, 475	29, 280
Three-dollar	7, 220	6, 219	8, 317	5, 499	27, 255
Six-dollar	3, 686	2, 741	3, 165	2, 763	12, 355
Nine-dollar	2, 336	1, 269	1, 449	1, 530	6, 584
Twelve-dollar	2, 783	1, 802	1, 882	2, 033	8, 500
Twenty-four-dollar	972	1, 232	648	1, 177	4, 029
Thirty-six-dollar	825	599	377	470	2, 271
Forty-eight-dollar	660	325	253	540	1, 778
Sixty-dollar	961	960	872	998	3, 791
Value	$318, 417 80	$249, 640 20	$264, 991 30	$260, 796 00	$1, 093, 845 30
Ordinary stamped envelopes and wrappers.					
One-cent	5, 593, 750	5, 989, 250	6, 115, 750	5, 776, 750	23, 475, 500
Two-cent	598, 500	845, 000	865, 000	860, 500	3, 169, 000
Three-cent	14, 173, 500	15, 842, 050	16, 352, 300	15, 218, 200	61, 586, 050
Five-cent	14, 750	24, 100	27, 000	18, 750	84, 600
Six-cent	24, 150	50, 400	52, 700	57, 700	184, 950
Ten-cent	250	6, 100	500	1, 000	7, 850
Fifteen-cent	2, 700	.....	2, 500	100	5, 300
Thirty-cent	.....	.....	750	500	1, 250
Ninety-cent	.....	100	.....	.....	100
One-cent wrappers	5, 687, 750	5, 838, 500	6, 943, 000	6, 465, 250	24, 934, 500
Two-cent wrappers	614, 250	462, 750	619, 500	569, 500	2, 266, 000
Value	$625, 739 32	$692, 040 12	$726, 596 21	$678, 372 86	$2, 722, 748 51
Stamped envelopes, bearing a request to return.					
One-cent	425, 000	475, 000	531, 500	431, 500	1, 863, 000
Two-cent	537, 000	595, 500	601, 000	549, 000	2, 282, 500
Three-cent	15, 180, 750	16, 761, 000	16, 430, 250	15, 140, 750	63, 512, 750
Five-cent	7, 000	5, 000	4, 500	3, 000	19, 500
Six-cent	38, 000	44, 500	41, 500	41, 500	165, 500
Ten-cent	2, 000	.....	.....	.....	2, 000
Value	$521, 429 85	$575, 669 30	$565, 517 05	$520, 409 05	$2, 183, 025 25

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

Description.	Quarter ended September 30, 1877.	Quarter ended December 31, 1877.	Quarter ended March 31, 1878.	Quarter ended June 30, 1878.	Total.
Postal cards.					
One-cent	45,468,000	52,984,500	50,930,500	51,247,000	200,630,000
Value	$454,680 00	$529,845 00	$509,305 00	$512,470 00	$2,006,300 00
Official postage-stamps.					
One-cent	282,200	177,200	66,500	311,000	836,900
Two-cent	226,800	159,400	105,500	169,900	661,600
Three-cent	3,154,300	3,532,600	3,057,300	2,342,000	12,086,200
Six-cent	480,450	362,950	155,150	307,300	1,305,850
Seven-cent	100			25	125
Ten-cent	58,600	53,000	15,000	10,075	136,675
Twelve-cent	78,755	59,150	33,900	28,225	200,030
Fifteen-cent	58,480	53,940	7,580	5,525	125,525
Twenty-four-cent	13,600	4,550	5,950	7,125	31,225
Thirty-cent	59,150	22,680	3,750	13,125	98,705
Ninety-cent	46,950	10,150	8,250	3,475	68,825
Value	$218,167 60	$170,235 00	$120,486 00	$109,206 00	$618,094 60
Official stamped envelopes.					
One-cent				125	125
Two-cent	172,000	309,000	251,500	84,050	816,550
Three-cent	2,781,550	3,126,200	4,214,800	3,863,000	13,985,550
Six-cent	84,250	55,650	110,350	76,225	326,475
Ten-cent				200	200
Twelve-cent				300	300
Fifteen-cent				200	200
Thirty-cent				225	225
One-cent wrappers	750,000	502,000		400,250	1,652,250
Two-cent wrappers		1,000		250	1,250
Value	$100,366 50	$108,948 00	$138,427 80	$126,810 80	$474,553 10

RECAPITULATION.

Description.	Number.	Value.
Ordinary postage-stamps	742,461,940	$19,468,618 00
Ordinary stamped envelopes—plain	88,514,600	2,418,102 91
request	67,845,250	2,183,025 25
Total stamped envelopes	156,359,850	4,601,128 16
Newspaper-wrappers	27,200,500	304,645 60
Newspaper and periodical stamps	1,609,578	1,093,845 30
Postal cards	200,630,000	2,006,300 00
Official postage-stamps	15,551,660	618,094 60
Official stamped envelopes	16,783,125	474,553 10
Whole number and value of stamps, envelopes, and wrappers	1,160,596,653	28,567,184 76

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 8.—*Statement of the official postage-stamps and stamped envelopes furnished each of the executive departments during the fiscal year ended June* 30, 1878

OFFICIAL POSTAGE-STAMPS.

Department.	NUMBER AND DENOMINATIONS OF STAMPS.										Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	
Treasury	600,000	450,000	1,500,000	600,000	.....	100,000	100,000	100,000	.....	70,000	50,000	$199,000 00
War	128,100	102,300	575,500	325,000	125	30,425	57,975	17,025	21,325	18,825	4,425	67,402 00
Navy	10,000	20,000	65,000	30,000	.....	.....	.....	.....	.....	1,000	.....	4,550 00
Post Office	67,500	78,100	9,701,400	310,850	.....	1,250	18,055	6,500	5,700	5,680	9,700	326,998 60
Interior	31,300	11,200	171,300	30,000	.....	1,000	20,000	.....	4,200	3,200	4,700	16,174 00
Justice	.....	.....	23,000	10,000	.....	4,000	4,000	2,000	.....	.....	.....	2,470 00
Agriculture	.....	.....	50,000	.....	.....	.....	.....	.....	.....	.....	.....	1,500 00
Total	836,900	661,600	12,086,200	1,305,850	125	136,675	200,030	125,525	31,225	98,705	68,825	618,094 60

OFFICIAL STAMPED ENVELOPES AND WRAPPERS.

Department.	NUMBER AND DENOMINATIONS OF ENVELOPES.								NEWSPAPER-WRAPPERS.		Value.
	1-cent.	2-cent.	3-cent.	6-cent.	10-cent.	12-cent.	15-cent.	30-cent.	1-cent.	2-cent.	
War	125	50	132,300	5,725	200	300	200	225	1,652,250	1,250	$23,380 60
Post Office	.....	816,500	13,853,250	320,750	.....	.....	.....	.....	.....	.....	451,172 50
Total	125	816,550	13,985,550	326,475	200	300	200	225	1,652,250	1,250	474,553 10

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 ended June 30, 1878, over those of the preceding year.*

Description.	1877.		1878.		Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	689,580,670	$18,181,676 00	742,461,940	$19,468,618 00	52,881,270	$1,286,942 00	7.66+	7.07+
Newspaper and periodical stamps	1,388,709	1,000,605 10	1,609,578	1,093,845 30	220,869	93,240 20	15.90+	9.31+
Ordinary stamped envelopes, plain	84,285,700	2,281,574 11	88,514,600	2,418,102 91	4,228,900	136,528 80	5.01+	5.98+
Ordinary stamped envelopes, request	64,374,500	2,069,995 65	67,845,250	2,183,025 25	3,470,750	113,029 60	5.39+	5.46+
Newspaper-wrappers	21,991,250	265,362 00	27,200,500	304,645 60	5,209,250	39,283 60	23.68+	14.80+
Postal cards	170,015,500	1,700,155 00	200,630,000	2,006,300 00	30,614,500	306,145 00	18.00+	18.00+
Total ordinary issues	1,031,636,329	25,499,367 86	1,128,261,868	27,474,537 06	96,625,539	1,975,169 20	9.36+	7.74+
Add official postage-stamps	13,867,145	614,107 20	15,551,660	618,094 60	1,684,515	3,987 40	12.14+	.65+
Add official stamped envelopes	14,750,445	412,361 41	16,783,125	474,553 10	2,032,680	62,191 69	13.78+	15.08+
Aggregate of all issues	1,060,253,919	26,525,836 47	1,160,596,653	28,567,184 76	100,342,734	2,041,348 29	9.46+	7.69+

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 10.—*Statement showing amount of dead mail matter treated in the Division of Dead Letters during the fiscal year ended June 30, 1878.*

CLASSIFICATION AND AMOUNT OF MAIL TREATED.			MODE OF TREATMENT.			
Class.		Number.	**Class.**	Delivered unopened.	Opened.	On hand.
Domestic mailed letters:			Ordinary domestic mailed letters	a24,040	2,509,856	17,000
Unopened from last fiscal year	10,000					
Received during the year	2,540,896					
		*2,550,896				
Unmailable letters:			Unmailable letters—			
Held for postage--			Held for postage	b184,404	c118,850	d10,984
From last fiscal year	9,549		Containing unmailable matter	.....	2,066	.....
Received during the year	304,689		Misdirected	e6,547	59,460	.....
Containing unmailable articles	2,066		Blank	.....	7,587	.....
Misdirected	66,007					
Blank	7,587					
		389,898				
Foreign matter—			Foreign matter:			
On hand from last fiscal year (letters)	3,660		Letters returned to country of origin	209,952	.....	3,140
Received during the year (letters)	209,432		Printed matter returned to country of origin	8,836	.....	.....
Printed matter returnable to country of origin	8,836					
		†221,928				
Third-class matter (packages, &c.)		24,083	Third-class matter	.....	24,083	.....
Total		3,186,805	Total	433,779	2,721,902	31,124

* Including ordinary mail, 1,997,681; drop or local, 385,790; returned from hotels, 41,053; fictitious address, 20,701; returned from foreign countries (domestic origin), 101,942; ship and steamboat letters brought by sea outside the mails, 1,797; and registered, 2,022.

† Including ordinary, 218,235; registered, 3,693.

a Card and request letters. *b* Forwarded to address upon receipt of postage. *c* Postage not being paid within thirty days. *d* Awaiting return of notice. *e* Address corrected and letters forwarded.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 11.—*Statement showing the disposition of opened letters during the fiscal year ended June 30, 1878.*

LETTERS OPENED.			MANNER IN WHICH DISPOSED OF.							
Containing—	Number.	Value.	Containing—	Delivered.		Filed.		Outstanding.		Destroyed.
				Number.	Value.	Number.	Value.	Number.	Value.	Number.
Money:										
Outstanding from last fiscal year ..... 5,554= $8,877 69										
Received during the year ..... 19,145= 29,995 90										
	24,699	$38,873 59	Money	16,481	$25,920 31	5,298	$7,422 32	2,920	$5,530 96	.....
Drafts, checks, &c.:										
Outstanding from last fiscal year..... 771= 7,071 53										
Received during the year ..... 11,315=1,405,301 12										
	12,086	1,412,372 65	Drafts, checks, &c	11,030	1,251,409 06	765	140,406 33	291	20,557 26	.....
Property:										
On hand from last fiscal year.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Received during the year	38,325	.....	Property	22,419	.....	15,906	.....	.....	.....	.....
Receipts, &c	21,8 6	.....	Receipts, &c	20,157	.....	1,659	.....	.....	.....	.....
Photographs	24,356	.....	Photographs	19,423	.....	4,933	.....	.....	.....	.....
Postage-stamps	44.644	.....	Postage-stamps ...	40,393	.....	4,251	.....	.....	.....	.....
Nothing of value.....	2,562,301	.....	Nothing of value..	792,306	.....	.....	.....	.....	.....	*a*1,769,995
Total	2,728,227	1,451,246 24	Total	922,209	1,277,329 37	32,812	147,828 65	3,211	26,088 22	1,769,995

a Including 78,480 returned to writers and writers not being found were again sent to the Dead-Letter Office.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 12.—*Statement showing the amount, classification, and disposition of unmailable matter received during the year ended June* 30, 1878.

Received.			How disposed of.			
Letters.			*Letters.*			
Held for postage:			Held for postage:			
Domestic	288,472		Treated with circulars—			
Foreign short paid	16,217		Domestic	†243,454		
		304,689	Foreign short paid	†13,105		
					256,559	
Misdirected		66,007	Official and Navy forwarded		1,841	
Blank		7,587	Opened		‡46,289	
Containing unmailable matter		2,066				304,689
Hotel		41,053	Misdirected:			
Fictitious		*58,613	Turned over to foreign branch		4,466	
			Addresses corrected and forwarded		2,081	
			Opened		‡59,460	
						66,007
			Blank: Opened			B 7,587
			Containing unmailable matter: Opened			B 2,066
			Hotel:			
			Turned over to foreign branch		3,122	
			Opened		‡37,931	
						41,053
			Fictitious:			
			Turned over to foreign branch		*40,687	
			Opened		‡17,926	
						58,613
Total		480,015	Total			480,015
Packages.			*Packages.*			
Held for postage		7,216	Examined and turned over to property branch			14,352
Misdirected		305				
Blank		2,242				
Excess of weight and size		1,566				
Containing unmailable matter		3,023				
Total		14,352	Total			14,352

* About 40,000 of the letters in this item were "lottery" letters originating in Canada.
† For disposition of these letters see table on following page.
‡ For contents and disposition of these letters see table on following page.

No. 12.—*Classification and disposition of unmailable matter*—Continued.

Disposition of letters treated with circulars.		Total.	Contents and disposition of letters opened.			Total.
Awaiting reply to circular at beginning of year	9,549		Money		3,983	
Treated with circulars during year	256,559		Minors		1,353	
		266,108	Subminors		1,953	
Forwarded upon reply to circulars	182,563		Property		1,801	
Turned over to opening branch	72,561		Photographs		1,750	
Awaiting reply to circular at close of year	10,984		Stamps		4,687	
		266,108	Nothing of value		155,732	
Value of stamps received with replies to circulars	$5,833 03		Total number of letters opened			171,259
			Containing valuables—turned over to different branches		15,527	
			Containing nothing of value—returned to writers	78,438		
			Containing nothing of value—destroyed	77,294		
					155,732	
						171,259

Whole number of letters and packages received		503,916
Delivered to addresses	186,485	
Returned to senders	78,438	
Turned over to other branches of office	150,715	
Destroyed	77,294	
On hand at close of year	10,984	
		503,916

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 13.—*Statement showing the number of foreign dead letters received and disposed of during the fiscal year ended June 30, 1878.*

ORIGINATING IN FOREIGN COUNTRIES.

RECEIVED.			DISPOSITION.			
Class.		Number.	Class.	Returned to country of origin.	Delivered to addressees.	On hand.
Registered letters—			Registered letters	3,568	49	76
On hand July 1, 1877	57					
Received during the year	3,636					
		3,693	Ordinary letters	206,298	37	3,064
Ordinary letters—						
On hand July 1, 1877	3,603					
Received during the year	205,796		Printed matter, samples, &c	8,836		
		209,399				
Printed matter, samples, &c., for return		8,836				
Total		221,928	Total	218,702	86	3,140

ORIGINATING IN THE UNITED STATES AND RETURNED BY FOREIGN COUNTRIES.

RECEIVED.	
Class.	Number.
Registered letters	433
Ordinary letters	96,668
Printed matter, samples, &c	4,841
Total	101,942

Statement of undelivered correspondence returned to and received from each of the several foreign countries.

Country.	Returned to—				Received from—			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
Austro-Hungary	586	3,004	611	4,201				
Argentine Republic		26		26				
Belgium	26	638	420	1,084				
Bermuda		150		150	1	137		138
Brazil	11	245		256		124		124
British India	7	269	1	277				
British Guiana	1	54		55				
Canada	619	96,037	4	96,660	187	44,000		44,187
Cuba	9	1,066		1,075				
Denmark	22	1,549	18	1,589				
Danish West Indies		190		190		51	21	72
Egypt	3	24	4	31				
Ecuador	2	11		13				
France	115	4,256	4,923	9,294				
French West Indies		24		24				
Great Britain	527	48,335	632	49,544	229	30,636		30,865
Germany	1,098	24,382	221	25,701				
Greece	5	69	23	97				

Statement of undelivered correspondence returned to and received from, &c.—Continued.

Country.	Returned to—				Received from—			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
Guatemala		39		39				
Hong-Kong	1	133		134	1	107		108
Hawaiian Kingdom	3	254		257		34		34
Italy	154	6,761	1,092	8,007				
Jamaica		210	1	211		129		129
Japan	7	318		325		134		134
Luxemburg	13	222	2	237				
Mexico		631		631				
Norway	46	3,037	19	3,102				
Netherlands	24	907	460	1,391				
Netherlands West Indies		93		93				
Newfoundland	5	240		245		212		212
New South Wales	13	704		717	6	444		450
New Zealand	11	421	1	433	7	436		443
Portugal	14	2,426	21	2,461				
Porto Rico		299		299				
Queensland	6	112		118	1	126		127
Roumania	6	22	13	41				
Russia	78	1,751	77	1,906				
Spain	16	423	165	604				
Servia	1	2		3				
Sweden	58	5,213	59	5,330				
Switzerland	80	1,652	18	1,750				
Salvador		8		8				
Trinidad		37		37				
Turkey	1	21	1	23				
Venezuela		33		33				
Postal Union						17,415	4,820	22,235
Miscellaneous					1	2,683		2,684
Total	3,568	206,298	8,835	218,702	433	96,668	4,841	101,942

Foreign postage reclaimed by United States, 799 francs 3 centimes; by foreign countries, 90 francs 65 centimes.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 14.—*Statement showing the detailed classification and disposition of letters containing valuable inclosures for the fiscal year ended June 30, 1878.*

Classification.	Delivered.	Filed for reclamation.	Outstanding in hands of postmasters.	Total.
Money	16,481	5,298	2,920	24,699
Checks, drafts, bills of exchange, letters of credit	6,206	422	150	6,778
Money-orders, foreign and domestic	3,294	164	75	3,533
Notes and due-bills	966	85	35	1,086
Deeds and land-warrants	275	29	20	324
Mortgages and assignments, releases of, &c	50	.....	3	53
Leases, assignments of, &c	35	.....	1	36
Passage and railroad tickets	187	51	7	245
Bank-books	6	2	.....	8
Pension-certificates and wills	11	1	.....	12
Receipts, bills of lading, &c	9,407	824	.....	10,231
Legal documents	2,084	58	.....	2,142
Sealed foreign letters inclosed	1,106	84	.....	1,190
Sealed domestic letters inclosed	221	25	.....	246
Pension-papers, registered-letter receipts, &c	414	9	.....	423
Locks of hair	2,759	166	.....	2,925
Paid notes, canceled checks, &c	580	17	.....	597
Photographs	19,423	4,933	.....	24,356
Postage-stamps	40,393	4,251	.....	44,644
Jewelry	1,259	896	.....	2,155
Dry-goods and clothing	1,131	1,603	.....	2,734
Books, pictures, and music	3,722	2,684	.....	6,406
Merchandise and samples	7,377	4,498	.....	11,875
Cutlery, dental and other instruments	226	248	.....	474
Manuscripts	247	316	.....	563
Miscellaneous	12,043	6,137	.....	18,180
Total	129,903	32,801	3,211	165,915

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, 1878*

States and Territories.	Quarter ended September 30, 1877.			Quarter ended December 31, 1877.			Quarter ended March 31, 1878.			Quarter ended June 30, 1878.			Total.			Grand total of letters registered for year ended June 30, 1878.	Fees received.	Total increase over the year 1877.
	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.	Domestic.	Foreign.	Free.			
Alabama	9,701	49	1,378	13,501	87	1,524	17,159	77	1,557	15,975	57	1,726	56,336	270	6,185	62,791	$5,660 60	14,132
Arkansas	9,065	33	1,192	12,106	28	1,446	16,632	53	1,682	14,521	32	1,458	52,324	146	5,778	58,248	5,247 00	15,205
California	19,239	3,499	1,288	23,952	4,234	1,595	22,601	3,722	1,389	21,575	3,418	1,687	87,367	14,873	5,959	108,199	10,224 00	2,537
Colorado	8,601	130	643	10,155	205	542	9,291	217	426	10,172	270	440	38,219	822	2,051	41,092	3,904 10	9,011
Connecticut	10,907	448	36,889	12,805	711	37,033	14,167	561	37,021	12,796	542	37,043	50,675	2,262	147,986	200,923	5,293 70	17,431
Delaware	1,646	15	68	1,817	25	86	1,886	19	119	1,756	19	134	7,105	78	407	7,590	718 30	1,030
Florida	6,103	26	530	6,803	47	731	9,075	94	718	7,799	58	777	29,780	225	2,756	32,761	3,000 50	6,738
Georgia	12,188	59	1,437	17,693	107	1,453	21,653	174	1,774	18,325	87	1,784	69,859	427	6,448	76,734	7,028 60	12,724
Illinois	54,261	1,854	6,760	70,217	2,423	8,308	78,383	2,471	8,514	67,207	2,073	7,878	270,068	8,821	31,460	310,349	27,888 90	25,459
Indiana	33,713	181	2,542	42,279	279	2,630	51,890	263	2,003	42,431	189	1,545	170,313	912	8,720	179,945	17,122 50	16,496
Iowa	27,024	305	2,962	48,640	506	3,366	56,786	518	1,853	47,681	409	2,023	180,131	1,738	10,204	192,073	18,186 90	5,657
Kansas	19,077	158	1,047	24,382	232	1,689	30,774	191	1,149	28,487	153	1,215	102,720	734	5,100	108,554	10,345 40	22,389
Kentucky	14,862	129	439	16,455	195	595	20,928	152	731	19,548	126	457	71,793	602	2,292	74,617	7,239 50	8,370
Louisiana	16,385	509	787	19,949	653	790	20,987	729	718	17,603	601	735	74,904	2,492	3,030	80,426	7,739 60	20,442
Maine	17,100	491	960	21,461	618	1,056	21,976	589	864	21,165	482	667	81,702	2,180	3,547	87,429	8,388 20	7,437
Maryland	10,593	365	514	12,288	437	622	13,187	374	498	13,638	404	724	49,706	1,580	2,358	53,644	5,128 60	7,922
Massachusetts	27,704	2,983	16,666	32,039	4,063	16,617	33,315	3,310	16,395	32,630	3,405	16,325	125,688	13,761	66,003	205,452	13,944 90	11,895
Michigan	32,452	1,453	3,630	40,105	2,108	3,026	41,644	1,750	2,739	37,964	1,867	2,409	152,165	7,178	11,804	171,147	15,934 30	11,262
Minnesota	19,141	325	1,998	29,782	524	1,611	30,344	545	992	28,540	475	1,180	107,807	1,869	5,781	115,457	10,967 60	23,741
Mississippi	10,253	35	1,165	14,225	65	1,426	18,427	81	933	16,627	64	1,834	59,532	245	5,358	65,135	5,977 70	11,280
Missouri	36,037	573	2,518	46,485	875	2,710	54,965	798	2,248	48,687	652	2,769	186,174	2,898	10,245	199,317	18,907 20	23,437
Nebraska	10,287	188	1,209	13,278	244	1,316	16,126	294	1,341	14,641	292	1,263	54,332	1,018	5,129	60,479	5,535 00	3,625
Nevada	4,202	422	257	5,938	764	311	5,809	456	216	6,083	670	369	22,032	2,312	1,153	25,497	2,434 40	4,415
New Hampshire	8,618	444	542	10,209	503	593	11,072	480	359	10,377	485	218	40,276	1,912	1,712	43,900	4,218 80	2,172
New Jersey	12,650	957	605	14,956	983	609	16,199	800	624	14,430	952	695	58,235	3,692	2,533	64,460	6,192 70	7,297
New York	105,281	11,502	52,369	108,901	13,938	58,061	110,951	13,520	67,726	103,730	12,928	63,459	428,863	51,888	241,615	722,366	48,075 10	109,643
North Carolina	14,288	34	1,352	18,029	77	1,492	21,746	60	1,225	20,803	31	2,161	74,866	202	6,140	81,208	7,506 80	5,755
Ohio	39,311	963	3,265	63,094	1,211	3,426	70,396	1,186	5,483	61,704	1,068	5,578	234,503	4,428	17,752	256,683	23,893 10	7,310
Oregon	4,479	35	490	6,487	48	561	7,684	61	461	6,078	59	427	24,728	203	1,939	26,870	2,493 10	5,828
Pennsylvania	60,287	1,995	3,387	75,856	2,561	3,880	80,078	2,476	3,831	75,979	2,286	4,194	292,200	9,318	15,292	316,810	30,151 80	23,056
Rhode Island	3,731	471	116	3,938	525	136	3,918	467	141	3,594	453	123	15,181	1,916	516	17,613	1,009 70	408
South Carolina	7,925	66	889	11,696	61	996	11,885	122	933	11,916	63	926	43,422	312	3,744	47,478	4,373 40	9,534
Tennessee	14,775	99	1,616	16,236	106	1,774	21,160	123	1,917	19,353	95	1,940	71,524	423	7,247	79,194	7,194 70	5,009
Texas	23,892	449	2,897	31,429	589	3,095	39,135	606	3,309	30,865	491	3,254	125,321	2,135	12,555	140,011	12,745 60	23,957
Vermont	10,128	371	743	13,419	509	759	13,075	470	901	11,958	495	781	48,580	1,845	3,184	93,609	5,042 50	2,417
Virginia	17,544	102	1,313	20,429	149	1,708	22,973	168	1,602	22,529	149	1,643	83,475	568	6,266	90,309	8,404 30	12,487
West Virginia	9,110	34	591	10,548	60	671	12,072	43	576	11,472	38	593	43,202	175	2,431	45,808	4,337 70	7,145
Wisconsin	31,017	539	2,981	45,942	735	3,660	47,022	772	3,484	40,062	707	3,669	164,043	2,753	13,794	180,590	16,679 60	21,887
Alaska	5	3	1	7	2	.....	6	1	.....	14	.....	.....	32	6	1	39	3 80	*—135

Arizona	1,974	15	110	2,028	23	122	2,476	17	100	2,406	15	103	8,884	70	435	9,389	895	40	1,385
Dakota	3,621	78	328	4,968	183	324	5,919	163	301	5,936	208	338	20,444	632	1,291	22,367	2,107	60	8,670
Dist. of Columbia	5,105	604	13,210	5,350	964	16,231	9,592	895	17,159	10,023	354	9,855	30,070	2,817	56,455	89,342	3,288	70	545
Idaho	2,564	25	33	3,354	32	24	3,110	24	40	2,754	21	11	11,782	102	108	11,992	1,188	40	1,570
Indian Ter.	1,597	2	108	1,811	6	91	2,553	4	66	2,379	3	32	8,340	15	297	8,652	835	50	2,532
Montana	2,681	31	133	3,520	51	178	4,013	51	138	3,860	47	171	14,074	180	620	14,874	1,425	40	3,606
New Mexico	1,805	8	171	2,046	12	117	2,341	16	93	2,151	11	82	8,343	47	463	8,853	839	00	616
Utah	4,581	100	231	5,706	119	255	5,812	113	249	5,254	132	246	21,353	464	981	22,798	2,181	70	2,392
Washington	2,132	45	169	3,079	69	163	3,606	60	140	2,967	63	107	11,784	237	579	12,600	1,202	10	2,568
Wyoming	2,833	44	260	3,065	68	312	3,208	65	303	2,638	33	301	11,744	210	1,176	13,130	1,195	40	388
Total	802,455	33,246	174,789	1,022,458	43,014	189,631	1,140,007	40,201	197,041	1,031,081	37,532	187,349	3,996,001	153,993	748,810	4,898,804	414,999	40	550,812
*Deduct Alaska																			135
																			550,677

RECAPITULATION.

Total domestic	3,996,001
Total foreign	153,993
Total free	748,810
Grand total	4,898,804
Total fees received	$414,999 40
Increase over previous year	550,677

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 16.—*Statement showing the operations of the registered-letter system at the cities of New York, Chicago, and Washington, during the fiscal year ended June 30, 1878.*

Description.	New York.	Chicago.	Washington.	Total.
Number of letters registered	192,156	40,361	85,935	318,452
Number of registered letters received for delivery	510,632	279,179	89,742	879,553
Number of registered letters received for distribution	250,450	308,885	25,231	584,566
Number of packages of postage-stamps registered	166,732	.....	.....	166,732
Number of stamped-envelope packages distributed	18,711	.....	.....	18,711
Number of registered packages of stamped envelopes, postal cards, and postage-stamps received for distribution	.....	64,035	.....	64,035
Number of postal-card packages registered	58,955	.....	.....	58,955
Number of registered packages and pouches for New York City	313,839	.....	.....	313,839
Number of registered packages and pouches in transit	147,239	2,479	.....	149,718
Number of registered packages and pouches made up and mailed	188,074	152,232	27,770	368,076
Number of through registered pouches received	6,709	4,790	2,503	14,002
Number of through registered pouches dispatched	10,509	3,332	2,503	16,344
Number of registered packages received in through pouches	101,526	143,884	22,630	268,040
Number of registered packages dispatched in through pouches	188,785	83,246	18,250	290,281
Total number of letters, packages, and pouches handled	2,154,317	1,082,423	274,564	3,511,304
Value of gold coin received in registered mail at New York	$575,000	.....	.....	.....
Value of bullion received in registered mail at New York	176,800	.....	.....	.....

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 17.—*Statement showing the number and value of registered packages forwarded during the fiscal year ended June 30, 1878, for the Post-Office and Treasury Departments.*

Description.	Number of packages.	Value.
Postage-stamps from New York agency	167,048	$21,180,557 90
Stamped envelopes and newspaper wrappers from Hartford agency	144,453	5,380,326 86
Postal cards from Springfield and New York agencies	61,512	2,006,300 00
Total for the Post-Office Department	373,013	28,567,184 76
Increase over previous year	29,371	2,041,348 29
Mutilated currency received at Treasury Department (Treasurer)	12,530	254,119 60
Currency remitted from Treasury Department (Treasurer)	7,363	43,021 84
United States bonds, incomplete currency, and national-bank notes sent from Treasury Department (Comptroller of Currency)	818	19,488,465 00
Internal-revenue stamps	10,279	108,774,278 75
Documentary and proprietary stamps from New York agency, No. 17,365,016	.....	330,124 13
Total for Treasury Department	30,990	128,890,609 32
Aggregate	404,003	157,457,794 08

A. D. HAZEN,
Third Assistant Postmaster-General.

UNIVERSAL POSTAL UNION.

CONVENTION OF PARIS.

JUNE, 1878.

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

UNIVERSAL POSTAL UNION.

UNION POSTALE UNIVERSELLE CONCLU ENTRE L'ALLEMAGNE, LA RÉPUBLIQUE ARGENTINE, L'AUTRICHE-HONGRIE, LA BELGIQUE, LE BRÉSIL, LE DANEMARK ET LES COLONIES DANOISES, L'ÉGYPTE, L'ESPAGNE ET LES COLONIES ESPAGNOLES, LES ÉTATS-UNIS DE L'AMÉRIQUE DU NORD, LA FRANCE ET LES COLONIES FRANÇAISES, LA GRANDE-BRETAGNE ET DIVERSES COLONIES ANGLAISES, L'INDE BRITANNIQUE, LE CANADA, LA GRÈCE, L'ITALIE, LE JAPON, LE LUXEMBOURG, LE MEXIQUE, LE MONTÉNÉGRO, LE NORVÈGE, LES PAYS-BAS ET LES COLONIES NÉERLANDAISES, LE PÉROU, LA PERSE, LE PORTUGAL ET LES COLONIES PORTUGAISES, LA ROUMANIE, LA RUSSIE, LA SERBIE, LE SALVADOR, LA SUÈDE, LA SUISSE ET LA TURQUIE.

Universal Postal Union concluded between Germany, the Argentine Republic, Austria-Hungary, Belgium, Brazil, Denmark and the Danish Colonies, Egypt, Spain and the Spanish Colonies, the United States of North America, France and the French Colonies, Great Britain and certain British Colonies, British India, Canada, Greece, Italy, Japan, Luxemburg, Mexico, Montenegro, Norway, the Netherlands and the Netherland Colonies, Peru, Persia, Portugal and the Portuguese Colonies, Roumania, Russia, Servia, Salvador, Sweden, Switzerland, and Turkey.

CONVENTION.

Les soussignés, plénipotentiaires des Gouvernements des pays ci-dessus énumérés, s'étant réunis en Congrès à Paris, en vertu de l'article 18 du Traité constitutif de l'Union générale des Postes, conclu à Berne le 9 octobre 1874, ont, d'un commun accord et sous réserve de ratification, revisé ledit Traité, conformément aux dispositions suivantes:

CONVENTION.

The undersigned, plenipotentiaries of the Governments of the countries above enumerated, being assembled in Congress at Paris, by virtue of Article 18 of the Treaty constituting the General Postal Union, concluded at Berne on the 9th of October, 1874, have, by mutual agreement, and subject to ratification, revised the said Treaty, conformably to the following stipulations:

ARTICLE PREMIER.

Les pays entre lesquels est conclue la présente Convention, ainsi que ceux qui y adhéreront ultérieurement, forment, sous la dénomination d'*Union postale universelle*, un seul territoire postal pour l'échange réciproque des correspondances entre leurs bureaux de poste.

ARTICLE 2.

Les dispositions de cette Convention s'étendent aux lettres, aux cartes postales, aux imprimés de toute nature, aux papiers d'affaires et aux échantillons de marchandises, originaires de l'un des pays de l'Union et à destination d'un autre de ces pays. Elles s'appliquent également, quant au parcours dans le ressort de l'Union, à l'échange postal des objets ci-dessus entre les pays de l'Union et les pays étrangers à l'Union, toutes les fois que cet échange emprunte les services de deux des Parties contractantes, au moins.

ARTICLE 3.

Les administrations des postes des pays limitrophes ou aptes à correspondre directement entre eux, sans emprunter l'intermédiaire des services d'une tierce administration, déterminent, d'un commun accord, les conditions du transport de leurs dépêches réciproques à travers la frontière ou d'une frontière à l'autre.

A moins d'arrangement contraire, on considère comme services tiers les transports maritimes effectués directement entre deux pays, au moyen de paquebots ou bâtiments dépendant de l'un d'eux, et ces transports, de même que ceux effectués entre deux bureaux d'un même pays, par l'intermédiare de services maritimes ou territoriaux dépendant d'un autre pays, sont régis par les dispositions de l'article suivant.

ARTICLE 1.

The countries between which the present Convention is concluded, as well as those which may join it hereafter, form, under the title of *Universal Postal Union*, a single postal territory for the reciprocal exchange of correspondence between their post-offices.

ARTICLE 2.

The stipulations of this Convention extend to letters, post-cards, printed matter of all kinds, commercial documents and samples of merchandise, originating in one of the countries of the Union and intended for another of those countries. They also apply, so far as regards conveyance within the Union, to the exchange by mail of the articles above mentioned between the countries of the Union and countries foreign to the Union, whenever that exchange makes use of the services of two of the contracting parties at least.

ARTICLE 3.

The Postal Administrations of neighboring countries, or countries able to correspond directly with each other without using the intermediary of the services of a third Administration, determine, by mutual agreement, the conditions of the conveyance of their reciprocal mails across the frontier, or from one frontier to the other.

Unless there be a contrary arrangement, the direct sea conveyance performed between two countries by means of packets or vessels depending upon one of them, shall be considered as a third service; and such conveyance, as well as any performed between two offices of the same country, by the intermediary of maritime or territorial services maintained by another country, is regulated by the stipulations of the following Article.

ARTICLE 4.

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

En conséquence, les diverses administrations postales de l'Union peuvent s'expédier réciproquement, par l'intermédiaire d'une ou de plusieurs d'entre elles, tant des dépêches closes que des correspondances à découvert, suivant les besoins du trafic et les convenances du service postal.

Les correspondances échangées, soit à découvert, soit en dépêches closes, entre deux administrations de l'Union, au moyen des services d'une ou de plusieurs autres administrations de l'Union, sont soumises, au profit de chacun des pays traversés ou dont les services participent au transport, aux frais de transit suivants, savoir:

1° Pour les parcours territoriaux, 2 francs par kilogramme de lettres ou cartes postales, et 25 centimes par kilogramme d'autres objets;

2° Pour les parcours maritimes, 15 francs par kilogramme de lettres ou cartes postales, et 1 franc par kilogramme d'autres objets.

Il est toutefois entendu:

1° Que partout où le transit est déjà actuellement gratuit ou soumis à des conditions plus avantageuses, ce régime est maintenu, sauf dans le cas prévu à l'alinéa 3° ci-après;

2° Que partout où les frais de transit maritime sont fixés jusqu'à présent à 6 fr. 50 cent. par kilogramme de lettres ou cartes postales, ces frais sont réduits à 5 francs;

3° Que tout parcours maritime n'excédant pas 300 milles marins est gratuit, si l'administration intéressée a déjà droit, du chef des dépêches ou correspondances bénéficiant de ce parcours, à la rémunération afférente au transit territorial; dans le cas contraire, il est rétribué à raison de 2 francs par kilogramme de lettres ou cartes postales et de 25 centimes par kilogramme d'autres objets:

ARTICLE 4.

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

Consequently, the several Postal Administrations of the Union may send reciprocally through the intermediary of one or of several of them, as well closed mails as correspondence in open mails, according to the requirements of trade and the convenience of the postal service.

The correspondence exchanged, whether in open or in closed mails, between two Administrations of the Union, by means of the services of one or of several other Administrations of the Union, is subject to the following transit charges, to be paid to each of the countries traversed, or whose services participate in the conveyance, viz:

1st. For territorial conveyance, 2 francs per kilogramme of letters or post-cards, and 25 centimes per kilogramme of other articles;

2d. For sea conveyance, 15 francs per kilogramme of letters or post-cards, and 1 franc per kilogramme of other articles.

It is, however, understood—

1st. That wherever the transit is already gratuitous at present, or subject to more advantageous conditions, such condition is maintained, except in the case provided for in paragraph 3, following;

2d. That wherever the rate of sea-transit has hitherto been fixed at 6 francs 50 centimes per kilogramme of letters or post-cards, such rate is reduced to 5 francs;

3d. That every sea conveyance not exceeding 300 nautical miles is gratuitous if the administration concerned is already entitled, on account of mails or correspondence benefiting by this conveyance, to the remuneration applicable to the territorial transit: in the contrary case, payment is made at the rate of 2 francs per kilogramme of letters or post-cards, and 25 centimes per kilogramme of other articles;

4° Que, en cas de transport maritime effectué par deux ou plusieurs administrations, les frais du parcours total ne peuvent dépasser 15 francs par kilogramme de lettres ou cartes postales et 1 franc par kilogramme d'autres objets; ces frais, le cas échéant, sont répartis entre ces administrations au prorata des distances parcourues, sans préjudice aux arrangements différents entre les parties intéressées;

5° Que les prix spécifiés au présent article ne s'appliquent, ni aux transports au moyen de services dépendant d'administrations étrangères à l'Union, ni aux transports dans l'Union au moyen de services extraordinaires spécialement créés ou entretenus par une administration, soit dans l'intérêt, soit sur la demande d'une ou de plusieurs autres administrations. Les conditions de ces deux catégories de transports sont réglées de gré à gré entre les administrations intéressées.

Les frais de transit sont à la charge de l'administration du pays d'origine.

Le décompte général de ces frais a lieu sur la base de relevés établis tous les deux ans, pendant un mois à déterminer dans le règlement d'exécution prévu par l'article 14 ci-après.

Sont exempts de tous frais de transit territorial ou maritime, la correspondance des administrations postales entre elles, les objets réexpédiés ou mal dirigés, les rebuts, les avis de réception, les mandats de poste ou avis d'émission de mandats, et tous autres documents relatifs au service postal.

ARTICLE 5.

Les taxes pour le transport des envois postaux dans toute l'étendue de l'Union, y compris leur remise au domicile des destinataires dans les pays de l'Union où le service de

4th. That in the case of sea-conveyance effected by two or more Administrations, the expenses of the entire transportation cannot exceed 15 francs per kilogramme of letters or post-cards, and 1 franc per kilogramme of other articles. These expenses are in such case shared between the Administrations *pro rata* for the distances traversed, without prejudice to other arrangements between the parties interested;

5th. That the rates specified in the present article do not apply either to conveyance by means of services depending upon Administrations foreign to the Union, or to conveyance within the Union by means of extraordinary services specially established or maintained by one Administration in the interest or at the request of one or several other Administrations. The conditions of these two categories of conveyance are regulated by mutual agreement between the Administrations interested.

The expenses of transit are borne by the Administration of the country of origin.

The general settlement of these expenses takes place on the basis of statements prepared every two years, during a month to be determined on in the Regulation of Execution referred to in Article 14 hereafter.

The correspondence of the Postal Administrations with each other, articles reforwarded or missent, undeliverable articles, acknowledgments of delivery, post-office money-orders or advices of the issue of orders, and all other documents relative to the postal service, are exempt from all transit charges, whether territorial or maritime.

ARTICLE 5.

The rates of postage for the conveyance of postal articles throughout the entire extent of the Union, including their delivery at the residence of the addressees in the coun-

distribution est ou sera organisé, sont fixées comme suit:

1° Pour les lettres, à 25 centimes en cas d'affranchissement, et au double dans le cas contraire, par chaque lettre et par chaque poids de 15 grammes ou fraction de 15 grammes;

2° Pour les cartes postales, à 10 centimes par carte;

3° Pour les imprimés de toute nature, les papiers d'affaires et les échantillons de marchandises, à 5 centimes par chaque objet ou paquet portant une adresse particulière et par chaque poids de 50 grammes ou fraction de 50 grammes, pourvu que cet objet ou paquet ne contienne aucune lettre ou note manuscrite ayant le caractère de correspondance actuelle et personnelle, et soit conditionné de manière à pouvoir être facilement vérifié.

La taxe des papiers d'affaires ne peut être inférieure à 25 centimes par envoi, et la taxe des échantillons ne peut être inférieure à 10 centimes par envoi.

Il peut être perçu, en sus des taxes et des minima fixés par les paragraphes précédents:

1° Pour tout envoi soumis à des frais de transit maritime de 15 francs par kilogramme de lettres ou cartes postales et de 1 franc par kilogramme d'autres objets, une surtaxe qui ne peut dépasser 25 centimes par port simple pour les lettres, 5 centimes par carte postale et 5 centimes par 50 grammes ou fraction de 50 grammes pour les autres objets. Par mesure de transition, il peut être perçu une surtaxe jusqu'à concurrence de 10 centimes par port simple pour les lettres soumises à des frais de transit maritime de 5 francs par kilogramme.

2° Pour tout objet transporté par des services dépendant d'administrations étrangères à l'Union ou par des services extraordinaires dans l'Union, donnant lieu à des frais

tries of the Union where a delivery service is or shall be organized, are fixed as follows:

1st. For letters, 25 centimes in case of prepayment, and double that amount in the contrary case, for each letter and for every weight of 15 grammes or fraction of 15 grammes;

2d. For post-cards, 10 centimes per card;

3d. For printed matter of every kind, commercial papers, and samples of merchandise, 5 centimes for each article or packet bearing a particular address and for every weight of 50 grammes or fraction of 50 grammes, provided that such article or packet does not contain any letter or manuscript note having the character of an actual and personal correspondence, and that it be made up in such a manner as to admit of its being easily examined.

The charge on commercial papers cannot be less than 25 centimes per packet, and the charge on samples cannot be less than 10 centimes per packet.

In addition to the rates and minima fixed by the preceding paragraphs, there may be levied;

1st. For every article subjected to the sea transit rates of 15 francs per kilogramme of letters or post-cards and 1 franc per kilogramme of other articles, an additional charge, which may not exceed 25 centimes per single rate for letters, 5 centimes per post-card, and 5 centimes per 50 grammes or fraction of 50 grammes for other articles. As a temporary arrangement, there may be levied an additional charge up to 10 centimes per single rate for the letters subjected to the transit rate of 5 francs per kilogramme.

2d. For every article conveyed by services maintained by Administrations foreign to the Union, or conveyed by extraordinary services in the Union giving rise to special

spéciaux, une surtaxe en rapport avec ces frais.

En cas d'insuffisance d'affranchissement, les objets de correspondance de toute nature sont passibles, à la charge des destinataires, d'une taxe double du montant de l'insuffisance.

Il n'est pas donné cours:

1° Aux objets, autres que les lettres, qui ne sont pas affranchis au moins partiellement ou ne remplissent pas les conditions requises cidessus pour jouir de la modération de taxe;

2° Aux envois de nature à salir ou détériorer les correspondances;

3° Aux paquets d'échantillons de marchandises qui ont une valeur marchande, non plus qu'à ceux dont le poids dépasse 250 grammes, ou qui présentent des dimensions supérieures à 20 centimètres de longueur, 10 de largeur et 5 d'épaisseur.

4° Enfin, aux paquets de papiers d'affaires et d'imprimés de toute nature dont le poids dépasse 2 kilogrammes.

ARTICLE 6.

Les objets désignés dans l'article 5 peuvent être expédiés sous recommandation.

Tout envoi recommandé est passible, à la charge de l'envoyeur:

1° Du prix d'affranchissement ordinaire de l'envoi, selon sa nature;

2° D'un droit fixe de recommandation de 25 centimes au maximum dans les Etats européens, et de 50 centimes au maximum dans les autres pays, y compris la délivrance d'un bulletin de dépôt à l'expéditeur.

L'envoyeur d'un objet recommandé peut obtenir un avis de réception de cet objet, en payant d'avance un droit fixe de 25 centimes au maximum.

En cas de perte d'un envoi recommandé, et sauf le cas de force majeure, il est dû une indemnité de

expenses, an additional charge in proportion to these expenses.

In case of insufficient prepayment, articles of correspondence of all kinds are liable to a charge equal to double the amount of the deficiency, to be paid by the addressees.

Circulation shall not be given—

1st. To articles other than letters which are not prepaid at least partly, or which do not fulfill the conditions required above in order to enjoy the reduced rate;

2d. To articles of a nature likely to soil or injure the correspondence;

3d. To packets of samples of merchandise which have a salable value, or which exceed 250 grammes in weight, or measure more than 20 centimeters in length, 10 in breadth, and 5 in depth.

4th. Lastly, to packets of commercial papers and printed matter of all kinds, the weight of which exceeds 2 kilogrammes.

ARTICLE 6.

The articles specified in Article 5 may be registered.

Every registered article is liable, at the charge of the sender—

1st. To the ordinary prepaid rate of postage upon the article, according to its nature;

2d. To a fixed registration fee of 25 centimes at the maximum in the European States, and of 50 centimes at the maximum in the other countries, including the issue to the sender of a bulletin of posting.

The sender of a registered article may obtain an acknowledgment of delivery of such article by paying in advance a fixed fee of 25 centimes at the maximum.

In case of the loss of a registered article, and except in case of *force majeure*, there is to be paid an in-

50 francs à l'expéditeur, ou, sur la demande de celui-ci, au destinataire, par l'administration sur le territoire ou dans le service maritime de laquelle la perte a eu lieu, c'est-à-dire où la trace de l'objet a disparu.

Par mesure de transition, il est permis aux administrations des pays hors d'Europe, dont la législation est actuellement contraire au principe de la responsabilité, d'ajourner l'application de la clause qui précède jusqu'au jour où elles auront pu obtenir du pouvoir législatif l'autorisation d'y souscrire. Jusqu'à ce moment, les autres administrations de l'Union ne sont pas astreintes à payer une indemnité pour la perte, dans leurs services respectifs, d'envois recommandés à destination ou provenant desdits pays.

S'il est impossible de découvrir le service dans lequel la perte a eu lieu, l'indemnité est supportée, par moitié, par les deux offices correspondants.

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

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

ARTICLE 7.

Ceux des pays de l'Union qui n'ont pas le franc pour unité monétaire fixent leurs taxes à l'équivalent, dans leur monnaie respective, des taux déterminés par les articles 5 et 6 précédents. Ces pays ont la faculté d'arrondir les fractions conformément au tableau inséré au Règlement d'exécution mentionné à l'article 14 de la présente Convention.

ARTICLE 8.

L'affranchissement de tout envoi quelconque ne peut être opéré qu'au

demnity of 50 francs to the sender, or, at his request, to the addressee, by the Administration upon whose territory or in whose maritime service the loss has occurred; that is to say, where the trace of the article has ceased.

As a temporary measure, the Administrations of the countries beyond Europe, whose legislation is at present opposed to the principle of responsibility, are permitted to postpone the application of the preceding clause until the time when they shall have obtained from the legislative power authority to subscribe to it. Up to that time, the other Administrations of the Union are not bound to pay an indemnity for the loss, in their respective services, of registered articles addressed to or originating in the said countries.

If it is impossible to discover the service in which the loss has occurred, the indemnity is borne in equal proportions between the two corresponding offices.

Payment of this indemnity is made with the least possible delay, and, at the latest, within a year dating from the day of application.

Every claim for an indemnity is excluded if it has not been made within one year from the date on which the registered article was posted.

ARTICLE 7.

Those countries of the Union which have not the franc for their monetary unit fix their postages at the equivalent in their respective currencies of the rates determined by Articles 5 and 6 preceding. Such countries have the option of rounding off the fractions in conformity with the table inserted in the Regulation of Execution mentioned in Article 14 of the present Convention.

ARTICLE 8.

Prepayment of postage on every description of article can be effected

moyen de timbres-poste valables dans le pays d'origine pour la correspondance des particuliers.

Les correspondances officielles relatives au service des postes et échangées entre les administrations postales sont seules exemptées de cette obligation et admises à la franchise.

ARTICLE 9.

Chaque administration garde en entier les sommes qu'elle a perçues en exécution des articles 5, 6, 7 et 8 précédents. En conséquence, il n'y a pas lieu, de ce chef, à un décompte entre les diverses administrations de l'Union.

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

ARTICLE 10.

Il n'est perçu aucun supplément de taxe pour la réexpédition d'envois postaux dans l'intérieur de Union.

ARTICLE 11.

Il est interdit au public d'expédier, par la voie de la poste:

1° Des lettres ou paquets contenant soit des matières d'or ou d'argent, soit des pièces de monnaie, soit des bijoux ou des objets précieux;

2° Des envois quelconques contenant des objets passibles de droits de douane.

Dans le cas où un envoi tombant sous l'une de ces prohibitions est livré par une administration de l'Union à une autre administration de l'Union, celle-ci procède de la manière et dans les formes prévues par sa législation ou par ses règlements intérieurs.

only by means of postage-stamps valid in the country of origin for the correspondence of private individuals.

Official correspondence relative to the postal service, and exchanged between the Postal Administrations, is alone exempt from this obligation and admitted free.

ARTICLE 9.

Each Administration keeps the whole of the sums which it has collected in execution of the foregoing Articles 5, 6, 7, and 8. Consequently, there is no necessity on this head for any accounts between the several Administrations of the Union.

Neither the senders nor the addressees of letters and other postal articles are called upon to pay, either in the country of origin or in that of destination, any postage or any postal fee other than those contemplated by the Articles abovementioned.

ARTICLE 10.

No additional charge is levied for the reforwarding of postal matter within the interior of the Union.

ARTICLE 11.

It is forbidden to the public to send by mail:

1st. Letters or packets containing gold or silver substances, pieces of money, jewelry, or precious articles;

2d. Any packets whatever containing articles liable to customs duty.

In case a packet falling under one of these prohibitions is delivered by one Administration of the Union to another Administration of the Union, the latter proceeds according to the manner and forms prescribed by its legislation or by its interior regulations.

Est d'ailleurs réservé le droit du Gouvernement de tout pays de l'Union de ne pas effectuer, sur son territoire, le transport ou la distribution, tant des objets jouissant de la modération de taxe, à l'égard desquels il n'a pas été satisfait aux lois, ordonnances ou décrets qui règlent les conditions de leur publication ou de leur circulation dans ce pays, que des correspondances de toute nature qui portent ostensiblement des inscriptions interdites par les dispositions légales ou réglementaires en vigueur dans le même pays.

There is, moreover, reserved to the Government of every country or the Union the right to refuse to convey over its territory, or to deliver, as well articles liable to the reduced rate, in regard to which the laws, ordinances, or decrees which regulate the conditions of their publication or of their circulation in that country have not been complied with, as correspondence of every kind which evidently bears inscriptions forbidden by the legal enactments or regulations in force in the same country.

ARTICLE 12.

Les offices de l'Union qui ont des relations avec des pays situés en dehors de l'Union admettent tous les autres offices à profiter de ces relations pour l'échange des correspondances avec lesdits pays.

Les correspondances échangées *à découvert* entre un pays de l'Union et un pays étranger à celle-ci, par l'intermédiaire d'un autre pays de l'Union, sont traitées, pour ce qui concerne le transport en dehors des limites de l'Union, d'après les conventions, arrangements ou dispositions particulières régissant les rapports de poste entre ce dernier pays et le pays étranger à l'Union.

Les taxes applicables aux correspondances dont il s'agit se composent de deux éléments distincts, savoir:

1° La taxe de l'Union fixée par les articles 5, 6 et 7 de la présente Convention;

2° Une taxe afférente au transport en dehors des limites de l'Union.

La première de ces taxes est attribuée:

a. Pour les correspondances originaires de l'Union à destination des pays étrangers, à l'office expéditeur, en cas d'affranchissement, et à l'office d'échange, en cas de non-affranchissement;

b. Pour les correspondances provenant des pays étrangers à destina-

ARTICLE 12.

The offices of the Union which have relations with countries beyond the Union admit all the other offices to take advantage of such relations for the exchange of correspondence with the said countries.

The correspondence exchanged *in open mails* between a country of the Union and a country foreign to the Union, through the intermediary of another country of the Union, is treated, as regards the conveyance beyond the limits of the Union, in conformity to the conventions, arrangements, or special provisions governing the postal relations between the latter country and the country foreign to the Union.

The rates chargeable on the correspondence in question consist of two distinct elements, viz:

1st. The Union rate fixed by Articles 5, 6, and 7 of the present Convention.

2d. A rate for the conveyance beyond the limits of the Union.

The first of these rates is assigned—

a. For correspondence originating in the Union and addressed to foreign countries, to the dispatching office in case of prepayment, and to the office of exchange in case of non-prepayment.

b. For correspondence originating in foreign countries and addressed

tion de l'Union, à l'office d'échange, en cas d'affranchissement, et à l'office destinataire, en cas de non-affranchissement.

La seconde de ces taxes est bonifiée à l'office d'échange, dans tous les cas.

A l'égard des frais de transit dans l'Union, les correspondances originaires ou à destination d'un pays étranger sont assimilées à celles de ou pour le pays de l'Union qui entretient les relations avec le pays étranger à l'Union, à moins que ces relations n'impliquent l'affranchissement obligatoire et partiel, auquel cas ledit pays de l'Union a droit à la bonification des prix de transit territorial fixés par l'article 4 précédent.

Le décompte général des taxes afférentes au transport en dehors des limites de l'Union a lieu sur la base de relevés, qui sont établis en même temps que les relevés dressés en vertu de l'article 4 précédent, pour l'évaluation des frais de transit dans l'Union.

Quant aux correspondances échangées en *dépêches closes* entre un pays de l'Union et un pays étranger à celle-ci, par l'intermédiaire d'un autre pays de l'Union, le transit en est soumis, savoir:

Dans le ressort de l'Union, aux prix déterminés par l'article 4 de la présente Convention.

En dehors des limites de l'Union, aux conditions résultant des arrangements particuliers conclus ou à conclure à cet effet entre les administrations intéressées.

ARTICLE 13.

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

ARTICLE 14.

Les administrations postales des

to the Union, to the office of exchange in case of prepayment, and to the office of destination in case of non-prepayment.

The second of these rates is, in every case, assigned to the office of exchange.

With regard to the expenses of transit within the Union, the correspondence originating in or addressed to a foreign country is assimilated to that from or for the country of the Union which maintains relations with the country foreign to the Union, unless such relations imply obligatory and partial prepayment, in which case the said Union country has the right to the territorial transit rates fixed by Article 4 preceding.

The general settlement of the rates chargeable for the conveyance beyond Union limits takes place upon the basis of statements which are prepared at the same time as the statements drawn up by virtue of Article 4 preceding for the calculation of the expenses of transit within the Union.

As regards the correspondence exchanged in *closed mails* between a country of the Union and a country foreign to the Union, through the intermediary of another country of the Union, the transit thereof is subject as follows:

Within the limits of the Union, to the rates fixed by Article 4 of the present Convention.

Beyond the limits of the Union, to the conditions arising from special arrangements concluded or to be concluded for that purpose between the Administrations interested.

ARTICLE 13.

The exchange of letters of declared value and that of postal money-orders form the subject of special arrangements between the various countries or groups of countries of the Union.

ARTICLE 14.

The Postal Administrations of

divers pays qui composent l'Union sont compétentes pour arrêter, d'un commun accord, dans un Règlement d'exécution, toutes les mesures d'ordre et de détail qui sont jugées nécessaires.

Les différentes administrations peuvent, en outre, prendre entre elles les arrangements nécessaires au sujet des questions qui ne concernent pas l'ensemble de l'Union, pourvu que ces arrangements ne dérogent pas à la présente Convention.

Il est toutefois permis aux administrations intéressées de s'entendre mutuellement pour l'adoption de taxes réduites dans un rayon de 30 kilomètres, pour les conditions de la remise des lettres par exprès, ainsi que pour l'échange des cartes postales avec réponse payée. Dans ce dernier cas, le renvoi des cartes-réponse au pays d'origine jouit de l'exemption de frais de transit stipulée par le dernier alinéa de l'article 4 de la présente Convention.

ARTICLE 15.

La présente Convention ne porte point altération à la législation postale de chaque pays, dans tout ce qui n'est pas prévu par les stipulations contenues dans cette Convention.

Elle ne restreint pas le droit des parties contractantes de maintenir et de conclure des traités, ainsi que de maintenir et d'établir des Unions plus restreintes, en vue de l'amélioration des relations postales.

ARTICLE 16.

Est maintenue l'institution, sous le nom de *Bureau international de l'Union postale universelle*, d'un office central qui fonctionne sous la haute surveillance de l'Administration des postes suisses, et dont les frais sont supportés par toutes les administrations de l'Union.

Ce Bureau demeure chargé de réunir, de coordonner, de publier

the various countries composing the Union are competent to establish by mutual agreement, in a Regulation of Execution, all the measures of order and detail which are judged necessary.

The several Administrations may, moreover, make among themselves the necessary arrangements on the subject of questions which do not concern the Union generally, provided that these arrangements are not contrary to the present Convention.

The Administrations interested are, however, permitted to come to mutual arrangements for the adoption of lower rates of postage, within a radius of 30 kilometers, for the conditions of the delivery of letters by express, as well as for the exchange of post-cards with paid answer. In this latter case, the answer-cards, when sent back to the country of origin, are exempt from the transit charges stipulated by the last paragraph of Article 4 of the present Convention.

ARTICLE 15.

The present Convention involves no alteration in the postal legislation of any country as regards anything which is not provided for by the stipulations contained in this Convention.

It does not restrict the right of the contracting parties to maintain and to conclude treaties, as well as to maintain and establish more restricted Unions, with a view to the improvement of postal relations.

ARTICLE 16.

There is maintained, under the name of the *International Bureau of the Universal Postal Union*, a central office, which is conducted under the superintendence of the Swiss Postal Administration, and the expenses of which are borne by all the Administrations of the Union.

This office continues to be charged with the duty of collecting, collat-

et de distribuer les renseignements de toute nature qui intéressent le service international des postes; d'émettre, à la demande des parties en cause, un avis sur les questions litigieuses; d'instruire les demandes en modification des actes du Congrès; de notifier les changements adoptés, et, en général, de procéder aux études et aux travaux dont il serait saisi dans l'intérêt de l'Union postale.

ARTICLE 17.

En cas de dissentiment entre deux ou plusieurs membres de l'Union relativement à l'interprétation de la présente Convention, la question en litige est réglée par jugement arbitral. A cet effet, chacune des administrations en cause choisit un autre membre de l'Union qui n'est pas directement intéressé dans l'affaire.

La décision des arbitres est donnée à la majorité absolue des voix.

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

ARTICLE 18.

Les pays qui n'ont point pris part à la présente Convention sont admis à y adhérer sur leur demande.

Cette adhésion est notifiée, par la voie diplomatique, au Gouvernement de la Confédération suisse, et, par ce Gouvernement, à tous les pays de l'Union.

Elle emporte, de plein droit, accession à toutes les clauses et admission à tous les avantages stipulés par la présente Convention.

Il appartient au Gouvernement de la Confédération suisse de déterminer, d'un commun accord avec le Gouvernement du pays intéressé, la part contributive de l'administration de ce dernier pays dans les

ing, publishing, and distributing information of every kind which concerns the international postal service; of giving, at the request of the parties concerned, an opinion upon questions in dispute; of making known proposals for modifying the acts of the Congress; of giving notice of the changes adopted, and, in general, of undertaking examinations and labors devolving upon it in the interest of the Postal Union.

ARTICLE 17.

In case of disagreement between two or more members of the Union as to the interpretation of the present Convention, the question in dispute is decided by arbitration. To that end, each of the Administrations concerned chooses another member of the Union not directly interested in the matter.

The decision of the arbitrators is given by the absolute majority of votes.

In case of an equality of votes, the arbitrators choose, in order to settle the difference, another Administration equally disinterested in the disputed question.

ARTICLE 18.

Countries which have not taken part in the present convention are admitted to adhere thereto upon their demand.

Notice is given of this adhesion, through the diplomatic channel, to the Government of the Swiss Confederation, and by that Government to all the countries of the Union.

It implies, as a right, accession to all the clauses and admission to all the advantages stipulated by the present Convention.

It devolves upon the Government of the Swiss Confederation to determine, by mutual agreement with the Government of the country interested, the share to be contributed by the Administration of this latter

srais du Bureau international, et, f'il y a lieu, les taxes à percevoir par cette administration en conformité de l'article 7 précédent.

ARTICLE 19.

Des congrès de plénipotentiaires des pays contractants ou de simples conférences administratives, selon l'importance des questions à résoudre, sont réunis, lorsque la demande en est faite ou approuvée par les deux tiers, au moins, des Gouvernements ou administrations, suivant le cas.

Toutefois, un congrès doit avoir lieu au moins tous les cinq ans.

Chaque pays peut se faire représenter, soit par un ou plusieurs délégués, soit par la délégation d'un autre pays. Mais il est entendu que le délégué ou les délégués d'un pays ne peuvent être chargés que de la représentation de deux pays, y compris celui qu'ils représentent.

Dans les délibérations chaque pays dispose d'une seule voix.

Chaque congrès fixe le lieu de la réunion du prochain congrès.

Pour les conférences, les administrations fixent les lieux de réunion sur la proposition du Bureau international.

ARTICLE 20.

Dans l'intervalle qui s'écoule entre les réunions, tout administration des postes d'un pays de l'Union a le droit d'adresser aux autres administrations participantes, par l'intermédiaire du Bureau international, des propositions concernant le régime de l'Union. Mais, pour devenir exécutoires ces propositions doivent réunir, savoir:

1° L'unanimité des suffrages, s'il s'agit de la modification des dispositions des articles 2, 3, 4, 5, 6 et 9 précédents;

2° Les deux tiers des suffrages, s'il s'agit de la modification des

country toward the expenses of the International Bureau, and, if necessary, the rates to be levied by that Administration in conformity with Article 7 preceding.

ARTICLE 19.

Congresses of plenipotentiaries of the contracting countries, or simple Administrative Conferences, according to the importance of the questions to be solved, are held when a demand for them is made or approved by two-thirds, at least, of the Governments or Administrations, as the case may be.

Nevertheless, a Congress must be held at least once every five years.

Each country may be represented either by one or several delegates, or by the delegation of another country. But it is understood that the delegate or delegates of one country can be charged with the representation of two countries only, including the country which they represent.

In the deliberations each country has one vote only.

Each Congress fixes the place of meeting for the following Congress.

For Conferences, the Administrations fix the places of meeting upon proposal of the International Bureau.

ARTICLE 20.

In the interval which elapses between the meetings, any Postal Administration of a country of the Union has the right to address to the other Administrations belonging to it, through the intermediary of the International Bureau, proposals concerning the regimen of the Union. But to become executive these propositions must obtain, as follows:

1st. Unanimity of votes, if they involve a modification of the stipulations of Articles 2, 3, 4, 5, 6, and 9 preceding.

2d. Two-thirds of the votes, if they involve a modification of the

dispositions de la Convention autres que celles des articles 2, 3, 4, 5, 6 et 9;

3° La simple majorité absolue, s'il s'agit de l'interprétation des dispositions de la Convention, hors le cas de litige prévu à l'article 17 précédent.

Les résolutions valables sont consacrées, dans les deux premiers cas, par une déclaration diplomatique, que le Gouvernement de la Confédération suisse est chargé d'établir et de transmettre à tous les Gouvernements des pays contractants, et, dans le troisième cas, par une simple notification du Bureau international à toutes les administrations de l'Union.

stipulations of the Convention other than those of Articles 2, 3, 4, 5, 6, and 9.

3d. A simple absolute majority, if they involve the interpretation of the stipulations of the Convention, except in the case of dispute contemplated in Article 17 preceding.

The binding decisions are sanctioned, in the first two cases, by a diplomatic declaration, which the Government of the Swiss Confederation is charged to prepare and transmit to all the Governments of the contracting countries, and, in the third case, by a simple notification from the International Bureau to all the Administrations of the Union.

ARTICLE 21.

Sont considérés comme formant, pour l'application des articles 16, 19 et 20 précédents, un seul pays ou une seule administration, suivant le cas:

1° L'empire de l'Inde britannique;

2° Le dominion du Canada;

3° L'ensemble des colonies danoises;

4° L'ensemble des colonies espagnoles;

5° L'ensemble des colonies françaises;

6° L'ensemble des colonies néerlandaises;

7° L'ensemble des colonies portugaises.

ARTICLE 21.

The following are considered as forming, for the application of Articles 16, 19, and 20 preceding, a single country, or a single Administration, as the case may be:

1st. The Empire of British India;

2d. The Dominion of Canada;

3d. The whole of the Danish Colonies;

4th. The whole of the Spanish Colonies;

5th. The whole of the French Colonies;

6th. The whole of the Netherland Colonies;

7th. The whole of the Portuguese Colonies.

ARTICLE 22.

La présente Convention sera mise à exécution le 1er avril 1879, et demeurera en vigueur pendant un temps indéterminé; mais chaque partie contractante a le droit de se retirer de l'Union, moyennant un avertissement donné une année à l'avance par son Gouvernement au Gouvernement de la Confédération suisse.

ARTICLE 22.

The present Convention shall be put into execution on the 1st of April, 1879, and shall remain in force during an indefinite period; but each contracting party has the right to withdraw from the Union by means of a notice given, one year in advance, by its Government to the Government of the Swiss Confederation.

ARTICLE 23.

Sont abrogées, à partir du jour de la mise à exécution de la présente Convention, toutes les dispositions des traités, conventions, arrangements ou autres actes conclus antérieurement entre les divers pays ou administrations, pour autant que ces dispositions ne seraient pas conciliables avec les termes de la présente Convention, et sans préjudice des droits réservés par l'article 15 ci-dessus.

La présente Convention sera ratifiée aussitôt que faire se pourra. Les actes de ratification seront échangés à Paris.

En foi de quoi, les plénipotentiaires des pays ci-dessus énumérés ont signé la présente Convention à Paris, le premier juin, mil huit cent soixante et dix-huit.

ARTICLE 23.

After the date on which the present Convention takes effect, all the stipulations of the treaties, conventions, arrangements, or other acts previously concluded between the various countries or administrations, in so far as those stipulations are not in accordance with the terms of the present Convention, are abrogated, without prejudice to the rights reserved by Article 15 above.

The present Convention shall be ratified as soon as possible. The acts of ratification shall be exchanged at Paris.

In faith of which, the plenipotentiaries of the countries above enumerated have signed the present Convention at Paris, the first of June, one thousand eight hundred and seventy-eight.

Pour les États-Unis de l'Amérique du Nord	JAS. N. TYNER. JOSEPH H. BLACKFAN.
Pour l'Allemagne	DR. STEPHAN. GÜNTHER. SACHSE.
Pour la République Argentine	CARLOS CALVO.
Pour l'Autriche	DEWÉZ.
Pour la Hongrie	GERVAY.
Pour la Belgique	J. VINCHENT. F. GIFE.
Pour le Brésil	VICOMTE D'ITAJUBA.
Pour le Danemark et les Colonies danoises	SCHOU.
Pour l'Égypte	A. CAILLARD.
Pour l'Espagne et les Colonies espagnoles	G. CRUZADA VILLAAMIL. EMILIO C. DE NAVASQÜES.
Pour la France	LEON SAY. AD. COCHERY. A. BESNIER.
Pour les Colonies françaises	E. ROY.
Pour la Grande-Bretagne et diverses Colonies anglaises	F. O. ADAMS. WM. JAS. PAGE. A. MACLEAN.
Pour l'Inde britannique	FRED. R. HOGG.
Pour le Canada	F. O. ADAMS. WM. JAS. PAGE. A. MACLEAN.
Pour la Grèce	N. P. DELYANNI. A. MANSOLAS.
Pour l'Italie	G. B. TANTESIO.

Pour le Japon	NAONOBOU SAMESHIMA. SAML. M. BRYAN.
Pour le Luxembourg	V. DE RŒBE.
Pour le Mexique	G. BARREDA.
Pour le Monténégro	DEWÉZ.
Pour la Norvège	CHR. HEFTY.
Pour les Pays-Bas et les Colonies néerlandaises	HOFSTEDE. BARON SWEERTS DE LANDAS-WYBORGH.
Pour le Pérou	JUAN M. DE GOYENECHE.
Pour la Perse	——— ———.
Pour le Portugal et les Colonies portugaises	GUELHERMENO AUGUSTO DE BARROS.
Pour la Roumanie	C. F. ROBESCO.
Pour la Russie	BARON VELHO. GEORGES POGGENPOHL.
Pour le Salvador	J. M. TORRÈS CAÏCEDO.
Pour la Serbie	MLADEN F. RADOYCOVITCH.
Pour la Suède	WM. ROOS.
Pour la Suisse	DR. KERN. ED. HÖHN.
Pour la Turquie	B. COUYOUMGIAN.

Having examined and considered the provisions of the aforegoing Convention, signed at Paris on the 1st of June, A. D. 1878, revising the Treaty constituting the General Postal Union which was concluded at Berne on the 9th of October, A. D. 1874, the same is by me, in virtue of the powers vested in the Postmaster-General by law, hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof I have caused the seal of the Post-Office Department of the United States to be hereto affixed, with my signature, this 13th day of August, 1878.

[SEAL.]

D. M. KEY,
Postmaster-General.

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

[SEAL.]

R. B. HAYES.

By the President:
F. W. SEWARD,
Acting Secretary of State.

WASHINGTON, *August* 13, 1878.

UNIVERSAL POSTAL UNION—CONVENTION OF PARIS.

FINAL PROTOCOL.

Les soussignés, plénipotentiaires des Gouvernements des pays qui ont signé aujourd'hui la Convention de Paris, sont convenus de ce qui suit:

I. La Perse, qui fait partie de l'Union, n'étant pas représentée, sera admise néanmoins à signer ultérieurement la Convention, moyennant qu'elle consacre son adhésion par un acte diplomatique avec le Gouvernement suisse, avant le 1er avril 1879.

II. Les pays étrangers à l'Union, qui ont ajourné leur adhésion ou qui ne sont pas encore prononcés, entreront dans l'Union en remplissant les conditions prévues par l'article 18 de la Convention.

III. Dans le cas où l'une ou l'autre des parties contractantes ne ratifierait pas la Convention, cette Convention n'en sera pas moins valable pour les parties.

IV. Les diverses Colonies anglaises, autres que le Canada et l'Inde britannique, qui prennent part à la Convention sont: Ceylan, Straits Settlements, Laboan, Hong Kong, Maurice et dépendances, les Bermudes, la Guyane anglaise, la Jamaïque et la Trinité.

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

Paris, le 1er juin 1878.

Pour l'Allemagne..... { Dr. Stephan. / Günther. / Sachse.

The undersigned, plenipotentiaries of the Governments of the countries which have this day signed the Convention of Paris, have agreed as follows:

I. Persia, which forms part of the Union, being unrepresented, will nevertheless be allowed to sign the Convention hereafter, provided that country confirms its adhesion by a diplomatic act with the Swiss Government before the 1st of April, 1879.

II. The countries foreign to the Union, which have deferred their adhesion or which have not yet announced their intentions, shall enter the Union on fulfilling the conditions specified in Article 18 of the Convention.

III. In case one or other of the contracting parties should not ratify the Convention, this Convention shall nevertheless be binding on the parties to it.

IV. The various British colonies, other than Canada and British India, which are parties in the Convention, are Ceylon, the Straits Settlements, Labuan, Hong-Kong, Mauritius and dependencies, Bermuda, British Guiana, Jamaica, and Trinidad.

In faith of which the undermentioned plenipotentiaries have drawn up the present final protocol, which shall have the same force and the same value as if the stipulations which it contains were inserted in the Convention itself, and they have signed it in one single instrument, which shall be deposited in the archives of the French Government, and a copy of which shall be delivered to each party.

Paris, June 1st, 1878.

Pour la République Argentine	CARLOS CALVO.
Pour l'Autriche	DEWÉZ.
Pour la Hongrie	GERVAY.
Pour la Belgique	J. VINCHENT. F. GIFE.
Pour le Brésil	VICOMTE D'ITAJUBA.
Pour le Danemark et les Colonies danoises	SCHOU.
Pour l'Égypte	A. CAILLARD.
Pour l'Espagne et les Colonies espagnoles	G. CRUZADA VILLAAMIL. EMILIO C. DE NAVASQÜES.
Pour les États-Unis de l'Amérique du Nord	JAS. N. TYNER. JOSEPH H. BLACKFAN.
Pour la France	LEON SAY. AD. COCHERY. A. BESNIER.
Pour les Colonies françaises	E. ROY.
Pour la Grande-Bretagne et diverses Colonies anglaises	F. O. ADAMS. WM. JAS. PAGE. A. MACLEAN.
Pour l'Inde britannique	FRED. R. HOGG.
Pour le Canada	F. O. ADAMS. WM. JAS. PAGE. A. MACLEAN.
Pour la Grèce	N. P. DELYANNI. A. MANSOLAS.
Pour l'Italie	G. B. TANTESIO.
Pour le Japon	NAONOBOU SAMESHIMA. SAML. M. BRYAN.
Pour le Luxembourg	V. DE RŒBE.
Pour le Mexique	G. BARREDA.
Pour le Monténégro	DEWÉZ.
Pour le Norvège	CHR. HEFTY.
Pour les Pays-Bas et les Colonies néerlandaises	HOFSTEDE. BARON SWEERTS DE LANDAS-WYBORGH.
Pour le Pérou	JUAN M. DE GOYENECHE.
Pour le Portugal et les Colonies portugaises	GUELHERMENO AUGUSTO DE BARROS.
Pour la Roumanie	C. F. ROBESCO.
Pour la Russie	BARON VELHO. GEORGES POGGENPOHL.
Pour le Salvador	J. M. TORRÉS-CAÏCEDO.
Pour la Serbie	MLADEN F. RADOYCOVITCH.
Pour la Suède	WM. ROOS.
Pour la Suisse	DR. KERN. ED. HÖHN.
Pour la Turquie	B. COUYOUMGIAN.

Having examined and considered the provisions of the forgoing final protocol, signed at Paris on the 1st of June, A. D. 1878, relative to the Convention of Paris, signed the same day, the same is by me, in virtue of the powers vested in the Postmaster-General by law, hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof I have caused the seal of the Post-Office Depart-

ment of the United States to be hereto affixed, with my signature, this 13th day of August, 1878.

[SEAL.]

D. M. KEY,
Postmaster-General.

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

[SEAL.]

R. B. HAYES.

By the President:

F. W. SEWARD,
Acting Secretary of State.

WASHINGTON, *August* 13, 1878.

UNIVERSAL POSTAL UNION.

REGULATIONS OF DETAIL AND ORDER

FOR THE

EXECUTION OF THE CONVENTION CONCLUDED AT PARIS JUNE 1, 1878.

These regulations, as signed, were in the French language only. The English translation has been added in Washington.

UNIVERSAL POSTAL UNION.

RÈGLEMENT DE DÉTAIL ET D'ORDRE POUR L'EXÉCUTION DE LA CONVENTION CONCLUE ENTRE L'ALLEMAGNE, LA RÉPUBLIQUE ARGENTINE, L'AUTRICHE-HONGRIE, LA BELGIQUE, LE BRÉSIL, LE DANEMARK ET LES COLONIES DANOISES, L'ÉGYPTE, L'ESPAGNE ET LES COLONIES ESPAGNOLES, LES ÉTATS-UNIS DE L'AMÉRIQUE DU NORD, LA FRANCE ET LES COLONIES FRANÇAISES, LA GRANDE-BRETAGNE ET DIVERSES COLONIES ANGLAISES, L'INDE BRITANNIQUE, LE CANADA, LA GRÈCE, L'ITALIE, LE JAPON, LE LUXEMBOURG, LE MEXIQUE, LE MONTÉNÉGRO, LA NORVÈGE, LES PAYS-BAS ET LES COLONIES NÉERLANDAISES, LE PÉROU, LA PERSE, LE PORTUGAL ET LES COLONIES PORTUGAISES, LA ROUMANIE, LA RUSSIE, LA SERBIE, LE SALVADOR, LA SUÈDE, LA SUISSE, ET LA TURQUIE.

Les soussignés, vu l'article 14 de la Convention conclue à Paris, le 1er juin 1878, pour la révision du pacte fondamental de l'Union générale des Postes, ont, au nom de leurs administrations respectives, arrêté d'un commun accord les mesures suivantes, pour assurer l'exécution de ladite Convention.

I.

Direction des correspondances.

1. Chaque administration est obligée d'expédier, par les voies les plus rapides dont elle peut disposer pour ses propres envois, les dépêches

Regulations of Detail and Order for the execution of the Convention concluded between Germany, the Argentine Republic, Austria-Hungary, Belgium, Brazil, Denmark and the Danish Colonies, Egypt, Spain and the Spanish Colonies, the United States of North America, France and the French Colonies, Great Britain and certain British Colonies, British India, Canada, Greece, Italy, Japan, Luxemburg, Mexico, Montenegro, Norway, the Netherlands and the Netherland Colonies, Peru, Persia, Portugal and the Portuguese Colonies, Roumania, Russia, Servia, Salvador, Sweden, Switzerland, and Turkey.

The undersigned, in view of Article 14 of the Convention concluded at Paris, June 1st, 1878, for the revision of the fundamental compact of the General Postal Union, have, in the name of their respective Administrations, established, by mutual agreement, the following measures to insure the execution of the said Convention:

I.

Direction of the Correspondence.

1. Each Administration is bound to forward, by the most rapid routes at its disposal for its own mails, the closed mails and the correspondence

closes et les correspondances à découvert qui lui sont livrées par une autre administration.

2. Les administrations qui usent de la faculté de percevoir des taxes supplémentaires, en représentation des frais extraordinaires afférents à certaines voies, sont libres de ne pas diriger par ces voies, lorsqu'il existe d'autres moyens de communication, celles des correspondances insuffisamment affranchies pour lesquelles l'emploi desdites voies n'a pas été réclamé expressément par les envoyeurs

II.

Échange en dépêches closes.

1. L'échange des correspondances en dépêches closes, entre les administrations de l'Union, est réglé d'un commun accord et selon les nécessités du service entre les administrations en cause.

2. S'il s'agit d'un échange à faire par l'entremise d'un ou de plusieurs pays tiers, les administrations de ces pays doivent en être prévenues en temps opportun.

3. Il est, d'ailleurs, obligatoire, dans ce dernier cas, de former des dépêches closes, toutes les fois que le nombre des correspondances est de nature à entraver les opérations d'une administration intermédiaire, d'après la déclaration de cette administration.

4. En cas de changement dans un service d'échange en dépêches closes, établi entre deux administrations par l'entremise d'un ou de plusieurs pays tiers, l'administration qui a provoqué le changement en donne connaissance aux administrations des pays par l'entremise desquels cet échange s'effectue.

III.

Services extraordinaires.

Les services extraordinaires de l'Union, donnant lieu à des frais

in open mails which are delivered to it by another Administration.

2. The Administrations which avail themselves of the right to levy supplementary charges, as representing the extraordinary expenses attending certain routes, are at liberty not to forward by those routes when other means of communication exist, such of the insufficiently paid correspondence for which the employment of the said routes has not been expressly requested by the senders.

II.

Exchange in Closed Mails.

1. The exchange of the correspondence in closed mails between the Administrations of the Union is regulated by mutual agreement, and according to the needs of the service, between the Administrations concerned.

2. If an exchange is to be made through the intermediary of one or several third countries, the Administrations of those countries must be informed thereof in due time.

3. It is, moreover, obligatory in this latter case, to make up closed mails, whenever the amount of the correspondence is of a nature to impede the operations of an intermediary Administration, according to the statement of that Administration.

4. In case of alteration in a service of exchange in closed mails established between two Administrations through the intermediary of one or more third countries, the Administration which has called for the alteration gives notice thereof to the Administrations of the countries through whose intermediary the exchange is made.

III.

Extraordinary Services.

The extraordinary services of the Union giving rise to special ex-

spéciaux dont la fixation est réservée, par l'article 4 de la Convention, à des arrangements entre les administrations intéressées, sont exclusivement :

1° Ceux qui sont entretenus pour le transport territorial accéléré de la Malle dite *des Indes ;*

2° Celui que l'Administration des postes des États-Unis d'Amérique entretient sur son territoire pour le transport des dépêches closes entre l'Océan Atlantique et l'Océan Pacifique.

penses, the fixing of which is reserved by Article 4 of the Convention for arrangements between the Administrations interested, are exclusively—

1st. Those which are maintained for the accelerated territorial conveyance of the mail called Indian;

2d. That which the Postal Administration of the United States of America maintains upon its territory for the conveyance of closed mails between the Atlantic Ocean and the Pacific Ocean.

IV.

Fixation des taxes.

1. En exécution de l'article 7 de la Convention, les administrations des pays de l'Union qui n'ont pas le franc pour unité monétaire perçoivent leurs taxes d'après les équivalents ci-dessous :

IV.

Fixing the Rates of Postage.

1. In execution of Article 7 of the Convention, the Administrations of the countries of the Union which have not the franc for monetary unit, levy their rates of postage according to the following equivalents :

Pays.	25 centimes.	10 centimes.	5 centimes.
Allemagne	20 pfennig.	10 pfennig.	5 pfennig.
Argentine (République)	8 centavos.	4 centavos.	2 centavos.
Autriche-Hongrie	10 kreuzer.	5 kreuzer.	3 kreuzer.
Brésil	100 reis	50 reis	25 reis.
Danemark	20 öre	10 öre	5 öre.
Colonies danoises :			
Groënland	20 öre	10 öre	5 öre.
Antilles	5 cents.	2 cents.	1 cent.
Égypte	1 piastre	20 paras	10 paras.
États-Unis d'Amérique	5 cents.	2 cents.	1 cent.
Grande-Bretagne	2½ pence	1 penny	½ penny.
Inde britannique	2 annas	¾ anna	½ anna.
Colonies anglaises :			
Jamaïque, Trinité, Guyane Anglaise, Laboan, Maurice et dépendances, Bermudes	2½ pence	1 penny	½ penny.
Ceylan, Straits Settlements, Hong-Kong, Canada	5 cents.	2 cents.	1 cent.
Japon	5 sen	2 sen	1 sen.
Monténégro	10 soldi	5 soldi	3 soldi.
Norvège	20 öre	10 öre	5 öre.
Pays-Bas et colonies néerlandaises	12½ cents.	5 cents.	2½ cents.
Perse	5 shahis	2 shahis	1 shahi.

Countries.	25 centimes.	10 centimes.	5 centimes.
Germany	20 pfennig.	10 pfennig.	5 pfennig.
Argentine Republic	8 centavos.	4 centavos.	2 centavos.
Austria-Hungary	10 kreuzer.	5 kreuzer.	3 kreuzer.
Brazil	100 reis	50 reis	25 reis.
Denmark	20 öre	10 öre	5 öre.
Danish colonies:			
Greenland	20 öre	10 öre	5 öre.
West Indies	5 cents.	2 cents.	1 cent.
Egypt	1 piastre	20 paras	10 paras.
United States of America	5 cents.	2 cents.	1 cent.
Great Britain	2½ pence	1 penny	½ penny.
British India	2 annas	¾ anna	½ anna.
British colonies:			
Jamaica, Trinidad, British Guiana, Labuan, Mauritius and dependencies, Bermudas	2½ pence	1 penny	½ penny.
Ceylon, Straits Settlements, Hong-Kong, Canada	5 cents.	2 cents.	1 cent.
Japan	5 sen	2 sen	1 sen.
Montenegro	10 soldi	5 soldi	3 soldi.
Norway	20 öre	10 öre	5 öre.
Netherlands and Netherland colonies	12½ cents.	5 cents.	2½ cents.
Persia	5 shahis	2 shahis	1 shahi.

Pays.	25 centimes.	10 centimes,	5 centimes,
Portugal et colonies portugaises	50 reis	20 reis	10 reis.
Russie	7 kopeks	3 kopeks	2 kopeks.
Serbie	50 paras	20 paras	10 paras.
Suède	20 öre	10 öre	5 öre.
Turquie	50 paras	20 paras	10 paras.
Mexique	6 centavos.	3 centavos.	2 centavos.
Pérou	5 centavos.	2 centavos.	1 centavo.
Salvador	5 centavos de peso.	2 centavos de peso.	1 centavo de peso.

Countries.	25 centimes.	10 centimes.	5 centimes.
Portugal and Portuguese colonies	50 reis	20 reis	10 reis.
Russia	7 kopecks	3 kopecks.	2 kopecks.
Servia	50 paras	20 paras	10 paras.
Sweden	20 öre,	10 öre	5 öre.
Turkey	50 paras	20 paras	10 paras.
Mexico	6 centavos.	3 centavos.	2 centavos.
Peru	5 centavos.	2 centavos.	1 centavo.
Salvador	5 centavos de peso.	2 centavos de peso.	1 centavo de peso.

2. En cas de changement du système monétaire dans l'un des pays susmentionnés, l'administration de ce pays doit s'entendre avec l'Administration des Postes suisses pour modifier les équivalents ci-dessus; il appartient à cette dernière administration de faire notifier la modification à tous les autres offices de l'Union par l'intermédiaire du Bureau international.

3. Toute administration a la faculté de recourir, si elle le juge nécessaire, à l'entente prévue au paragraphe précédent en cas de modification importante dans la valeur de sa monnaie.

4. Les fractions monétaires résultant, soit du complément de taxe applicable aux correspondances insuffisamment affranchies, soit de la combinaison des taxes de l'Union avec les taxes étrangères ou avec les surtaxes prévues par l'article 5 de la Convention, peuvent être arrondies par les administrations qui en effectuent la perception. Mais la somme à ajouter de ce chef ne peut, dans aucun cas, excéder la valeur d'un vingtième de franc (cinq centimes).

2. In case of change in the monetary system in one of the abovenamed countries, the Administration of that country must have an understanding with the Swiss Postal Administration in order to modify the above equivalents: it devolves upon the latter Administration to give notice of this modification to all the other offices of the Union through the intermediary of the International Bureau.

3. Any Administration has the right to have recourse, if it deems it necessary, to the understanding provided for in the preceding paragraph, in case of an important modification in the value of its money.

4. The monetary fractions resulting either from the complement of the charge applicable to insufficiently prepaid correspondence, or from the combination of the Union postages with the foreign postages, or with the surcharges contemplated by Article 5 of the Convention, may be rounded off by the Administrations which collect them. But the sum to be added on this account cannot, in any case, exceed the value of one-twentieth of a franc (five centimes).

V.

Correspondance avec les pays étrangers à l'Union.

1. Les offices de l'Union qui ont des relations avec des pays étrangers à l'Union fournissent aux autres offices de l'Union un tableau conforme au modèle C annexé au présent Règlement, et indiquant,

V.

Correspondence with Countries foreign to the Union.

1. The offices of the Union which have relations with countries foreign to the Union, furnish to the other offices of the Union a table conformable to model C annexed to the present Regulations, and indi-

avec les conditions d'envoi, les taxes dues pour le transport en dehors de l'Union des correspondances à destination ou provenant des pays précités. Dans le cas prévu par le dixième alinéa de l'article 12 de la Convention, il peut être ajouté cinq centimes par port simple de lettres et deux centimes par port simple d'autres objets.

2. Par application de l'article 12 de la Convention, il est perçu, en sus des taxes étrangères indiquées au tableau C:

1° Par l'office de l'Union expéditeur de correspondances affranchies pour l'étranger, les prix d'affranchissement respectivement applicables aux correspondances de même nature pour le pays de sortie de l'Union;

2° Par l'office de l'Union destinataire de correspondances non affranchies ou partiellement affranchies d'origine étrangère, savoir:

a. Pour les lettres, la taxe applicable aux lettres non affranchies provenant du pays de l'Union qui sert d'intermédiaire;

b. Pour les autres objets, une taxe égale au prix d'affranchissement des objets similaires qui sont adressés du pays de l'Union destinataire dans le pays de l'Union servant d'intermediaire.

VI.

Application des timbres.

1. Les correspondances originaires des pays de l'Union sont frappées d'un timbre indiquant le lieu d'origine et la date du dépôt à la poste.

2. Les correspondances originaires des pays étrangers à l'Union sont frappées par l'office de l'Union qui les a recueillies, d'un timbre indiquant le point et la date d'entrée dans le service de cet office.

3. Les correspondances non affranchies ou insuffisamment affranchies sont, en outre, frappées du

cating, with the conditions of dispatch, the rates due for the conveyance outside of the Union of the correspondence for or from the aforesaid countries. In the case provided for by the tenth paragraph of Article 12 of the Convention, there may be added five centimes per single rate of letters and two centimes per single rate of other articles.

2. In application of Article 12 of the Convention, there is levied in addition to the foreign rates indicated in table C:

1st. By the office of the Union forwarding prepaid correspondence for countries outside the Union, the rates of prepayment respectively applicable to correspondence of the same nature for the country of egress from the Union;

2nd. By the office of the Union to which is addressed unpaid or partially paid correspondence of foreign origin, as follows:

a. For letters, the rate applicable to the unpaid letters coming from the country of the Union which serves as the intermediary;

b. For other articles, a charge equal to the prepaid rate on similar articles which are addressed from the Union country of destination to the Union country serving as the intermediary.

VI.

Application of Stamps.

1. Correspondence originating in countries of the Union is impressed with a stamp indicating the place of origin and the date of posting.

2. Correspondence originating in countries foreign to the Union is impressed, by the office of the Union which has received it, with a stamp indicating the point and date of entrance into the service of that office.

3. Unpaid or insufficiently prepaid correspondence is, in addition, impressed with the stamp T (tax to

timbre T (taxe à payer) dont l'application incombe à l'office du pays d'origine, s'il s'agit de correspondances originaires de l'Union, et à l'office du pays d'entrée, s'il s'agit de correspondances originaires des pays étrangers à l'Union.

4. Les objets recommandés doivent porter la marque spéciale (étiquette ou timbre) adoptée pour les envois de l'espèce par le pays d'origine.

5. Les timbres ou marques dont l'emploi est prescrit au présent article sont apposés du côté de la suscription de l'envoi.

6. Tout objet de correspondance ne portant pas le timbre T est considéré comme affranchi et traité en conséquence, sauf erreur évidente.

VII.

Indication du nombre de ports et du montant des taxes étrangères.

1. Lorsqu'une lettre ou tout autre objet de correspondance est passible, en raison de son poids, de plus d'un port simple, l'office d'origine ou d'entrée dans l'Union, suivant le cas, indique, à l'angle gauche supérieur de la suscription, en chiffres ordinaires, le nombre des ports perçus ou à percevoir.

2. Cette mesure n'est pas de rigueur pour les correspondances dûment affranchies.

3. Les taxes étrangères dues, en vertu de l'article 12 de la Convention et de l'article V du présent Règlement, pour le parcours en dehors de l'Union des correspondances à destination ou provenant des pays étrangers à l'Union, sont indiquées, à l'angle gauche inférieur de la suscription de chaque objet, savoir:

1° Par l'office du pays d'origine et en chiffres rouges, s'il s'agit de correspondances régulièrement affranchies originaires de l'Union;

2° Par l'office du pays d'entrée

be paid), the application of which devolves upon the office of the country of origin in cases of correspondence originating in the Union, and upon the office of the country of entry in cases of correspondence originating in countries foreign to the Union.

4. Registered articles must bear the special mark (label or stamp) adopted for articles of a like nature by the country of origin.

5. The stamps or marks, the employment of which is prescribed by the present Article, are placed on the address side of the packet.

6. Every article of correspondence not bearing the stamp T is considered as prepaid and treated accordingly, unless there be an obvious error.

VII.

Indication of the Number of Rates and the Amount of the Foreign Charges.

1. When a letter or other article of correspondence is liable, by reason of its weight, to more than a single rate, the office of origin or of entry into the Union, as the case may be, indicates, at the upper left corner of the address, in ordinary figures, the number of rates paid or to be paid.

2. This regulation is not obligatory for the fully prepaid correspondence.

3. The foreign charges due by virtue of Article 12 of the Convention and of Article V of the present Regulations, for the conveyance outside of the Union of correspondence for or from countries foreign to the Union, are indicated at the lower left corner of the address of each article, as follows:

1st. By the office of the country of origin, in red figures, in case of regularly prepaid correspondence originating in the Union;

2d. By the office of the country

dans l'Union et en chiffres bleus, s'il s'agit de correspondances d'origine étrangère, à taxer par l'office de l'Union destinataire.

VIII.

Affranchissement insuffisant.

1. Lorsqu'un objet est insuffisamment affranchi au moyen de timbres-poste, l'office expéditeur indique en chiffres noirs, apposés à côté des timbres-poste, le montant de l'insuffisance en l'exprimant en francs et centimes.

2. D'après cette indication, le bureau d'échange du pays de destination taxe l'objet au double de l'insuffisance constatée.

3. Dans le cas où il a été fait usage de timbres-poste non valables pour l'affranchissement, il n'en est tenu aucun compte. Cette circonstance est indiquée par le chiffre zéro (0), placé à côté des timbres-poste.

IX.

Feuilles d'avis.

1. Les feuilles d'avis accompagnant les dépêches échangées entre deux administrations de l'Union sont conformes au modèle A joint au présent Règlement.

2. Les objets recommandés sont inscrits au tableau n° I de la feuille d'avis avec les détails suivants: le nom du bureau d'origine, le nom du destinataire et le lieu de destination, ou seulement le nom du bureau d'origine et le numéro d'inscription de l'objet à ce bureau.

3. Lorsque le nombre des objets recommandés expédiés habituellement d'un bureau d'échange à un autre le comporte, il peut être fait usage d'une liste spéciale et détachée, pour remplacer le tableau n° I de la feuille d'avis.

4. Au tableau n° II, on inscrit, avec les détails que ce tableau com-

of entry into the Union, in blue figures, in case of correspondence of foreign origin to be charged by the Union office of destination.

VIII.

Insufficient Prepayment.

1. When an article is insufficiently prepaid by means of postage-stamps, the dispatching office indicates, in black figures placed at the side of the postage-stamps, the amount of the insufficiency, expressing it in francs and centimes.

2. According to this indication, the exchange office of the country of destination charges the article with double the insufficiency ascertained.

3. In case use be made of postage-stamps not valid for prepayment, no account is taken of them. This circumstance is indicated by the cipher (0), placed at the side of the postage-stamps.

IX.

Letter Bills.

1. The letter bills accompanying the mails exchanged between two Administrations of the Union are in conformity with the model A annexed to the present Regulations.

2. The registered articles are entered in Table No. I of the letter bill, with the following details: The name of the office of origin, the name of the addressee, and the place of destination, or simply the name of the office of origin and the number given to the article at that office.

3. When the number of registered articles usually sent from one office of exchange to another requires it, a special and separate list may be used to replace Table No. I of the letter bill.

4. In Table No. II are to be entered, with the details which this

porte, les dépêches closes qui accompagnent les envois directs.

5. Lorsqu'il est jugé nécessaire, pour certaines relations, de créer d'autres tableaux ou rubriques sur la feuille d'avis, la mesure peut être réalisée d'un commun accord entre les administrations intéressées.

6. Lorsqu'un bureau d'échange n'a aucun objet à livrer à un bureau correspondant, il n'en doit pas moins envoyer, dans la forme ordinaire, une dépêche qui se compose uniquement de la feuille d'avis.

table requires, the closed mails which accompany the direct dispatches.

5. When it is deemed necessary, for certain relations, to make other tables or headings upon the letter bill, the measure may be accomplished by mutual agreement between the Administrations interested.

6. When an exchange office has no article to forward to a corresponding office, it must nevertheless send, in the ordinary form, a mail which is composed solely of the letter bill.

X.

Objets recommandés.

1. Les objets recommandés et, s'il y a lieu, la liste spéciale prévue au paragraphe 3 de l'article IX, sont réunis en un paquet distinct, qui doit être convenablement enveloppé et cacheté de manière à en préserver le contenu.

2. Ce paquet, entouré de la feuille d'avis, est placé au centre de la dépêche.

3. La présence, dans la dépêche, d'un paquet d'objets recommandés dont la description est faite sur la liste spéciale mentionnée au paragraphe 1er ci-dessus, doit être annoncée par l'application, en tête de la feuille d'avis, soit d'une annotation spéciale, soit de l'étiquette ou de timbre de recommandation en usage dans le pays d'origine.

4. Il est entendu que le mode d'emballage et de transmission des objets recommandés, prescrit par les paragraphes 1 et 2 ci-dessus, s'applique seulement aux relations ordinaires. Pour les relations importantes, il appartient aux administrations intéressées de prescrire, d'un commun accord, des dispositions particulières, sous réserve, dans l'un comme dans l'autre cas, des mesures exceptionelles à prendre par les chefs des bureaux d'échange, lorsqu'ils ont à assurer la transmission d'objets recommandés qui, par

X.

Registered Articles.

1. The registered articles and, if necessary, the special list specified in paragraph 3 of Article IX, are placed together in a separate packet, which must be suitably inclosed and sealed so as to preserve its contents.

2. This packet, with the letter bill around it, is placed in the center of the mail.

3. The presence in the mail of a packet of registered articles, the description of which is given upon the special list mentioned in paragraph 1 above, must be announced by the application at the head of the letter bill, either of a special entry, or of the label, or of the registration stamp in use in the country of origin.

4. It is understood that the mode of making up and transmitting registered articles prescribed by paragraphs 1 and 2 above, applies only to ordinary relations. For important relations, it appertains to the Administrations interested to prescribe, by mutual agreement, special arrangements, under reservation, in the one case as in the other, of the exceptional measures to be taken by the chiefs of the exchange offices, when they have to assure the transmission of registered articles which, from their na-

leur nature, leur forme ou leur volume, ne seraient pas susceptibles d'être insérés dans la dépêche.

XI.

Indemnité pour la perte d'un envoi recommandé.

L'obligation de payer l'indemnité, en cas de perte d'un objet recommandé, incombe à l'administration dont relève le bureau expéditeur, sauf recours, s'il y a lieu, contre l'administration responsable.

XII.

Confection des dépêches.

1. En règle générale, les objets qui composent les dépêches doivent être classés et enliassés par nature de correspondance.

2. Toute dépêche, après avoir été ficelée intérieurement, est enveloppé de papier fort en quantité suffisante pour éviter toute détérioration du contenu, puis ficelée extérieurement et cachetée à la cire ou au moyen d'un cachet en papier gommé, avec l'empreinte du cachet du bureau. Elle est munie d'une suscription imprimée portant, en petits caractères, le nom du bureau expéditeur et, en caractères plus forts, le nom du bureau destinataire: "de . . . pour. . . ."

3. Si le volume de la dépêche le comporte, elle est renfermée dans un sac convenablement fermé, cacheté et étiqueté.

4. Les sacs doivent être renvoyés vides au bureau expéditeur par le prochain courrier, sauf autre arrangement entre les offices correspondants.

XIII.

Vérification des dépêches.

1. Le bureau d'échange qui reçoit une dépêche constate, en

ture, their form, or their bulk, cannot be inserted in the mail.

XI.

Indemnity for the Loss of a Registered Article.

The obligation to pay the indemnity in case of the loss of a registered article, devolves upon the Administration to which the dispatching office is subordinate, subject to appeal, if necessary, to the Administration responsible for the loss.

XII.

Making up the Mails.

1. As a general rule, the articles of which the mails consist must be classified and put up in bundles according to the nature of the correspondence.

2. Every mail, after having been first tied with string, is inclosed in strong paper of sufficient quantity to prevent any injury to the contents, then tied again on the outside and sealed with wax, or by means of a gummed paper label bearing an impression of the seal of the office. The mail is furnished with a printed address bearing, in small characters, the name of the dispatching office, and in larger characters the name of the office of destination: "From ....." "For ....."

3. If the size of the mail requires it, it is inclosed in a bag properly closed, sealed, and labeled.

4. The bags must be returned empty to the dispatching office by the next mail, subject to other arrangement between the corresponding offices.

XIII.

Verification of the Mails.

1. The office of exchange which receives a mail ascertains, in the first

premier lieu, si les inscriptions sur la feuille d'avis et, le cas échéant, sur la liste des objets recommandés, sont exactes.

2. Lorsqu'il reconnaît des erreurs ou des omissions, il opère immédiatement les rectifications nécessaires sur les feuilles ou listes, en ayant soin de biffer d'un trait de plume les indications erronées, de manière à laisser reconnaître les inscriptions primitives.

3. Ces rectifications s'effectuent par le concours de deux agents. A moins d'une erreur évidente, elles prévalent sur la déclaration originale.

4. Un bulletin de vérification, conforme au modèle B annexé au présent Règlement, est dressé par le bureau destinataire, et envoyé sans délai, sous recommandation d'office, au bureau expéditeur.

5. Celui-ci, après examen, le renvoie avec ses observations, s'il y a lieu.

6. En cas de manque d'une dépêche, d'un objet recommandé, de la feuille d'avis ou de la liste spéciale, le fait est constaté immédiatement dans la forme voulue, par deux agents du bureau d'échange destinataire, et porté à la connaissance du bureau d'échange expéditeur, au moyen du bulletin de vérification. Si le cas le comporte, ce dernier bureau peut, en outre, être avisé par télégramme aux frais de l'office expéditeur du télégramme.

7. Lorsque le bureau destinataire n'a pas fait parvenir par le premier courrier au bureau expéditeur un bulletin de vérification constatant des erreurs ou des irrégularités quelconques, l'absence de ce document vaut comme accusé de réception de la dépêche et de son contenu, jusqu à preuve du contraire.

XIV.

Objets recommandés.—Conditions de forme et de fermeture.

Aucune condition spéciale de forme ou de fermeture n'est exigée

place, if the entries upon the letter-bill and—the case occurring—upon the list of registered articles, are correct.

2. When it detects errors or omissions, it immediately makes the necessary corrections on the letter-bills or lists, taking care to strike out the erroneous entries with a pen, in such a manner as to let the original entries be seen.

3. These corrections are made by the concurrence of two officers. Except in the case of an obvious error, they are accepted in preference to the original statement.

4. A bulletin of verification, in conformity with model B annexed to the present Regulations, is prepared by the receiving office and sent without delay, under official registration, to the dispatching office.

5. The latter, after examination, returns it with any observations to which it may give rise.

6. In case of the failure of a mail, of a registered article, of the letter-bill, or of the special list, the circumstance is immediately authenticated, in the manner agreed upon, by two officers of the receiving exchange office, and reported to the dispatching exchange office by means of a bulletin of verification. If needful, the latter office may also be advised thereof by telegram, at the expense of the office which sends the telegram.

7. In case the receiving office has not forwarded by the first mail to the dispatching office a note of verification reporting errors or irregularities of any kind, the absence of that document is to be regarded as evidence of the due receipt of the mail and of its contents, until proof to the contrary.

XIV.

Registered Articles.—Conditions of form and fastening.

No special condition of form or of fastening is required for the regis-

pour les objets recommandés. Chaque office a la faculté d'appliquer à ces envois les règles établies dans son service intérieur.

XV.

Cartes postales.

1. Les cartes postales doivent être expédiées à découvert. L'une des faces est réservée à l'adresse seule. La correspondance est inscrite au verso.

2. Les cartes postales ne peuvent excéder les dimensions suivantes:

Longueur, 14 centimètres;

Largeur, 9 centimètres.

3. Autant que possible, les cartes postales émises spécialement en vue de la circulation dans l'Union, doivent porter un timbre fixe et le titre *Union postale universelle* suivie du nom du pays d'origine. Ce titre, lorsqu'il n'est pas en langue française, est reproduit en cette langue.

4. Les cartes postales émanant des offices de l'Union sont seules admises à la circulation dans le service international.

5. Il est interdit de joindre ou d'attacher aux cartes postales des objets quelconques.

XVI.

Papiers d'affaires.

1. Sont considérés comme papiers d'affaires, et admis comme tels à la modération de port consacrée par l'article 5 de la Convention, toutes les pièces et tous les documents, écrits ou dessinés en tout ou en partie à la main, qui n'ont pas le caractère d'une *correspondance actuelle et personnelle*, tels que les pièces de procédure, les actes de tout genre dressés par les officiers ministériels, les lettres de voiture ou connaissements, les factures, les différents documents de service des compagnies d'assurance, les copies ou extraits d'actes sous seing privé écrits sur papier timbré ou non timbré.

tered articles. Each office has the right to apply to this correspondence the regulations established in its interior service.

XV.

Post Cards.

1. Post-cards must be forwarded without cover. One of the sides is reserved for the address alone. The communication is written on the other side.

2. Post-cards cannot exceed the following dimensions:

Length, 14 centimeters;

Width, 9 centimeters.

3. As far as possible, post-cards issued specially for circulation within the Union, should bear an impressed stamp and the title "Universal Postal Union," followed by the name of the country of origin. This title, when not in the French language, is to be repeated in that language.

4. Post-cards issuing from Union offices are alone admitted to circulation in the international service.

5. It is forbidden to join or to attach to post-cards any article whatsoever.

XVI.

Commercial Papers.

1. The following are considered as commercial papers and admitted as such to the reduced postage sanctioned by Article 5 of the Convention, viz: All instruments or documents written or drawn wholly or partly by hand, which have not the character of an *actual and personal correspondence*, such as papers of legal procedure, deeds of all kinds drawn up by public functionaries, way bills or bills of lading, invoices, the various documents of insurance companies, copies or extracts of deeds under private seal written on stamped or unstamped paper, scores or sheets of manuscript music, man-

bré, les partitions ou feuilles de musique manuscrites, les manuscrits d'ouvrages expédiés isolément, etc.

2. Les papiers d'affaires doivent être envoyés sous bande ou dans une enveloppe ouverte.

XVII.

Imprimés de toute nature.

1. Sont considérés comme imprimés et admis comme tels à la modération de port consacrée par l'article 5 de la Convention, les journaux et ouvrages périodiques, les livres brochés ou reliés, les brochures, les papiers de musique, les cartes de visite, les cartes-adresses, les épreuves d'imprimerie avec ou sans les manuscrits s'y rapportant, les gravures, les photographies, les dessins, plans, cartes géographiques, catalogues, prospectus, annonces et avis divers, imprimés, gravés, lithographiés ou autographiés, et, en général, toutes les impressions ou reproductions obtenues sur papier, sur parchemin ou sur carton, au moyen de la typographie, de la lithographie ou de tout autre procédé mécanique facile à reconnaître, hormis le décalque.

2. Sont exclus de la modération de port, les timbres ou formules d'affranchissement, oblitérés ou non, ainsi que tous imprimés constituant le signe représentatif d'une valeur.

3. Le caractère de *correspondance actuelle et personnelle* ne peut pas être attribué aux indications ci-après, savoir:

1° A la signature de l'envoyeur ou à la désignation de son nom ou de sa raison sociale, de sa qualité, du lieu d'origine et de la date d'envoi;

2° A la dédicace ou à l'hommage de l'auteur;

3° Aux traits ou signes simplement destinés à marquer les passages d'un texte, pour appeler l'attention;

4° Aux prix ajoutés sur les cotes

uscripts of works forwarded separately, &c.

2. Commercial papers must be forwarded under band or in an open envelope.

XVII.

Printed matter of all kinds.

1. The following are considered as printed matter, and admitted as such to the reduced postage sanctioned by Article 5 of the Convention, viz: Newspapers and periodical works, books stitched or bound, pamphlets, sheets of music, visiting-cards, address cards, proofs of printing, with or without the manuscripts relating thereto, engravings, photographs, drawings, plans, geographical maps, catalogues, prospectuses, announcements and notices of various kinds, whether printed, engraved, or lithographed, and, in general, all impressions or copies obtained upon paper, parchment, or card-board, by means of printing, lithographing, or any other mechanical process easy to recognize, except the copying-press.

2. The following are excluded from the reduced postage, viz: Stamps or forms of prepayment, whether obliterated or not, as well as all printed articles constituting the representative sign of a monetary value.

3. The character of *actual and personal correspondence* cannot be ascribed to the following, viz:

1st. To the signature of the sender or to the designation of his name, of his profession, of his rank, of the place of origin, and of the date of dispatch.

2d. To a dedication or mark of respect offered by the author.

3d. To the figures or signs merely intended to mark the passages of a text, in order to call attention to them.

4th. To the prices added upon the

ou prix courants de bourse ou de marchés;

5° Enfin, aux annotations ou corrections faites sur les épreuves d'imprimerie ou de composition musicale et se rapportant au texte ou à la confection de l'ouvrage.

4. Les imprimés doivent être, soit placés sous bande, sur rouleau, entre des cartons, dans un étui ouvert d'un côté ou aux deux extrémités, ou dans une enveloppe non fermée, soit simplement pliés de manière à ne pas dissimuler la nature de l'envoi, soit enfin entourés d'une ficelle facile à dénouer.

5. Les cartes-adresses et tous imprimés présentant la forme et la consistance d'une carte non pliée peuvent être expédiés sans bande, enveloppe, lien ou pli.

XVIII.

Échantillons.

1. Les échantillons de marchandises ne sont admis à bénéficier de la modération de port qui leur est attribuée par l'article 5 de la Convention que sous les conditions suivantes:

2. Ils doivent être placés dans des sacs, des boîtes ou des enveloppes mobiles, de manière à permettre une facile vérification.

3. Ils ne peuvent avoir aucune valeur marchande, ni porter aucune écriture à la main que le nom ou la raison sociale de l'envoyeur, l'adresse du destinataire, une marque de fabrique ou de marchand, des numéros d'ordre et des prix.

XIX.

Objets groupés.

Il est permis de réunir dans un même envoi des échantillons de marchandises, des imprimés et des papiers d'affaires, mais sous réserve des conditions suivantes:

1° Que chaque objet pris isolément ne dépassera pas les limites

quotations or prices current of exchange or markets.

5th. Lastly, to annotations or corrections made upon proofs of printing or musical compositions, and relating to the text or to the execution of the work.

Printed matter must be either placed under band, upon a roller, between boards, in a case open at one side or at both ends, or in an unclosed envelope, or simply folded in such a manner as not to conceal the nature of the packet, or, lastly, tied by a string easy to unfasten.

5. Address cards, and all printed matter presenting the form and consistency of an unfolded card, may be forwarded without band, envelope, fastening, or fold.

XVIII.

Samples.

1. Samples of merchandize are admitted to the advantage of the reduction of postage which is granted to them by Article 5 of the Convention only under the following conditions:

2. They must be placed in bags, boxes, or removable envelopes, in such a manner as to admit of easy inspection.

3. They must not have any salable value, nor bear any manuscript other than the name or profession of the sender, the address of the addressee, a manufacturer's or trade mark, numbers, and prices.

XIX.

Articles grouped together.

It is permitted to inclose in the same packet samples of merchandise, printed matter and commercial papers, but subject to the following conditions:

1st. That each article taken singly shall not exceed the limits

qui lui sont applicables quant au poids et quant à la dimension ;

2° Que le poids total ne peut pas dépasser deux kilogrammes par envoi ;

3° Que la taxe sera au minimum de 25 centimes si l'envoi contient des papiers d'affaires, et de 10 centimes s'il se compose d'imprimés et d'échantillons.

XX.

Correspondances réexpédiees.

1. En exécution de l'article 10 de la Convention, et sauf les exceptions prévues au paragraphe 2 du présent article, les correspondances de toute nature adressées, dans l'Union, à des destinataires ayant changé de résidence sont traitées par l'office distributeur, comme si elles avaient été adressées directement du lieu d'origine au lieu de la nouvelle destination.

2. A l'égard des envois du service interne de l'un des pays de l'Union qui entrent, par suite de réexpédition, dans le service d'un autre pays de l'Union, on observe les règles suivantes:

1° Les envois non affranchis ou insuffisamment affranchis pour leur premier parcours sont traités comme correspondances internationales et frappés, par l'office distributeur, de la taxe applicable aux envois de même nature directement adressés du pays d'origine dans le pays où se trouve le destinataire ;

2° Les envois régulièrement affranchis pour leur premier parcours, et dont le complément de taxe afférent au parcours ultérieur n'a pas été acquitté avant leur réexpédition, sont frappés, suivant leur nature, par l'office distributeur, d'une taxe égale à la différence entre le prix d'affranchissement déjà acquitté et celui qui aurait été perçu, si les envois avaient été expédiés primitivement sur la nouvelle destination. Le montant de cette différence doit être exprimé en francs

which are applicable to it as regards weight and size.

2d. That the total weight must not exceed two kilogrammes per package.

3d. That the minimum charge shall be 25 centimes when the packet contains commercial papers, and 10 centimes when it consists of printed matter and samples.

XX.

Reforwarded Correspondence.

1. In execution of Article 10 of the Convention, and subject to the exceptions specified in paragraph 2 of the present Article, correspondence of every kind circulating in the Union, addressed to persons who have changed their residence, is treated by the delivering office as if it had been addressed directly from the place of origin to the place of new destination.

2. With regard to articles of the interior service of one of the countries of the Union, which enter, in consequence of reforwarding, into the service of another country of the Union, the following rules are observed :

1st. Articles unpaid or insufficiently paid for their first transmission, are treated as international correspondence, and subjected by the delivering office to the charge applicable to articles of the same nature addressed directly from the country of origin to the country in which the addressee may be.

2d. Articles regularly paid for their first transmission, and upon which the remainder of the charge relating to the further transmission has not been paid previous to reforwarding, are subjected, according to their nature, by the delivering office, to a charge equal to the difference between the prepaid rate already paid and that which would have been levied if the articles had been originally dispatched to their new destination. The amount ot this difference must be expressed

et centimes à côté des timbres-poste par l'office réexpéditeur

Dans l'un et l'autre cas, les taxes prévues ci-dessus restent exigibles du destinataire, alors même que, par suite de réexpéditions successives, les envois reviennent dans le pays d'origine.

3. Les objets de toute nature mal dirigés sont, sans aucun délai, réexpediés par la voie la plus prompte sur leur destination.

XXI.

Rebuts.

1. Les correspondances de toute nature qui sont tombées en rebut, pour quelque cause que ce soit, doivent être renvoyées, aussitôt après les délais de conservation voulus par les règlements du pays destinataire, par l'intermédiaire des bureaux d'échange respectifs et en une liasse spéciale étiquetée: *Rebuts.*

2. Toutefois, les correspondances recommandées, tombées en rebut, sont renvoyées au bureau d'échange du pays d'origine et comme s'il s'agissait de correspondances recommandées à destination de ce pays, sauf qu'en regard de l'inscription nominative au tableau n° I de la feuille d'avis ou sur la liste détachée la mention *Rebuts* est consignée dans la colonne d'observations par le bureau réexpéditeur.

3. Par exception, deux offices correspondants peuvent, d'un commun accord, adopter un autre mode de renvoi de rebuts, ainsi que se dispenser de se renvoyer réciproquement certains imprimés considérés comme dénués de valeur.

XXII.

Statistique des frais de transit.

1. Les statistiques à effectuer une fois tous les deux ans, en exécution des articles 4 et 12 de la Con-

in francs and centimes at the side of the postage stamps by the reforwarding office.

In both cases, the charges contemplated above remain to be defrayed by the addressees, even if, owing to successive reforwardings, the articles should return to the country of origin.

3. Articles of every kind missent are, without delay, reforwarded by the most rapid route to their destination.

XXI.

Undelivered Correspondence.

1. The correspondence of every kind which is not delivered, from whatever cause, must be returned immediately after the expiration of the period for keeping it required by the laws of the country of destination, through the intermediary of the respective offices of exchange, and in a special bundle labeled "*Rebuts*".

2. Nevertheless, undelivered registered correspondence is returned to the exchange office of the country of origin as if it were registered correspondence addressed to that country, except that as regards the descriptive entry in Table No. I of the letter bill, or in the separate list, the word "*Rebuts*" is entered in the column of observations by the returning office.

3. As an exception, two corresponding offices may, by mutual agreement, adopt a different mode of returning undelivered correspondence, and may also dispense with the reciprocal return of certain printed matter considered to be without value.

XXII.

Statistics of Transit Expenses.

1. The statistics to be taken once every two years in execution of Articles 4 and 12 of the Convention,

vention, pour le décompte, tant des frais de transit dans l'Union que des taxes afférentes au transport en dehors des limites de l'Union, sont établies d'après les dispositions des articles suivants, pendant toute la durée du mois de mai ou du mois de novembre alternativement, de manière que la première statistique aura lieu en novembre 1879, la seconde en mai 1881, la troisième en novembre 1883, et ainsi de suite.

2. La statistique de novembre 1879 sortira ses effets à partir du 1er avril de la même année jusqu'au 31 décembre 1880. Chaque statistique ultérieure servira de base pour les payements se rapportant à l'année courante et à celle qui suit.

3. Si, pendant la période d'application de la statistique, il vient à entrer dans l'Union un pays ayant des relations importantes, les pays de l'Union dont la situation pourrait, par suite de cette circonstance, se trouver modifiée sous le rapport du payement des droits de transit, ont la faculté de réclamer une statistique spéciale se rapportant exclusivement aux pays nouvellement entrés.

XXIII.

Correspondances à découvert.

1. L'office servant d'intermédiaire pour la transmission des correspondances échangées à découvert, soit entre deux pays de l'Union, soit entre un pays de l'Union et un pays étranger à celle-ci, dresse d'avance, pour chacun de ses correspondants de l'Union, un tableau conforme au modèle D, annexé au présent Règlement et dans lequel il indique, en distinguant, s'il y a lieu, les diverses voies d'acheminement, les prix de port au poids lui revenant pour le transport dans l'Union de l'une et de l'autre catégorie de ces correspondances au moyen des services dont il dispose, ainsi que les prix de port au poids à bonifier, le cas échéant, par lui-même, à d'autres offices de l'Union, pour le transport

for the settlement as well of the expenses of transit within the Union as of the charges relating to the conveyance beyond the limits of the Union, are established according to the provisions of the following Articles, during the entire month of May or of November alternately, in such a manner that the first statistics shall take place in November, 1879; the second in May, 1881; the third in November, 1883; and so on.

2. The statistics of November, 1879, shall take effect from the 1st of April in the same year, until the 31st December, 1880. Each subsequent statistical account shall serve as basis for the payments relating to the current year, and to that which follows.

3. If during the period of application of the statistics, a country having important relations should enter the Union, the countries of the Union whose situation might, in consequence of this circumstance, be affected in regard to the payment of transit rates, have the option to demand special statistics relating exclusively to the countries recently admitted.

XXIII.

Correspondence in Open Mails.

1. The office serving as the medium for the transmission of correspondence exchanged in open mails, either between two countries of the Union or between a country of the Union and a country foreign to it, prepares beforehand, for each of its correspondents of the Union, a table in conformity with model D annexed to the present Regulations, and in which it indicates, distinguishing, if needful, the different routes of transmission, the rates of payment by weight due to it for conveyance within the Union of both categories of correspondence by means of the services at its disposal, as well as the rates of payment by weight to be paid, the case occurring, by the office itself to other

ultérieur desdites correspondances dans l'Union. Au besoin, il se renseigne en temps utile, auprès des offices des pays à traverser, sur les voies que devront suivre les correspondances et sur les prix à leur appliquer.

2. Un exemplaire du tableau D est remis par ledit office à l'office correspondant intéressé et sert de base à un décompte spécial à établir entre eux, du chef du port intermédiaire dans l'Union des correspondances dont il s'agit. Ce décompte est dressé par l'office qui reçoit les correspondances et soumis à la vérification de l'office expéditeur.

3. L'office expéditeur établit, d'après les données de la formule D, fournie par son correspondant, des tableaux conformes au modèle E ci-annexé et destinés à relater, pour chaque dépêche, les frais de port intermédiaire dans l'Union des correspondances sans distinction d'origine, comprises dans la dépêche pour être acheminées par l'intermédiaire dudit correspondant. A cet effet, le bureau d'échange expéditeur inscrit au cadre n° I d'une formule E, qu'il joint à son envoi, le poids total, selon leur nature, des correspondances de l'espèce qu'il livre à découvert au bureau d'échange correspondant, et celui-ci, après vérification, prend livraison de ces correspondances, pour les acheminer vers leurs destinations, en les confondant avec les siennes propres pour le payement, s'il y a lieu, des prix de port ultérieurs.

4. Quant aux frais de transport en dehors du ressort de l'Union des correspondances à destination ou provenant des pays étrangers à l'Union, ils sont évalués d'après les données du tableau C mentionné à l'article V du présent Règlement et inscrits en bloc sur la formule E, savoir:

offices of the Union, for the further conveyance of the said correspondence within the Union. If needful, it communicates in due time with the offices of the countries to be traversed as to the routes the correspondence is to take, and the rates to be applied thereto.

2. A copy of Table D is forwarded by the said office to the corresponding office interested, and serves as the basis of a special account to be established between them with reference to the intermediate conveyance in the Union of the correspondence in question. This account is prepared by the office which receives the correspondence, and is submitted to the examination of the dispatching office.

3. The dispatching office prepares, according to the particulars given in the form D furnished by its correspondent, tables in conformity with model E hereto annexed, and intended to show for each mail the expenses of intermediate conveyance within the Union of the correspondence, without distinction of origin, comprised in the mail to be forwarded by the intermediary of the said corresponding office. With this view, the dispatching exchange office enters in Table No. 1 of a form E, which it joins to its dispatch, the total weight, according to its nature, of the correspondence of this class which it delivers in open mail to the corresponding exchange office, and the latter, after verification, undertakes the further transmission of the correspondence to its destination in mixing it with its own, in respect to the payment, if needful, of the further charges for conveyance.

4. With regard to the expenses of conveyance beyond the limits of the Union of correspondence addressed to or coming from countries foreign to the Union, they are calculated according to the particulars given in the Table C mentioned in Article V of the present Regulations and entered in gross upon the form E, as follows:

Au cadre n° II, s'il s'agit de correspondances affranchies pour l'étranger (frais à la charge de l'office de l'Union expéditeur);

Au cadre n° III, s'il s'agit de correspondances non affranchies venant de l'étranger et de correspondances réexpédiées ou tombées en rebut qui sont grevées de taxes étrangères à rembourser (frais à la charge de l'office de l'Union destinataire).

5. Toute erreur dans la déclaration du bureau d'échange expéditeur du tableau E est signalée immédiatement à ce bureau au moyen d'un bulletin de vérification, nonobstant la rectification opérée sur le tableau lui-même.

6. A défaut de correspondances passibles d'un port intermédiaire ou étranger, il n'est pas dressé de tableau E. Dans le cas de l'omission non justifiée de ce tableau, l'irrégularité est également signalée, au moyen d'un bulletin de vérification, au bureau en faute, et doit être réparée immédiatement par ce dernier.

XXIV.

Dépêches closes.

1. Les correspondances échangées en dépêches closes, entre deux offices de l'Union ou entre un office de l'Union et un office étranger à l'Union, à travers le territoire ou au moyen des services d'un ou de plusieurs autres offices, font l'objet d'un relevé conforme au modèle F annexé au présent Règlement, et qui est établi d'après les dispositions suivantes:

2. En ce qui concerne les dépêches d'un pays de l'Union pour un autre pays de l'Union, le bureau d'échange expéditeur inscrit, à la feuille d'avis pour le bureau d'échange destinataire de la dépêche, le poids net des lettres et des cartes postales et celui des autres objets, sans distinction de l'origine ni de la destination des correspondances. Ces indications sont vérifiées par le bureau destinataire, lequel dresse,

In Table No. II, in the case of paid correspondence for abroad (expense at the charge of the dispatching office of the Union);

In Table No. III, in the case of unpaid correspondence coming from abroad, and of reforwarded or undelivered correspondence marked with foreign charges to be refunded (expense at the charge of the Union office of destination);

5. Any error in the statement of the office of exchange which has dispatched the Table E is immediately notified to that office by means of a bulletin of verification, notwithstanding the correction made in the table itself.

6. If there be no correspondence liable to a charge for intermediate or foreign conveyance, the Table E is not prepared. In case of the unexplained omission of this table, the irregularity is equally reported, by means of a bulletin of verification, to the office in fault, and must be immediately repaired by the latter.

XXIV.

Closed Mails.

1. The correspondence exchanged in closed mails between two offices of the Union, or between an office of the Union and an office foreign to the Union, across the territory, or by means of the services of one or more other offices, forms the object of a statement similar to model F annexed to the present Regulations, and which is prepared according to the following stipulations:

2. As regards the mails from one country of the Union to another country of the Union, the dispatching office of exchange enters in the letter-bill for the office of exchange receiving the mail, the net weight of the letters and postcards, and of the other articles, without distinction of the origin or destination of the correspondence. These entries are verified by the receiving office, which prepares, at

à la fin de la période de statistique, le relevé mentionné ci-dessus, en autant d'expéditions qu'il y a d'offices intéressés y compris celui du lieu de départ.

3. Dans les quatre jours qui suivent la clôture des opérations de statistique, les relevés F sont transmis, par les bureaux d'échange qui les ont établis, aux bureaux d'échange de l'office débiteur pour être revêtus de leur acceptation. Ceux-ci, après avoir accepté ces relevés, les transmettent à l'administration centrale dont ils relèvent, chargée de les répartir entre les offices intéressés.

4. En ce qui concerne les dépêches closes échangées entre un pays de l'Union et un pays étranger à l'Union, par l'intermédiaire d'un ou de plusieurs offices de l'Union, le transport s'en effectue, dans les deux sens, à la charge dudit pays de l'Union, et les bureaux d'échange de ce pays dressent eux-mêmes, pour chaque dépêche expédiée ou reçue, un relevé F qu'ils transmettent à l'office de sortie ou d'entrée, lequel établit, à la fin de la période de statistique, un relevé général en autant d'expéditions qu'il y a d'offices intéressés, y compris lui-même et l'office de l'Union débiteur. Une expédition de ce relevé est transmise à l'office débiteur, ainsi qu'à chacun des offices qui ont pris part au transport des dépêches.

XXV.

Compte des frais de transit.

1. Les tableaux E et F sont résumés dans un compte particulier par lequel on établit, en francs et centimes, le prix annuel de transit revenant à chaque office en multipliant les totaux par 12. Le soin d'établir ce compte incombe à l'office créditeur, qui le transmet à l'office débiteur.

the end of the period for taking the statistics, the statement above mentioned, in as many copies as there are offices interested, including the office of the place of dispatch.

3. In the four days which follow the close of the statistical operations, the statements F are transmitted by the offices of exchange which have prepared them to the offices of exchange of the Administration indebted, in order to be accepted by them. The latter, after having accepted these statements, transmit them to the Central Administration to which they are subordinate, which is charged with distributing them among the offices interested.

4. As regards the closed mails exchanged between a country of the Union and a country foreign to the Union, by the intermediary of one or several offices of the Union, their conveyance is effected in both directions at the charge of the said Union country, and the offices of exchange of that country themselves prepare, for each mail dispatched or received, a statement F, which they transmit to the office of departure or of entry, which prepares, at the end of the statistical period, a general statement, in as many copies as there are offices interested, including itself and the debtor office of the Union. A copy of this statement is transmitted to the debtor office, as well as to each of the offices which have participated in the conveyance of the mails.

XXV.

Account of the Expenses of Transit.

1. The Tables E and F are incorporated in a special account, in which is shown, in francs and centimes, the annual amount of transit payment accruing to each office, by multiplying the totals by 12. The duty of preparing this account devolves upon the creditor office, which transmits it to the debtor office.

2. Le solde résultant de la balance des comptes réciproques entre deux offices est payé par l'office débiteur à l'office créditeur, en francs effectifs et au moyen de traites tirées sur la capitale ou sur une place commerciale de ce dernier office.

3. L'établissement, l'envoi et le payement des comptes des frais de transit, afférents à un exercice, doivent être effectués dans le plus bref délai possible et, au plus tard, avant l'expiration du premier semestre de l'exercice suivant. Passé ce délai, les sommes dues par un office à un autre office sont productives d'intérêts, à raison de cinq pour cent l'an et à dater du jour de l'expiration dudit délai.

4. Est réservée, toutefois, aux offices intéressés la faculté de prendre, d'un commun accord, d'autres dispositions que celles qui sont formulées dans le présent article.

XXVI.

Exceptions en matière de poids.

Il est admis, par mesure d'exception, que les États qui, à cause de leur régime intérieur, ne peuvent adopter le type de poids décimal métrique, ont la faculté d'y substituer l'once *avoir du poids* (28 gr. 3465), en assimilant une demi-once à 15 grammes et deux onces à 50 grammes, et d'élever, au besoin, la limite du port simple des journaux à quatre onces, mais sous la condition expresse que, dans ce dernier cas, le port des journaux ne soit pas inférieur à 10 centimes et qu'il soit perçu un port entier par numéro de journal, alors même que plusieurs journaux se trouveraient groupés dans un même envoi.

2. The balance resulting from the reciprocal accounts between two offices is paid by the debtor office to the creditor office in effective francs, and by means of bills drawn upon the capital, or upon a commercial place of the latter office.

3. The preparation, transmission, and payment of the accounts of the expenses of transit belonging to a period of service must be effected with the least possible delay, and at the latest, before the expiration of the first six months of the following period of service. When this time has passed, the amounts due by one office to another office are subject to interest at the rate of five per cent. per annum, dating from the day of the expiration of the said delay.

4. Nevertheless, the option is reserved to the offices interested to make, by mutual agreement, other arrangements than those which are set forth in the present Article.

XXVI.

Exceptions in matters of Weight.

As an exceptional measure, it is agreed that the States which, in consequence of their interior regulations, are unable to adopt the decimal metrical system of weight, have the right to substitute for it the ounce avoirdupois (28.3465 grammes), by assimilating a half ounce to 15 grammes, and two ounces to 50 grammes, and to raise, if needful, the limit of the single rate of postage on newspapers to four ounces, but under the express condition that, in the latter case, the postage on newspapers be not less than 10 centimes, and that an entire rate of postage be charged for each copy of the newspaper, even though several newspapers be included in the same packet.

XXVII.

Réclamation d'objets ordinaires non parvenus.

1. Toute réclamation relative à un objet de correspondance ordinaire non parvenu à destination donne lieu au procédé suivant.

1° Il est remis au réclamant une formule conforme au modèle G ci-annexé, avec prière d'en remplir, aussi exactement que possible, la partie qui le concerne.

2° Le bureau où la réclamation s'est produite transmet la formule directement au bureau correspondant. La transmission s'effectue d'office et sans aucun écrit.

3° Le bureau correspondant fait présenter la formule au destinataire ou à l'expéditeur, selon le cas, avec prière de fournir des renseignements à ce sujet.

4° Munie de ces renseignements, la formule est renvoyée d'office au bureau qui l'a dressée.

5° Dans le cas où la réclamation est reconnue fondée, elle est transmise à l'administration centrale pour servir de base aux investigations ultérieures.

6° A moins d'entente contraire, la formule est rédigée en français ou porte une traduction française.

2. Toute administration peut exiger, par une notification adressée au Bureau international, que l'échange des réclamations, en ce qui la concerne, soit effectué par l'entremise des administrations centrales, ou par l'intermédiaire d'un bureau spécialement désigné.

XXVIII.

Répartition des frais du Bureau international.

1. Les frais communs du Bureau international ne doivent pas dépasser, par année, la somme de

XXVII.

Applications for Ordinary Articles which have failed to reach their Destination.

1. Every application respecting an article of ordinary correspondence which has failed to reach its destination gives rise to the following proceeding:

1st. A form similar to the model G hereto annexed, is handed to the applicant, who is requested to fill up as exactly as possible, the portion which concerns him.

2d. The office at which the application originates transmits the form direct to the corresponding office. It is transmitted officially and without any writing.

3d. The corresponding office causes the form to be handed to the addressee or to the sender, as the case may be, with the request that particulars on the subject be furnished.

4th. Supplied with these particulars, the form is sent back officially to the office which prepared it.

5th. In case the application proves to be well founded, it is transmitted to the Central Administration, to serve as the basis for further investigation.

6th. Unless by agreement to the contrary, the form is drawn up in French, or bears a French translation.

2. Any Administration may require, by means of a notification addressed to the International Bureau, that the exchange of applications, so far as it is concerned, be effected through the intermediary of the Central Administrations, or of an office specially designated.

XXVIII.

Division of the Expenses of the International Bureau.

1. The ordinary expenses of the International Bureau must not exceed the sum of 100,000 francs an-

100,000 francs, non compris les frais spéciaux auxquels donne lieu la réunion d'un congrès ou d'une conférence.

2. L'Administration des Postes suisses surveille les dépenses du Bureau international, fait les avances nécessaires et établit le compte annuel, qui est communiqué à toutes les autres administrations.

3. Pour la répartition des frais, les pays de l'Union sont divisés en sept classes, contribuant chacune dans la proportion d'un certain nombre d'unités, savoir:

1re	classe - -	25 unités.
2e	" - -	20
3e	" - -	15
4e	" - -	10
5e	" - -	5
6e	" - -	3
7e	" - -	1

4. Ces coefficients sont multipliés par le nombre des pays de chaque classe, et la somme des produits ainsi obtenus fournit le nombre d'unités par lequel la dépense totale doit être divisée. Le quotient donne le montant de l'unité de dépense.

5. Les pays de l'Union sont classés ainsi qu'il suit, en vue de la répartition des frais:

1re classe: Allemagne, Autriche-Hongrie, États-Unis d'Amérique, France, Inde britannique, ensemble des autres colonies britanniques moins le Canada, Grande-Bretagne, Italie, Russie, Turquie;

2e classe: Espagne;

3e classe: Belgique, Brésil, Canada, Égypte, Japon, Pays-Bas, Roumanie, Suède, colonies ou provinces espagnoles d'outre mer, colonies françaises, Indes orientales néerlandaises;

4e classe: Danemark, Norvège, Portugal, Suisse, colonies portugaises;

5e classe: Argentine (République), Grèce, Mexique, Pérou, Serbie;

6e classe: colonie de Surinam (ou Guyane néerlandaise), colonie

nually, not including the special expenses to which the meeting of a Congress or of a Conference may give rise.

2. The Administration of the Swiss Post Office superintends the expenses of the International Bureau, makes the necessary advances, and prepares the annual account, which is communicated to all the other Administrations.

3. For the division of the expenses, the countries of the Union are divided into seven classes, each contributing in the proportion of a certain number of units, viz:

1st	class - -	25 units.
2nd	" - -	20 "
3rd	" - -	15 "
4th	" - -	10 "
5th	" - -	5 "
6th	" - -	3 "
7th	" - -	1 "

4. These coefficients are multiplied by the number of countries of each class, and the total of the products thus obtained furnishes the number of units by which the total expense is to be divided. The quotient gives the amount of the unit of expense.

5. The countries of the Union are classified as follows, in view of the division of the expenses:

1st class: Germany, Austria-Hungary, United States of America, France, British India, the whole of the other British colonies except Canada, Great Britain, Italy, Russia, Turkey.

2d class: Spain.

3d class: Belgium, Brazil, Canada, Egypt, Japan, Netherlands, Roumania, Sweden, Spanish colonies or provinces beyond sea, French colonies, Netherland East Indies.

4th class: Denmark, Norway, Portugal, Switzerland, Portuguese colonies.

5th class: Argentine Republic, Greece, Mexico, Peru, Servia.

6th class: Colony of Surinam (or Dutch Guiana), colony of Cura-

de Curaçao (ou Antilles néerlandaises), Luxembourg, Perse, colonies danoises, Salvador;

7e classe: Monténégro.

XXIX.

Communications à adresser au Bureau international.

1. Le Bureau international sert d'intermédiaire aux notifications régulières et générales qui intéressent les relations internationales.

2. Les administrations faisant partie de l'Union doivent se communiquer notamment par l'intermédiaire du Bureau international:

1° L'indication des surtaxes qu'elles perçoivent, par application de l'article 5 de la Convention, en plus de la taxe de l'Union, soit pour port maritime, soit pour frais de transport extraordinaire, ainsi que la nomenclature des pays par rapport auxquels ces surtaxes sont perçues, et, s'il y a lieu, la désignation des voies qui en motivent la perception;

2° L'empreinte du timbre spécial ou de la marque servant à constater la recommandation;

3° Le modèle de leur formule d'avis de réception;

4° La collection de leurs timbres-poste;

5° Enfin, les tableaux C dont l'établissement est prescrit par l'article V du présent Règlement.

3. Toute modification apportée ultérieurement, à l'égard de l'un ou l'autre des cinq points ci-dessus mentionnés, doit être notifiée sans retard de la même manière.

4. Le Bureau international reçoit également de toutes les administrations de l'Union deux exemplaires de tous les documents qu'elles publient, tant sur le service intérieur que sur le service international.

5. En outre, chaque administration fait parvenir, dans le premier se-

çoa (or Netherland West Indies), Luxemburg, Persia, Danish colonies, Salvador.

7th class: Montenegro.

XXIX.

Communications to be addressed to the International Bureau.

1. The International Bureau serves as the intermediary for the regular and general notifications which concern the international relations.

2. The Administrations forming the Union must communicate to each other specially through the medium of the International Bureau:

1st. Information of the additional charges which they levy by virtue of Article 5 of the Convention, in addition to the Union rate, whether for sea-postage or for the expenses of extraordinary conveyance, as well as a list of the countries in relation to which these surcharges are levied, and, if needful, the designation of the routes which cause their collection;

2d. The impression of the special stamp or mark serving to authenticate the registration;

3d. The model of their form of advice of receipt;

4th. The collection of their postage stamps;

5th. Lastly, the Tables C, the preparation of which is prescribed by Article V of the present Regulations.

3. Every modification adopted hereafter in regard to one or other of the five points above mentioned, must be notified, without delay, in the same manner.

4. The International Bureau equally receives from all the Administrations of the Union, two copies of all the documents which they publish, as well relating to the interior service as to the international service.

5. Moreover, each Administration transmits, in the first half of

mestre de chaque année, au Bureau international, une série complète de renseignements statistiques, se rapportant à l'année précédente, sous forme de tableaux dressés d'après les indications du Bureau international, qui distribue à cet effet des formules toutes préparées.

6. Les correspondances adressées par les administrations de l'Union au Bureau international, et *vice versa*, sont assimilées, pour la franchise de port, aux correspondances échangées entre les administrations.

each year, to the International Bureau, a complete series of statistical details relating to the preceding year, in the form of tables filled up according to information from the International Bureau, which distributes for this purpose formulas already prepared.

6. The correspondence addressed by the Administrations of the Union to the International Bureau, and *vice versa*, is assimilated, as regards freedom from postage, to the correspondence exchanged between the Administrations.

XXX.

Attributions du Bureau international.

1. Le Bureau international dresse une statistique générale, pour chaque année.

2. Il rédige, à l'aide des documents qui sont mis à sa disposition, un journal spécial en langues allemande, anglaise et française.

3. Tous les documents publiés par le Bureau international sont distribués aux administrations de l'Union, dans la proportion du nombre d'unités contributives assignées à chacune d'elles par l'article XXVIII précédent.

4. Les exemplaires et documents supplémentaires qui seraient réclamés par ces administrations sont payés à part, d'après leur prix de revient.

5. Le Bureau international doit, d'ailleurs, se tenir en tout temps à la disposition des membres de l'Union, pour leur fournir, sur les questions relatives au service international des postes, les renseignements spéciaux dont ils pourraient avoir besoin.

6. Le Bureau international instruit les demandes de modification ou d'interprétation des dispositions qui régissent l'Union. Il notifie les résultats de chaque instruction, et toute modification ou résolution adoptée n'est exécutoire que deux

XXX.

Duties of the International Bureau.

1. The International Bureau prepares general statistics for each year.

2. It publishes, by the aid of the documents which are put at its disposal, a special journal in the German, English, and French languages.

3. All the documents published by the International Bureau are distributed to the Administrations of the Union in the proportion of the number of contributing units assigned to each by Article XXVIII preceding.

4. The additional copies and documents which may be applied for by these Administrations are paid for, separately, at prime cost.

5. The International Bureau must, besides, hold itself always at the disposal of the members of the Union, for the purpose of furnishing them with any special information they may require upon questions relating to the International Postal Service.

6. The International Bureau makes known demands for the modification or interpretation of the stipulations which govern the Union. It notifies the results of each application, and any modification or resolution adopted is not ex-

mois, au moins, après sa notification.

7. Dans les questions à résoudre par l'assentiment unanime ou par la majorité des administrations de l'Union, celles qui n'ont point fait parvenir leur réponse dans le délai maximum de quatre mois, sont considérées comme s'abstenant.

8. Le Bureau international prépare les travaux des congrès ou conférences. Il pourvoit aux copies et impressions nécessaires, à la rédaction et à la distribution des amendements, procès-verbaux et autres renseignements.

9. Le directeur de ce Bureau assiste aux séances des congrès ou conférences, et prend part aux discussions sans voix délibérative.

10. Il fait sur sa gestion un rapport annuel qui est communiqué à toutes les administrations de l'Union.

11. La langue officielle du Bureau international est la langue française.

XXXI.

Langue.

1. Les feuilles d'avis, tableaux, relevés et autres formules, à l'usage des administrations de l'Union pour leurs relations réciproques, doivent, en règle générale, être rédigés en langue française, à moins que les administrations intéressées n'en disposent autrement par une entente directe.

2. En ce qui concerne la correspondance de service, l'état de choses actuel est maintenu, sauf autre arrangement à intervenir ultérieurement et d'un commun accord entre les administrations intéressées.

XXXII.

Ressort de l'Union.

Sont considérés comme appartenant à l'Union postale universelle:

ecutive until two months, at least, after its notification.

7. In the questions to be decided by unanimous assent or by the majority of the Union Administrations, those Administrations which have not sent in their reply within the maximum delay of four months are considered as expressing no opinion.

8. The International Bureau prepares the business to be submitted to the Congresses or Conferences. It undertakes the necessary copying and printing, the editing and distribution of amendments, journals of proceedings, and other details.

9. The Director of this Bureau attends the sessions of the Congresses or Conferences, and takes part in the discussions, without the power of voting.

10. There is issued, under his superintendence, an annual report, which is communicated to all the Administrations of the Union.

11. The official language of the International Bureau is the French language.

XXXI.

Language.

1. The letter-bills, tables, statements, and other forms used by the Administrations of the Union in their reciprocal relations must, as a general rule, be drawn up in the French language, unless the Administrations interested arrange otherwise by direct agreement.

2. As regards official correspondence, the present state of things is maintained, unless any other arrangement should subsequently be agreed upon by common consent between the Administrations interested.

XXXII.

Jurisdiction of the Union.

The following are considered as belonging to the Universal Postal Union:

1° L'île de Héligoland, comme assimilée à l'Allemagne, au point de vue postal;

2° La principauté de Lichtenstein, comme relevant de l'administration des postes d'Autriche;

3° L'Islande et les îles Féroë, comme faisant partie du Danemark;

4° Les îles Baléares, les îles Canaries et les possessions espagnoles de la côte septentrionale d'Afrique, comme faisant partie de l'Espagne; la République du Val d'Andorre, les établissements de poste de l'Espagne sur la côte occidentale du Maroc, comme relevant de l'administration des postes espagnoles;

5° L'Algérie comme faisant partie de la France; la principauté de Monaco et les bureaux de poste français établis à Tunis, à Tanger (Maroc) et à Shang-Haï (Chine), comme relevant de l'administration des postes de France; le Cambodge et le Tonkin comme assimilés, quant au service postal, à la colonie française de Cochinchine;

6° Gibraltar, ainsi que Malte et dépendances, comme relevant de l'administration des postes de la Grande-Bretagne;

7° Les bureaux de poste que l'administration de la colonie anglaise de Hong-Kong entretient à Kiung-Schow, Canton, Swatow, Amoy, Fouchou, Ningpo, Shang-Haï et Hankow (Chine), et à Haï-Phung et Hanoi (Tonkin);

8° Les établissements de poste indiens d'Aden, de Mascate, du golfe Persique, de Guadur et de Mandalay, comme relevant de l'administration des postes de l'Inde britannique;

9° La République de Saint-Marin et les bureaux italiens de Tunis et de Tripoli de Barbarie, comme relevant de l'administration des postes d'Italie;

10° Les bureaux de poste que l'administration japonaise a établis à Shang-Haï, Chefoo, Chinkiang, Hankow, Ningpo, Foo-Chow, Newchwang, Kiukiang et Tien-Tsin (Chine), et à Fusanpo (Corée);

1st. The Island of Heligoland, as assimilated to Germany, from a postal point of view.

2d. The Principality of Lichtenstein, as subordinate to the Postal Administration of Austria.

3d. Iceland and the Faroe Islands, as forming part of Denmark.

4th. The Balearic Isles, the Canary Islands, and the Spanish possessions on the Northern Coast of Africa, as forming part of Spain; the Republic of Andorra and the Postal establishments of Spain upon the western coast of Morocco, as subordinate to the Spanish Postal Administration.

5th. Algeria, as forming part of France; the Principality of Monaco, and the French post-offices established at Tunis, Tangier (Morocco), and at Shanghai (China), as subordinate to the Postal Administration of France; Cambodia and Tonquin, as assimilated, so far as regards the postal service, to the French colony of Cochin China.

6th. Gibraltar, as well as Malta and its dependencies, as subordinate to the Postal Administration of Great Britain.

7th. The post-offices which the Administration of the English colony of Hong-Kong maintains at Kiung-chow, Canton, Swatow, Amoy, Foo-chow, Ningpo, Shanghai, and Hankow (China), and Hai-Fung and Hanoi (Tonquin).

8th. The Indian postal establishments of Aden, Muscat, Persian Gulf, Guadur, and Mandalay, as subordinate to the Postal Administration of British India.

9th. The Republic of St. Marino, and the Italian offices of Tunis and Tripoli, in Barbary, as subordinate to the Postal Administration of Italy.

10th. The post-offices which the Japanese Administration has established at Shanghai, Chefoo, Chin-Kiang, Hankow, Ningpo, Foo-Chow, Newchwang, Kiukiang, and Tien-Tsin (China), and of Fusampo (Corea).

11° Madère et les Açores, comme faisant partie du Portugal;

12° Le Grand-Duché de Finlande, comme faisant partie intégrante de l'Empire de Russie.

11th. Madeira and the Azores, as forming part of Portugal.

12th. The Grand Duchy of Finland, as forming an integral part of the Empire of Russia.

XXXIII.

Dans l'intervalle qui s'écoule entre les réunions, toute administration des postes d'un pays de l'Union a le droit d'adresser aux autres administrations participantes, par l'intermédiaire du Bureau international, des propositions concernant les dispositions du présent Règlement. Mais, pour devenir exécutoires, ces propositions doivent réunir, savoir:

1° L'unanimité des suffrages, s'il s'agit de la modification des dispositions des articles III, IV, V, XI, XXVI, XXXIII et XXXIV;

2° Les deux tiers des suffrages, s'il s'agit de la modification des dispositions des articles I, II, VIII, X, XIII, XIV, XV, XVI, XVII, XVIII, XIX, XX, XXII, XXIII, XXIV, XXV, XXVII, XXXI et XXXII;

3° La simple majorité absolue, s'il s'agit soit de la modification des dispositions autres que celles indiquées ci-dessus, soit de l'interprétation des diverses dispositions du Règlement.

Les résolutions valables sont consacrées par une simple notification du Bureau international à toutes les administrations de l'Union.

XXXIII.

In the interval which elapses between the meetings, every Postal Administration of a country of the Union has the right to address to the other participating Administrations, through the intermediary of the International Bureau, proposals in regard to the stipulations of the present Regulations. But to become binding, these proposals must obtain, as follows:

1st. Unanimity of votes, if they relate to the modification of the stipulations of the Articles III, IV, V, XI, XXVI, XXXIII, and XXXIV.

2d. Two-thirds of the votes, if they relate to the modification of the stipulations of the Articles I, II, VIII, X, XIII, XIV, XV, XVI, XVII, XVIII, XIX, XX, XXII, XXIII, XXIV, XXV, XXVII, XXXI, and XXXII.

3d. Simply an absolute majority, if they relate to the modification of stipulations other than those above mentioned, or to the interpretation of the various stipulations of the Regulations.

The resolutions adopted in due form are sanctioned by a simple notification from the International Bureau to all the Administrations of the Union.

XXXIV.

Durée du Règlement.

Le présent Règlement sera exécutoire à partir du jour de la mise en vigueur de la Convention du 1er juin 1878. Il aura la même durée que cette Convention, à moins qu'il ne soit renouvelé d'un commun accord entre les parties intéressées.

XXXIV.

Duration of the Regulations.

The present Regulations shall be put into execution from the day on which the Convention of the 1st June, 1878, comes into force. They shall have the same duration as that Convention, unless they be renewed by mutual agreement between the parties interested.

Fait à Paris, le 1er juin 1878. Done at Paris, the 1st June, 1878.

Pour les États-Unis de l'Amérique du Nord	JAS. N. TYNER. JOSEPH H. BLACKFAN.
Pour l'Allemagne	DR. STEPHAN. GÜNTHER. SACHSE.
Pour la République Argentine	CÁRLOS CALVO.
Pour l'Autriche	DEWÉZ.
Pour la Hongrie	GERVAY.
Pour la Belgique	J. VINCHENT. F. GIFE.
Pour le Brésil	VICOMTE D'ITAJUBA.
Pour le Danemark et les Colonies danoises	SCHOU.
Pour l'Égypte	A. CAILLARD.
Pour l'Espagne et les Colonies espagnoles	G. CRUZADA VILLAAMIL. EMILIO C. DE NAVASQÜES.
Pour la France	LÉON SAY. AD. COCHERY. A. BESNIER.
Pour les Colonies françaises	E. ROY.
Pour la Grande-Bretagne et diverses Colonies anglaises	F. O. ADAMS. WM. JAS. PAGE. A. MACLEAN.
Pour l'Inde britannique	FRED. R. HOGG.
Pour le Canada	F. O. ADAMS. WM. JAS. PAGE. A. MACLEAN.
Pour la Grèce	N. P. DELYANNI. A. MANSOLAS.
Pour l'Italie	G. B. TANTESIO.
Pour le Japon	NAONOBOU SAMESHIMA. SAML. M. BRYAN.
Pour le Luxembourg	V. DE ROEBE.
Pour le Mexique	G. BARREDA.
Pour le Monténégro	DEWÉZ.
Pour la Norvège	CHR. HEFTY.
Pour les Pays-Bas et les Colonies néerlandaises	HOFSTEDE BARON SWEERTS DE LANDAS-WYBORGH.
Pour le Pérou	JUAN M. DE GOYENECHE.
Pour la Perse	
Pour le Portugal et les Colonies portugaises	GUELHERMENO AUGUSTO DE BARROS.
Pour la Roumanie	C. F. ROBESCO.
Pour la Russie	BARON VELHO. GEORGES POGGENPOHL.
Pour le Salvador	J. M. TORRES-CAÏCEDO.
Pour la Serbie	MLADEN F. RADOYCOVITCH.
Pour la Suède	WM. ROOS.
Pour la Suisse	DR. KERN. ED. HÖHN.
Pour la Turquie	B. COUYOUMGIAN.

ANNEXES.

ANNEXES.

Administration des Postes
d

A.

Correspondance avec l'Office
d

FEUILLE D'AVIS.

Timbre du bureau expéditeur.

Timbre du bureau destinataire.

Dépêche (e Envoi) du bureau d'échange d pour le bureau d'échange d .
Départ du 187–, à h. m. du .
Arrivée le 187–, à h. m. du .

I. ENVOIS RECOMMANDÉS.

Numéros d'ordre.	Timbre d'origine.	Noms des destinataires et lieux de destination ou numéros du régistre des bureaux d'origine.	Observations.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

Recommandations d'office.

ANNEXES.

II. DÉPÊCHES CLOSES.

Bureau d'origine.	Bureau de destination.	Nombre des dépêches closes.	Observations.

L'employé du bureau d'échange expéditeur,

L'employé du bureau d'échange destinataire,

ANNEXES.

Postal Administration of ——.

A.

Correspondence with the Office of ——.

LETTER-BILL.

(Stamp of dispatching office.)

(Stamp of receiving office.)

Mail (—— Envoi) from the exchange office of —— for the exchange office of ——.
Departure of ——, 187–, at —— o'clock.
Arrival of ——, 187–, at —— o'clock.

I. REGISTERED ARTICLES.

Numbers of order.	Stamp of origin.	Names of the addressees and places of destination, or registered numbers of the offices of origin.	Observations.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

OFFICIAL REGISTRATIONS.

ANNEXES.

II. CLOSED MAILS.

Office of origin.	Office of destination.	Number of closed mails.	Observations.

Clerk of dispatching exchange office:

Clerk of receiving exchange office:

ANNEXES.

Administration des Postes
d

B.

Correspondance avec l'Office
d

Timbre du bureau expéditeur.

Timbre du bureau destinataire.

BULLETIN DE VÉRIFICATION

pour la rectification et la constatation des erreurs et irrégularités de toute nature reconnues dans la dépêche du bureau d'échange d par le bureau d'échange d .

expédition du 187 , à h. m. du .

ERREURS OU IRRÉGULARITÉS DIVERSES.

(Manque de la dépêche, manque d'objets recommandés ou de la feuille d'avis, dépêche spoliée, lacérée ou en mauvais état, etc.)

ERREURS DE COMPTE DANS LA STATISTIQUE.

Numéros distinctifs des tableaux erronés.	Désignation des correspondances ou dépêches sur lesquelles porte l'erreur.	Déclaration du bureau d'échange expéditeur.	Vérification du bureau d'échange destinataire.	Causes de la rectification.

A , le 187 .
Les employés du bureau d'échange destinataire,

A , le 187 .
Vu et accepté:
Le chef du bureau d'échange expéditeur,

ANNEXES.

Postal Administration of ——.

B.

Correspondence with the Office of ——.

(Stamp of dispatching office.)

(Stamp of receiving office.)

BULLETIN OF VERIFICATION

for the correction and the statement of the errors and irregularities of all kinds discovered in the mail from the exchange office of —— for the exchange office of ——.

Dispatch of the ——, 187–, at —— o'clock.

ERRORS OR VARIOUS IRREGULARITIES.

(Missing mail; missing registered articles, or letter-bill; robbed, torn, or injured mail, &c.)

ERRORS OF ACCOUNT IN THE STATISTICS.

Distinctive numbers of the erroneous tables.	Description of the correspondence, or mails, in which the error occurs.	Statement of the dispatching exchange office.	Verification of the receiving exchange office.	Causes of rectification.

At ——, the ——, 187–.
Clerks of the receiving exchange office:

At ——, the ——, 187–.
Seen and accepted:
Chief of the dispatching exchange office:

ANNEXES.

Administration des Postes
d

C.

TABLEAU

indiquant les conditions auxquelles peuvent être échangées à découvert, entre les Administrations de l'Union postale et l'Administration d , les lettres et les autres objets de correspondance originaires ou à destination des pays étrangers auxquels cette dernière Administration sert d'intermédiaire.

ANNEXES.

TABLEAU C,

indiquant les conditions auxquelles peuvent être échangées à découvert, entre les administrations de l'Union postale et l'Administration d , les lettres et les autres objets de correspondance originaires ou à destination des pays étrangers auxquels cette dernière Administration sert d'intermédiaire.

Numéros.	Pays de destination ou d'origine.	Lettres ordinaires.					Lettres recommandées.			Journaux ou autres imprimés.		Échantillons de marchandises.		Observations.
		Conditions de l'affranchissement.	Limites de l'affranchissement.	Poids en grammes d'une lettre simple.	Lettres affranchies pour l'étranger. — Bonifications. (Port étranger.)	Lettres non affranchies de l'étranger. — Débours. (Port étranger.)	Poids en grammes d'une lettre simple.	Bonifications afférentes au parcours en dehors de l'Union. — Droit fixe de recommandation.	Bonifications afférentes au parcours en dehors de l'Union. — Port.	Poids en grammes d'un paquet simple.	Bonifications. (Port étranger.)	Poids en grammes d'un paquet simple.	Bonifications. (Port étranger.)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

ANNEXES.

Postal Administration of . . .

TABLE

showing the conditions under which there may be exchanged in open mails, between the Administrations of the Postal Union and the Administration of ———, letters and other articles of correspondence originating in or addressed to the foreign countries to which the latter Administration serves as intermediary.

ANNEXES.

TABLE C,

Showing the conditions under which there may be exchanged in open mails, between the Administrations of the Postal Union and the Administration of ——, letters and other articles of correspondence originating in or addressed to the foreign countries to which the latter Administration serves as intermediary.

Numbers.	Countries of destination or of origin.	Ordinary letters.					Registered letters.			Newspapers and other prints.		Samples of merchandise.		Observations.
		Conditions of prepayment.	Limits of prepayment.	Weight in grammes of a single letter.	Prepaid letters for abroad.	Unpaid letters from abroad.	Weight in grammes of a single letter.	Credits for conveyance outside of the Union.		Weight in grammes of a single packet.	Credits (foreign postage).	Weight in grammes of a single packet.	Credits (foreign postage).	
					Credits (foreign postage).	Claims (foreign postage).		Fixed registration fee.	Postage.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

ANNEXES.

Office expéditeur : **D.** *Office destinataire réexpéditeur :*

TRANSIT À DÉCOUVERT.

(Dans le ressort de l'Union.)

Tableau indiquant les prix de transit pour les correspondances transmises à découvert par l'office des postes d à l'office des postes d .

Numéros d'ordre.	Pays de destination ou de sortie.	Prix de transit par kilogramme.					Observations.
		Lettres et cartes-postales.		Autres objets.		Pour le parcours par	
1	2	3		4		5	6
			c.	*fr.*	*c.*		

ANNEXES.

Dispatching Office **D.** *Receiving reforwarding Office*

TRANSIT IN OPEN MAIL.

(Within the limits of the Union.)

TABLE

showing the rates of transit for the correspondence transmitted in open mail by the post-office of — the post-office of ——.

Numbers of order.	Country of destination or of egress.	Rate of transit per kilogram.					Observations.
		Letters and post-cards.		Other articles.		For the transit through.	
1	2	3		4		5	6
		Fr.	*C.*	*Fr.*	*C.*		

ANNEXES.

Office expéditeur : **E.** *Office destinataire réexpéditeur :*

TRANSIT À DÉCOUVERT.

Dépêche du bureau d'échange d *pour le bureau d'échange d* *expédiée le* 187 , *à*
h. *m. du*

I. TRANSIT DANS L'UNION À LA CHARGE DE L'OFFICE EXPÉDITEUR.

(Correspondances de toute nature de l'Union pour l'Union, et correspondances de l'Union pour les pays étrangers et *vice versâ*.)

Numéros d'ordre.	Pays de destination ou de sortie.	Prix de transit par kilogr.				Déclaration du bureau d'échange expéditeur.		Vérification du bureau d'échange destinataire.	
		Lettres et cartes-postales.		Autres objets.		Lettres et cartes-postales.	Autres objets.	Lettres et cartes-postales.	Autres objets.
		fr.	*c.*	*fr.*	*c.*	*Grammes.*	*Grammes.*	*Grammes.*	*Grammes.*

II. PORT ÉTRANGER À LA CHARGE DE L'OFFICE EXPÉDITEUR.

Correspondances affranchies pour les pays étrangers à l'Union.)

	Déclaration du bureau d'échange expéditeur.		Vérification du bureau d'échange destinataire.	
	fr.	*c.*	*fr.*	*c.*
Montant total des taxes étrangères..				

III. PORT ÉTRANGER À LA CHARGE DE L'OFFICE DESTINATAIRE.

(Correspondances non affranchies provenant des pays étrangers à l'Union y compris les correspondances réexpédiées et rebutées.)

	Déclaration du bureau d'échange expéditeur.		Vérification du bureau d'échange destinataire.	
	fr.	*c.*	*fr.*	*c.*
Montant total des taxes étrangères..				

ANNEXES.

Dispatching office ——. **E.** *Receiving reforwarding office* ——.

OPEN MAIL TRANSIT.

MAIL

from the exchange office of —— for the exchange office of ——. Sent the ——, 187—, at —— o'clock.

I. TRANSIT IN THE UNION AT THE CHARGE OF THE DISPATCHING OFFICE.

(Correspondence of every kind from the Union for the Union, and correspondence from the Union for foreign countries, and *vice versâ*.)

Numbers of order.	Country of destination or of egress.	Rate of transit per kilogram.				Statement of the dispatching exchange office.		Verification of the receiving exchange office.	
		Letters and post-cards.		Other articles.		Letters and post-cards.	Other articles.	Letters and post-cards.	Other articles.
		Fr.	*C.*	*Fr.*	*C.*	*Grams.*	*Grams.*	*Grams.*	*Grams.*

II. FOREIGN POSTAGE AT THE CHARGE OF THE DISPATCHING OFFICE.

(Prepaid correspondence for countries foreign to the Union.)

	Statement of the dispatching exchange office.		Verification of the receiving exchange office.	
	Fr.	*C.*	*Fr.*	*C.*
Total amount of foreign charges.				

III. FOREIGN POSTAGE AT THE CHARGE OF THE RECEIVING OFFICE.

(Unpaid correspondence from countries foreign to the Union, including the reforwarded and undelivered correspondence.)

	Statement of the dispatching exchange office.		Verification of the receiving exchange office.	
	Fr.	*C.*	*Fr.*	*C.*
Total amount of foreign charges.				

ANNEXES.

Office expéditeur: **F.** *Office destinataire*

TRANSIT EN DÉPÊCHES CLOSES.

Dépêches du bureau d'échange d pour le bureau d'échange d expédiées par l'intermédiaire d

Dates.	PREMIÈRE DÉPÊCHE du bureau d'échange d pour le bureau d'échange d		DEUXIÈME DÉPÊCHE du bureau d'échange d pour le bureau d'échange d		TROISIÈME DÉPÊCHE du bureau d'échange d pour le bureau d'échange d	
	Poids net.		Poids net.		Poids net.	
	Lettres et cartes-postales.	Autres objets.	Lettres et cartes-postales.	Autres objets.	Lettres et cartes-postales.	Autres objets.
	Grammes.	*Grammes.*	*Grammes.*	*Grammes.*	*Grammes.*	*Grammes.*
Totaux.....						

A , le 187 .
Le chef du bureau d'échange destinataire,

A , le 187 .
Vu et accepté :
Le chef du bureau d'échange expéditeur,

ANNEXES.

Dispatching office ——————. **F.** *Receiving office* ——————.

TRANSIT IN CLOSED MAILS.

MAILS

rom the exchange office of —— *for the exchange office of* ——, *sent through the intermediary of* ——.

Dates.	FIRST MAIL from the exchange office of —— for the exchange office of ——.		SECOND MAIL from the exchange office of —— for the exchange office of ——.		THIRD MAIL from the exchange office of —— for the exchange office of ——.	
	Net weight.		Net weight.		Net weight.	
	Letter and post-cards.	Other articles.	Letter and post-cards.	Other articles.	Letter and post-cards.	Other articles.
	Grams.	*Grams.*	*Grams.*	*Grams.*	*Grams.*	*Grams.*
Totals.....						

At ——, the , 187-.
Chief of the receiving exchange office,

At ——, the ——, 187-.
Seen and accepted:
Chief of the dispatching exchange office,

ANNEXES.

Administration des Postes
d

G.

Bureau
d

RENSEIGNEMENTS À FOURNIR PAR L'EXPÉDITEUR, EN CAS DE RÉCLAMATION D'UN OBJET DE CORRESPONDANCE ORDINAIRE NON PARVENU.

Demandes.	Réponses.
Quelle était l'adresse de l'envoi?	
Quelle est l'adresse exacte du destinataire?	
L'envoi était-il très-volumineux?	
Que renfermait-il? (signalement aussi exact et complet que possible.)	
Était-il affranchi?	
Dans le cas de l'affirmative, quelle était la valeur des timbres-poste y apposés?	
L'affranchissement a-t-il été opéré par les soins d'un agent des postes?	
Date et heure du dépôt à la poste.	
Le dépôt a-t-il eu lieu au guichet ou à la boîte? Dans ce dernier cas, à quelle boîte?	
Le dépôt a-t-il été effectué par l'envoyeur lui-même ou par un tiers? Dans ce dernier cas, par quelle personne?	
Nom et domicile de l'envoyeur.	

N. B.—En cas de recherches fructueuses, à qui, de l'envoyeur ou du destinataire, doit-on faire parvenir l'envoi réclamé?

ANNEXES.

Administration des Postes **G.** *Bureau*
d *d*

RENSEIGNEMENTS À FOURNIR PAR LE DESTINATAIRE, EN CAS DE RÉCLAMATION D'UN OBJET DE CORRESPONDANCE ORDINAIRE NON PARVENU.

Demandes.	Réponses.
L'envoi est-il parvenu entre les mains du destinataire?	
Les correspondances sont-elles d'ordinaire retirées au bureau de poste ou distribuées à domicile?	
A qui sont-elles confiées dans le premier cas?	
Dans le second, sont-elles remises directement au destinataire ou à une personne attachée à son service; ou bien encore, sont-elles déposées dans une boîte particulière?—Le cas échéant, cette boîte est-elle bien fermée et régulièrement levée?	
La perte de correspondances s'est-elle déjà produite souvent, et, dans le cas de l'affirmative, indiquer d'où provenaient les correspondances perdues.	
Nom et domicile du destinataire.	

N. B.—En cas de recherches fructueuses, à qui, de l'envoyeur ou du destinataire, doit-on faire parvenir l'envoi réclamé?

ANNEXES.

Postal Administration of ——. **G.** *Office of ——.*

PARTICULARS TO BE FURNISHED BY THE SENDER IN CASE OF A CLAIM FOR AN ORDINARY ARTICLE OF CORRESPONDENCE WHICH HAS NOT ARRIVED.

Questions.	Answers.
How was the article addressed?	
What is the exact address of the addressee?	
Was the article very large?	
What did it contain? (Give details as exact and complete as possible.)	
Was it prepaid?	
If so, what was the value of the postage-stamps affixed?	
Was the prepayment made through a postal official?	
Date and hour of mailing.	
Was it mailed at the office or the box? In the latter case, which box?	
Was it mailed by the sender himself or by some other person? In the latter case, by whom?	
Name and residence of sender.	

N. B.—In case of successful inquiry, to whom—the sender or the addressee—should the article be returned?

ANNEXES.

Postal Administration of ——. **G.** *Office of ——*

PARTICULARS TO BE FURNISHED BY THE ADDRESSEE IN CASE OF CLAIM FOR AN ORDINARY ARTICLE OF CORRESPONDENCE WHICH HAS NOT ARRIVED.

Questions.	Answers.
Did the article come into the hands of the addressee?	
Is the correspondence usually taken at the post-office or delivered at the house?	
In the first case, to whom is it intrusted?	
In the second, is it delivered directly to the addressee or to a person in his service; or is it deposited in a special box? If so, is the box well fastened and regularly opened?	
Has correspondence often been lost? And if so, mention whence the lost correspondence has come.	
Name and residence of the addressee.	

N. B.—In case of successful inquiry, to whom—the sender or the addressee—should the article be returned?

OCEAN MAILS.

Statement showing the amounts recognized in payment of ocean mail transportation performed during the fiscal year ended June 30, 1878.

Trans-Atlantic mails:			
By Cunard Line, 52 trips from New York	$32,890 20		
By Cunard Line, 31 trips from Boston	1,376 33		
		$34,266 53	
By Hamburg Line, 52 trips from New York		29,647 69	
By Liverpool and Great Western Line, 44 trips from New York		26,184 54	
By North German Lloyd Line, 51 trips from New York	$21,218 25		
21 trips from Baltimore	16 86		
		21,235 11	
By White Star Line, 42 trips from New York		18,721 48	
By Inman Line, 37 trips from New York		15,507 69	
By Anchor Line, 50 trips from New York		1,863 88	
By Canadian Line, 52 trips		1,692 79	
By American Line, 44 trips from Philadelphia		1,332 12	
By General Trans-Atlantic (French) Line		2,209 30	
			$152,661 13
Trans-Pacific mails:			
To Japan and Hong-Kong, China:			
By Pacific Mail Line	$1,108 51		
By Occidental and Oriental Line	1,204 86		
		2,313 37	
To Shanghai, China:			
By Pacific Mail Line	145 10		
By Occidental and Oriental Line	166 56		
		311 66	
To New South Wales, other Australian Colonies, New Zealand, Fiji Islands, and the Sandwich Islands, by Pacific Mail Line		6,764 22	
			9,389 25
Miscellaneous:			
To and from the Isthmus of Panama, Central America, and the South Pacific:			
Outward mails	$11,946 50		
Inward mails	7,290 51		
		19,237 01	
To Mexico		4,658 50	
To Cuba		5,954 07	
To and from other West India Islands:			
Outward mail	$2,472 56		
Inward mails	615 82		
		3,088 38	
To Brazil		1,449 01	
From the Argentine Republic and Uruguay		63 06	
To Venezuela		631 63	
To Canada		144 11	
			35,225 77
Total			$197,276 15

DIPLOMATIC ACT.

The Swiss Postal Administration and the British Post Office having agreed to admit into the General Postal Union:

1st, the British Colony of Newfoundland, upon the same conditions as Canada has been, that is to say, upon the conditions pure and simple of the treaty of Berne of the 9th October 1874, and

2nd, the British Colonies of the Gold Coast, Senegambia, Lagos, Sierra

Leone, Falkland Islands, and British Honduras, upon the same conditions as have been 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 undersigned, duly authorized for that purpose, establish by the present diplomatic act, the definitive adhesion from the 1st of January 1879, of the Government of Her British Majesty for its Colonies of Newfoundland, the Gold Coast, Senegambia, Lagos, Sierra Leone, Falkland Islands, and British Honduras, 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 regulations of detail for the execution of the said Treaty.

Made in duplicate at Berne, the 9th September 1878.

For the Swiss Federal Council, in the name of the members of the Union:

The President of the Confederation,

SCHENK.

For the Government of Her British Majesty:

Her Minister Resident near the Swiss Confederation,

HORACE RUMBOLD.

DIPLOMATIC ACT.

The Administration General of Swiss Posts having proposed by circulars of the 10th and 24th June 1878, to all the members of the General Postal Union, to admit into the Union the Republic of Peru upon the same conditions as have been 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 in the delay of six weeks prescribed by the 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 October 1878, of the Peruvian Government to the stipulations of the Treaty concerning the formation of a General Postal Union, concluded at Berne, October 9, 1874, as well as to the stipulations of the regulations of detail for the execution of the said Treaty.

Done in duplicate at Paris, September 24, 1878.

For the Swiss Federal Council, in the name of the members of the Union:

The Envoy Extraordinary and Minister Plenipotentiary of Switzerland in France.

[L. S.] KERN.

For the Government of the Republic of Peru:

Its Envoy Extraordinary and Minister Plenipotentiary at Paris,

[L. S.] JUAN M. DE GOYENECHE.

DIPLOMATIC ACT.

The Swiss Post Department having proposed by circular of 23 April 1876, to all the members of the General Postal Union, to admit into the Union the Argentine Republic upon the same conditions as have been

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 to that effect, establish by the present diplomatic act the definitive adhesion, from the 1st of September 1877, of the Government of the Argentine Republic to the stipulations of the Treaty concerning the formation of a General Postal Union, concluded at Berne the 9th of October 1874, as well as to the stipulations of the regulations of detail for the execution of the said Treaty.

Done in duplicate at Paris, the 16th June 1877, (sixteenth June, one thousand eight hundred seventy seven).

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 French Republic,

[L. S.] KERN.

For the Government of the Argentine Republic:

Its Envoy Extraordinary and Minister Plenipotentiary to France and to Spain,

[L. S.] M. BALCARCE.

DIPLOMATIC ACT.

By circular of 11 April 1876, the Swiss Postal Administration proposed to the other members of the General Postal Union to receive Canada upon the conditions of the Treaty of Berne of 9 October 1874.

By their letters of May 13, 1878, the contents of which are identical, the Postal Administrations of France and Spain have declared that they withdraw the objections they had made to the admission of Canada, within the term of 6 weeks stipulated by paragraph 6 of Article 17 of the aforesaid treaty.

In view of the preceding circumstances, the undersigned, duly authorized for that purpose, establish by the present diplomatic act, the definitive adhesion, from July 1, 1878, of the British Government, for Canada, to the stipulations of the treaty concerning the formation of a General Postal Union, concluded at Berne, October 9, 1874, as well as to the definitive stipulations of the regulations of detail for the execution of the said treaty.

Done at Berne, May 28, 1878.

For the Swiss Federal Council, in the name of the members of the Union:

The President of the Confederation,

SCHENK.

For the Government of Canada:

The Minister Resident of Her British Majesty near the Swiss Confederation,

HORACE RUMBOLD.

AMENDED ARTICLE, TO REPLACE ARTICLE THREE OF THE POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND THE COLONIAL GOVERNMENT OF NEW ZEALAND, SIGNED AT WELLINGTON AUGUST 3RD, 1870, AND AT WASHINGTON OCTOBER 5TH, 1870.

The undersigned, being thereunto duly authorized by their respective Governments, have agreed to replace article 3 of the Postal Convention of $\frac{\text{August 3}}{\text{October 5}}$, 1870, by the following article:

ARTICLE 3.

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

The single rate of international letter-postage shall be 12 cents in the United States, and 6 pence in New Zealand, on each letter weighing half an ounce or less, and an additional rate of 12 cents (6 pence) for each single weight of half an ounce or fraction thereof, which shall in all cases, be prepaid at least one single rate, by means of postage-stamps, at the office of mailing in either country. Letters unpaid, or prepaid less than one full rate of postage shall not be forwarded, but insufficiently paid letters on which a single rate or more has been prepaid, shall be forwarded, charged with the deficient postage to be collected and retained by the Post Department of the country of destination.

The United States Post Office shall levy and collect to its own use, on newspapers addressed to New Zealand, a postage charge of 2 cents; and on all other articles of printed matter, patterns and samples of merchandise addressed to New Zealand, a postage charge of 4 cents per each weight of four ounces or fraction of four ounces.

The Post Office of New Zealand shall levy and collect to its own use, on newspapers and other articles of printed matter, patterns and samples of merchandize addressed to the United States, the regular rates of domestic postage chargeable thereon by the laws and regulations of the Colony of New Zealand.

Letters, newspapers, and other articles of printed matter, patterns and samples of merchandise, fully prepaid, which may be received in either country from the other, shall be delivered free of all charge whatever.

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

The provisions of this amended article shall be carried into operation on the first of December, A. D. 1877.

Done in duplicate and signed at Washington the twenty-eighth day of August, 1877, and at Wellington the eleventh day of October, 1877.

[SEAL.]

D. M. KEY,
Postmaster General of the United States.
GEO. M. McLEAN,
Postmaster General of New Zealand.

I hereby approve the aforegoing amended article, and in testimony

thereof I have caused the seal of the United States to be affixed hereto.

[SEAL.] R. B. HAYES.

By the President:

F. W. SEWARD,
Acting Secretary of State.

WASHINGTON, *August* 28, 1877.

POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND THE COLONIAL GOVERNMENT OF VICTORIA.

The undersigned, David M. Key, Postmaster-General of the United States of America, by virtue of the powers vested in him by law, and Mr. George Collins Levey, specially empowered for that purpose by the Postmaster-General of the Colony of Victoria, have agreed upon the following articles, subject to approval by the President of the United States, and ratification by the Government of the Colony of Victoria, viz:

ARTICLE I.

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

ARTICLE II.

The post-office of San Francisco shall be the United States office of exchange, and Melbourne the office of exchange of the Colony of Victoria for all mails transmitted under this arrangement.

ARTICLE III.

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

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

The United States post office shall levy and collect to its own use on

newspapers addressed to Victoria a postage charge of two cents, and on all other articles of printed matter, patterns and samples of merchandise addressed to Victoria, a postage charge of four cents per each weight of four ounces or fraction of four ounces.

The post office of Victoria shall levy and collect to its own use on newspapers and other articles of printed matter, patterns and samples of merchandise addressed to the United States, the regular rates of domestic postage chargeable thereon by the laws and regulations of the Colony of Victoria.

Letters, newspapers, and other articles of printed matter, patterns and samples of merchandise, fully prepaid, which may be received in either country from the other, shall be delivered free of all charge whatever.

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

ARTICLE IV.

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

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

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

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

ARTICLE V.

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

ARTICLE VI.

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

The register fee for each article shall be ten cents in the United States and sixpence in Victoria.

ARTICLE VII.

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

ARTICLE VIII.

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

ARTICLE IX.

Dead letters, which cannot be delivered from whatever cause, shall be mutually returned, without charge, monthly, or as frequently as the regulations of the respective offices will permit.

ARTICLE X.

This Convention shall come into operation on the first day of July, 1878, and shall be terminable at any time on a notice, by either office, of six months.

Done in duplicate and signed in Washington, the twenty-eighth day of January, in the year of our Lord one thousand eight hundred and seventy-eight.

[SEAL.] D. M. KEY,
Postmaster General of the United States.
GEORGE COLLINS LEVEY.

I hereby approve the aforegoing convention, 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, *January* 28, 1878.

I hereby approve of the foregoing Postal Convention, and have caused to be affixed hereto the seal of the Colony of Victoria.

[SEAL.] G. F. BOWEN,
Governor.

GRAHAM BERRY,
Chief Secretary.

MELBOURNE, *March* 26, 1878.

ANNUAL REPORT

OF THE

AUDITOR OF THE TREASURY

FOR THE

POST-OFFICE DEPARTMENT.

1878.

REPORT

OF THE

AUDITOR OF THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
October 29, 1878.

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, 1878.

COLLECTION OF POST-OFFICE REVENUES.

The number of post-offices in operation during the year was 39,490, 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., Benjamin 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., William Tyrrell.
Bay City, Mich., F. W. Dunham.
Binghamton, N. Y., E. B. Stephens.
Burlington, Vt., B. J. Derby.
Charleston, 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, Benjamin Owen.
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., William 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., J. F. Morris.
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., M. B. 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, F. C. Gibbs.
Providence, R. I., C. R. Brayton.
Raleigh, N. C., W. W. Holden.
Richmond, Va., William 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, F. O'Neal.
Syracuse, N. Y., A. C. Chace.
Taunton, Mass., E. E. Fuller.
Terre Haute, Ind., N. Filbeck.
Towanda, Pa., S. W. Alvord.
Urbana, Ohio, W. A. Brand.
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.	Cincinnati, Ohio.	Boston, Mass.
Baltimore, Md.	Saint Louis, Mo.	Chicago, Ill.
New Orleans, La.	Philadelphia, Pa.	San Francisco, Cal.

Ninety-nine post-offices are draft-offices, and during the year paid 17,994 drafts, issued by the Postmaster-General, countersigned, entered, and sent out by the Auditor, for sums in the aggregate of	$1,741,389 38
Two thousand seven hundred and eighty-one are deposit-offices, a portion of which during the year deposited with the Treasurer and assistant treasurers of the United States the sum of	4,256,273 50
Thirty-four thousand six hundred and eighty-five offices are collection-offices, and paid on collection-orders issued to mail-contractors the sum of	5,345,162 26
One thousand one hundred and forty-six offices are special offices, and derive their mail supplies by the payment of the revenue of their offices therefor, amounting to	56,703 60
Four thousand three hundred and eighty-nine post-offices are supplied by mail-messengers, for which service there was paid during the year	648,933 21

Revenue account of the Post-Office Department.

The receipts of the department for the fiscal year ended June 30, 1878, were		$29,277,516 95
The amount placed in the Treasury for the service of the department for the fiscal year, being grants in aid of the revenue under the following acts of Congress, were:		
Under the act approved December 15, 1877, to supply a deficiency in the appropriation for postal railway-clerks, route-agents, mail-route messengers, and local agents for the fiscal year ended June 30, 1878	$10,000 00	
Under same act to defray the expenses of delegates to International Postal Congress, Paris, France, in spring of 1878	4,000 00	
Under same act for deficiency in compensation of postmasters for fiscal year ended June 30, 1877	284,283 36	
Under same act to supply a deficiency in the appropriation for inland mail transportation on star and steamboat routes for the fiscal year ended June 30, 1878	500,000 00	
Under an act approved April 3, 1878, to pay the New Brunswick and Canada Railroad Company for transporting the mails from November 1, 1872, to December 31, 1874	11,935 73	
Under the act approved April 29, 1878 (Private No. 26), for the relief of T. W. Collier, postmaster at Coshocton Ohio	938 72	

Under the act approved April 30, 1878, for railway post-office clerks, route-agents, and mail-route messengers for the fiscal year ended June 30, 1878	$7,000 00	
Under the act approved June 12, 1878 (Private No. 216), for the relief of E. B. Head, postmaster at Harrodsburg, Kentucky	127 00	
Under the act approved June 14, 1878, to meet a deficiency in the appropriation for compensation of postmasters for the fiscal year ended June 30, 1878	400,000 00	
Under same act to pay balance due Texas and New Orleans Railroad Company for carrying the mails on route 8501	577 16	
Under same act to pay J. C. Clendenin for carrying the mails in North Carolina in 1867	101 00	
Under same act to meet a deficiency in the revenues of the Post-Office Department for the fiscal year ended June 30, 1878	550,000 00	
Under the act approved June 20, 1878 (Private No. 225), for the relief of George H. Giddings, of Texas	2,967 43	
Under the act approved June 20, 1878 (Sundry Civil), to pay the Quartermaster's Department on account of Memphis and Little Rock Railroad Company, being amount due for mail service prior to July 1, 1872	16,897 98	
Under same act to supply deficiency in the appropriation for compensation of postmasters for the fiscal year ended June 30, 1878	75,000 00	
Under same act to supply deficiency in the postal revenues for the fiscal year ended June 30, 1878	250,000 00	
Under same act to pay T. A. Kendig for carrying the mails in Louisiana from November 1, 1866, to June 30, 1867	4,099 44	
Under second section of the act approved July 12, 1876, for supplying deficiencies in the revenues of the Post-Office Department for the fiscal year ended June 30, 1877	250,000 00	
Under the second section of the act approved March 3, 1877, for supplying deficiencies in the revenues of the Post-Office Department for the fiscal year ended June 30, 1878	2,939,725 00	
		$5,307,652 82
Aggregate of revenues and grants		34,585,169 77
The expenditures of the department for the fiscal year ended June 30, 1878, were		34,165,084 49
Excess of receipts		420,085 28
The balance standing to the credit of the revenue account at the close of the fiscal year ended June 30, 1877, as per last report was	$2,843,432 60	
Add excess of receipts during fiscal year 1878	420,085 28	
Total	3,263,517 88	
Add amount of credit balance accounts closed by "suspense" during fiscal year 1878	5,647 22	
Total	3,269,165 10	
Deduct amount of debit balance accounts closed by "bad debts" and "compromise" accounts during fiscal year 1878	23,108 96	
Leaving to the credit of the revenue account at close of fiscal year		3,246,056 14
Due by late postmasters: in suit	255,442 45	
Due by late postmasters: not in suit	243,121 47	
		498,563 92
		2,747,492 22
Due to late postmasters on accounts not closed		47,292 21
The amount available at close of the fiscal year		2,794,784 43

The net revenues 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, 1877	$3,867,356 52
For the quarter ended December 31, 1877	4,332,463 02
For the quarter ended March 31, 1878	4,491,562 49
For the quarter ended June 30, 1878	4,147,733 50
Total	16,839,115 53

The amount of letter-postages paid in money was—

For the quarter ended September 30, 1877	$50,215 93
For the quarter ended December 31, 1877	94,472 14
For the quarter ended March 31, 1878	64,206 65
For the quarter ended June 30, 1878	75,140 68
Total	284,035 40

The amount of stamps, stamped envelopes, newspaper and periodical stamps, postal cards, and newspaper-wrappers sold, was—

For the quarter ended September 30, 1877	$6,453,133 92
For the quarter ended December 31, 1877	6,959,056 03
For the quarter ended March 31, 1878	7,137,795 43
For the quarter ended June 30, 1878	6,825,607 74
Total	27,375,593 12

The amount of official stamps furnished the different departments and included in the above amounts of stamps sold, was—

For the Treasury Department	$199,900 00
For the War Department	79,999 90
For the Navy Department	6,350 00
For the Interior Department	16,174 00
For the Department of Agriculture	30 00
For the Department of Justice	2,470 00
Total	304,923 90

The number of quarterly returns of postmasters received and audited, on which the sum of $16,839,115.53 was found due the United States, was—

For the quarter ended September 30, 1877	37,427
For the quarter ended December 31, 1877	37,838
For the quarter ended March 31, 1878	38,205
For the quarter ended June 30, 1878	38,741
Total	152,211

MAIL TRANSPORTATION.

The amount charged to transportation accrued and placed to the credit of mail contractors and others for mail transportation during the fiscal year was—

For the regular supply of mail-routes	$16,194,163 25
For the supply of special and mail-messenger offices	705,736 41
For the salaries of postal railway clerks, route, and other agents	2,496,663 82
For the salaries and per diem of the assistant superintendents of the postal railway service	47,615 78
Total	19,444,179 26

FOREIGN MAIL-TRANSPORTATION.

New York, San Domingo, British packet agent at St. Thomas and Hayti	$1,906 80	
New York and Cuba	5,770 94	
New York, Queenstown, and Liverpool	93,303 91	
New York and England	19,849 09	
New York to Vera Cruz, via New Orleans	4,550 83	
New York and Port au Prince, Hayti	4 46	
New York and Argentine Republic	54 18	
New York and Jamaica	402 91	
New York and Aspinwall	702 80	
New York and Venezuela	148 56	
New York and Aspinwall, San Francisco and Panama, New York and British packet agents at Colon and Panama, New York to Ecuador and Guatemala	17,997 96	
New York and Barbadoes	21 58	
New York and Porto Rico	115 32	
New York and Bermuda	646 35	
New York and St. Thomas	265 73	
New York, Venezuela, and St. Kitts	520 03	
New York and Brazil	1,376 34	
New York and Uruguay	8 88	
New York, Hamburg, England, and France	29,647 69	
New York and Halifax	16 39	
New York and San Domingo	161 12	
New York and Glasgow	1,863 88	
New York and Barbadoes, via Key West	9 90	
New York, England, and Bremen	21,218 25	
Boston, Queenstown, and Liverpool	1,376 33	
Boston and Halifax	35 07	
Boston and Yarmouth	65 53	
Philadelphia and Queenstown	1,332 12	
Philadelphia and England	4 27	
Philadelphia and Brazil	72 67	
Philadelphia and St. Thomas	10 05	
Baltimore and Bremen	16 86	
Portland, Detroit, and Chicago	1,227 65	
Cleveland, Ohio, and Canada	39 57	
New Orleans and Cuba	166 31	
Savannah and Cuba	16 82	
New Orleans and Vera Cruz	141 87	
San Francisco, New South Wales, and Australian Colonies	14,730 78	
San Francisco and Panama	65 79	
San Francisco and Shanghai, China	330 58	
San Francisco and Yokohama, Japan	807 97	
San Francisco and Hong-Kong, China	1,211 01	
San Francisco and Honolulu	214 38	
San Francisco, Yokohama, and Hong-Kong	584 04	
Halifax, Nova Scotia, and Liverpool	465 14	
United States and France	546 83	
Expenses of government mail agent at Panama	1,435 60	
Expenses of government mail agent at Aspinwall	940 00	
		$226,401 14
		19,670,580 40

The amount credited to transportation accrued and charged to contractors for overcredits, was—

For fines imposed	$3,162 85	
For deductions	87,353 50	
		90,516 35
Net amount to the credit of mail contractors		19,580,064 05
The amount paid during the year was		19,299,617 33
Excess of transportation accrued		280,446 72
		19,580,064 05

STATEMENT OF COLLECTION DIVISION.

To this division is intrusted the charge and final settlement of al accounts of late postmasters.

Balance due United States brought forward from last report		$420,330 40
Balance due United States on account of postmasters becoming late during the fiscal year		373,967 27
		794,297 67
Amount collected during the year		295,733 75
Balance remaining due United States		498,563 92
Of which there is in suit	$255,442 45	
Not in suit	243,121 47	
		498,563 92
Balance due to late postmasters		72,962 03
Amount paid during the year		25,669 82
Balance remaining due to late postmasters		47,292 21

The accompanying tables, numbered from 1 to 29, 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, 1878.

Receipts.	Quarter ended September 30, 1877.	Quarter ended December 31, 1877.	Quarter ended March 31, 1878.	Quarter ended June 30, 1878.	Aggregate.
Letter postage	$50,215 93	$94,472 14	$64,206 65	$75,140 68	$284,035 40
Box-rent and branch offices	334,362 53	338,411 11	343,985 06	341,689 69	1,358,448 39
Fines and penalties	690 30	797 50	865 45	4,089 62	6,442 87
Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards	6,453,133 92	6,959,056 03	7,137,795 43	6,825,607 74	27,375,593 12
Dead letters	1,979 00	4,818 20	1,190 98	948 83	8,937 01
Revenue from money-order business				209,647 89	209,647 89
Miscellaneous	8,849 47	6,529 32	7,870 25	11,163 23	34,412 27
Total	6,849,231 15	7,404,084 30	7,555,913 82	7,468,287 68	29,277,516 95

J. M. McGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October* 28, 1878.

No. 2.—*Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June* 30, 1878.

Appropriations.	Quarter ended September 30, 1877.	Quarter ended December 31, 1877.	Quarter ended March 31, 1878.	Quarter ended June 30, 1878.	Aggregate.	Paid for previous years, but included in "aggregate."
Compensation of postmasters	$1,877,186 00	$1,979,556 25	$2,064,808 34	$2,056,301 13	$7,977,851 72	$10,930 35
Compensation of clerks for post-offices	823,257 20	827,207 18	828,477 94	846,928 66	3,325,870 98	372 96
Compensation of letter-carriers and incidental expenses	452,596 17	453,288 60	457,242 83	461,014 79	1,824,142 39	98 32
Wrapping-paper	3,335 00	2,960 00	4,645 00	5,569 00	16,509 00	.....
Twine	9,883 00	11,607 20	10,788 27	11,028 00	43,306 47	1,143 00
Post marking and canceling stamps	2,479 30	1,977 27	2,379 53	2,163 75	8,999 85	.....
Letter-balances	.....	.....	.....	3,142 00	3,142 00	.....
Rent, light, and fuel for post-offices	89,493 85	95,223 12	99,208 23	92,973 65	376,898 85	.....
Stationery	8,621 34	9,291 71	9,492 03	10,169 48	37,574 56	.....
Furniture for post-offices	3,290 92	4,387 58	1,073 78	1,965 64	10,717 92	.....
Miscellaneous, office of First Assistant Postmaster-General	16,774 17	21,766 05	17,254 94	18,037 83	73,832 99	221 36
Inland mail transportation, railroad	2,264,540 70	2,357,416 71	2,328,455 46	2,558,992 73	9,509,405 60	185,266 51
Inland mail transportation, star	1,578,960 08	1,584,892 21	1,625,641 51	1,636,211 75	6,425,705 55	25,033 86
Compensation of railway post-office clerks	307,520 21	307,700 37	308,333 15	312,970 66	1,236,524 39	.....
Compensation of route-agents	247,475 15	246,659 21	247,122 01	254,998 45	996,254 82	.....
Compensation of mail-route messengers	40,441 50	38,562 17	37,484 86	38,104 44	154,592 97	.....
Compensation of local agents	27,591 43	26,524 88	27,161 27	28,014 06	109,291 64	.....
Compensation of mail-messengers	161,329 59	155,837 31	165,001 00	166,864 91	649,032 81	4,412 45
Mail-locks and keys	.....	5,000 00	890 00	.....	5,890 00	5,000 00
Mail-bags and catchers	15,789 93	59,157 98	40,933 08	25,593 45	141,474 44	1,212 70
Post-route maps	7,868 77	7,806 73	8,408 75	6,771 55	30,855 80	.....
Mail depredations and special agents	41,777 84	34,022 49	31,146 73	32,830 32	139,777 38	8,661 46
Postage-stamps	17,624 85	18,887 12	20,822 40	18,702 98	76,037 35	.....
Distribution of postage-stamps	2,187 78	1,485 25	1,475 00	1,549 45	6,697 48	.....
Stamped envelopes and newspaper-wrappers	110,331 29	120,638 87	126,334 95	116,826 53	474,131 64	.....
Distribution of stamped envelopes and newspaper-wrappers	6,596 10	3,590 72	3,288 10	3,842 40	17,317 32	3,503 85
Postal cards	49,642 01	36,856 02	35,427 26	35,150 47	157,075 76	23,496 20
Distribution of postal cards	2,363 36	1,427 90	1,362 05	1,812 03	6,965 34	1,275 00
Registered-package envelopes, locks, and seals	3,220 00	6,382 50	5,721 25	7,900 50	23,224 25	.....
Official envelopes for postmasters	2,503 29	3,468 92	4,717 43	3,675 84	14,365 48	.....
Dead-letter envelopes	724 80	240 00	372 00	438 00	1,774 80	.....
Ship, steamboat, and way letters	642 61	645 81	511 19	588 53	2,388 14	.....
Fees to United States marshals, attorneys, clerks of courts, and counsel	894 59	1,050 89	463 32	1,995 48	4,404 28	520 35
Engraving, printing, and binding drafts and warrants	10 00	331 50	.....	188 00	529 50	.....
Advertising	3,161 36	3,132 35	9,180 68	8,455 65	23,930 04	8,075 50
Miscellaneous, office of Postmaster-General	451 58	443 48	174 40	5 00	1,074 46	.....
Foreign mail transportation	44,644 48	47,304 74	63,423 09	63,437 24	218,809 55	.....
Balances due foreign countries	134 66	426 64	11,541 15	16,517 34	28,619 79	11,125 85
Special commission on railroad transportation	5,000 00	1,000 00	.....	.....	6,000 00	.....
Miscellaneous, Third Assistant Postmaster-General	.....	87 18	.....	.....	87 18	87 18
Delegates to International Postal Congress, Paris, France	.....	4,000 00	.....	.....	4,000 00	.....
Total	8,230,344 91	8,482,244 91	8,600,762 98	8,851,731 69	34,165,084 49	290,436 90

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT, *October* 28, 1878.

J. M. McGREW, *Auditor.*

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	$1,758 32	$118 36	$24,314 76	$463,771 42	$489,962 86
New Hampshire	534 04	106 62	15,153 46	287,704 28	303,498 40
Vermont	455 24	101 62	11,170 31	259,820 27	271,547 44
Massachusetts	10,969 07	1,098 81	110,959 31	1,877,265 43	2,000,292 62
Rhode Island	902 23	102 29	20,411 24	200,689 03	222,104 79
Connecticut	2,811 18	184 67	40,144 95	578,295 57	621,436 37
New York	71,489 64	3,804 05	178,517 74	5,294,377 85	5,548,189 28
New Jersey	2,543 62	209 93	25,246 71	581,554 82	609,555 08
Pennsylvania	17,761 87	1,346 84	92,252 23	2,583,871 49	2,695,232 43
Delaware	262 67	11 57	1,460 38	69,644 98	71,379 60
Maryland	6,150 30	138 46	10,084 98	507,257 35	523,631 09
Virginia	2,011 38	58 42	11,852 81	439,348 71	453,271 32
West Virginia	778 33	16 02	3,578 81	146,347 58	150,720 74
North Carolina	871 09	33 91	7,543 02	216,567 50	225,015 52
South Carolina	532 93	21 50	6,711 61	170,414 39	177,680 43
Georgia	1,729 91	199 58	17,733 94	330,118 11	349,781 54
Florida	911 07	14 45	5,023 66	86,991 15	92,940 33
Ohio	7,124 34	1,043 83	79,265 44	1,800,907 32	1,888,940 93
Michigan	6,234 85	502 65	63,007 83	898,921 28	968,666 61
Indiana	2,728 91	421 32	45,520 30	757,871 08	806,541 61
Illinois	22,014 36	1,930 46	105,718 25	2,206,432 48	2,336,095 55
Wisconsin	3,075 19	326 20	47,662 57	678,269 56	729,333 52
Iowa	3,560 91	351 38	65,853 69	887,090 97	956,856 95
Missouri	7,943 74	653 86	31,821 61	1,017,935 01	1,058,354 42
Kentucky	3,011 53	318 64	16,601 42	429,039 41	448,971 00
Tennessee	1,570 38	146 33	10,820 15	328,258 27	340,795 13
Alabama	1,116 88	43 12	11,680 36	260,659 36	273,499 72
Mississippi	742 29	36 68	13,010 84	191,913 32	205,703 13
Arkansas	407 56	31 53	8,665 36	183,379 79	192,484 24
Louisiana	2,754 62	17 39	19,423 83	276,436 84	298,632 68
Texas	4,006 02	155 37	42,907 60	452,855 82	499,924 81
California	6,930 37	201 90	68,152 42	819,426 46	894,711 15
Oregon	179 53	48 04	10,430 19	107,187 86	117,845 62
Minnesota	3,967 82	176 97	25,335 24	403,567 14	433,047 17
Kansas	1,232 70	114 41	27,756 69	409,533 66	438,637 46
Nebraska	926 30	67 34	12,528 38	202,517 58	216,039 60
Nevada	361 09	10 04	12,828 75	79,207 42	192,407 30
Colorado	693 15	77 08	23,057 44	142,443 49	166,271 16
Utah	369 32	52 70	5,676 20	76,935 31	83,033 53
New Mexico	19 52	4 00	1,470 30	21,337 28	22,831 10
Washington	98 44	4 22	2,645 89	38,454 88	41,203 43
Dakota	271 10	23 73	5,665 94	64,010 29	69,971 06
Arizona	63 38	28 68	1,638 25	16,211 16	17,941 47
Idaho	35 69	15 18	1,965 85	21,863 89	23,880 61
Wyoming	70 75	21 07	2,833 20	30,185 10	33,110 12
Montana	124 64	22 38	5,885 34	34,281 85	40,314 21
Alaska	43	1 25	.....	135 34	137 02
District of Columbia	3,086 20	179 43	5,616 47	168,358 86	177,240 96
	207,194 90	14,594 28	1,358,205 92	27,099,668 01	28,679,663 11
Deduct miscellaneous items	.....	.....	.....	.....	.....
Add miscellaneous items	76,840 50	.....	242 47	275,925 11	353,008 08
	284,035 40	14,594 28	1 358,448 39	27,375,593 12	29,032,671 19

NOTE.—The following items of expenditure and revenue, being of a general nature, are not embraced

Amount paid for foreign mails and expenses of government agent	$218,809 55
Balances due foreign countries	28,619 79
Ship, steamboat, and way letters	2,388 14
Wrapping-paper	16,509 00
Twine	43,306 47
Office furniture	84 50
Advertising	11,769 69
Mail-bags and catchers	103,006 22
Salary and per diem of assistant superintendents of postal railway service	47,615 78
Mail-locks and keys	5,890 00
Postmarking and canceling stamps	8,999 85
Mail depredations and special agents	139,777 38
Letter-balances	3,142 00
Expenses of postage-stamps, stamped envelopes, and postal cards	738,224 89
Dead letters, official and registered envelopes, locks and seals	39,364 53
Sundry and miscellaneous payments	58,060 72
Excess of expenditures brought down	3,947,291 51
	5,412,860 02

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October* 28, 1878.

the United States for the fiscal year ended June 30, 1878.

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.
$188,004 90	$45,309 39	$10,182 10	$42,379 92	$226,449 69	$512,326 00	$22,363 14	.....
130,645 01	18,306 45	3,681 40	17,438 46	100,413 73	270,485 05	.....	$33,013 35
128,782 36	14,127 81	.....	20,057 07	144,880 41	307,847 65	36,300 21	.....
372,489 04	314,627 71	170,772 03	199,612 99	331,922 76	1,389,424 53	.....	610,868 09
41,238 16	26,404 18	16,551 46	8,241 87	43,555 92	135,991 59	.....	86,113 20
180,959 53	66,907 55	18,176 77	51,030 20	197,455 41	514,529 46	.....	106,906 91
799,788 98	1,073,557 00	513,958 75	411,676 72	1,405,074 31	4,204,055 76	.....	1,344,133 52
199,648 11	44,543 35	50,260 23	35,289 16	237,591 60	567,332 45	.....	42,222 63
639,200 21	331,692 15	281,729 22	222,211 68	894,340 38	2,369,173 64	.....	326,058 79
24,610 25	5,088 16	6,994 75	9,925 09	24,957 35	71,575 60	196 00	.....
98,465 33	76,526 96	51,517 20	44,689 24	308,944 77	580,143 50	56,512 41	.....
175,151 60	46,834 16	18,581 31	43,573 35	396,515 88	680,656 30	227,384 98	.....
68,276 17	12,666 62	4,416 83	15,845 15	106,083 39	207,288 16	56,567 42	.....
107,837 69	18,706 91	.....	36,511 17	209,457 14	372,512 91	147,497 39	.....
69,464 35	12,697 98	5,880 20	18,221 00	123,585 90	229,849 43	52,169 00	.....
136,902 95	45,287 82	8,659 50	60,278 37	268,117 96	519,246 60	169,465 06	.....
43,741 73	7,484 52	.....	14,939 60	136,600 10	202,765 95	109,825 62	.....
501,025 94	209,870 70	116,999 73	418,210 32	1,247,941 60	2,494,048 29	605,107 36	.....
351,635 45	90,217 14	32,157 22	79,565 23	411,348 13	964,923 17	.....	3,743 44
310,995 40	85,040 96	36,398 61	116,808 21	433,588 67	982,831 85	176,290 24	.....
605,791 37	400,796 22	148,055 26	341,111 16	986,174 84	2,481,928 85	145,833 30	.....
276,598 54	61,674 90	22,435 44	71,115 00	361,924 71	793,748 59	64,415 07	.....
396,103 76	64,471 99	17,558 56	99,468 74	458,930 12	1,036,533 17	79,676 22	.....
263,663 68	150,860 99	102,883 84	179,455 86	743,134 97	1,439,939 34	381,584 92	.....
145,633 29	43,052 59	28,007 58	64,160 93	295,043 22	575,897 61	126,926 61	.....
119,759 92	41,871 31	15,976 04	70,273 62	206,362 58	454,243 47	113,448 34	.....
125,533 98	24,289 55	3,448 58	29,760 05	244,578 32	427,610 48	154,110 76	.....
102,700 23	13,348 88	.....	13,378 13	170,595 00	300,022 24	94,319 11	.....
98,477 82	14,645 70	.....	15,915 43	348,098 16	477,137 11	284,652 87	.....
61,819 66	57,839 26	36,613 33	19,284 51	234,070 94	409,627 70	110,995 02	.....
198,203 34	60,177 78	.....	38,749 64	658,174 34	955,305 10	455,380 29	.....
217,360 15	120,534 62	42,376 84	77,302 70	729,706 41	1,187,280 72	292,569 57	.....
50,552 48	9,258 03	.....	10,635 01	158,037 28	228,482 80	110,637 18	.....
173,581 33	38,462 11	13,803 91	51,652 59	220,778 97	498,278 91	65,231 74	.....
203,801 94	35,453 98	3,491 24	61,183 39	881,317 64	1,185,248 19	746,610 73	.....
93,341 81	18,546 05	4,438 85	56,828 24	477,181 86	650,336 81	434,297 21	.....
41,735 03	12,132 77	.....	2,832 71	208,166 63	264,867 14	172,459 84	.....
63,405 08	22,855 77	.....	19,254 15	206,103 09	311,618 09	145,346 93	.....
38,054 19	9,706 50	.....	9,245 30	314,230 59	371,236 58	288,203 05	.....
13,282 94	1,620 00	.....	222 60	315,170 74	330,296 28	307,465 18	.....
21,540 36	1,359 50	.....	3,489 60	125,428 39	151,817 85	110,614 42	.....
37,492 98	2,964 58	.....	1,325 63	134,613 24	176,396 43	106,425 37	.....
9,641 96	1,106 25	.....	.....	131,178 51	141,926 72	123,985 25	.....
13,833 06	1,178 50	.....	60 32	93,099 37	108,171 25	84,290 64	.....
15,954 44	3,531 50	.....	183 00	126,334 49	146,003 43	112,893 31	.....
21,361 55	4,986 61	.....	83 49	147,887 96	174,319 61	134,005 40	.....
82 21	.....	.....	.....	.....	82 21	.....	54 81
4,995 71	96,237 00	31,868 81	98,824 04	.....	231,925 56	54,684 60	.....
7,983,165 97	3,858,800 46	1,817,875 59	3,202,300 64	16,225,147 47	33,087,290 13	6,960,741 76	2,553,114 74
5,314 25	.....	.....	.....	113,908 98	107,327 43	107,327 43	.....
.....	5,529 41	6,266 80	99 59	.....	.....	.....	353,008 08
7,977,851 72	3,864,329 87	1,824,142 39	3,202,400 23	16,111,238 49	32,979,962 70	6,853,414 33	2,906,122 82

in the above statement, viz:

Receipts on account of dead letters	$8,937 01
Receipts on account of fines and penalties	6,442 87
Receipts on account of miscellaneous	19,817 99
Receipts on account of money-order business	209,647 89
Excess of transportation accrued	280,416 72
Total excess of expenditures over receipts	4,887,567 54

5,412,860 02

J. M. McGREW, *Auditor.*

No. 4.—*Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1878.*

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837	$4,945,668 21		$4,945,668 21	$3,288,319 03
1838	4,238,733 46		4,238,733 46	4,430,662 21
1839	4,484,656 70		4,484,656 70	4,636,536 31
1840	4,543,521 92		4,543,521 92	4,718,235 64
1841	4,407,726 27	$482,657 00	4,890,383 27	4,499,527 61
1842	4,546,849 65		4,546,849 65	5,674,751 80
1843	4,296,225 43		4,296,225 43	4,374,753 71
1844	4,237,287 83		4,237,287 83	4,296,512 70
1845	4,289,841 80		4,289,841 80	4,320,731 99
1846	3,487,199 35	750,000 00	4,237,199 35	4,076,036 91
1847	3,880,309 23	12,500 00	3,892,809 23	3,979,542 10
1848	4,555,211 10	125,000 00	4,680,211 10	4,326,850 27
1849	4,705,176 28		4,705,176 28	4,479,049 13
1850	5,499,984 86		5,499,984 86	5,212,953 43
1851	6,410,604 33		6,410,604 33	6,278,401 68
1852	5,184,526 84	1,741,444 44	6,925,971 28	7,108,459 04
1853	5,240,724 70	2,225,000 00	7,495,724 70	7,982,756 59
1854	6,255,586 22	2,736,748 96	8,992,335 18	8,577,424 12
1855	6,642,136 13	3,114,542 26	9,756,678 39	9,968,342 29
1856	6,920,821 66	3,748,881 56	10,669,703 22	10,405,286 36
1857	7,353,951 76	4,528,004 67	11,881,956 43	11,508,057 93
1858	7,486,792 86	4,679,270 71	12,166,063 57	12,722,470 01
1859	7,968,484 07	3,915,946 49	11,884,430 56	11,458,083 63
1860	8,518,067 40	11,154,167 54	19,672,234 94	19,170,609 89
1861	8,349,296 40	4,639,806 53	12,989,102 93	13,606,759 11
1862	8,299,820 90	2,598,953 71	10,898,774 61	11,125,364 13
1863	11,163,789 59	1,007,848 72	12,171,638 31	11,314,206 84
1864	12,438,253 78	749,980 00	13,188,233 78	12,644,786 20
1865	14,556,158 70	3,968 46	14,560,127 16	13,694,728 28
1866	14,436,986 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 62
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	26,658,192 31
1873	22,996,741 57	5,990,475 00	28,987,216 57	29,084,945 67
1874	26,471,071 82	5,922,433 55	32,393,505 37	32,126,414 58
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	33,486,322 44
1878	29,277,516 95	5,307,652 82	34,585,169 77	34,165,084 49

J. M. McGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October* 28, 1878.

No. 5.—*Statement, in detail, of miscellaneous payments made by Post-Office Department for the fiscal year ended June* 30, 1878, *and charged to "Miscellaneous account First Assistant Postmaster-General."*

AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1877.			
Aug. 7	Thomas B. Cheney	Special agent Post-Office Department, for telegrams, in June and July, 1877.	$6 31
7	W. L. Hunt	Special agent Post-Office Department, assistant superintendent railway mail service, for railway fares paid, and for printing subscriptions for railway-guides, and for lumber, and making "examining cases."	77 25
7	L. M. Terrell	Special agent Post-Office Department, for amount paid for railroad fares, telegraphing, and cleaning office, in month of July, 1877.	17 90
7	James E. White	Special agent Post-Office Department, paid for telegrams and washing-stamp, July, 1877.	43 13
9	H. J. McKusick	Special agent Post-Office Department, paid for rent of office, stationery, and telegrams, in month of July, 1877.	66 76

No. 5.—*Statement in detail of miscellaneous payments, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1877.			
Aug. 9	C. Jay French	Special agent Post-Office Department, paid for advertising, stationery, and telegrams, during the month of July, 1877.	$129 86
23	R. C. Jackson	Special agent Post-Office Department, paid for stationery, miscellaneous expenses, and telegraphing, during the month of July, 1877.	272 93
29	M. V. Bailey	Special agent Post-Office Department, for telegraphing, during July, 1877.	3 22
Sept. 5	Theo. N. Vail	Special agent Post-Office Department, paid for transportation expenses and telegraphing, during month of July, 1877.	66 11
7	Thomas P. Cheney	Special agent Post-Office Department, paid for telegraphing, during August, 1877.	11 82
7	W. L. Hunt	Special agent Post-Office Department, paid for printing, stationery, and telegraphing, during the month of August, 1877.	36 10
7	James E. White	Special agent Post-Office Department, paid for printing, stationery, telegraphing, and railroad fares, during the month of August, 1877.	41 40
10	H. J. McKusick	Special agent Post-Office Department, paid for office rent and telegraphing, during the month of August, 1877.	60 23
11	C. Jay French	Special agent Post-Office Department, paid for advertising, maps, office expenses, railway fares, and telegraphing, during month of August, 1877.	52 42
13	R. C. Jackson	Special agent Post-Office Department, paid for office fixtures, electric pen, and telegrams, during the month of August, 1877.	63 25
Oct. 3	W. L. Hunt	Special agent Post-Office Department, paid for "mounting official schemes," printing, making distributing boxes, and telegraphing, during September, 1877.	55 00
4	C. Jay French	Special agent Post-Office Department, paid for cleaning office, printing, stationery, and telegraphing, during month of September, 1877.	65 18
10	James E. White	Special agent Post-Office Department, paid for rubber stamp and telegraphing, during the month of September, 1877.	13 00
12	R. C. Jackson	Special agent Post-Office Department, paid for telegraphing, during September, 1877.	28 32
12	H. J. McKusick	Special agent Post-Office Department, paid for office rent, stationery, and telegraphing, during the month of September, 1877.	70 46
12	Western Union Telegraph Company, Virginia City, Nev.	For telegraphing by special agents of the Post-Office Department, during the months of October, November, and December, 1875, after the great fire.	44 40
15	Thomas P. Cheney	Special agent Post-Office Department, for map of Boston and vicinity for Nicholson, topographer of Post-Office Department, printing, and telegraphing, during September, 1877.	54 79
31	Theo. N. Vail	Special agent Post-Office Department, for electric pen, stationery, telegraphing, traveling expenses, and railroad fare, during September and October, 1877.	186 70
Nov. 9	Thomas P. Cheney	Special agent Post-Office Department, for printing schedules and telegraphing, during the month of October, 1877.	22 78
9	W. L. Hunt	Special agent Post-Office Department, for printing "official schemes," mounting maps, and telegraphing, during month of October, 1877.	44 44
9	John Frey	Special agent Post-Office Department, for cleaning office for 5 months, and office furniture, in month of October, 1877.	33 60
10	H. J. McKusick	Special agent Post-Office Department, for office-rent and telegraphing, for the month of October, 1877.	56 83
13	James E. White	Special agent Post-Office Department, for cutting label-slips, chemicals for electric pen, and telegraphing, for the month of October, 1877.	70 28
15	C. Jay French	Special agent Post-Office Department, for cleaning office, printing and mounting "official schemes," and telegraphing, during October, 1877.	45 66
16	R. C. Jackson	Special agent Post-Office Department, for railroad fare and telegraphing, for the month of October, 1877.	33 81
19	L. M. Terrell	Special agent Post-Office Department, for cleaning office, printing schedule, and telegraphing, during the month of October, 1877.	35 20
Dec. 4	W. B. Thompson	Special agent Post-Office Department, for one railway guide, and telegraphing, during the month of November, 1877.	20 40

No. 5.—*Statement in detail of miscellaneous payments, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1877.			
Dec. 7	R. C. Jackson	Special agent Post-Office Department, for printing schedules and telegraphing, during the month of November, 1877.	$95 17
7	J. E. Reeside	Special agent Post-Office Department, for map-case, steamboat fare, and stationery, during the month of November, 1877.	15 43
7	L. M. Terrell	Special agent Post-Office Department, for cleaning office, fuel, and telegraphing, during month of November, 1877.	26 75
7	James E. White	Special agent Post-Office Department, for time-cards, cutting slips, and telegraphing, during the month of November, 1877.	31 11
10	W. L. Hunt	Special agent Post-Office Department, for printing bulletins, in month of November, 1877.	20 00
17	....do	Special agent Post-Office Department, for telegraphing, during month of November, 1877.	13 25
1878.			
Jan. 3	John Frey	Special agent Post-Office Department, for office-rent for quarter ending December 31, 1877.	50 00
8	C. Jay French	Special agent Post-Office Department, for telegraphing, printing, and care of office, 4th quarter, 1877.	120 32
7	Thomas P. Cheney	Special agent Post-Office Department, for "examination case" chemicals for electric pen, mail-train schedule, and telegraphing, during month of December, 1877.	31 10
7	L. M. Terrell	Special agent Post-Office Department, for printing schedules, fuel, care of office, and telegraphing, during the month of December, 1877.	33 15
8	Theo. M. Vail	Special agent Post-Office Department, for transportation expenses other than railroad fare, railroad fare, and telegraphing, during December, 1877.	45 90
9	James E. White	Special agent Post-Office Department, for cutting slips, printing time-cards, railroad fares, and telegraphing, during month of December, 1877.	52 94
14	R. C. Jackson	Special agent Post-Office Department, for case for electric pen, printing schedules, and telegraphing, during month of December, 1877.	74 61
14	W. L. Hunt	Special agent Post-Office Department, for printing circulars and bulletins, and telegraphing, during the month of December, 1877.	40 65
16	H. J. McKusick	Special agent Post-Office Department, for office-rent, fuel, and telegraphing, during month of December, 1877.	69 53
Feb. 6	Thomas P. Cheney	Special agent Post-Office Department, for telegraphing, during January, 1878.	13 47
6	James E. White	Special agent Post-Office Department, for cutting slips, printing lists, and telegraphing, during the month of January, 1878.	42 31
13	H. J. McKusick	Special agent Post-Office Department, for office-rent, railroad fares, and telegraphing, during the month of January, 1878.	77 97
13	L. M. Terrill	Special agent Post-Office Department, for care of office, fuel, printing "schemes," railroad fares, and telegraphing, during month of January, 1878.	33 55
20	W. L. Hunt	Special agent Post-Office Department, for fuel, repairs of stove in office at Kansas City, Mo., printing bulletin, and telegraphing, during January, 1878.	74 80
20	R. C. Jackson	Special agent Post-Office Department, for telegraphing for month of January, 1878.	53 00
27	Edward McPherson	Chief of Bureau of Engraving and Printing for altering plate, printing, numbering, and binding special agents commissions, year 1878.	66 70
Mar. 6	W. L. Hunt	Special agent Post-Office Department, for telegraphing, electric-pen repairs and acids, and printing bulletin, during the month of February, 1878.	31 16
6	James E. White	Special agent Post-Office Department, for cutting slips, printing lists, and telegraphing, during the month of February, 1878.	43 93
11	H. J. McKusick	Special agent Post-Office Department, for rent of office, letter-books, and telegraphing, during the month of February, 1878.	73 47
11	C. Jay French	Special agent Post-Office Department, for repairs and chemicals for electric pen, light and heating office, carpenter-work for same, printing, railroad fares, and telegraphing, during the month of February, 1878.	111 03
13	R. C. Jackson	Special agent Post-Office Department, for telegraphing during month of February, 1878.	36 74

No. 5.—*Statement in detail of miscellaneous payments, &c.*—Continued.

Date	To whom allowed.	For what object.	Amount.
Mar. 15	E. W. Alexander	Special agent, Post-Office Department, for steamship fare and telegraphing during the month of February, 1878.	$23 25
30	M. V. Bailey	Special agent Post-Office Department, for repairs of safe-lock in local office at Grafton, W. Va., and telegraphing, during the month of February, 1878.	7 74
Apr. 1	Theo. N. Vail	Special agent Post-Office Department, for railway papers, railroad fares, and telegraphing, during the month of March, 1878.	59 85
1	Ray P. Eaton	Special agent Post-Office Department, for railroad fares and teams, during the month of March, 1878.	20 85
6	W. L. Hunt	Special agent Post-Office Department, for repairs, &c., to electric pen, mounting schedules, printing bulletins, and telegraphing, during the month of March. 1878.	39 30
8	James E. White	Special agent Post-Office Department, for schedules and telegraphing during the month of March, 1878.	32 35
8	Thomas P. Cheney	Special agent Post-Office Department, for schedules, labels, and telegraphing, during the month of March, 1878.	115 17
12	H. J. McKusick	Special agent Post-Office Department, for office-rent, printing, and telegraphing, during the month of March, 1878.	74 35
12	C. Jay French	Special agent Post-Office Department, for heating office, carpenter-work, printing, and telegraphing, during the month of March, 1878.	46 06
15	R. C. Jackson	Special agent Post-Office Department, for printing schedules, and telegraphing, during the month of March, 1878.	85 74
May 6	Thomas P. Cheney	Special agent Post-Office Department, for printing schedules, and telegraphing, during the month of April, 1878.	12 72
9	C. Jay French	Special agent Post-Office Department, for cleaning office, rent of room at Crestline, Ohio, for examination of railway post-office clerks, for printing, cutting slips, and telegraphing, during the month of April, 1878.	70 91
9	W. L. Hunt	Special agent Post-Office Department, for printing and telegraphing during the month of April, 1878.	36 51
11	R. C. Jackson	Special agent Post-Office Department, for cutting and facing slips, and telegraphing, during the month of April, 1878.	36 81
13	H. J. McKusick	Special agent Post-Office Department, for rent of office, printing, marking, dating stamps, and telegraphing, during the month of April, 1878.	78 95
June 3	James E. White	Special agent Post-Office Department, for printing schemes and telegraphing, during the month of April, 1878.	37 52
6	L. M. Terrell	Special agent Post-Office Department, for telegraphing, printing, care of office, during the month of May, 1878.	25 05
6	W. L. Hunt	Special agent Post-Office Department, for fuel for office at Kansas City, Mo., printing bulletins, chemicals for electric pen, and telegraphing, during the month of May, 1878.	58 91
8	C. Jay French	Special agent Post-Office Department, for cleaning office, lumber, and carpentering, printing schemes, acid for electric pen, and telegraphing, for May, 1878.	61 54
12	H. J. McKusick	Special agent Post-Office Department, for rent of office and telegraphing during month of May, 1878.	58 40
12	James E. White	Special agent Post-Office Department, for ink, printing schedules, and telegraphing, during the month of May, 1878.	21 05
17	Thomas P. Cheney	Special agent Post-Office Department, for printing schedules and telegraphing during month of May, 1878.	25 83
19	R. C. Jackson	Special agent Post-Office Department, for painting and lettering mail-box in railroad depot and telegraphing, during the month of May, 1878.	25 22
July 6	L. M. Terrell	Special agent Post-Office Department, for care of office, chemicals for electric pen, printing schedules, and telegraphing, during month of June, 1878.	32 95
6	James E. White	Special agent Post-Office Department, for chemicals for electric pen, printing schedules, and telegraphing, during the month of June, 1878.	26 67

No. 5.—*Statement in detail of miscellaneous payments, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1878.			
July 8	W. L. Hunt	Special agent Post-Office Department, for chemicals and repairs of electric pen, printing bulletins, post-route maps, and telegraphing, during June, 1878.	$55 20
8	C. Jay French	Special agent Post-Office Department, for care of office, printing schedules, changing and mounting maps, chemicals and repairs of electric pen, lumber and planing of shelves, and telegraphing, during June, 1878.	41 06
12	H. J. McKusick	Special agent Post-Office Department, for rent of office and telegraphing during month of June, 1878.	66 30
17	R. C. Jackson	Special agent Post-Office Department, for printing schedules, letter-copying press, and telegraphing, during the month of June, 1878.	64 42
25	George C. Maynard	For putting up and use of telephone in office of railway mail superintendent during months of May and June, 1878.	275 00
Aug. 7	Thomas P. Cheney	Special agent Post-Office Department, for telegraphing during month of June, 1878.	6 10
			4,829 36

AMOUNTS PAID BY DRAFTS.

1877.			
Sept. 1	L. M. Terrell	Special agent Post-Office Department, for cleaning office, printing schedules, and telegraphing, during the month of August, 1877.	$31 15
7	W. B. Thompson	Special agent Post-Office Department, for Railway Guide, printing schedules, and stationery, and telegraphing, during the month of August, 1877.	61 57
Oct. 3	L. M. Terrell	Special agent Post-Office Department, for printing schedules and telegraphing, during the month of September, 1877.	24 35
6	W. B. Thompson	Special agent Post-Office Department, for Railway Guide, stationery, and telegraphing, during the month of September, 1877.	22 70
30	M. V. Bailey	Special agent Post-Office Department, for railroad fare and telegraphing, during the month of October, 1877.	2 88
Nov. 9	W. B. Thompson	Special agent Post-Office Department, for Railway Guide and telegraphing, during the month of October, 1877.	20 55
Dec. 6	Thomas P. Cheney	Special agent Post-Office Department, for railroad fare and telegraphing, during the month of November, 1877.	30 21
10	H. J. McKusick	Special agent Post-Office Department, for rent of office and telegraphing during the month of November, 1877.	59 59
1878.			
Jan. 3	R. P. Eaton	Special agent Post-Office Department, for railroad fare and other traveling expenses on official business in Massachusetts and Maine durlng fourth quarter, 1877.	8 00
Feb. 5	W. B. Thompson	Special agent Post-Office Department, for telegraphing during month of January, 1878.	38 42
Jan. 7	W. B. Thompson	Special agent Post-Office Department, for telegraphing during month of December, 1877.	53 52
Mar. 7	W. B. Thompson	Special agent Post-Office Department, for Railway Guide, telegraping, and horse hire, during the first quarter, 1878.	39 62
Apr. 5	L. M. Terrell	Special agent Post-Office Department, for cleaning office, printing schedules, repairs of electric pen, and telegraphing, during March, 1878.	22 75
Mar. 12	L. M. Terrell	Special agent Post-Office Department, for fuel, printing schedules, and telegraphing, during the month of February, 1878.	28 30
Apr. 8	W. B. Thompson	Special agent Post-Office Department, for telegraphing during March, 1878.	27 61
12	John Frey	Special agent Post-Office Department, for cleaning office, repairs of furniture, fuel, and light, during the month of March, 1878.	25 60
22	E. W. Alexander	Special agent Post-Office Department, for railroad and steamboat fare, on extraordinary business, during month of March, 1878.	14 51

No. 5—*Statement in detail of miscellaneous payments, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1878.			
May 1	John Frey	Special agent Post-Office Department, for stationery and fuel, during the month of April, 1878.	$12 80
4	L. M. Terrell	Special agent Post-Office Department, for care of office and telegraphing, during April, 1878.	11 50
6	W. B. Thompson	Special agent Post-Office Department, for Railway Guide and telegraphing, during the month of April, 1878.	26 10
29	Theo. N. Vail	Special agent Post-Office Department, for traveling expenses and telegraphing, during January, February, March, April, and May, 1878.	67 85
June 7	W. B. Thompson	Special agent Post-Office Department, for Railway Guide and telegraphing, during the month of May, 1878.	19 57
July 6	W. B. Thompson	Special agent Post-Office Department, for Railway Guide, light, and telegraphing, during the month of June, 1878.	16 04
Aug. 10	W. B. Thompson	Special agent Post-Office Department, for telegrams and freight, during the month of July, 1876.	76 92
Sept. 12	W. B. Thompson	Special agent Post-Office Department, for telegrams, light, fuel, and stationery, during month of August, 1876.	71 99
Aug. 14	T. N. Vail	Special agent Post-Office Department, for fares and telegrams, during the month of July, 1876.	28 05
			842 15

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS.

1877.			
Oct. 31	T. F. Robley	Postmaster at Fort Scott, Kans., for amount paid on account of railway mail service in 3d quarter, 1877.	$37 50
9	P. J. Popple	Postmaster at Dunkirk, N. Y., for amount paid on account of railway mail service in 3d quarter, 1877.	37 50
Nov. 2	E. S. Tobey	Postmaster at Boston, Mass., for amount paid on account of railway mail service in 3d quarter, 1877.	90 70
2	J. P. Woolfolk	Postmaster at Jackson, Tenn., for amount paid on account of railway mail service in 3d quarter, 1877.	30 00
2	Alexander Reed	Postmaster at Toledo, Ohio, for amount paid on account of railway mail service in 3d quarter, 1877.	30 00
3	C. W. Bacon	Postmaster at New Lebanon, N. Y., for telegraphing during 3d quarter, 1877.	5 77
15	D. G. Potts	Postmaster at Petersburg, Va., for amount paid for ribbon for stamp and repairs in 2d quarter, 1877.	4 50
27	W. H. Lowdermilk	Postmaster at Cumberland, Md., for expense of removing post-office and fixtures in 4th quarter, 1877.	125 00
27	T. S. Case	Postmaster at Kansas City, Mo., for amount paid on account of railway mail service in 3d quarter, 1877.	57 45
30	G. Robertson	Postmaster at Troy, N. Y., for amount paid for printing in 3d quarter, 1877.	40 50
11	Benjamin Conley	Postmaster at Atlanta, Ga., for amount paid on account of railway mail service in 3d quarter, 1877.	77 95
Dec. 12	J. T. Beach	Postmaster at Saint Joseph, Mo., for amount paid for repairs of office in 2d quarter, 1877.	21 00
26	M. M. Brown	Postmaster at Quincy, Mich., for miscellaneous expenditures in 3d quarter, 1877.	1 50
28	M. S. Ross	Postmaster at Newport, Ky., for miscellaneous expenditures in 3d quarter, 1877.	6 50
1878.			
Jan. 2	T. L. James	Postmaster at New York, N. Y., for amount paid on account of railway mail service in 4th quarter, 1877.	93 53
4	....do	Postmaster at New York, N. Y.. for miscellaneous expenditures in 2d quarter, 1877.	72 25
10	T. S. Case	Postmaster at Kansas City, Mo., for amount paid on account of railway mail service in 4th quarter, 1877.	45 00
19	F. W. Palmer	Postmaster at Chicago, Ill., for amount paid for horse-hire in 3d quarter, 1877.	60 00
19	D. T. Hunt	Postmaster at Rochester, N. Y., for amount paid for ice in 3d quarter, 1877.	10 00
19	J. H. Burnham	Postmaster at Hartford, Conn., for amount paid for ice and water-rent in 3d quarter, 1877.	16 83
19	G. R. Wahle	Postmaster at Cincinnati, Ohio, for amount paid for ice in 2d and 3d quarters, 1877.	24 98
22	P. H. Dowling	Postmaster at Toledo, Ohio, for amount paid on account of railway mail service in 4th quarter, 1877.	15 35

No. 5.—*Statement in detail of miscellaneous payments, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1878.			
Jan. 22	P. J. Popple	Postmaster at Dunkirk, N. Y., for amount paid on account of railway mail service in 4th quarter, 1877.	$37 50
22	G. R. Wahle	Postmaster at Cincinnati, Ohio, for amount paid on account of railway mail service in 4th quarter, 1877.	36 38
22	M. L. Ross	Postmaster at Newport, Ky., for amount paid on account of railway mail service in 4th quarter, 1877.	33 39
22	F. W. Palmer	Postmaster at Chicago, Ill., for miscellaneous expenditures in 4th quarter, 1877.	75 00
25	Benjamin Conley	Postmaster at Atlanta, Ga., for amount paid on account of railway mail service in 4th quarter, 1877.	304 46
25	J. T. Woolfolk	Postmaster at Jackson, Tenn., for amount paid on account of railway mail service in 4th quarter, 1877.	30 00
29	C. J. Rawling	Postmaster at Wheeling, W. Va., for miscellaneous expenditures in 2d and 3d quarters, 1877.	9 76
29	C. B. Sabin	Postmaster at Galveston, Tex., for miscellaneous expenditures in 3d quarter, 1877.	1 90
29	V. C. Thompson	Postmaster at Louisville, Ky., for miscellaneous expenditures in 3d quarter, 1877.	29 44
29	N. B. Sherwin	Postmaster at Cleveland, Ohio, for miscellaneous expenditures in 3d quarter, 1877.	23 30
29	J. W. Knowlton	Postmaster at Bridgeport, Conn., for miscellaneous expenditures in 3d quarter, 1877.	4 73
29	A. L. Snowden	Postmaster at Philadelphia, Pa., for miscellaneous expenditures in 1st, 2d, and 3d quarters, 1877.	264 31
29	A. C. Chase	Postmaster at Syracuse, N. Y., for amount paid on account of railway mail service in 4th quarter, 1877.	62 50
29	C. J. Filley	Postmaster at Saint Louis, Mo., for miscellaneous expenses in 2d quarter, 1877.	3 00
29	....do	Postmaster at Saint Louis, Mo., for amount paid on account of railway mail service in 4th quarter, 1877.	42 80
Feb. 2	F. W. Kiel	Postmaster at Fort Wayne, Ind., for miscellaneous expenditures in 2d quarter, 1877.	5 80
2	C. C. Talbot	Postmaster at Brooklyn, N. Y., for miscellaneous expenditures in 2d quarter, 1877.	6 21
4	E. C. Sumner	Postmaster at Denver, Colo., for miscellaneous expenditures in 2d quarter, 1876.	12 00
4	W. Bryan	Postmaster at Hudson, N. Y., for miscellaneous expenditures in 2d quarter, 1877.	4 84
4	F. H. Slingsly	Postmaster at Rouse's Point, N.Y., for amount paid for sealing-wax in 3d quarter, 1877.	4 40
9	C. P. Carpenter (2d)	Postmaster at Saint Johnsbury, Vt., for miscellaneous expenditures in 4th quarter, 1877.	2 25
12	C. J. Filley	Postmaster at Saint Louis, Mo., for miscellaneous expenditures in 1st and 2d quarters, 1877.	9 60
12	E. C. Sumner	Postmaster at Denver, Colo., for miscellaneous expenditures in 3d and 4th quarters, 1877.	5 00
12	C. H. Hopkins	Postmaster at Utica, N. Y., for miscellaneous expenditures in 2d quarter, 1877.	2 60
6	J. M. Schemerhorn	Postmaster at Buffalo, N. Y., for amount paid for ice in 3d quarter, 1877.	5 00
12	D. F. Pickering	Postmaster at Elmira, N. Y., for miscellaneous expenditures in 2d and 3d quarters, 1877.	5 75
12	W. H. Craig	Postmaster at Albany, N. Y., for miscellaneous ex. penditures in 2d quarter, 1877.	4 00
13	C. C. Talbot	Postmaster at Brooklyn, N. Y., for miscellaneous expenditures in 2d quarter, 1877.	27 20
15	P. H. Dowling	Postmaster at Toledo, Ohio, for amount paid on account of railway mail service in 1st quarter, 1878.	5 31
15	George Parker	Postmaster at Poughkeepsie, N. Y., for miscellaneous expenditures in 2d quarter, 1877.	2 86
22	J. F. Wilson	Postmaster at Lynchburgh, Va., for amount paid on account of railway mail service in 4th quarter, 1877.	25 00
22	William Bryan	Postmaster at Hudson, N. Y., for miscellaneous expenditures in 2d quarter, 1877.	36 00
Mar. 4	F. W. Kunst	Postmaster at Grafton, W. Va., for amount paid on account of railway mail service in 4th quarter, 1877.	45 00
25	J. F. Beach	Postmaster at Saint Joseph, Mo., for amount paid for ice in 2d, 3d, and 4th quarters, 1877.	25 40
Apr. 2	T. L. James	Postmaster at New York, N. Y., for amount paid on account of railway mail service in 1st quarter, 1878.	193 33

No. 5.—*Statement in detail of miscellaneous payments, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1878.			
Apr. 16	Benjamin Conley	Postmaster at Atlanta, Ga., for amount paid on account of railway mail service in 1st quarter, 1878.	$219 85
16	P. J. Popple	Postmaster at Dunkirk, N. Y., for amount paid on account of railway mail service in 1st quarter, 1878.	37 50
18	J. P. Woolfolk	Postmaster at Jackson, Tenn., for amount paid on account of railway mail service in 1st quarter, 1878.	30 00
23	A. C. Chase	Postmaster at Syracuse, N. Y., for amount paid on account of railway mail service in 1st quarter, 1878.	62 50
23	P. H. Dowling	Postmaster at Toledo, Ohio, for amount paid on account of railway mail service in 1st quarter, 1878.	70 66
27	Thomas P. Taylor	Postmaster at Chattanooga, Tenn., for miscellaneous expenditures in 1st quarter, 1877.	10 00
May 1	E. S. Tobey	Postmaster at Boston, Mass., for amount paid on account of railway mail service in 1st quarter, 1878.	114 15
1	T. S. Case	Postmaster at Kansas City, Mo., for amount paid on account of railway mail service in 1st quarter, 1878.	45 00
2	J. P. Loge	Postmaster at Cincinnati, Ohio, for amount paid on account of railway mail service in 1st quarter, 1878.	203 66
4	C. F. W. Kunst	Postmaster at Grafton, W. Va., for amount paid on account of railway mail service in 1st quarter, 1878.	45 00
4	C. I. Filley	Postmaster at Saint Louis, Mo., for amount paid on account of railway mail service in 1st quarter, 1878.	82 73
15	J. M. Schermerhorn	Postmaster at Buffalo, N. Y., for miscellaneous expenditures in 2d, 3d, and 4th quarters, 1877.	25 00
16	W. M. Haycock	Postmaster at Calais, Me., for amount paid for sealing-wax in 1st quarter, 1878.	2 00
23	A. L. Darnell	Postmaster at Sherman, Tex., for amount paid for repairs of safe in 4th quarter, 1877.	31 70
25	T. F. Robley	Postmaster at Fort Scott, Kans., for amount paid on account of railway mail service in 1st quarter, 1878.	37 50
June 28	James Coey	Postmaster at San Francisco, Cal., for amount paid on account of railway mail service in 1st quarter, 1878.	27 75
July 2	T. L. James	Postmaster at New York, N. Y., for amount paid for printing schedules of foreign mail steamers May, 1878.	56 00
3	....do	Postmaster at New York, N. Y., for amount paid on account of railway mail service in 2d quarter, 1878.	109 50
18	....do	....do	1 40
18	....do	Postmaster at New York, N. Y., for amount paid for miscellaneous expenditures in 2d quarter, 1878.	455 76
25	E. S. Tobey	Postmaster at Boston, Mass., for amount paid on account of railway mail service in 2d quarter, 1878.	5 05
26	P. J. Popple	Postmaster at Dunkirk, N. Y., for amount paid on account of railway mail service in 2d quarter, 1878.	37 50
26	A. C. Chase	Postmaster at Syracuse, N. Y., for amount paid on account of railway mail service in 2d quarter, 1878.	62 50
30	Benjamin Conley	Postmaster at Atlanta, Ga., for amount paid on account of railway mail service in 2d quarter, 1878.	69 25
Aug. 2	J. P. Woolfolk	Postmaster at Jackson, Tenn., for amount paid on account of railway mail service in 2d quarter, 1878.	30 00
2	B. Conley	Postmaster at Atlanta, Ga., for amount paid on account of mail depredations and special agent in 2d quarter, 1878.	75 00
2	C. F. W. Kunst	Postmaster at Grafton, W. Va., for amount paid on account of railway mail service in 2d quarter, 1878.	45 00
2	J. P. Loge	Postmaster at Cincinnati, Ohio, for amount paid on account of railway mail service in 2d quarter, 1878.	406 20

No. 5.—*Statement in detail of miscellaneous payments, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1878.			
Aug. 2	P. H. Dowling	Postmaster at Toledo, Ohio, for amount paid on account of railway mail service in 2d quarter, 1878.	$21 40
2	N. B. Sherwin	Postmaster at Cleveland, Ohio, for amount paid on account of railway mail service in 2d quarter, 1878.	34 25
2	C. I. Filley	Postmaster at Saint Louis, Mo., for amount paid on account of railway mail service in 2d quarter, 1878.	72 95
2	T. F. Robley	Postmaster at Fort Scott, Kans., for amount paid on account of railway mail service in 2d quarter, 1878.	37 50
2	W. F. Palmer	Postmaster at Chicago, Ill	10 30
17	James Coey	Postmaster at San Francisco, Cal., for amount paid on account of railway mail service in 2d quarter, 1878.	13 62
17	J. R. Winchell	Postmaster at Hannibal, Mo., for miscellaneous expenditures in 2d quarter, 1878.	338 66
31	J. Pickett	Postmaster at Worcester, Mass., for miscellaneous expenditures in 2d quarter, 1878.	74 77
Sept. 5	H. A. Miller	Postmaster at Camden, Ark., for amount paid for telegraphing in 2d quarter, 1878.	1 15
6	T. L. Case	Postmaster at Kansas City, Mo., for amount paid on account of railway mail service in 2d quarter, 1878.	200 00
	Total		5,492 59

RECAPITULATION.

Amounts allowed to the postmasters at the principal offices of the United States credited in quarterly accounts current for incidental expenses of such offices actually and necessarily incurred, such as office repairs, gas-fixtures, telegrams, and other miscellaneous expenses, and charged to "miscellaneous account" office of the First Assistant Postmaster-General.

Third quarter, 1877		$14,586 92
Fourth quarter, 1877		18,787 82
First quarter, 1878		14,723 71
Second quarter, 1878		14,625 04
Total		62,723 49
Amounts allowed postmasters and others, credited on general accounts	$5,492 59	
Amount paid by warrant	4,829 36	
Amount paid by draft	842 15	
		11,164 10
Total		73,887 59
Deduct amount of fares charged to inland transportation		54 60
		73,832 99

Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1878, and charged to "Miscellaneous, Postmaster-General."

AMOUNT PAID BY WARRANTS.

Date.	To whom paid.	For what object.	Amount.
1877.			
Aug. 3	J. L. French	For expenses at Old Point Comfort, to attend postal convention, July 26, 1877.	$5 05
8	W. C. Bryant & Co	For one year's subscription to New York Daily Evening Post.	9 00
7	T. H. Brooks, publisher Daily Call.	For one year's subscription to same	3 00
8	The Evening Star Newspaper Company.	For one year's subscription to daily Star	6 00
8	The Capital Publishing Company.	For one year's subscription to the Capital	2 50
8	The Gazette, Baltimore	For one year's subscription to the Gazette	6 00
8	The Times, Philadelphia	For one year's subscription to the Daily Times	6 00
8	J. W. Forney, publisher of the Press.	For one year's subscription to the Daily Press	8 75
8	The New Yorker Staats-Zeitung.	For one year's subscription to the Daily New Yorker Stats-Zeitung.	9 00
8	The Post Publishing Company, Boston.	For one year's subscription to the Daily Post	10 00
10	The Nation, New York	For one year's subscription to the Daily Nation	5 20
10	The Journal, Boston	For one year's subscription to the Daily Journal	9 00
10	The World, New York	For one year's subscription to the Daily World	9 50
10	The New York Herald	For one year's subscription to the Daily Herald	10 00
10	I. W. England, publisher New York Sun.	For one year's subscription to the Daily Sun	6 50
10	Cincinnati Volksblatt	For one year's subscription to the Daily Volksblatt.	11 20
10	To Inter-Ocean, Chicago	For one year's subscription to the Daily Inter-Ocean	10 00
10	W. F. Storey, publisher of the Times, Chicago.	For one year's subscription to the Daily Times	13 00
10	I. N. Burritt, publisher of Sunday Herald, Washington, D. C.	For one year's subscription to the Sunday Herald	3 00
14	Geo. Knapp & Co., publishers.	For one year's subscription to the Missouri Republican, Saint Louis.	12 00
15	The Arkansas Gazette	For one year's subscription to the Daily Arkansas Gazette.	10 00
15	W. J. Murtagh, publisher of the National Republican.	For one year's subscription to the Daily National Republican.	6 00
Sept. 3	M. Halstead & Co., publishers.	For one year's subscription to the Daily and Sunday Commercial.	14 00
5	Holbrook & Co., publishers.	For one year's subscription to the Daily New Orleans Picayune.	13 00
29	W. J. Murtagh, publisher	For one year's subscription to the Daily National Republican for offices of Assistant Postmasters-General, superintendent of foreign mails, and disbursing clerk.	40 00
Oct. 12	The Nation Company, Washington, D. C.	For one year's subscription to the Daily Nation	5 28
Nov. 7	R. W. Gurley, superintendent of letter-carriers.	As agent of Post-Office Department, to visit the large cities and confer with special agents of department as to reduction of expenses of clerk-hire in those offices, for his actual expenses.	100 00
14	Faran & McLean, proprietors.	For one year's subscription to the Cincinnati Enquirer.	14 00
18	Geo. C. Maynard	For building telephone-line from Post-office Department to the telegraph-office and for rent of telephone one year.	82 00
22	Ralph Jefferson	Agent for Post-Office Department, for traveling expenses, including railroad fares and board bills, during the month of December, 1877.	55 13
1878.			
Jan. 28	Montgomery Advertiser	For one year's subscription to Montgomery Daily Advertiser.	10 00
30	Keppler & Schwarzman	For one year's subscription to the newspaper Puck.	5 00
	Total paid by warrant		509 11

AMOUNT PAID BY DRAFT.

1877.			
Aug. 11	E. B. Martindale	For one year's subscription to the Daily Indianapolis Journal.	$14 00
11	Sentinel Company	For one year's subscription to the Daily Indianapolis Sentinel.	10 00
11	Dawson & Co	For one year's subscription to the Albany Evening Journal.	9 00

Statement in detail of miscellaneous payments made, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1877.			
Aug. 11	Hawley, Goodrich & Co.....	For one year's subscription to the Daily Courant...	$8 60
13	Standard Association	For one year's subscription to the Daily Standard..	7 00
13	Springfield Republican.....	For one year's subscription to the Daily Springfield Republican.	9 00
11	Riordon, Dawson & Co.....	For one year's subscription to Daily News and Courier, Charleston, S. C.	10 00
13	Knowles, Anthony & Danielson.	For one year's subscription to the Daily Journal, Providence, R. I.	8 00
13	James R. Barr & Co.....	For one year's subscription to the Daily Post, Pittsburgh, Pa.	9 00
13	Morning Journal and Courier	For one year's subscription to the Daily Journal and Courier, New Haven, Conn.	8 00
17	Detroit Free Press.....	For one year's subscription to the Daily Detroit Free Press, Michigan.	10 00
30	L. F. Harter, treasurer Post Company.	For one year's subscription to the Daily Detroit Post, Michigan.	10 00
30	Sprague, Owen & Nash	For one year's subscription to the Kennebec Journal, Augusta, Me.	7 00
20	A. H. Bissell	For expenses while on special duty by order of Third Assistant Postmaster-General.	75 00
Nov. 7	Ralph Jefferson.....	For expenses while on special duty by order of Postmaster-General, under act of Congress March 3, 1877.	100 00
8	Frank L. Freeman	For expenses to New York as an expert in the case of Campbell *vs.* Postmaster New York.	31 00
11	R. W. Gurley.....	For expenses to Boston, New Haven, Hartford, and Providence in relation to reduction of clerk hire.	15 35
15	James H. Marr.....	For expenses to Philadelphia, New York, and Brooklyn in relation to reduction of clerk hire.	50 00
1878.			
Jan. 25	A. H. Bissell	For expenses while on special duty under act of Congress March 3, 1877, by order of Postmaster-General.	40 00
Feb. 6	W. A. Knapp.....	For expenses while on special duty by order of Postmaster-General.	59 90
9	A. H. Bissell	For expenses while on special duty by order of Postmaster-General.	30 00
12	James N. Tyner	For expenses in trip to New York by request of Postmaster-General.	44 50
	Total paid by draft		565 35
	Total paid by warrant		509 11
	Total miscellaneous, Postmaster-General		1,074 46

Statement in detail of miscellaneous payments made by the department for the fiscal year ended June 30, 1878, *and charged to "Miscellaneous, Third Assistant Postmaster-General."*

Date.	To whom paid.	For what object.	Amount.
1878.			
Jan. 2	The Plimpton Manufacturing Company, Hartford, Conn.	For stationery, &c., furnished to the stamped-envelope agency for the Post-Office Department during the fiscal year ended June 30, 1876.	$87 18

J. M. McGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October* 29, 1878.

No. 6.—*Statement showing the condition of the account, with each item of the appropriation, for the service of the Post-Office Department for the fiscal year ended June 30, 1878, on the 30th day of September, 1878.*

Title of appropriation.	Amount of appropriation, including special acts.	Expended.	Balance unexpended.	Excess of expenditures.
Compensation of postmasters	$7,725,000 00	$7,966,921 37		$241,921 37
Compensation of clerks for post-offices	3,340,000 00	3,325,498 02	$14,501 98	
Compensation of letter-carriers and incidental expenses	1,825,000 00	1,824,044 07	955 93	
Wrapping-paper	22,500 00	16,509 00	5,991 00	
Twine	50,000 00	42,163 47	7,836 53	
Post-marking and canceling stamps	9,000 00	8,999 85	15	
Letter-balances	5,000 00	3,142 00	1,858 00	
Rent, light, and fuel for post-offices	400,000 00	376,898 85	23,101 15	
Stationery	55,000 00	37,574 56	17,425 44	
Furniture for post-offices	20,000 00	10,717 92	9,282 08	
Miscellaneous, office of First Assistant Postmaster-General	80,000 00	73,611 63	6,388 37	
Inland mail transportation, railroads	9,279,410 87	9,324,139 09		44,728 22
Inland mail transportation, star	6,745,160 87	6,400,671 69	344,489 18	
Compensation of railway post-office clerks	1,237,000 00	1,236,524 39	475 61	
Compensation of route-agents	1,000,000 00	996,254 82	3,745 18	
Compensation of mail-route messengers	155,000 00	154,592 97	407 03	
Compensation of local agents	110,000 00	109,291 64	708 36	
Compensation of mail-messengers	670,000 00	644,620 36	25,379 64	
Mail-locks and keys	16,000 00	890 00	15,110 00	
Mail-bags and catchers	200,000 00	140,261 74	59,738 26	
Post-route maps, including proceeds of sales	30,855 80	30,855 80		
Mail depredations and special agents, including fees to attorneys, &c.	135,000 00	134,999 85	15	
Postage-stamps	150,000 00	76,037 35	73,962 65	
Distribution of postage-stamps	6,900 00	6,697 48	202 52	
Stamped envelopes and newspaper-wrappers	600,000 00	474,131 64	125,868 36	
Distribution of stamped envelopes and newspaper-wrappers	14,150 00	13,813 47	336 53	
Postal cards	300,000 00	133,579 56	166,420 44	
Distribution of postal cards	6,100 00	5,690 34	409 66	
Registered-package envelopes, locks, and seals	40,000 00	23,224 25	16,775 75	
Official envelopes for postmasters and dead-letter envelopes	25,000 00	16,140 28	8,859 72	
Ship, steamboat, and way letters	7,500 00	2,388 14	5,111 86	
Engraving, printing, and binding drafts and warrants	1,500 00	529 50	970 50	
Advertising	60,000 00	15,854 54	44,145 46	
Miscellaneous, office of Postmaster-General	1,500 00	1,074 46	425 54	
Foreign mail transportation	240,000 00	218,809 55	21,190 45	
Balance due foreign countries	50,000 00	17,493 94	32,506 06	
Delegates to International Postal Congress, Paris, France	4,000 00	4,000 00		
Special commission on railway mail transportation	6,000 00	6,000 00		
Total	34,622,577 54	33,874,647 59	1,034,579 54	286,649 59

J. M. McGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October* 28, 1878.

No. 7.—*Table showing the receipts, expenditures, and net revenue of the post-offices at which the free-delivery system is in operation, for the fiscal year ended June 30, 1878.*

Office and State.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.
Albany, N. Y	$122,915 87	$36,494 13	$17,948 12	$54,442 25	$68,473 62
Allegheny, Pa	21,844 00	6,343 55	7,899 37	14,242 92	7,601 08
Atlanta, Ga	34,316 47	13,165 33	4,270 67	17,436 00	16,880 47
Baltimore, Md	331,678 40	71,305 01	51,517 20	122,822 21	208,856 19
Bangor, Me	20,368 15	8,465 90	2,852 83	11,318 73	9,049 42
Bloomington, Ill	23,510 50	8,578 50	4,439 80	13,018 30	10,492 20
Boston, Mass	946,810 43	239,620 52	126,329 73	365,950 25	580,860 18
Brooklyn, N. Y	356,524 32	51,467 21	72,742 69	124,209 90	232,314 42
Buffalo, N. Y	148,458 45	30,027 90	27,607 16	57,635 06	90,823 39
Burlington, Iowa	31,205 59	7,391 60	4,101 11	11,492 71	19,712 88
Camden, N. J	15,156 92	6,184 24	4,318 25	10,502 49	4,654 43
Charleston, S. C	48,957 51	11,709 45	5,880 20	17,589 65	31,367 86
Chicago, Ill	971,534 38	317,907 25	128,987 37	446,894 62	524,639 76
Cincinnati, Ohio	417,629 03	91,014 10	59,647 44	150,661 54	266,967 49
Cleveland, Ohio	179,130 54	35,590 36	28,279 77	63,870 13	115,260 41
Columbus, Ohio	72,152 97	15,995 06	9,051 39	25,046 45	47,106 52
Covington, Ky	13,849 02	5,849 67	2,784 97	8,634 64	5,214 38
Davenport, Iowa	27,992 27	8,892 39	5,169 68	14,062 07	13,930 20
Dayton, Ohio	47,228 38	12,748 22	8,716 36	21,464 58	25,763 80
Des Moines, Iowa	42,138 83	9,753 75	4,732 90	14,486 65	27,652 18
Detroit, Mich	178,864 61	36,059 73	26,307 48	62,367 21	116,497 40
Dubuque, Iowa	30,409 42	7,660 60	3,564 87	11,225 47	19,183 95
Easton, Pa	13,901 75	6,841 76	4,365 38	11,207 14	2,694 61
Elizabeth, N. J	17,419 31	6,493 54	4,550 20	11,043 74	6,375 57
Elmira, N. Y	24,946 36	9,294 70	4,658 88	13,953 08	10,993 28
Erie, Pa	24,199 77	9,124 84	5,289 02	14,413 86	9,785 91
Evansville, Ind	26,940 63	10,337 91	5,198 61	15,536 52	11,404 11
Fall River, Mass	23,174 64	9,095 91	2,427 33	11,523 24	11,651 40
Fort Wayne, Ind	24,006 13	10,230 46	5,437 53	15,667 99	8,338 14
Grand Rapids, Mich	42,923 02	10,921 94	5,849 74	16,771 68	26,151 34
Harrisburgh, Pa	57,180 31	15,196 90	4,185 55	19,382 45	37,797 86
Hartford, Conn	92,109 12	23,147 09	9,059 52	32,206 61	59,902 51
Hoboken, N. J	9,833 29	3,800 00	2,945 04	6,745 04	3,088 25
Indianapolis, Ind	105,324 92	31,147 67	22,095 26	53,242 93	52,081 99
Jersey City, N. J	42,800 33	8,850 83	9,856 41	18,707 24	24,093 09
Kansas City, Me	66,363 54	17,170 12	8,178 28	25,348 40	41,015 14
La Fayette, Ind	18,061 09	8,957 86	3,667 21	12,625 07	5,436 02
Lancaster, Pa	23,277 87	6,067 27	3,467 40	9,534 67	13,743 20
Lawrence, Mass	21,455 11	7,259 50	5,795 05	13,054 55	8,400 56
Leavenworth, Kans	20,531 84	8,265 75	3,491 24	11,756 99	8,774 85
Louisville, Ky	148,232 56	27,805 82	25,211 69	53,017 51	95,215 05
Lowell, Mass	44,208 72	9,713 50	7,283 89	17,027 39	27,181 33
Lynn, Mass	27,6 3 96	6,187 30	5,372 46	11,559 76	16,054 20
Manchester, N. H	21,222 51	6,548 67	3,681 40	10,230 07	10,992 44
Memphis, Tenn	59,911 46	19,093 49	8,905 44	27,998 93	31,912 53
Milwaukee, Wis	143,217 98	24,640 04	22,435 44	47,075 48	96,142 50
Minneapolis, Minn	44,899 55	15,713 25	6,824 40	22,537 65	22,361 90
Mobile, Ala	37,529 62	14,514 45	3,448 58	17,963 03	19,566 59
Nashville, Tenn	55,486 55	17,741 64	7,070 60	24,812 24	30,674 31
Newark, N. J	86,748 36	12,998 93	19,233 30	32,232 23	54,516 13
New Bedford, Mass	25,794 53	5,911 06	5,182 45	11,093 51	14,701 02
New Haven, Conn	78,207 91	14,487 47	10,117 25	24,604 72	53,603 19
New Orleans, La	193,406 13	56,573 21	36,613 33	93,186 54	100,219 59
New York, N. Y	2,866,490 20	809,126 29	334,059 76	1,143,186 05	1,723,304 15
Norfolk, Va	30,925 97	9,112 23	3,709 16	12,821 39	18,104 58
Omaha, Nebr	38,085 11	13,581 60	4,438 85	18,020 45	20,064 66
Oswego, N. Y	16,680 36	5,969 12	4,421 44	10,390 56	6,289 80
Paterson, N. J	19,598 79	5,843 67	5,369 93	11,213 60	8,385 19
Peoria, Ill	40,709 95	10,233 18	5,894 94	16,128 12	24,581 83
Petersburgh, Va	16,149 49	6,066 86	3,571 17	9,638 03	6,511 46
Philadelphia, Pa	995,881 55	192,870 14	219,428 78	412,298 92	583,582 63
Pittsburgh, Pa	213,961 81	47,308 86	28,085 33	75,394 19	138,567 62
Portland, Me	78,560 46	21,358 15	7,329 27	28,687 42	49,873 04
Pottsville, Pa	11,084 16	5,266 07	2,945 00	8,211 07	2,873 09
Poughkeepsie, N. Y	29,170 93	8,661 82	4,212 51	12,874 33	16,296 60
Providence, R. I	122,134 33	19,537 19	16,551 46	36,088 65	86,045 68
Quincy, Ill	29,916 78	10,338 13	5,126 53	15,464 66	14,452 12
Reading, Pa	24,534 72	7,110 70	6,063 39	13,174 09	11,360 63
Richmond, Va	73,269 06	18,792 92	11,300 98	30,093 90	43,175 16
Rochester, N. Y	109,697 80	21,935 22	16,508 66	38,443 88	71,253 92
Saint Joseph, Mo	36,302 92	11,900 79	4,762 07	16,662 86	19,640 06
Saint Louis, Mo	465,357 72	114,788 43	89,926 73	204,715 16	260,642 56
Saint Paul, Minn	54,955 63	13,645 40	6,979 51	20,624 91	34,330 72
Salem, Mass	20,078 82	6,356 42	4,307 39	10,663 81	9,415 01
San Francisco, Cal	405,754 67	83,920 72	42,376 84	126,297 56	279,457 11
Savannah, Ga	37,320 00	15,790 59	4,388 83	20,179 42	17,140 58
Springfield, Ill	23,620 94	8,069 20	3,606 62	11,675 82	11,945 12
Springfield, Mass	57,348 21	11,100 26	5,723 71	16,823 97	40,524 24
Syracuse, N. Y	69,518 77	16,298 33	11,634 26	27,932 59	41,586 18

No. 7.—*Table showing the receipts, expenditures, and net revenue, &c.*—Continued.

Office and State.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.
Toledo, Ohio	$84,480 93	$14,199 57	$11,304 77	$25,504 34	$58,976 59
Trenton, N. J	34,214 72	7,713 96	3,988 86	11,702 82	22,511 90
Troy, N. Y	66,770 36	16,645 19	10,611 01	27,256 20	39,514 16
Utica, N. Y	46,782 44	10,271 17	9,492 30	19,763 47	27,018 97
Washington, D. C	172,097 66	98,148 09	31,868 81	130,016 90	42,080 76
Wheeling, W. Va	28,583 28	10,655 33	4,416 83	15,072 16	13,511 12
Wilmington, Del	29,802 66	7,688 06	6,994 75	14,682 81	15,119 85
Worcester, Mass	64,464 11	12,048 43	8,350 02	20,398 45	44,065 66

J. M. McGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October* 29, 1878.

No. 8.—*Statement showing the transactions of the Money-Order Office*

States and Territories.	Domestic.					
	Balance from last year.	Number of orders issued.	Amount of orders issued.	Fees.	Premium.	Drafts and deposits received from postmasters.
Alabama	$14,129 05	81,178	$1,312,512 08	$10,800 65	$78 30	$743,188 27
Arizona	15,630 19	11,437	387,397 23	2,202 10	.....	9,500 00
Arkansas	19,762 87	71,422	1,538,927 04	10,769 75	.....	947,677 16
California	20,858 77	106,233	1,864,504 39	14,706 65	.....	1,368,819 00
Colorado	10,816 02	46,435	780,838 65	6,224 70	.....	461,978 00
Connecticut	6,760 25	85,502	1,079,822 06	10,339 55	.....	331,971 00
Dakota	5,619 81	18,858	373,273 65	2,717 05	.....	3,950 00
Delaware	1,171 20	11,600	143,832 11	1,393 95	.....	6,100 00
District of Columbia	10,286 47	31,092	508,438 74	4,075 85	.....	1,027,393 09
Florida	23,841 60	42,859	860,859 18	6,250 20	.....	174,865 46
Georgia	49,107 62	99,276	1,501,038 29	12,941 35	76 41	1,227,641 00
Idaho	909 73	8,698	241,881 76	1,501 95	.....	57,431 00
Illinois	75,603 62	553,768	7,127,840 21	67,648 30	5 80	7,052,706 04
Indiana	25,221 08	265,825	3,270,321 98	31,939 25	.....	1,245,739 80
Indian Territory	292 49	2,362	53,006 56	366 00	.....	.....
Iowa	45,851 29	362,184	4,696,849 71	46,275 65	.....	2,156,073 46
Kansas	28,585 88	194,058	3,076,321 20	25,624 05	81 34	1,101,483 00
Kentucky	11,315 14	86,440	1,357,402 08	12,198 95	.....	908,514 19
Louisiana	58,492 83	64,275	1,438,300 89	9,806 90	300 00	2,546,123 44
Maine	15,668 42	87,287	1,312,444 49	10,613 60	4 42	722,966 00
Maryland	8,241 73	62,121	906,633 01	7,892 15	.....	1,052,358 00
Massachusetts	20,948 87	188,651	2,723,603 79	23,790 40	14 00	1,768,733 97
Michigan	41,405 40	281,732	3,662,573 55	34,336 00	.....	1,741,406 00
Minnesota	20,013 56	142,355	1,954,121 65	17,842 80	.....	1,007,936 00
Mississippi	24,961 65	102,191	1,637,837 96	13,592 85	31 12	32,556 57
Missouri	44,618 22	225,244	3,211,763 40	28,453 65	.....	5,167,070 40
Montana	9,461 39	11,529	215,455 56	1,629 25	.....	132,990 00
Nebraska	20,957 25	88,660	1,421,492 17	11,730 75	.....	1,271,033 00
Nevada	4,681 72	20,695	444,012 76	3,106 05	.....	.....
New Hampshire	5,992 00	52,293	677,003 77	6,399 35	.....	81,985 00
New Jersey	5,900 15	67,615	908,920 70	8,363 50	.....	257,679 00
New Mexico	4,861 93	6,170	131,476 92	929 35	66 59	99,318 72
New York	90,589 08	427,584	5,828,426 30	53,141 70	181 51	16,986,266 20
North Carolina	18,333 45	84,110	1,426,542 07	11,426 05	10	198,802 00
Ohio	42,780 04	417,359	5,030,420 90	49,534 05	14 56	3,288,880 17
Oregon	31,885 22	28,012	493,475 04	3,940 05	.....	391,428 56
Pennsylvania	39,304 98	305,466	3,871,503 75	37,081 05	3 37	2,700,636 25
Rhode Island	1,890 78	26,847	375,882 74	3,349 40	.....	90,699 00
South Carolina	14,726 27	55,651	842,607 35	7,223 35	189 47	455,695 12
Tennessee	19,116 09	113,662	1,933,421 37	15,408 10	.....	1,695,734 10
Texas	62,927 75	218,366	4,183,392 48	29,492 65	270 56	2,731,982 50
Utah	7,550 89	12,718	270,641 57	1,907 25	1 00	155,135 55
Vermont	7,591 28	51,836	636,830 61	6,251 75	.....	114,498 00
Virginia	12,893 43	82,466	1,189,955 75	10,496 40	.....	1,177,531 00
Washington	4,793 72	10,496	231,773 15	1,617 25	.....	1,989 00
West Virginia	4,484 91	31,152	413,175 29	3,872 90	1 96	45,025 00
Wisconsin	40,970 33	255,097	3,674,116 99	32,366 10	57 27	2,147,039 00
Wyoming	3,737 03	12,340	219,491 97	1,690 60	.....	275 00
Total	1,055,543 45	5,613,117	81,442,364 87	715,261 20	1,377 78	66,888,803 02

of the United States during the fiscal year ended June 30, 1878.

Domestic.	International.								
	Canadian.			British.			German.		
Transferred from postage fund.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
$2,527 41	18	$603 35	$12 80	99	$2,084 05	$59 75	275	$6,548 26	$176 90
85 67	13	404 20	8 60	63	2,110 75	55 00	23	885 00	22 75
360 16	18	345 53	7 80	55	1,185 75	33 00	101	1,519 00	42 30
10,743 56	719	17,175 44	386 40	2,577	40,322 57	1,222 25	2,269	51,893 52	1,379 40
2,066 00	95	2,710 31	59 20	2,526	52,777 76	1,476 50	194	3,873 50	103 20
18,207 95	271	4,726 32	111 80	1,876	23,189 12	761 50	702	14,547 77	389 45
429 02	4	78 50	1 80	29	514 20	15 25	28	492 50	13 60
3,018 10	29	910 95	19 60	131	2,598 01	75 00	84	2,962 24	76 35
	142	2,899 70	70 40	440	6,905 20	214 75	405	8,083 75	218 25
559 81	88	2,886 70	59 40	169	5,366 79	141 75	100	2,594 40	68 55
2,297 24	183	5,455 10	116 20	235	4,543 87	132 00	398	11,632 30	306 60
105 07	5	94 00	2 40	100	2,890 88	78 50	30	1,029 50	26 30
57,416 66	768	12,319 21	295 00	4,002	57,607 85	1,787 25	4,908	78,491 04	2,208 75
14,844 27	93	1,169 70	29 80	781	11,328 55	348 25	889	12,836 36	362 25
24,794 22	120	2,114 38	52 00	579	7,960 83	254 25	727	12,023 84	333 50
9,752 63	61	897 80	23 20	267	4,856 81	140 75	135	2,595 35	70 55
7,455 21	114	1,430 10	37 40	333	5,224 21	156 75	524	10,227 24	278 90
199 00	98	2,564 20	54 40	334	6,920 45	193 50	432	9,427 55	252 85
7,681 77	314	5,230 17	128 00	570	10,061 24	296 50	66	1,429 86	37 80
6,455 44	104	2,371 63	54 20	572	7,964 79	252 75	1,228	23,136 23	630 05
53,608 78	2,776	53,629 84	1,254 75	5,595	74,946 24	2,394 50	1,292	24,594 68	678 55
14,330 06	1,256	22,366 50	523 00	2,411	36,757 19	1,111 75	1,164	18,185 38	506 70
13,691 37	164	3,573 61	80 20	255	3,571 64	113 00	532	7,414 25	212 95
2,086 50	7	124 35	3 00	80	1,556 75	44 75	46	639 00	18 75
11,860 95	200	3,427 90	79 40	1,025	16,672 01	498 00	1,298	23,195 40	641 00
100 00	29	784 35	17 00	121	3,280 80	87 25	47	1,350 00	35 15
14,030 29	18	275 43	6 20	208	3,263 18	98 75	276	5,055 94	136 50
35 00	101	3,027 05	65 20	236	3,569 45	106 75	138	2,802 60	74 70
6,251 17	161	2,382 40	59 55	483	6,623 04	209 50	77	1,019 28	29 25
23,866 98	200	3,766 50	90 60	2,673	32,389 49	1,080 25	1,537	24,458 53	683 70
29 71	1	10 00	20	3	55 00	1 75	40	1,120 90	30 20
103,378 03	2,698	50,164 98	1,196 20	14,096	196,361 31	6,223 25	14,626	258,172 77	7,202 00
3,243 45	48	1,312 63	29 00	67	1,141 47	34 75	193	5,844 97	152 45
84,318 29	638	7,966 94	206 20	2,600	35,631 26	1,126 00	2,416	39,148 94	1,087 10
1,173 81	75	2,043 10	44 40	273	5,846 75	157 00	268	7,661 75	204 90
55,318 87	754	14,833 44	339 20	5,079	64,037 18	2,094 75	2,363	41,543 33	1,140 35
687 00	293	6,823 84	154 20	1,527	21,582 14	673 25	133	2,031 74	57 10
786 03	13	309 29	7 00	37	701 60	20 75	160	3,402 35	89 70
2,233 10	51	664 60	17 20	329	3,524 56	108 00	166	3,331 57	89 90
15,968 65	64	1,495 90	33 20	356	7,393 30	210 50	937	22,010 85	585 50
400 31	9	106 75	2 60	539	6,298 81	209 25	34	930 00	24 50
9,119 92	152	2,246 41	56 20	214	2,943 73	93 25	13	310 80	8 65
5,841 68	65	1,214 87	28 00	414	7,925 17	229 25	317	7,164 11	195 15
	125	4,003 10	84 20	112	2,482 32	68 25	74	2,166 50	56 05
2,514 60	6	83 65	2 20	105	1,577 53	49 00	119	2,462 78	67 65
11,910 59	399	5,631 79	130 20	699	9,248 82	297 00	1,514	20,691 21	591 00
48 00	26	725 92	15 00	71	1,388 90	40 00	16	478 00	12 75
605,832 33	13,586	259,382 43	6,054 50	55,346	807,183 32	25,075 75	43,314	783,416 84	21,610 50

No. 8.—*Statement showing the transactions of the Money-Order Office of the*

States and Territories.	International—Continued.						Balance due postmasters.
	Swiss.			Italian.			
	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	
Alabama	3	$77 00	$2 25	12	$401 25	$10 75	$13 28
Arizona							
Arkansas	4	30 50	1 00	11	293 00	7 75	6 73
California	139	2,963 95	82 25	286	7,065 65	191 25	68 67
Colorado	9	126 00	3 75	6	185 00	4 75	124 32
Connecticut	31	538 43	16 25	42	1,260 88	32 75	253 21
Dakota							
Delaware	5	70 00	1 75	1	31 00	1 00	1 76
District of Columbia	47	631 98	20 25	80	2,131 47	58 00	
Florida	11	440 40	11 50	8	279 80	7 25	21 01
Georgia	23	617 40	16 50	39	1,402 60	36 25	71 98
Idaho	1	20 00	50				75 22
Illinois	703	13,574 10	388 75	695	22,147 23	577 25	625 88
Indiana	51	1,234 70	35 00	28	684 50	18 00	91 70
Indian Territory							
Iowa	54	1,236 50	34 75	5	135 00	3 50	210 65
Kansas	10	129 60	4 00	1	30 00	75	288 35
Kentucky	14	251 50	6 75	64	1,310 10	36 75	80 12
Louisiana	43	1,031 00	27 75	577	15,794 30	421 00	
Maine	6	160 00	4 25	33	734 21	20 00	135 26
Maryland	21	257 30	8 75	110	2,571 44	71 25	39 60
Massachusetts	126	2,023 87	60 75	378	7,740 36	217 50	416 21
Michigan	130	1,554 09	53 00	35	834 65	22 50	224 94
Minnesota	53	1,598 05	41 75	8	325 00	8 25	
Mississippi	5	73 00	2 25	42	1,442 00	37 25	64 94
Missouri	161	2,730 70	80 50	226	6,221 05	163 50	203 31
Montana							64 38
Nebraska	1	30 00	75	8	385 00	9 75	397 78
Nevada	10	161 00	4 50	4	95 00	2 50	
New Hampshire	3	79 00	2 00	2	45 66	1 50	60 20
New Jersey	48	743 80	21 75	20	218 05	7 25	133 35
New Mexico							
New York	2,210	46,073 57	1,307 75	391	9,711 03	266 50	466 99
North Carolina	1	9 75	25	6	280 00	7 00	68 90
Ohio	197	4,761 81	130 25	99	3,189 00	83 50	1,095 80
Oregon	15	408 75	11 00	1	40 35	1 25	27 62
Pennsylvania	158	2,966 14	87 50	533	12,894 05	342 75	525 86
Rhode Island	6	144 40	4 50	18	351 75	10 25	3 19
South Carolina				3	26 25	1 00	109 16
Tennessee	79	1,249 65	36 00	30	726 00	19 75	87 02
Texas	41	1,297 00	34 50	83	2,528 35	66 00	466 34
Utah	24	746 50	20 00	6	94 00	2 50	
Vermont							148 64
Virginia	3	51 00	1 50	25	640 55	17 25	35 81
Washington							
West Virginia	1	6 00	25	2	50 00	1 25	29 65
Wisconsin	146	2,182 30	68 50	21	753 00	19 50	165 55
Wyoming				10	385 00	9 75	11 27
Total	4,593	92,280 74	2,635 25	3,949	105,433 53	2,816 50	6,914 71

United States during the fiscal year ended June 30, 1878—Continued.

Domestic.					International.		
					Canadian.		
Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to postage fund.	Deposits.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.
35,634	$648,380 57	$8,102 26	$166 06	$1,413,060 00	11	$246 52	.....
3,574	143,649 22	2,947 02	.....	245,383 00	.....	.....	.....
27,264	656,333 48	8,359 99	84,582 23	1,741,658 24	20	467 00	.....
62,874	1,546,360 52	14,371 98	.....	1,744,757 00	874	22,553 42	$15 00
25,652	534,675 96	6,090 81	.....	754,091 86	86	2,505 98	.....
69,777	996,213 86	5,754 98	.....	458,646 17	273	4,954 06	20 00
5,195	120,608 71	2,108 66	.....	252,932 86	9	231 36	.....
7,106	104,547 15	705 57	50 00	48,645 45	157	4,286 17	.....
38,566	595,234 83	3,759 19	.....	947,756 87	82	1,315 88	5 00
17,882	394,054 12	5,340 85	.....	649,706 37	45	1,258 11	.....
74,665	1,228,162 62	8,873 96	667 79	1,514,275 00	22	641 92	.....
1,104	37,893 81	2,147 16	184,212 00	78,902 00	1	15 39	.....
740,205	9,271,290 62	45,983 53	1,308 00	4,971,811 73	1,054	17,871 02	5 25
159,915	2,349,475 33	18,247 29	1,536 00	2,169,502 39	113	1,782 46	.....
206	4,238 46	61 35	.....	48,214 74	.....	.....	.....
238,638	3,686,743 15	28,110 88	1,543 12	3,158,282 60	181	4,944 83	.....
115,038	2,288,952 19	22,303 56	338 31	1,862,470 66	156	4,737 51	15 00
93,034	1,552,374 75	9,132 59	897 10	718,953 27	61	865 67	.....
70,557	1,440,625 40	7,813 44	.....	2,557,584 12	48	829 85	25 00
78,974	1,212,697 31	6,399 71	.....	821,252 00	1,126	18,524 19	10 00
94,491	1,660,701 29	5,071 34	.....	320,713 77	104	1,304 85	30 00
329,335	3,812,016 49	15,566 66	2,982 02	770,749 00	4,178	70,438 70	342 46
201,637	2,963,487 18	22,052 45	407 00	2,454,436 09	1,194	24,067 05	76 50
84,454	1,389,346 11	12,323 48	377 00	1,547,880 00	268	6,609 09	6 00
30,294	518,051 64	10,637 52	100 00	1,148,824 86	7	232 62	.....
322,821	5,633,098 06	20,606 59	.....	2,746,197 22	192	4,418 11	.....
2,759	74,829 68	1,808 25	.....	275,954 00	4	123 59	16 00
48,537	928,619 90	10,024 59	.....	1,757,592 00	70	2,125 21	.....
2,567	72,208 71	2,758 42	.....	375,358 00	52	1,485 06	5 00
45,491	536,135 07	2,902 11	223 00	236,441 97	135	2,436 42	46 00
62,273	969,222 82	6,332 87	828 23	229,631 08	515	6,772 91	39 20
1,178	32,226 10	841 08	.....	197,324 72	.....	.....	.....
1,029,869	11,557,760 62	43,345 57	45,058 54	11,452,904 49	6,004	79,012 19	170 93
34,231	606,270 93	7,044 15	3,623 75	1,021,193 00	19	471 17	.....
479,671	6,140,858 18	33,208 93	65,434 00	2,198,412 99	948	11,655 84	128 00
10,013	274,595 24	2,428 83	.....	621,494 00	174	4,870 36	2 10
377,196	4,614,885 04	25,105 96	4,248 68	2,012,236 82	1,182	17,362 92	141 00
18,187	282,163 69	2,405 49	.....	208,348 00	110	2,165 66	50 00
26,259	424,864 46	4,139 69	15 08	880,284 12	15	373 27	.....
96,568	1,755,143 23	10,048 36	76 00	1,862,363 00	15	206 33	.....
105,952	2,681,859 90	25,467 40	3,691 12	4,243,131 99	59	1,455 85	.....
7,235	180,453 22	980 92	.....	249,866 55	19	658 66	.....
34,404	521,715 14	3,128 01	537 00	239,240 00	145	3,337 03	.....
64,389	1,052,882 19	6,474 64	13 00	1,323,467 00	49	1,214 12	.....
2,474	112,159 36	1,513 12	.....	128,719 56	73	1,541 95	.....
14,047	238,525 54	2,266 06	.....	223,946 13	34	771 27	.....
174,335	2,857,722 57	21,898 18	1,754 85	2,930,705 00	239	5,680 52	38 00
2,814	67,140 78	1,460 15	.....	154,397 87	11	362 80	.....
5,569,341	80,771,455 20	508,455 60	404,369 88	67,969,758 56	20,134	339,184 89	1,166 44

No. 8.—*Statement showing the transactions of the Money-Order Office of the*

States and Territories.	International—Continued.					
	British.			German.		
	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	26	$532 29	.....	52	$1,294 43	.....
Arizona	.....	.....	.....	34	852 19	.....
Arkansas	38	1,164 86	$230 00	41	1,024 54	.....
California	645	12,771 48	91 50	785	18,767 43	$48 75
Colorado	154	3,665 52	10 00	89	2,283 96	10 00
Connecticut	437	7,168 36	125 45	271	6,022 29	22 20
Dakota	4	62 28	.....	46	1,185 96	5 00
Delaware	42	850 54	.....	31	720 13	.....
District of Columbia	130	2,061 42	50 68	156	3,759 38	20 00
Florida	53	1,357 23	20 00	47	1,238 46	.....
Georgia	83	1,524 99	55 00	96	2,364 80	5 15
Idaho	3	104 86	.....	8	203 05	.....
Illinois	1,435	27,120 39	176 96	3,300	80,637 17	245 57
Indiana	309	6,827 57	19 00	743	16,653 51	139 00
Indian Territory	.....	.....	.....	.....	.....	.....
Iowa	323	6,707 82	160 00	1,285	31,474 08	75 00
Kansas	422	10,420 67	70 00	481	11,968 77	15 00
Kentucky	120	2,399 75	.....	325	7,441 57	10 00
Louisiana	163	3,282 26	68 50	323	7,662 39	.....
Maine	186	4,004 59	1 21	30	644 23	.....
Maryland	237	3,733 22	41 09	564	11,801 48	14 00
Massachusetts	1,768	27,793 56	398 35	401	8,950 87	23 95
Michigan	672	13,314 18	25 10	1,150	26,691 64	1,941 50
Minnesota	159	3,385 83	5 00	1,311	32,958 81	142 10
Mississippi	36	727 43	.....	28	702 20	10 00
Missouri	418	8,774 11	157 70	1,369	32,830 04	68 00
Montana	8	272 49	.....	43	1,091 26	.....
Nebraska	180	4,295 91	.....	488	12,349 65	45 50
Nevada	17	357 46	.....	21	542 80	.....
New Hampshire	85	1,282 30	14 95	8	148 73	.....
New Jersey	1,082	17,851 94	91 17	1,156	25,277 43	112 75
New Mexico	2	34 98	.....	3	134 90	.....
New York	6,696	97,929 89	603 87	7,220	145,970 95	531 91
North Carolina	40	738 00	75 00	32	725 79	33 36
Ohio	1,013	17,970 33	133 76	1,760	39,219 64	213 50
Oregon	25	395 80	.....	122	3,149 35	10 00
Pennsylvania	2,705	43,072 40	181 93	2,364	51,439 44	104 00
Rhode Island	253	4,064 16	15 25	41	820 02	10 00
South Carolina	39	675 37	.....	66	1,430 54	.....
Tennessee	81	1,212 56	.....	142	3,232 15	.....
Texas	249	6,766 94	10 00	593	14,882 53	110 31
Utah	133	2,536 26	56 00	45	1,032 04	.....
Vermont	84	1,240 48	20 00	4	69 37	11 00
Virginia	244	5,345 03	.....	103	2,212 48	52 75
Washington	9	173 09	28 00	17	422 12	60 00
West Virginia	54	1,097 88	.....	41	906 01	.....
Wisconsin	296	5,925 29	25 00	2,174	51,564 22	236 50
Wyoming	9	209 41	.....	2	57 90	.....
Total	21,167	363,203 18	2,960 47	29,411	666,812 70	4,326 80

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARPMENT,
Washington, D. C., October 29, 1878.

United States during the fiscal year ended June 30, 1878—Continued.

International.						Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
Swiss.			Italian.						
Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.				
2	$27 25	.....	.....	.....	.....	$462 65	$5,251 08	$15,702 29	.....
.....	.....	.....	.....	.....	.....	5 05	1,103 72	24,347 15	$14 14
3	83 91	.....	.....	.....	$230 00	2,356 45	5,192 50	19,286 14	.....
29	792 82	.....	8	$231 73	.....	3,318 97	12,117 40	25,899 09	286 63
12	353 08	.....	.....	.....	.....	148 45	3,582 95	15,949 09	.....
19	627 86	.....	1	44 79	.....	201 90	6,631 56	6,468 82	25 99
.....	.....	.....	.....	.....	.....	.....	1,213 44	8,691 27	15 84
3	69 63	.....	.....	.....	.....	12 25	754 65	1,621 48	.....
15	372 36	.....	10	233 77	.....	5,061 73	5,040 22	6,756 57	.....
6	130 92	.....	.....	.....	.....	180 50	3,107 18	21,860 06	.....
.....	.....	.....	.....	.....	.....	239 61	7,864 83	52,698 62	58 42
8	223 28	.....	.....	.....	.....	6 75	606 78	1,665 30	66 43
155	3,956 60	$69 99	17	562 34	25 00	3,449 04	53,554 90	92,754 78	420 05
52	1,405 97	.....	3	64 30	.....	3,370 57	17,084 78	29,803 51	293 51
.....	.....	.....	.....	.....	.....	.....	132 56	1,017 94	.....
58	2,024 90	.....	2	49 37	.....	379 75	24,785 89	48,559 99	362 15
41	1,162 89	.....	2	98 33	.....	461 68	14,358 34	33,440 81	71 54
20	738 45	.....	6	214 59	4 50	3,138 85	7,967 31	11,642 56	144 43
41	1,027 83	.....	11	335 67	100 00	140 90	6,447 97	63,966 73	.....
.....	.....	.....	.....	.....	.....	60 68	7,302 67	16,293 52	425 88
18	446 50	.....	9	420 74	.....	44 00	7,140 20	7,470 97	4 87
45	1,364 06	.....	18	419 47	20 00	1,441 83	22,220 27	23,654 57	274 80
47	1,350 56	.....	1	4 96	.....	100 92	20,951 04	46,972 74	311 80
43	1,334 08	.....	.....	.....	.....	276 34	9,687 02	26,173 54	39 68
2	88 15	.....	1	19 66	.....	103 55	5,821 13	29,635 99	117 94
112	2,978 94	.....	12	404 68	.....	538 37	23,153 16	44,181 79	272 62
.....	.....	.....	.....	.....	.....	6 25	747 38	10,406 23	.....
60	1,560 06	.....	.....	.....	.....	218 94	6,299 98	25,769 71	1 29
31	889 79	.....	.....	.....	.....	.....	1,248 08	6,890 96	.....
.....	.....	.....	.....	.....	.....	26 50	3,514 18	4,932 30	39 14
30	537 82	.....	.....	.....	.....	5 40	5,490 07	5,944 58	185 33
.....	.....	.....	.....	.....	.....	.....	393 65	6,926 63	19 21
571	12,766 12	173 71	127	3,059 84	.....	3,002 21	89,495 94	106,982 48	359 91
.....	.....	.....	.....	.....	.....	3,077 48	5,350 41	18,617 70	2 55
155	4,301 21	.....	5	127 31	.....	95 71	34,326 68	43,627 37	661 36
23	881 52	.....	.....	.....	.....	91 68	2,263 03	28,142 57	25 07
169	3,895 10	.....	29	892 77	10 00	2,997 73	27,215 00	40,423 75	440 28
7	197 62	.....	1	10 04	.....	43 56	2,104 01	1,926 28	21 50
1	5 95	.....	.....	.....	.....	80 16	3,662 26	10,359 79	.....
34	1,093 27	.....	6	273 42	.....	159 44	10,064 98	31,771 63	122 70
59	1,855 09	.....	11	354 11	20 00	597 43	16,080 24	63,785 22	87 90
2	32 64	44 54	.....	.....	.....	328 25	1,023 07	7,059 33	.....
5	175 45	.....	.....	.....	.....	4 50	3,412 05	7,093 22	115 99
10	405 95	.....	1	49 53	.....	292 40	6,490 54	15,315 68	5 61
.....	.....	.....	.....	.....	.....	5 00	846 41	3,564 93	.....
9	263 27	.....	.....	.....	.....	40 00	1,905 21	3,683 14	11
156	4,374 82	32 32	.....	.....	.....	91 74	18,968 35	47,128 90	92 89
.....	.....	.....	.....	.....	.....	1 00	740 33	3,938 95	.....
2,053	53,795 72	320 56	281	7,871 42	409 50	36,666 17	514,715 40	1,170,806 67	5,387 56

J. M. McGREW,
Auditor.

No. 9.—*Statement of the receipts and disbursements of the Money-order Office of the United States for the fiscal year ended June 30, 1878.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1877		$1,055,543 45
Amount received for domestic money-orders issued	$81,442,364 87	
Amount received for Canadian international money-orders issued	259,382 43	
Amount received for British international money-orders issued	807,183 32	
Amount received for German international money-orders issued	783,416 84	
Amount received for Swiss international money-orders issued	92,280 74	
Amount received for Italian international money-orders issued	105,433 53	
Total issued		83,490,061 73
Amount received for fees on domestic money-orders issued	715,261 20	
Amount received for fees on Canadian international money-orders issued	6,054 50	
Amount received for fees on British international money-orders issued	25,075 75	
Amount received for fees on German international money-orders issued	21,610 50	
Amount received for fees on Swiss international money-orders issued	2,635 25	
Amount received for fees on Italian international money-orders issued	2,816 50	
Total fees		773,453 70
Amount received for premiums, &c		1,377 78
Amount received for deposits and drafts		66,888,803 02
Amount transferred from postage fund		605,832 33
Amount due postmasters		6,914 71
Total		152,821,986 72

DISBURSEMENTS.

Amount of domestic money-orders paid	$80,771,455 20	
Amount of Canadian international money-orders paid	339,184 89	
Amount of British international money-orders paid	363,203 18	
Amount of German international money-orders paid	666,812 70	
Amount of Swiss international money-orders paid	53,795 72	
Amount of Italian international money orders paid	7,871 42	
Total paid	82,202,323 11	
Amount of domestic money-orders repaid	$508,455 60	
Amount of Canadian international money-orders repaid	1,186 44	
Amount of British international money-orders repaid	2,960 47	
Amount of German international money-orders repaid	4,326 80	
Amount of Swiss international money-orders repaid	320 56	
Amount of Italian international money-orders repaid	409 50	
Total repaid	517,659 37	
Amount transferred to postage fund	404,669 88	
Amount deposited at first-class offices	67,969,758 56	
Amount paid for incidental expenses	36,666 17	
Amount paid commissions and clerk-hire	514,715 40	
Miscellaneous items	5,387 56	
Balance in hands of postmasters June 30, 1878	1,170,806 67	
Total		$152,821,986 72

J. M. McGREW,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 29, 1878.

No. 10.—*Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ending June* 30, 1878.

Amount received for fees on orders issued		$715,261 20
Amount received for premiums		1,377 78
Total		716,638 98
Amount paid for commissions and clerk-hire	$474,735 51	
Amount paid for incidental expenses	35,380 30	
Lost remittances	2,119 80	
Bad debts	1,451 00	
Net revenue	202,952 37	
Total		716,638 98

J. M. McGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 29, 1878.

No. 11.—*Statement showing the revenue which accrued on money-order transactions with the Dominion of Canada for the fiscal year ended June* 30, 1877.

Amount of fees received on orders issued		$5,233 60
Excess of commissions received		392 86
Net loss		163 86
Total		5,790 32
Amount paid for commissions and clerk-hire	$4,844 92	
Amount paid for incidental expenses	945 40	
Total		5,790 32

J. M. McGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 29, 1878.

No. 12.—*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, 1877.

Amount received for fees on orders issued		$25,656 75
Net loss		2,084 18
Total		27,740 93
Amount paid for commissions and clerk-hire	$22,527 72	
Amount paid for incidental expenses	75 86	
Excess of commissions paid	4,086 10	
Cost of exchange	1,051 25	
Total		27,740 93

J. M. McGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 29, 1878.

No. 13.—*Statement showing the revenue which accrued on money-order transactions with the German Empire for the fiscal year ended June* 30, 1877.

Amount received for fees on orders issued		$20,135 80
Amount paid for commissions and clerk-hire	$10,845 09	
Amount paid for incidental expenses	78 50	
Excess of commissions paid Germany	1,364 93	
Cost of exchange	200 65	
Net revenue	7,646 63	
		20,135 80

J. M. McGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 29, 1878.

No. 14.—*Statement showing the revenue which accrued on money-order transactions with Switzerland for the fiscal year ended June* 30, 1877.

Amount received for fees on orders issued		$2,296 25
Amount paid for commissions and clerk-hire	$565 19	
Amount paid for incidental expenses	48 50	
Excess of commissions paid Switzerland	370 75	
Cost of exchange	14 88	
Net revenue	1,296 93	
		2,296 25

J. M. McGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 29, 1878.

No. 15.—*Recapitulation.*

Revenue accrued on domestic transactions, 1878	$202,952 37	
Revenue accrued on German international transactions, 1877	7,646 63	
Revenue accrued on Swiss international transactions, 1877	1,296 93	
		211,895 93
From which deduct—		
Loss on Canadian international transactions, 1877	163 86	
Loss on British international transactions, 1877	2,084 18	
		2,248 04
Total revenue		209,647 89

J. M. McGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 29, 1878.

No. 16.—*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, 1878.

Lines.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
Cunard Line	12, 761, 529	55, 874, 815
White Star Line	7, 915, 856	35, 165, 111
Liverpool and Great Western Steam Company	7, 843, 883	39, 485, 106
Inman Line	6, 691, 162	28, 927, 290
Hamburg American Packet Company	5, 092, 338	27, 078, 122
Anchor Line	907, 670	7, 226, 463
Canadian Line	935, 239	5, 064, 757
American Steamship Company	378, 509	2, 711, 562
North German Lloyd of Bremen	1, 765, 512	10, 459, 734
Total	44, 291, 698	212, 992, 960
Decrease compared with last fiscal year	1, 515, 114	2, 017, 006

J. M. McGREW, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October* 29, 1878.

No. 17.—*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, 1878.

Lines.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
North German Lloyd of Bremen, direct	6, 822, 126	34, 611, 549
Hamburg American Packet Company, direct	5, 571, 216	24, 560, 436
Liverpool and Great Western Steam Company, via England	4, 574, 107	16, 348, 246
Cunard Line, via England	5, 175, 764	14, 780, 120
North German Lloyd of Bremen, via England	1, 464, 015	4, 207, 875
Hamburg American Packet Company, via England	1, 255, 215	1, 763, 851
Inman Line, via England	708, 606	1, 185, 048
White Star Line, via England	599, 649	305, 916
Total	26, 170, 698	97, 763, 041
Compared with last fiscal year { Increase		2, 605, 219
Compared with last fiscal year { Decrease	272, 908	

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No. 18.—*Weight of letters and newspapers, &c., sent from the United States to France during the fiscal year ended June* 30, 1878.

Lines.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
Hamburg American Packet Company	1, 241, 470	5, 494, 827
White Star Line	1, 248, 052	4, 945, 605
French Line	1, 305, 854	5, 417, 820
Inman Line	1, 196, 194	4, 631, 750
Cunard Line	873, 586	2, 976, 995
North German Lloyd of Bremen	459, 995	1, 156, 645
Liverpool and Great Western Steam Company	1, 326, 744	6, 991, 931
Total	7, 651, 895	31, 615, 573
Increase compared with last fiscal year	730, 201	3, 500, 039

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No. 19.—*Weight of letters and newspapers, &c., sent from the United States to Italy during the fiscal year ended June* 30, 1878.

Lines.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
Cunard Line	660, 838	3, 041, 664
Hamburg American Packet Company	379, 584	1, 868, 357
Liverpool and Great Western Steam Company	493, 188	2, 254, 286
Inman Line	375, 196	2, 241, 584
White Star Line	413, 527	2, 658, 444
North German Lloyd of Bremen	150, 634	839, 869
Total	2, 532, 967	12, 904, 204
Increase compared with last fiscal year	189, 475	2, 727, 638

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OFFICE OF THE AUDITOR OF THE TREASURY
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No. 20.—*Weight of letters and newspapers, &c., sent from the United States to Belgium during the fiscal year ended June* 30, 1878.

Lines.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
Cunard Line	252, 850	868, 695
Hamburg American Packet Company	149, 091	503, 795
Liverpool and Great Western Steam Company	132, 590	602, 972
White Star Line	163, 078	616, 667
North German Lloyd of Bremen	63, 971	214, 835
Red Star Line	815	.....
Inman Line	125, 533	541, 435
Total	887, 928	3, 348, 399
Increase compared with last fiscal year	47, 892	562, 585

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OFFICE OF THE AUDITOR OF THE TREASURY
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No. 21.—*Weight of letters and newspapers, &c., sent from the United States to Denmark during the fiscal year ended June* 30, 1878.

Lines.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
Hamburg American Packet Company	748, 900	2, 138, 878
North German Lloyd of Bremen	344, 370	899, 081
Inman Line	1, 005	1, 680
Total	1, 094, 275	3, 039, 639
Compared with last fiscal year { Increase	.....	264, 762
Compared with last fiscal year { Decrease	56, 600	.....

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No. 22.—*Weight of letters and newspapers, &c., sent from the United States to the Netherlands during the fiscal year ended June* 30, 1878.

Lines.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
White Star Line	211, 750	885, 459
Cunard Line	274, 505	719, 301
Inman Line	159, 670	634, 259
Liverpool and Great Western Steam Company	196, 419	582, 984
Hamburg-American Packet Company	191, 882	670, 730
North German Lloyd of Bremen	81, 863	294, 262
Netherlands-American Steam-Navigation Company	3, 696	.....
Total	1, 119, 785	3, 786, 995
Compared with last fiscal year { Increase	.....	437, 140
Compared with last fiscal year { Decrease	61, 555	.....

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No. 23.—*Weight of letters and newspapers, &c., sent from the United States to Switzerland during the fiscal year ended June* 30, 1878.

Lines.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
Cunard Line	457, 377	1, 700, 278
Liverpool and Great Western Steam Company	370, 315	1, 712, 760
White Star Line	359, 945	1, 761, 485
Hamburg-American Packet Company	312, 229	1, 473, 105
Inman Line	273, 974	1, 336, 219
North German Lloyd of Bremen	130, 196	664, 032
Total	1, 904, 036	8, 647, 879
Increase, compared with last fiscal year	91, 787	201, 384

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No. 24.—*Weight of letters and newspapers, &c., sent from the United States to Spain during the fiscal year ended June* 30, 1878.

Lines.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
Cunard Line	160, 243	909, 796
White Star Line	115, 864	689, 309
Hamburg-American Packet Company	87, 786	462, 769
Inman Line	88, 777	559, 510
Liverpool and Great Western Steam Company	101, 743	527, 422
North German Lloyd of Bremen	39, 962	203, 520
Total	594, 375	3, 352, 326
Increase, compared with last fiscal year	4, 400	453, 631

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No. 25.—*Weight of letters and newspapers, &c., sent from the United States to Sweden during the fiscal year ended June* 30, 1878.

Lines.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
Hamburg-American Packet Company	1, 475, 010	3, 520, 325
North German Lloyd of Bremen	707, 320	1, 743, 764
Total	2, 182, 330	5, 264, 089
Compared with last fiscal year { Increase	.....	632, 370
Compared with last fiscal year { Decrease	229, 509	.....

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No. 26.—*Weight of letters and newspapers, &c., sent from the United States to countries and colonies (other than European) of the Postal Union during the fiscal year ended June* 30, 1878.

Countries and colonies.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
Cuba	3, 771, 858	12, 027, 729
Japan	791, 285	6, 476, 158
Hong-Kong	636, 488	2, 174, 212
Jamaica	216, 963	1, 059, 697
Bermuda	334, 973	2, 242, 157
St. Thomas	166, 414	700, 861
Brazil	145, 280	403, 232
Porto Rico	65, 529	287, 766
New Caledonia	5, 105	.....
Total	6, 133, 895	25, 371, 812

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No. 27.—*Number of letters exchanged between the United States and non-Postal Union countries during the fiscal year ended June* 30, 1878.

Countries.	Number of letters.	
	Received.	Sent.
Nassau, Hayti, &c	57, 802	107, 863
Panama, Central America, &c	135, 670	59, 587
New Zealand, Australia, &c	39, 940	134, 124
Mexico	49, 028	50, 390
Venezuela	10, 658	13, 795
Guatemala	9, 222	10, 597
Ecuador	918	3, 949
Nova Scotia, &c	.....	15, 158
New Granada	.....	850
Total	303, 238	394, 313

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No. 28.—*Weight of letters and newspapers, &c., sent from the United States to Norway during the fiscal year ended June* 30, 1878.

Lines.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
Hamburg American Packet Company	1, 219, 048	2, 707, 691
North German Lloyd of Bremen	614, 401	1, 047, 040
Inman Line	945	750
Total	1, 834, 394	3, 755, 481
Decrease compared with last fiscal year	64, 418	157, 540

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No. 29 *Weight of letters and newspapers, &c., sent from the United States to European countries during the fiscal year ended June* 30, 1878.

Countries.	Letters.	Newspapers, &c.
	Grams.	*Grams.*
United Kingdom of Great Britain and Ireland	44, 291, 698	212, 992, 960
Germany	26, 170, 698	97, 763, 041
France	7, 651, 895	31, 615, 573
Italy	2, 532, 967	12, 904, 204
Belgium	887, 928	3, 348, 399
Denmark	1, 094, 275	3, 039, 639
Netherlands	1, 119, 785	3, 786, 995
Switzerland	1, 904, 036	8, 647, 879
Spain	594, 375	3, 352, 326
Sweden	2, 182, 330	5, 264, 089
Norway	1, 834, 394	3, 755, 481
Total	90, 264, 381	386, 470, 586
Compared with last fiscal year { Increase	.....	9, 210, 222
Compared with last fiscal year { Decrease	11, 366, 849	.....

J. M. McGREW, *Auditor.*

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