

ANNUAL REPORT

OF THE



POSTMASTER-GENERAL

OF THE

UNITED STATES

FOR THE

FISCAL YEAR ENDED JUNE 30, 1879.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1879.

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REPORT

OF

THE POSTMASTER-GENERAL.

WASHINGTON, D. C., *November 8, 1879.*

RECEIPTS AND EXPENDITURES.

SIR: The total expenditures of this department during the fiscal year ended June 30, 1879, were..... \$33, 449, 899 45
The revenues were as follows:

Ordinary receipts.....	\$29, 434, 648 43
Receipts from money-order business.	219, 226 83
Receipts from official stamps and stamped envelopes	388, 107 60
	30, 041, 982 86

Excess of expenditures over receipts..... 3, 407, 916 59

Included in the above statement of receipts and expenditures is the sum of \$376,461.63 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 \$33,073,437.82 as the actual expenditures on account of service for the year.

The amount appropriated for service of the fiscal year 1878-'79, including sums appropriated by special acts, was.....	\$33, 828, 470 75
Amount expended for 1878-'79	33, 073, 437 82

Leaving an unexpended balance of appropriations for the year of..... 755, 032 93

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

Table No. 2 (page 268) accompanying the report of the Third Assistant Postmaster-General, shows the condition of the several accounts on the 30th of September, 1879.

The expenditures and receipts of the department, therefore, on account of and appertaining to the business of the last fiscal year, (ex-

cluding expenditures and receipts on account of previous fiscal years,) are as follows, viz:

Expenditures.....	\$33, 073, 437 82
Receipts, ordinary, from money-order business, and from official stamps.....	30, 041, 982 86

Leaving an excess of expenditures over receipts chargeable against the appropriations from the Treasury, hereinafter enumerated, of... 3, 031, 454 96

The expenditures during the fiscal year were \$801,209.77 less than those of the preceding year. This reduction is chiefly due to the change in the law regulating the compensation of postmasters, from commission on stamps sold to commission on stamps canceled.

The total receipts for the year were \$764,465.91, or 2.6 per cent., more than those of the preceding year, and \$1,007,884.58, or 3.4 per cent., more than the estimates therefor. The increase in the amount of revenue received over the amount estimated may be attributed, in a great measure, to the revival of business, resulting in an increased demand for postage-stamps, postal cards, &c., the sales of which amounted to \$769,481.87 more than for the last fiscal year, and \$2,387,559.23 more than for 1877.

The States returning revenues in excess of one million dollars were, New York, with \$5,710,310; Pennsylvania, \$2,732,593; Illinois, \$2,398,627; Massachusetts, \$2,087,228; Ohio, \$1,976,440; Missouri, \$1,124,555; and Michigan, \$1,004,487. Alaska foots the list with a revenue of \$53.

Excluding official postage-stamps and money-order receipts from both fiscal years, there is an increase of ordinary receipts over past fiscal year of \$671,703.27, or 2.3 + per cent.

The expenditures and receipts by fiscal quarters, and the increase or decrease therein, as compared with the corresponding quarters of 1876-'77 and 1877-'78, 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 account of special and deficiency appropriations:

To supply deficiencies in the revenues for the year ended June 30, 1879, act of June 17, 1878.....	\$3, 000, 000 00
For transportation of the mails, railroads, for 1878, and previous years, act of March 3, 1879.....	166, 392 27
For transportation of the mails, deficiency, 1876, and previous years, act of March 3, 1879.....	45, 873 31
To pay George H. Giddings, late contractor, deficiency, 1876, and previous years, act of March 3, 1879.....	14, 583 33
To pay H. G. Boardman, postmaster at Milton, Vt., act of June 19, 1878.	116 34
For payment of increased salary to letter-carriers, &c., act of June 28, 1879.....	71, 000 00
	<hr/> 3, 297, 965 25

ESTIMATES FOR 1881.

The estimated expenditures for the fiscal year ending June 30, 1881, are.	\$39,920,900 00
The ordinary revenues are estimated at	\$32,000,000 00
Estimated revenue from money-order business.....	210,000 00

Total estimated revenue for the fiscal year ending June 30, 1881.	32,210,000 00
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Estimated excess of expenditures to be appropriated out of the general Treasury as a deficiency.....	7,710,900 00
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The item for official postage-stamps has not been stated separately in the estimates for 1880-'81, for the reason that the official (or penalty) envelopes are, in a large measure, taking the place of official stamps, and the estimated revenue from this source has been included in ordinary receipts.

Table No. 1 (pages 256-267), accompanying the report of the Third Assistant Postmaster-General, furnishes the estimates in detail.

DEFICIENCY APPROPRIATIONS.

The following statement shows 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, 1877, the amount undrawn and unexpended was \$167,498.00, which, by operation of laws, was carried into the surplus fund of the Treasury on the 30th June, 1879, leaving no means available for the payment of unsettled liabilities incurred prior to July 1, 1877.

2. For the fiscal year ended June 30, 1878, an additional deficiency appropriation of \$166,392.27 was made, which amount was drawn from the Treasury and placed to the credit of the Post-Office Department, for the payment of indebtedness on account of said fiscal year.

3. For the fiscal year ended June 30, 1879, the amount appropriated from the Treasury to supply deficiencies in the revenues was \$4,222,274.72, of which \$1,222,274.72 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, 1879, is estimated at \$713,344.45, for the payment of which there is available, as above stated, the sum of \$1,222,274.72.

The expenditures and receipts of the department and the condition of accounts will be found in detail in the report of the Auditor for the Post-Office Department, hereto annexed.

POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

The number of ordinary postage-stamps issued during the fiscal year was.....	774,358,780, valued at	\$20,117,259 00
Newspaper and periodical stamps.....	1,552,172, valued at	1,088,412 16
Special stamps for the collection of postage due under act of Congress approved March 3, 1879.....	15,667,600, valued at	365,957 00
Postal cards.....	221,797,000, valued at	2,217,970 00
Stamped envelopes, plain.....	80,806,700, valued at	2,160,417 92
Stamped envelopes, special-request.....	67,058,250, valued at	2,139,704 10
Newspaper wrappers.....	29,697,000, valued at	355,218 90
Official postage-stamps.....	14,201,822, valued at	624,999 95
Official stamped envelopes.....	17,209,150, valued at	469,011 90
Aggregating.....	1,222,348,474, valued at	29,538,950 93

INCREASE IN ISSUES OF POSTAGE-STAMPS, ETC.

Altogether there has been an increase in the aggregate value of the above issues over that of the issues for the previous fiscal year. There has been a decrease in several of the items, as shown in the following table:

Description.	Fiscal year ended June 30, 1878.	Fiscal year ended June 30, 1879.	Increase.	
			Value.	Per cent.
Ordinary postage-stamps.....	\$19,468,618 00	\$20,117,259 00	\$648,641 00	3.33
Newspaper and periodical stamps.....	1,093,845 30	1,088,412 16	*5,433 14	*.04
Postage-due stamps (first issue in the latter part of present fiscal year).....		365,957 00	365,957 00	.....
Postal cards.....	2,006,300 00	2,217,970 00	211,670 00	10.55
Stamped envelopes, plain.....	2,418,102 91	2,160,417 92	*257,684 99	*10.65
Stamped envelopes, special-request.....	2,183,025 25	2,139,704 10	*43,321 15	*1.98
Newspaper wrappers.....	304,845 60	355,218 90	50,373 30	16.60
Total increase, ordinary issues.....			970,402 02	3.53
Official stamps, stamped envelopes and wrappers.....	1,092,647 70	1,094,011 85	1,364 15	0.12
Aggregate increase.....			971,766 17.	3.40

* Decrease.

In sending through the mails the supplies represented by the foregoing statements only five packages were lost.

POSTAGE ON NEWSPAPERS AND PERIODICALS.

The total amount of postage collected during the year on newspapers and periodicals mailed to subscribers from known offices of publication was \$1,104,184.67, or \$859,160.66 on 42,958,033 pounds of matter at 2 cents per pound, and \$245,024.01 on 8,167,467 pounds at 3 cents per pound. The increase in the amount of postage collected during the year on this class of mail matter over that for the previous year is \$79,003.69, which, in view of the reduction in the rate of newspaper and periodical postage, which took effect on the 1st of May last, under the act approved March 3, 1879, is a very gratifying increase.

DEAD LETTERS AND OTHER MAIL MATTER.

The total number of letters and parcels sent to the Dead-Letter Office during the year was 2,996,513, or 190,292 less than the receipts of the previous year. The reduction may be attributed to the increased efficiency of the delivery service, and the growing popularity of our peculiar return-request system, by which not only the undelivered letters mailed in "special-request" envelopes supplied by the department are returned to the writers direct, but those in envelopes bearing only a business card, the name and address of the sender, a street and number, a post-office box, or other indication of origin, are promptly returned to the owners without the intervention of the Dead-Letter Office.

The extent to which the people avail themselves of this privilege may be illustrated by the fact that there were mailed in a single day at the New York post-office 15,625 letters in the special-request envelopes furnished by the government, and 86,753 in envelopes supplied by private enterprise bearing name and address or other designation by which the writer could be identified.

For convenience in treatment the dead matter was separated into the following classes: Ordinary mailed letters, 1,876,702; drop or local, 382,100; of foreign address, 91,121; of foreign origin, 164,223; held for postage, 306,344; misdirected, 58,754; without any address whatever, 7,944; returned from hotels, 47,166; fictitious address, 17,544; third and fourth class matter, 28,684; and 5,976 registered letters.

The amount of money taken from letters which could not be restored to the writers, and deposited in the Treasury, was \$3,323.39.

The amount of postage collected upon short-paid matter forwarded to destination, and unclaimed articles of the third and fourth class returned to the senders, was \$4,471.70.

A statement of the contents and final disposition of letters and packages will be found in the report of the Third Assistant Postmaster-General, and tables submitted therewith, pages 289-293.

STATISTICS OF REGISTRATION.

The total number of letters and parcels registered during the year was 5,429,022; of which 4,227,079 were domestic letters; 203,497 domestic parcels of third and fourth class matter; 163,684 letters registered to foreign countries; 3,097 parcels of third and fourth class matter registered to foreign countries, and 831,665 letters and parcels of official matter forwarded for the government, and by law exempted from the payment of registry fees. The amount of registry fees collected during the year was \$459,735.70; an increase over the preceding year of \$44,736.40. The increase in the number of letters and parcels forwarded was 530,218. The value of the official matter forwarded under registration for the Post-Office and Treasury Departments aggregates the enormous sum of \$1,031,517,445.10. The extension of the registration system to arti-

cles of the third and fourth class of mail-matter has been received with great favor by the public. Out of 69,644 parcels of such matter registered at the New York City post-office, but five losses are reported, and these occurred on stage routes in the far West, and, upon investigation, may prove to have been simply delays occasioned by carelessness.

IMPROVEMENT OF THE REGISTRY SYSTEM.

Advantage was taken of the publication of a new edition of the postal laws and regulations to make a thorough revision of the registry system, by which its efficiency has been greatly increased. Distributing offices have been abolished, and all registered matter is now mailed direct to its destination; the through registered pouch system has been greatly extended; and all the blanks used for recording the registry business have been greatly simplified. The losses of registered matter during the year amounted to about one out of every seven thousand letters or packages forwarded.

STATISTICS OF TRANSPORTATION OF THE MAILS.

There were in the department on the 30th of June, 1879, 5,659 contractors for the transportation of the mails on public routes.

There were at the close of the fiscal year 1,948 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 10,396 (of which 1,059 were railroad routes, being an increase of 59 routes of this class over the previous year), aggregating in length 316,711 miles; in annual cost, \$16,723,808. Adding the compensation of railway post-office clerks, route-agents, mail-route messengers, local agents, and mail-messengers, amounting to \$3,289,064, the aggregate annual cost was \$20,012,872.

The service was divided as follows:

Railroad routes: Length, 79,991 miles; annual transportation, 93,092,992 miles; annual cost, \$9,567,590; about 10.27 cents per mile.

Steamboat routes: Length, 21,240 miles; annual transportation, 5,091,474 miles; annual cost, \$754,388; about 14.81 cents per mile.

Other routes on which the mails are required to be conveyed with celerity, certainty, and security: Length, 215,480 miles; annual transportation, 69,248,339 miles; annual cost, \$6,401,830; about 9.24 cents per mile.

There were, at the close of the fiscal year, 4,465 offices supplied by mail-messengers, at an annual cost of \$664,174.

The railroad routes were increased in length 2,871 miles, and in cost \$995. This small increase in cost is owing to the reduction in the rate of pay under act of June 17, 1878.

The steamboat routes were increased in length 3,171 miles, and in cost \$1,905, and the "Star" routes 8,703 miles in length and \$686,887 in cost.

There was an increase over the preceding year in the total length of

routes of 14,745 miles ; in annual transportation, 9,247,430 miles ; and in annual cost, \$689,787. Adding the increase in cost for railway post-office clerks, route-agents, mail-route messengers, local agents, and mail-messengers, amounting to \$70,663, the total increase in cost was \$760,450.

COST OF RAILWAY SERVICE.

The cost of railway service on the 30th of June, 1879, was at the rate of \$9,692,590 per annum, an increase over the cost of the service during the preceding fiscal year of \$125,995. This increase does not, however, represent the actual rate of increase in the service, as account must be taken of the reduction of 5 per cent. in the rate of compensation from July 1, 1878, made under the act of June 17, 1878. The amount of this deduction is in round numbers \$400,000, making, with the \$125,995, an increase of \$525,995 for 1879 over 1878, being a little less than 5.5 per cent.

The general increase of business all over the country, and the reasonable certainty that the present prosperity will continue for some years to come, will require the appropriation for railway service to be increased at least 12 per cent. for the next fiscal year, and the estimate for that service is accordingly placed at \$10,000,000.

INCREASE OF RAILWAY POST-OFFICE LINES IN THE SOUTH.

The appropriation for railway post-office car service for 1880 is \$1,250,000. Under this appropriation new lines of postal cars have been established where they were most needed, especially in the Southern States, and the increase for the next fiscal year will not exceed 8 per cent. The estimate for this service for 1881 is therefore placed at \$1,350,000.

THE SPECIAL APPROPRIATION FOR PROPER FACILITIES.

The appropriation of \$150,000 to enable the Postmaster-General to obtain proper facilities for the prompt transmission of the mails by railroad companies has enabled the department to prevent injury to the service upon the most important lines by allaying the dissatisfaction of railroad companies at the general reduction of 10 per cent. and 5 per cent. additional upon their compensation ; and has in several instances enabled the department to secure the running of special trains of great value to the business interests of the country. I would therefore recommend that this appropriation be renewed for the next fiscal year, and that the amount be increased according to the estimates submitted by the Second Assistant Postmaster-General.

TRANSFER OF MAILS FROM DEPOTS TO POST-OFFICES.

I desire again to call the attention of Congress to the importance of fixing the relative rights and duties of railroad companies and the department in regard to the transfer of mails from stations to post offices. Until this matter is settled upon an equitable basis it will be impossible properly to adjust the compensation of railroads for carrying the mail. It certainly seems an anachronism, to say the least, to expect because a

stage-coach can be driven without inconvenience 80 rods away from a turnpike to deliver mail at a post-office, that a railroad company should also be required to deliver mail to post-offices, when they happen to be within that distance of a station, without compensation therefor.

FAILURE TO OBTAIN STATISTICS FROM RAILROAD COMPANIES.

The act of March 3, 1879, provided: "That the Postmaster-General shall request all railroad companies transporting the mails to furnish, under seal, such data relating to the operating receipts and expenditures of such roads as may in his judgment be deemed necessary to enable him to ascertain the cost of mail transportation and the proper compensation to be paid for the same; and he shall in his annual report to Congress make such recommendations, founded on the information obtained under this section, as shall in his opinion be just and equitable."

In compliance with this direction letters have been addressed to railroad companies propounding a series of questions, the answers to which if truly given would enable the department to arrive at the cost and profit per linear foot per mile run of passenger-cars, which is believed to be a just and equitable basis upon which to fix the rates of pay for space used for carrying the mails and the postal employes engaged in their distribution. Very few companies have replied, and the pressure of current business has prevented the tabulation of the replies that have been received. Consequently no recommendation can be made.

TRANSCONTINENTAL AUSTRALIAN MAILS.

For several years this department has carried across the continent, between New York and San Francisco, a heavy British and Australian mail, at an annual cost of about \$100,000, for which no return had been received from Great Britain until the month of August, 1876, when, under the exceptional provision made in the Treaty of Berne for their lengthy and expensive railway service, special rates of territorial transit were agreed upon between this Department and the British Post-Office, which were considered sufficient to cover the actual cost of the railway transportation across our continent.

Through the efforts of the efficient representatives of this Department at the International Postal Congress, held at Paris in the spring of 1878, the exceptional character of the service rendered by this Department in transporting the closed mails between New York and San Francisco was reaffirmed in the Convention of Paris, and the British Government has already paid into the United States Treasury the actual cost of doing the work, which to this time amounts to something over a quarter of a million dollars. While this service does not appear as a credit to the item of railroad transportation, it is such in fact.

EXTENSION OF STAR SERVICE—A DEFICIENCY CREATED.

In consequence of the creation of new post-routes, upon which service was demanded by members of Congress, officers of the Army, and the

people of the sections interested, the star service has been extended to meet the necessities of the country. In so doing, an unavoidable deficiency of about \$150,000 has been incurred. To meet this there is a surplus in the appropriation for steamboat and railroad service of about \$250,000, and I would, therefore, recommend that the requisite amount be transferred from these appropriations to that for star service, thus obviating the necessity for a deficiency appropriation.

COMPENSATION FOR INCREASED SPEED AND INCREASED FREQUENCY OF STAR SERVICE.

The operation of the present laws regulating the increase of compensation for increased speed and increased frequency of service upon star routes results in great loss to the government. These laws (sections 3960 and 3961 of the Revised Statutes) have been in force for many years, and are the source of nearly all the deficiencies in the appropriations for star service which have ever been created. They are as follows:

SEC. 3960. Compensation for additional service in carrying the mail shall not be in excess of the exact proportion which the original compensation bears to the original service; and when any such additional service is ordered, the sum to be allowed therefor shall be expressed in the order, and entered upon the books of the department; and no compensation shall be paid for any additional regular service rendered before the issuing of such order.

SEC. 3961. No extra allowance shall be made for any increase of expedition in carrying the mail unless thereby the employment of additional stock and carriers is made necessary, and in such case the additional compensation shall bear no greater proportion to the additional stock and carriers necessarily employed than the compensation in the original contract bears to the stock and carriers necessarily employed in its execution.

It frequently happens, especially in the mining regions of the West, that, at the time of advertising, service is not required upon new routes more frequently than once or twice a week; but after the contracts have been made and service begun, population increases along the line, and an increase of speed and more frequent service become necessary. Under such circumstances it is clear that the rate that was reasonable for service once or twice a week, through a sparsely-settled region, becomes exorbitant when multiplied by three or six to cover daily service. I would, therefore, recommend that section 3960 be so amended as to permit the Postmaster-General to advertise for new proposals for the increased service, the contract to be awarded to the lowest responsible bidder, as usual. Section 3961 should be so amended that when the cost of increased speed would amount to more than 50 per cent. of the cost of the original service the Postmaster-General should readvertise for service at the increased speed.

INCREASE OF STAR SERVICE IN THE SOUTHERN STATES.

The estimates for star service for the next fiscal year contemplate a continuance of the present efficient service in other States, and largely increased mail facilities in the States of Indiana, Ohio, Kentucky, South

Carolina, North Carolina, Tennessee, Georgia, Florida, Mississippi, and Alabama. This service has already been advertised, the contracts to begin July 1, 1880.

FAST MAILS TO HAVANA AND SOUTH AMERICA.

The efforts of the department to establish a fast-mail service with Havana via Cedar Keys and Key West in order to meet the demands of commerce, have failed for several years on account of the insufficiency of the compensation allowed by law for such service. If the Postmaster-General were authorized to contract for service between Havana and the United States ports mentioned, at a sufficient rate of pay to secure the necessary speed and frequency, the commerce of the country would be greatly benefited. I believe that a general law should be passed authorizing contracts for carrying the mail between the United States and West Indian and South American ports, in American-built steamers carrying the American flag, at a fixed minimum and maximum price, the amount to be expended being regulated by the annual appropriations. Or the service might be thrown open to competition in the same manner as the star service. The adoption of such a policy by Congress would enable this country to control the profitable commerce with South America and the West Indies, which is now almost monopolized by Great Britain.

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, 1879, was \$177,098.57, and the amount remitted for the same period was \$16,571.76, leaving the net amount of fines and deductions \$160,526.81.

MAIL-BAGS AND CATCHERS.

From Table G of the report of the Second Assistant Postmaster-General (page 162), it will be seen that the total number of new mail-bags purchased under contract and put into service during the year was 104,021, of which 14,021 were locked pouches for first-class matter, and 90,000 were canvas sacks for second, third, and fourth class matter. This is an increase in the number of mail-bags issued of 24,123 over the previous year.

The number of new mail-catchers issued was 300.

The total expense of mail-bags and mail-catchers, including repairs, was \$170,266.26. The average annual cost of the last three preceding years was \$171,588.10.

The total number of mail-bags repaired was 356,527, and the total cost of their repairs was \$37,613.10. Under the old system of repairs the cost would have been \$80,338.29. In the last four years since the old system of repairs was abolished the total saving has been \$192,282.06.

MAIL LOCKS AND KEYS.

The total expense of mail locks and keys during the year was \$12,780.55; the average annual cost for the last three preceding years having been \$12,021.66. The term of all contracts for mail locks and keys expired during the preceding year, and supplies have been kept up during the past year by repairs and small purchases from the late contractors. The greater portion of the mail-locks now in use are nearly worn out and are becoming insecure from their long subjection to the peculiarly hard usage of the mail service. They were procured under contracts made in 1870, and as experience has shown that ten years is the limit of duration for mail-locks, their further use is not compatible with the requisite security. The locks used for through-registered pouches are also no longer adapted to the service. I would therefore earnestly recommend that provision be now made for superseding at the earliest possible date the locks now in use by those of new and improved patterns. In this connection reference is made to the report of the Second Assistant Postmaster-General (page 57).

READJUSTMENT OF COMPENSATION TO RAILROADS.

I desire to renew the recommendation of my last report for the passage of a law readjusting the compensation of railroads for carrying the mail upon the basis of space, speed; and frequency, supplemented by the weight of mails carried. This would enable the department to designate every railroad in the country by name as a railway post-office line, which they all are now in fact. The only reason why they are not all so called is because section 4004 of the Revised Statutes allows additional pay for post-office cars, and to so designate all railroads would increase the annual expenditure, under the present basis of compensation, by over a million dollars; and hence the anomaly is presented of railway post-office lines which furnish apartments in cars only 10 feet 2 inches long by 6 feet 6 inches in width, and of route-agent lines upon which entire cars are furnished 55 feet long and 8 feet 9 inches wide, in both of which precisely the same work of distributing the mails is carried on.

RAILWAY POST-OFFICE LINES.

A tabular statement (I, page 164) hereto appended, shows that the number of railway post-lines in operation on the 30th of June, 1879, was 59, extending over 17,340 miles of railroad routes, an increase of 360 miles as compared with the preceding year.

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.

The number of clerks in the service at the end of the fiscal year ending June 30, 1879, was 1,091, whose annual salaries aggregated \$1,272,290, showing an increase of 10 clerks and of \$11,700 in salaries.

The annual miles of service performed by railway post-office clerks, route-agents, and mail-route messengers was 52,419,773. (See Table K, pages 168-213.)

CLASSIFICATION OF EMPLOYÉS OF THE RAILWAY MAIL SERVICE.

I most earnestly renew my recommendation of last year for the reclassification of the employés of the railway mail service as advised by the general superintendent of that service. No additional expense will be incurred, but the business of the department will be greatly facilitated and much annoyance will be spared to the appointment office which is now caused by the necessity of transferring employés from one class to another in order to avoid exceeding the appropriation. The railway mail service is the most important branch of the postal system. Under a judicious system of appointments and a tenure of office dependent upon merit alone, its efficiency has developed so that the enormous amount of 2,648,661,550 pieces of mail-matter were distributed by it during the past year with only one mistake in the disposition of each 3,469 pieces. The work performed by all the employés is the same, varying only in amount, and yet under the present mode of appropriating for postal clerks, route-agents, mail-route messengers, and local agents, two men working in the same car and performing the same service frequently receive a different salary simply because one is paid out of the appropriation for route-agents and the other out of that for postal clerks. This is the greatest evil now existing in the service and it can be completely remedied by the classification of the employés as recommended.

POST-ROUTE MAPS.

The work of preparing and keeping up the post-route maps has been continued in the topographer's office during the past year, rendering essential aid to the officers and employés of the department, particularly to those of the railway mail service, in a proper understanding of the requirements, actual and prospective, for the speedy distribution of the mails. These maps are also in great request by the other departments of the public service.

During the past year, besides successive editions of previously issued maps, new maps of the States of Minnesota, South Carolina, and Georgia, Arkansas, and the Indian Territory have been completed, and a map of Dakota Territory is nearly ready. New maps of Louisiana and of the Pacific States and Territories are required, and will be designed to take the place of the provisional copies hitherto in use.

The publication is desirable of an extended table of distances for use in the settlement of mileage and telegram accounts referred to the topographer by this and other departments for his certificate, for the compilation of which the force at his disposal is not sufficient.

The work of this office is necessarily increasing with the extension of

the mail-service, and I have, therefore, in my present estimates, requested a somewhat larger appropriation than that for the past year.

OPERATIONS OF SPECIAL AGENTS.

The duties of the special agents of this department in exercising surveillance over the hundred thousand persons who are legally entitled to have access to the mails have been performed with great efficiency. Robbery of the mails and stealing the postal revenues by employes of the department cannot escape detection and punishment, and the general knowledge of this fact should greatly assist postal employes to resist temptation.

A system of thorough inspection of post-offices by special agents, embracing the solvency of the postmaster's bond, the organization of his office and the manner of conducting it, condition of accounts and government property, etc., has been perfected to the great advantage of the service.

SPECIAL AGENTS SHOULD BE STYLED INSPECTORS OF POSTS.

I recommend that the designation of the officers known as special agents be changed to inspectors, as more appropriate and less liable to confusion with others in public and private employment. This title is given to similar officers in the postal service of other countries. It should be borne in mind that the duties of these officers are by no means confined to the detection and arrest of offenders against the postal laws. On the contrary, most of their time is occupied in the inspection of the postal service, the examination of postmasters' accounts, the investigation of the solvency of their bonds, the collection of debts due the department by postmasters, and the general supervision of all officers and employes of the postal service.

ARRESTS AND CONVICTIONS OF OFFENDERS AGAINST POSTAL LAWS.

The number of persons arrested during the year was 552, of whom 459 were prosecuted in United States courts and 93 in State courts. Of the former, 191 were convicted, 11 acquitted, 10 escaped, 39 proceedings were dismissed, 2 forfeited bail, and 206 await trial. There were 45 highwaymen arrested for mail-stage robberies, the prosecution of 42 being in United States courts and 3 in State courts. The arrests are classed as follows:

<i>Subject to jurisdiction of United States courts.</i>	
Postmasters	46
Assistant postmasters	22
Clerks in post-offices	15
Postal clerks and route-agents	10
Letter-carriers	11
Mail-carriers	17
Other employes	8
Highwaymen	42
Burglars	83
All others for various offenses	205

Subject to jurisdiction of State courts.

Highwaymen	3
Burglars	55
All others for various offenses	35
	<hr/> 552

CASES ACTED UPON BY SPECIAL AGENTS.

The number of cases made up for investigation by special agents during the year was 23,242, classified as follows:

Registered cases, class A.—2,759.—Registered letters reported lost, 2,109, of which 1,995 contained cash, \$21,790.07; 114 contained money-orders and exchange, \$35,697.05. Of this number, 1,120 were recovered, viz, 1,067 containing 53 money-orders and exchange to the value of \$10,872.21, and cash \$9,873.59; reported rifled of contents, 578, containing cash \$8,080.10. Of this number, investigation proved 121, alleged to contain \$1,751.09, to have been falsely reported. Reported tampered with, 72, containing \$1,144.33, of which 47, said to contain \$910.85, were erroneously reported. The disbursements of moneys collected and recovered, on account of lost and rifled registered letters, amounted in 566 cases to \$16,952.85, of which amount \$7,554.79 was paid in 260 cases of loss occurring in this year, and the remainder, \$9,398.06, in 306 cases of previous years.

Ordinary cases, class B.—15,261.—Ordinary letters reported lost and rifled, 14,538, of which 5,802 contained cash \$40,056.78; 1,353 money-orders and exchange, \$453,947.96, and 7,383 contents not specified. Of this number, 1,480 were recovered, viz: 397 containing cash \$2,942.02; 184 containing money-orders and exchange \$49,619.99, and 899 contents not specified. The disbursements of moneys collected and recovered on account of lost ordinary letters amounted, in 126 cases, to \$719.49, of which amount \$177.75 was paid in 17 cases of loss occurring in this year, and \$541.74 in 109 cases of previous years.

Robberies of mail-stages on the highway, 50; robberies of post-offices, 98; burning of mail, 4; and charges of depredation against postmasters, 246.

Miscellaneous Cases, Class C.—5222.—This class comprises failing contractors, defaulting postmasters, change of postmasters, solvency of sureties of postmasters, inspection of post-offices, post-routes, and forgery of money-orders.

POST-OFFICES ESTABLISHED AND POSTMASTERS APPOINTED.

The report of the Appointment Office shows the following:

Number of post-offices established during the year	2, 676
Number discontinued	1, 079
Increase	1, 597
Number in operation June 30, 1878	39, 258
Number in operation June 30, 1879	40, 855
Number filled by appointment of the President	1, 711
Number filled by appointment of the Postmaster General.....	39, 144

Appointments were made during the year—

On resignations and commissions expired	5, 627
On removals	558
On changes of names and sites	187
On deaths of postmasters	378
On establishment of new post-offices	2, 676

Total appointments	9, 426
Number of cases acted on during the year	10, 778

NUMBER OF SPECIAL AGENTS AND EMPLOYÉS OF THE 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, 1879, were—

* 45 special agents	\$145, 122 64
1,091 railway post-office clerks	1, 272, 290 00
1,143 route agents	1, 072, 420 00
241 mail-route messengers	167, 649 00
134 local agents	112, 531 00
	<hr/> 2, 770, 012 64

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, railway post-office clerks, route-agents, and other officers in service June 30, 1878, and June 30, 1879:

	1878.	1879.
Departmental officers and employés:		
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
Chiefs of divisions	4	5
Topographer for department	1	1
Disbursing officer and superintendent of building	1	1
Law clerk		1
Stenographer	1	1
Appointment clerk		1
Superintendent of blank agency		1
Chief clerks of bureaus	5	5
Clerks, messengers, watchmen, &c	354	391
	<hr/> 373	<hr/> 414
Postmasters and other officers and agents:		
Postmasters	39, 258	40, 855
Contractors	5, 996	5, 659
Clerks in post-offices	4, 651	4, 894
Letter-carriers	2, 275	2, 359
Railway post-office clerks	1, 081	1, 091

* Other special agents charged to separate appropriations.

	1878.	1879.
Postmasters and other officers and agents—Continued.		
Route-agents	1, 143	1, 143
Mail-route messengers	241	241
Local agents	143	134
Special agents	59	54
Total in service	55, 220	56, 844

CLERKS IN POST-OFFICES.

The increasing demands of the postal service call for a large increase in the appropriation for the payment of clerks in post-offices. The estimate for this item is greatly below the actual needs of the service. I have so estimated, however, because I did not desire to increase the growing disparity between the revenues and expenditures of the department. To provide a less sum for the employment of clerks than I have estimated for will cripple the work of post-offices, and in many instances delay the transmission of the mails. Many localities can now be mentioned where an insufficiency of clerical force retards the dispatch of the mails; and, in fact, nearly all complaints of delays are traceable to the inability of postmasters to properly handle the enormous amount of matter deposited in and passing through their offices.

THE FREE-DELIVERY SYSTEM.

The increase in the appropriation for the free-delivery system during the last fiscal year was only \$50,000 over that of the preceding year. It enabled the department to partially provide for the increased demands of the service in some of the large cities, but it was not sufficient to justify a considerable extension of the system. New service was, however, established at Oakland, Cal., at a cost during the year of \$3,272.01. The remainder of the \$50,000 increase of appropriation, to wit, the sum of \$46,727.99, was expended in the employment of additional carriers in the large cities and the incidental expenses connected therewith.

POSTAGE ON LOCAL MATTER.

The postage on local matter during the last year exceeded that of the preceding year in the sum of \$360,272.35, and it also exceeded the entire cost of the free-delivery service in the sum of \$364,771.14. Much of the increase in the amount derived from local postage is believed to have come from the extension of the territorial limits supplied by carriers in several of the large cities.

The increase in postage on local matter in the free-delivery cities last year was 14.74 per cent.; the increase in the cost of the service during the same period was only 6.34 per cent.

The average cost per piece of handling local matter was 2.40 mills, or a reduction of .10 of a mill as compared with last year, although the average cost per carrier (attributable to the increase of compensation provided in the act of February 21, 1879) was \$24.27 in excess of the previous year.

Very little complaint of the frequency of the service or of the man-

ner of performing it has reached the department of late. It may be said to have attained great success. With larger appropriations more frequent deliveries could be secured, and such improvement would meet with universal commendation in the larger cities.

AN INSUFFICIENT APPROPRIATION FOR LETTER-CARRIERS.

After the passage of the act of February 21, 1879, and in accordance with its provisions, the free-delivery cities were divided into two classes. Those with populations exceeding seventy-five thousand were placed in the first class, and those with smaller populations in the second class. In cities of the first class the pay of carriers was also classified under said act; one-half of the carriers employed therein being paid at the rate of one thousand dollars per annum, the other half at the rate of eight hundred dollars per annum. The pay of carriers in cities of the second-class was fixed at eight hundred and fifty dollars per annum.

To meet the cost of thus increasing the compensation of carriers the sum of \$71,000 was appropriated. It proved, however, to be insufficient. In the attempt to comply with the law the appropriation was unexpectedly exceeded in the sum of \$1,706.61, and the discovery of the fact was not made until the payments for the month of May were completed. No payment of the additional compensation to carriers provided by the act referred to was made for the month of June, and that sum is still due. I have, therefore, to recommend that a deficiency of \$23,706.61 be provided for, \$22,000 thereof to be expended in payment of the amount due carriers for the month of June, as before stated, and the remainder to cover the deficiency mentioned above.

STATISTICS OF THE FREE-DELIVERY POST-OFFICES.

The aggregate results for the fiscal year were as follows:

AGGREGATE RESULT OF FREE-DELIVERY SERVICE FOR THE FISCAL YEAR ENDED JUNE 30, 1879.

		Increase over last year.	Decrease over last year.	Per cent. of increase.
Number of offices	88	1		1.13
Number of carriers	2,359	84		3.56
Mail letters delivered	213,896,882	10,534,334		4.92
Mail postal cards delivered	40,299,480	6,422,304		15.90
Local letters delivered	64,710,184	7,229,057		11.19
Local postal cards delivered	31,904,474	2,709,864		8.49
Registered letters delivered	1,410,044	117,600		8.34
Newspapers delivered	102,365,370	10,437,360		10.19
Letters collected	253,174,241	37,125,400		14.66
Postal cards collected	62,130,798	15,298,583		24.62
Newspapers collected	39,862,632	4,297,413		10.77
Whole number of pieces handled	809,854,065	94,071,915		11.61
Pieces handled per carrier	339,060	24,431		7.20
Total cost of service, including pay of special agents	\$1,947,706 61	\$123,585 76		6.34
Average cost per piece in mills	2.40		.10	
Average cost per carrier*	\$823 34	\$24 27		2.74
Amount of postage on local matter	\$2,812,523 86	\$360,272 35		12.94
Excess of postage on local matter over the total cost of service	\$804,771 14	\$236,686 59		37.69

* Based on the aggregate (\$1,942,281.15) paid carriers, including incidental expenses at the several offices, less \$5,445.46 paid special agents.

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 4,143. During the year 400 new offices were added to the list and 31 were discontinued, making the total number of such offices in operation on the 30th day of June, 1879, 4,512.

ISSUES AND PAYMENTS OF DOMESTIC MONEY-ORDERS.

During the year 6,372,243 domestic money-orders, amounting to \$88,254,641.02, were issued, and 6,360,611, amounting to \$87,427,047.26, were paid. The amount of such orders repaid during the same period was \$579,152.94, which, added to the amount of the orders paid, makes the payments amount to \$88,006,200.20. The excess of the issues over the payments was \$248,440.82.

The fees received by postmasters for the issue of domestic money-orders amounted to \$798,625.65. The average amount of such orders issued was nearly \$13.85, being about 66 cents less than the average of the preceding year, and the average fee received for each order was 12.53 cents, being 0.21 less than the average of the preceding year.

Of the total amount of orders paid, about \$41,325 were orders issued to the War Department for payment of claims for bounty and back pay due by the United States to colored soldiers for services during the late war. These orders were all transmitted to the postmaster by whom payable through the office of the superintendent of the money-order system, and with them were transmitted certain blank forms supplied by the War Department and relating to the claims, which it was made the duty of the paying postmaster to cause to be properly filled out and duly signed. As, by request of the War Department, these orders were only to be paid to the payees named in the corresponding advices, and were not, like other money-orders, to be transferable by endorsement, they often gave rise to considerable correspondence, and in all cases entailed extra labor upon the respective postmasters, for which they received no additional compensation.

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 \$6,812,276.15, or 8.36 per cent., is shown in the amount of the orders issued; of \$6,655,592.06, or 8.24 per cent., in the amount of the orders paid; and of \$83,364.45, or 11.65 per cent., in the amount of fees received.

REVENUES AND EXPENSES OF THE MONEY-ORDER SYSTEM.

The Auditor has reported the following statement of revenue which accrued from domestic money-order transactions during the fiscal year ended June 30, 1879 :

Fees received on domestic money-orders issued.....	\$798, 625 65
Premiums, &c.....	721 44
Total.....	799, 347 09
Commissions and clerk hire.....	\$512, 550 52
Incidental expenses.....	31, 946 76
Lost remittances.....	4, 364 50
Bad debts.....	26, 524 54
Net revenue.....	223, 960 77
	799, 347 09

The revenue, \$223,960.77, from the domestic business is \$21,008.40 greater than that of the previous year, being an increase of 10.35 per cent.

Allowances for clerk hire amounting to \$177,439.00 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.

During the past fiscal year the aggregate amount of surplus money-order funds accruing at the smaller post-offices and remitted by them to the larger post-offices, designated as their depositories, was \$54,266,677.08.

LOST REMITTANCES.

In the last annual report it was stated that nine cases, amounting to \$1,320.00, of remittances alleged to have been lost in the mails, remained unsettled June 30, 1878. The amount involved in these cases, however, as since ascertained, should have been reported as \$1,323.00; and there were two cases, amounting to \$502.50, which occurred prior to June 30, 1878, but were not brought to the attention of the department until after the close of that fiscal year, making the total number of unsettled cases eleven and the amount involved \$1,825.50. During the year ended June 30, 1879, in thirty-two cases remittances amounting to \$6,698.00 were reported as lost, making a total of forty-three cases, amounting to \$8,523.50, giving rise to investigation by the department.

Of this amount, \$3,589.50 were allowed to the postmasters who made the remittances; \$1,235.00 were recovered by special agents in the service of the department; \$760.00 were charged to the remitting postmasters; and, pursuant to act of Congress approved June 14, 1878, the loss of four remittances, amounting to \$487.00, burned with the mail-car en route January 7, 1875, was assumed by the department.

Ten cases of remittances, amounting to \$2,452.00, remained unsettled at the end of the fiscal year.

The discrepancy of \$775.00 between the amount, \$3,589.50, reported above as allowed to postmasters on account of remittances lost in the mails, and the amount, \$4,364.50, reported by the Auditor as so allowed, is owing to the fact that a credit of \$775.00 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.

TRANSFER OF MONEY-ORDER FUNDS AND DRAFTS.

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 allowed a definite amount of credit with the postmaster at New York, N. Y. Drafts amounting to \$8,295,931.50, against credits so allowed, 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 \$144,750, by the postmaster at San Francisco, Cal., and \$20,910 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 \$462,658.48, and from the postage to the money-order account to \$654,229.71, leaving a balance of \$191,571.23 to the credit of the postage account.

MONEY-ORDERS ERRONEOUSLY PAID.

In the last annual report it is stated that claims for reimbursement on account of the alleged erroneous payment of thirty-one money-orders, amounting to \$587.15, remained unsettled at the close of the year. Since the end of the period to which that report refers, additional cases of twenty-one orders, amounting to \$401.90, alleged to have been erroneously paid prior to July 1, 1878, have been brought to the notice of the department.

Sixty-two orders, amounting to \$1,676.34, were alleged to have been erroneously paid during the year, being at the rate of 1 erroneous payment in 102,591 orders paid, making a total of 114 alleged erroneous payments, amounting to \$2,665.39, under investigation during the year.

Nine of these orders, amounting to \$203.33, were afterward ascertained to have been paid to the proper person; in case of twenty-eight orders the whole amount, \$746.30, was recovered by special agents of this department. In case of four others, amounting to \$50.85, the loss was assumed by the department; the amount of forty-three orders, \$1,111.04, was charged to the paying postmaster, or through him to the clerk in his office through whose negligence the error occurred; in case of eleven orders the payee was required to sustain the loss, \$222, and the cases of nineteen orders, amounting to \$331.87, remained unsettled on the 30th of June, 1879.

DUPLICATE MONEY-ORDERS.

The total number of duplicate money-orders issued was 18,975, being an increase of 2,399 over the number of such orders issued during the previous year. Of this number 17,304 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; 906 were issued in lieu of orders alleged to have been lost through the negligence or misfortune of the remitters, payees, or indorsees; 255 were issued to remitters in lieu of orders payment of which had been prohibited in pursuance 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"; 91 in lieu of orders which had become invalid by reason of having received more than one indorsement; 304 in lieu of orders invalidated because not presented for payment within one year after the date of their issue, and 115 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 this 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.

The revenue and expenses for the year ended June 30, 1878, 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 180 money-order offices were in operation authorized to issue orders payable in Switzerland, and to pay orders drawn in that country. Three offices were added to the list during the year, making a total of 183 in operation at its close.

The number of such orders issued in the United States during the year was 5,135, amounting to \$96,171.25, of which amount \$459.13 was afterward repaid to the remitters, and the number paid in the United States was 2,010, amounting to \$55,829.99.

The fees received for Swiss orders issued amounted to \$2,758.50.

A comparison of this business with that of the previous year exhibits an increase of \$3,890.51, or 4.21 per cent., in the amount of orders issued; of \$2,034.27, or 3.78 per cent., in the amount of orders paid; and of \$462.25, or 20.13 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, 1878, is as follows:

Fees received	\$2, 635 25
Paid for commissions and clerk hire.....	\$778 44
Paid for incidental expenses	1 99
Excess of commissions paid Switzerland	371 27
Cost of exchange.....	549 39
Net revenue.....	934 16
	<hr/> 2 635 25

EXCHANGE OF MONEY-ORDERS WITH GREAT BRITAIN.

At the commencement of the last fiscal year 1,014 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. Eight offices were added to the list during the year, and one was discontinued, leaving a total of 1,021 in operation at its close.

The number of such orders issued in the United States during the year was 64,310, amounting to \$894,859.25, of which amount \$2,242.07 was afterward repaid to the remitters, and the number paid was 19,740, amounting to \$345,761.09.

The fees received for orders issued amounted to \$27,753.

A comparison of this business with that of the previous year shows an increase of \$87,675.93, or 10.86 per cent., in the amount of the orders issued, a decrease of \$17,442.09, or 4.80 per cent., in the amount of the orders paid; and an increase of \$2,677.25, or 10.67 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, 1878, is as follows:

Amount received for fees on orders issued.....	\$25, 075 75
Net loss.....	10, 178 82
Total	<hr/> 35, 254 57
Amount paid for commissions and clerk-hire	\$21, 351 22
Amount paid for incidental expenses	200 96
Excess of commissions paid	4, 435 58
Cost of exchange	9, 266 81
	<hr/> 35, 254 57

EXCHANGE OF MONEY-ORDERS WITH GERMANY.

At the commencement of the last fiscal year 659 money-order offices were in operation authorized to issue orders payable in the German

Empire, and to pay orders drawn in that country; and 14 offices were added to the list during the year, making a total of 673 in operation at its close.

The number of such orders issued in the United States during the year was 47,342, amounting to \$829,788.36, of which amount \$3,630.34 was afterward repaid to the remitters; and the number paid was 25,462, amounting to \$639,542.68.

The fees received for orders issued amounted to \$22,927.

A comparison of this business with that of the previous year exhibits an increase of \$46,371.52, or 5.92 per cent., in the amount of orders issued, a decrease of \$27,270.02, or 4.09 per cent., in the amount of orders paid and an increase of \$1,316.50, or 6.09 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, 1878, is as follows:

Amount received for fees on orders issued		\$21,610 50
Amount paid for commissions and clerk hire	\$11,834 78	
Amount paid for incidental expenses	58 47	
Excess of commissions paid Germany	1,805 19	
Cost of exchange	2,501 67	
Net revenue	5,410 39	
		<hr/> 21,610 50

EXCHANGE OF MONEY-ORDERS WITH CANADA.

At the commencement of the last fiscal year 375 money-order offices were in operation, authorized to issue orders payable in the Dominion of Canada, and to pay orders drawn in that country. No new offices were added to the list during the year.

The number of such orders issued in the United States during the year was 16,231, amounting to \$316,283.98, of which amount \$966.42 was afterward repaid to the remitters; and the number paid was 20,757, amounting to \$339,072.45.

The fees received for orders issued amounted to \$7,217.80.

A comparison of this business with that of the previous year exhibits an increase of \$56,901.55, or 21.93 per cent., in the amount of orders issued; a decrease of \$112.44, or 0.03 per cent., in the amount of the orders paid, and an increase of \$1,163.30, or 19.21 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, 1878, is as follows:

Amount of fees received on orders issued	\$6,054 50	
Excess of commissions received	406 76	
		<hr/>
Total		6,461 26
Amount paid for commissions and clerk-hire	\$5,417 04	
Amount paid for incidental expenses	995 85	
Net revenue	48 37	
		<hr/> 6,461 26

EXCHANGE OF MONEY-ORDERS WITH ITALY.

At the commencement of the last fiscal year 142 money-order offices were in operation, authorized to issue orders payable in the Kingdom of Italy, and to pay orders drawn in that country. One office was added to the list during the year, making a total of 143 in operation at its close.

The number of such orders issued in the United States during the year was 4,070, amounting to \$103,352.11, of which amount \$140 was afterward repaid to the remitters; and the number paid was 349, amounting to \$10,040.69.

The fees received for orders issued amounted to \$2,760.25.

A comparison of this business with that of the previous year exhibits a decrease of \$2,181.42, or 2.06 per cent., in the amount of orders issued; an increase of \$2,169.57, or 27.81 per cent., in the amount of the orders paid, and a decrease of \$56.25, or about 2 per cent., in the amount of fees received.

The Auditor's statement of the revenue and expense account with Italy, for the year ended June 30, 1878, is as follows:

Amount of fees received on orders issued.....	\$2,816 50	
Net loss.....	948 04	
		<hr/>
Total.....		3,764 54
Amount paid for commissions and clerk-hire.....	\$598 41	
Amount paid for incidental expenses.....	28 60	
Excess of commissions paid Italy.....	962 58	
Cost of exchange.....	2,174 95	
		<hr/>
		3 764 54

GENERAL FINANCIAL RESULTS OF THE MONEY-ORDER BUSINESS.

The gross number of domestic and international money-orders issued during the year was 6,519,331, amounting to \$90,495,095.97; and the gross number paid, 6,428,929, amounting to \$88,817,294.16.

The net revenue derived from the transactions of the domestic money-order business is \$223,960.77, as reported by the Auditor, without taking into account the additional expenses, paid out of appropriations, herein-after to be mentioned.

In addition to the expenses enumerated in the foregoing statement made by the Auditor, the following items of expense, amounting to \$210,665.56, which are fairly chargeable to the money-order system, were paid out of general appropriations, viz: Salaries to 30 employés in the Superintendent's office, \$40,100; salaries to 101 employés in the money-order division of the Auditor's office, \$116,280; books, blanks, and printing furnished for the money-order system by the Public Printer, \$49,285.56; and books, blanks, and stationery not included in the last item, estimated at \$5,000. After deducting the above-enumerated items of expense from the total net revenue, stated as above at \$223,960.77,

there remains an absolute net profit to the credit of the system amounting to \$13,295.21 in excess of all legitimate expenses.

The sum of \$219,226.83, being the net proceeds of the domestic money-order business for the fiscal year ended June 30, 1879, less the loss on account 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 \$191,571.23, 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.

The total weights of the mails dispatched from the United States to countries of the Universal Postal Union (the Dominion of Canada excepted) during the year were as follows: Letters, 102,980,282 grams, equal to 3,632,910 ounces; printed matter and samples of merchandise, 444,141,226 grams, equal to 15,668,291 ounces, being an increased weight over 1878 of 232,199 ounces of letters, and 1,139,429 ounces of printed matter and samples. A statement is appended of the weight of mails dispatched to each postal union country. (Pages 405-409.)

The number of letters exchanged with other countries not embraced in the Universal Postal Union, the Dominion of Canada excepted, was 685,188, of which number 396,915 were sent to and 288,273 received from such countries.

COST OF OCEAN MAIL SERVICE.

The payments made during the fiscal year 1879 for the sea conveyance of United States mails amounted to \$198,908.06, being an increase of \$1,631.91 over the amount paid for the same service during 1878. Of this sum \$153,749.64 was paid for the trans-Atlantic service, \$11,004.39 for the trans-Pacific service, and \$34,154.03 for the service to Canada, the West India Islands, Mexico, Central American and South Pacific States, Venezuela, Honduras, Brazil, and Uruguay.

The particulars of these several services are appended to this report, page .

The additional sum of \$28,053.47 was recognized and paid for the Atlantic transportation of British closed mails from New York to England from January 1, 1877, to September 30, 1878, and credit claimed therefor by this department in the quarterly accounts with the British office. Adding to this sum the payments made on account of the United States ocean service, the total amount paid during the year to the different lines of ocean mail steamers, for transportation of mails to foreign countries was \$226,961.53.

The aggregate amount of the quarterly balances paid to the United States during the year on the settlement of the postage accounts with countries of the Universal Postal Union was \$54,469.30, and the aggregate

gate amount of the quarterly balances paid by the United States to the same countries was \$38,275.79.

The sums paid to this department by other postal union administrations on account of the United States sea and territorial transit of open and closed mails amounted to 514,633.53 francs (\$101,675.39); and the sums paid by this department to other postal union administrations for the foreign sea and territorial transit of United States mails amounted to 257,291.39 francs (\$50,429.11).

UNIFORM RATES OF POSTAGE TO ALL COUNTRIES OF THE UNIVERSAL POSTAL UNION.

The ratifications by the United States of the Universal Postal Union Convention were duly exchanged at Paris on the 26th February, 1879, and its provisions were carried into operation on the 1st of April, 1879, superseding from that date the general postal union treaty concluded at Berne, October 9, 1874.

Article 5 of the Paris Convention establishes general rates of postage throughout the entire extent of the Universal Postal Union, with authority, however, to levy additional charges for the correspondence subjected to the sea-transit rates of 15 francs per kilogram of letters and postcards, and 1 franc per kilogram of other articles; but as the correspondence sent from the United States to distant countries and colonies of the union to which these sea-transit rates are applicable, constitute a very inconsiderable part of the mail matter sent to postal union destinations, I deemed it expedient, in view of the desirability of fixing uniform postage rates, to waive the right to levy additional charges upon the correspondence addressed to such countries and colonies; and accordingly issued an order directing the regular rates of union postage to be levied and collected in the United States on all correspondence exchanged within the Universal Postal Union (Canada excepted), without regard to distance or routes of transmission; thus realizing at once in our postal union relations uniformity of postal charges, the chief result which the system of the Universal Postal Union is designed ultimately to accomplish throughout the world.

ADMISSIONS TO THE UNIVERSAL POSTAL UNION.

Since the conclusion of the Convention of Paris, the following accessions have been made to the Universal Postal Union:

1. The British Colonies of Newfoundland, Gold Coast, Senegambia, Lagos, Sierra Leone, Falkland Islands, and British Honduras, admitted from April 1, 1879.

2. The principality of Bulgaria, admitted from April 1, 1879.

3. The Leeward Islands (British), viz: Antigua, Dominica, Montserrat, Nevis, St. Christopher, and the Virgin Isles, admitted from July 1, 1879.

4. The Republic of Liberia, admitted from July 1, 1879.

5. The Republic of Honduras, admitted from October 1, 1879.

The United States of Venezuela have declared diplomatically their adhesion to the Universal Postal Union from the 1st of January, 1880.

The Republic of Chili, which was a party to the Convention of Paris, was unable to carry it into operation on the 1st of April, 1879, and its adhesion to the union has been indefinitely postponed.

INDEMNITY FOR LOST REGISTERED ARTICLES.

In my last report I recommended the necessary legislation to enable this department to accept the general regulation of the Universal Postal Union relative to the payment of a limited indemnity for registered articles lost or destroyed in the United States postal service. The Convention of Paris provides for the payment of 50 francs to the sender, or at his request to the addressee, of a lost registered article, by the administration upon whose territory or in whose maritime service the loss has occurred, except in case of *force majeure*, but stipulates as a temporary measure that the administrations of the countries beyond Europe, whose legislation is at present opposed to the principle of responsibility, may postpone the application of said regulation until the time when they shall have obtained legislative authority to subscribe to it. Although the payment of indemnities for registered articles lost or stolen in the mails is not sanctioned by our laws or applied in our domestic service, it is very generally practiced in other countries of the Universal Postal Union with which we exchange registered correspondence, and I therefore renew the request that authority be given by law to carry into effect this provision of the Paris Convention, both as to domestic and foreign registered matter.

COLLECTION OF CUSTOMS DUTIES UPON FOREIGN BOOKS RECEIVED BY MAIL.

The annoying inconveniences and delays to which American students and scholars have been subjected in obtaining single volumes of books mailed to them from abroad, in consequence of the regulation requiring all dutiable articles to be delivered to officers of the customs for the collection of duties, have been remedied by a new regulation adopted in pursuance of the authority given in section 17 of the act of March 3, 1879, which provides that books received from countries or colonies of the Universal Postal Union, which are found to be dutiable, shall, when addressed to post-offices other than the exchange office of receipt, be promptly transmitted by mail to the addressees, charged with the amount of customs duties levied thereon; which amounts postmasters at the offices of destination are required to collect on delivery and remit by first mail thereafter, under registration, to the collector of the customs of the district in which the exchange post-office of receipt is situated.

Under the General Postal Union Treaty concluded at Berne, books received from postal-union countries which were chargeable with customs duties, were held to be unmailable matter, and were immediately returned to the country of origin, thus imposing a complete embargo on the receipt of books by mail from abroad, and cutting off the facilities previously afforded by the mails for obtaining early copies of foreign literary and scientific works. The convention of Paris readopted the provision of the Berne treaty forbidding the transmission by mail of any packet whatever containing articles liable to customs duty, but added a stipulation that in case a packet falling under this prohibition should be delivered by one administration to another administration of the union, the latter was to proceed to dispose of it according to its interior laws and regulations. In pursuance of this provision the regulation of this department was modified by directing the delivery of dutiable articles by postmasters at exchange offices of receipt to collectors of the customs, with notice of such delivery to the addressees. Although this modified regulation effected an improvement in the treatment of dutiable books, it was not satisfactory either to the Treasury officials or the public, as it failed in many cases to secure the collection of the customs duties, and subjected addressees residing at places distant from ports of entry to vexatious delays and expenses incident to the employment of agents to pass their books through the custom-house. The new regulation obviates these delays and expenses, by insuring a prompt delivery of books at the office of destination in any part of the United States on payment of the customs duties, and cannot fail to satisfy those of our citizens who are accustomed to the use of the mails as the only practicable means of obtaining early access to foreign publications of scientific or literary interest.

TREATMENT OF OTHER DUTIABLE ARTICLES IN THE MAILS.

A similar regulation is needed for the treatment of other articles of mail matter received from foreign countries, which are subject by our laws to customs duty, and I respectfully recommend that the provision of section 17 of the act of March 3, 1879, authorizing the Secretary of the Treasury and the Postmaster-General to adopt regulations for the delivery to addressees in the United States of dutiable books, with collection of customs duties thereon be extended to embrace all articles of dutiable matter received in the mails from foreign countries.

As soon as provision is made for the transmission by mail and delivery to addressees of any article of dutiable mail matter received from abroad, it will be possible for this department to conclude arrangements with other postal administrations for the reciprocal exchange of small objects of merchandise, for which no provision is made in existing postal treaties or arrangements with foreign countries. Special arrangements of this character, commonly known as "parcel posts," are in operation between most European countries with satisfactory results, serving as

important auxiliaries to commerce, and affording convenient and rapid facilities for the interchange of small articles of scientific, literary, and social interest and importance.

FOREIGN MAIL STATISTICS.

In order to obtain the necessary data for estimating approximately the number of letters, postal cards, newspapers, and other articles of printed matter, commercial papers, and samples of merchandise, and amounts of prepaid and unpaid postage thereon, exchanged in the mails with foreign countries, instructions have been issued to all United States exchange post-offices for foreign mails to take an actual count semi-annually, during the first seven days of October and April of each year, with such details as are required for statistical purposes, and to enable this department to supply the International Bureau of the Universal Postal Union with the particulars of the United States postal service annually called for by that bureau.

PROTECTION TO POSTMASTERS IN PERSON AND PROPERTY.

I desire, respectfully, to call your attention to the fact that there is no United States statute imposing a penalty upon any one for assaulting or molesting a postmaster in the discharge of his official duties, as in the case of revenue officers, and I earnestly request that Congress be urged to pass such a statute.

Since my last report a decree has been rendered in the circuit court of the United States in and for the southern district of New York, upon a suit brought by Christopher C. Campbell *vs.* Thomas L. James, postmaster at New York, for relief against alleged infringements of letters patent for an improvement in post-office post-marking and canceling hand-stamps, granted to Marcus B. Norton on the 14th day of April, 1863, which post-office post-marking and canceling hand-stamps, it is claimed, have been for more than ten years and are now in general use in all the principal post-offices of this country. When suit was instituted against Mr. James, the United States attorney for the southern district of New York was instructed by the Attorney-General to appear and defend the suit. The case was tried upon its merits, and was decided adversely to the defendant. The court held substantially that the patent was a valid one; that the defendant had infringed and was liable for costs, charges, and damages, and ordered an account to be taken of the profits, gains, and advantages which have in any way been received or made, or which had arisen or accrued on account of the infringements, and also of the damages in addition thereto, if any, which the complainant has sustained by reason of the said infringements. Such accounting is now being taken. The validity of this patent and the utility of the invention were adjudged and affirmed, I am informed, in 1864, by the United States circuit court for the northern district of New York, and also by the Court of Claims in 1867. Reports to the same effect were

made by committees in the Thirty-ninth, Forty-first, and Forty-second Congresses.

Other postmasters than Mr. James are threatened with suits for like infringements; and there is great danger that they will be subjected to expense, unless some satisfactory adjustment shall be made.

In this connection, I desire to call attention to the fact that there is no provision of federal law to secure "certificates of probable cause" to United States officials, other than Treasury officials, in cases of adverse judgments for acts done in their official capacity. In the present instance, Mr. James, as postmaster, uses canceling-stamps furnished by this department. The court adjudges him to have infringed a patent by such use.

The judgment for damages is against him personally. In like cases, the property of Treasury officials is protected by law from levy. I submit that similar protection is due to all government employes, when acting in the line of their duty.

THE NEW CLASSIFICATION OF MAIL-MATTER.

The law providing for a new classification of mail-matter; and readjusting the rates of postage thereon, passed at the last session of the Forty-fifth Congress, which went into effect on the first day of May last, has given universal satisfaction.

In framing regulations to carry it into successful operation, the department has endeavored to display the same liberal spirit which actuated Congress in its passage. Such reports as have been received from various officers of the service show that it is better understood by the public than the former law, has served very much to diminish complaint against the administration of the different post-offices throughout the country, and has removed very much of the friction that existed in the service under the old law. Especially is this true in respect to second-class matter.

The difficulties which presented themselves under the old law in determining the boundary line between periodical publications of a general character and those which are designed primarily for advertising purposes, have been very materially reduced by a simple regulation providing for the entry at the post-office where mailed of any publication which had been determined to be of the second class, and the printing of a certificate of entry on each copy of the publication issued. This is practically in accordance with the recommendation made by me in my report for 1877, with this exception, that the entry is only made upon the voluntary request of the publisher or publishers.

As an indication of the popularity of this regulation, I call attention to the fact that up to the first day of November about twenty-five hundred publications have been entered in accordance with the regulations, which is nearly, if not quite, one-third of all those mailed as second-class matter, including among the number nearly all the leading publications

of the country. I am confident that the remaining nearly all, of them enter, and that when they shall have solution of this vexed question will be reached.

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Attorney-General

LOTTERY LETTERS.

By the act of July 12, 1876 (19 Statutes, p. 90), section 3394, Revised Statutes was amended by striking out the word "illegal" preceding the word "lottery," and it is suggested that sections 3929 and 4041, Revised Statutes, be also amended by striking out the word "fraudulent" preceding the word "lottery" in each section, which will make the legislation more harmonious and effective.

* It would aid the department in the execution of the intent of the law, if the provision of section 3929, requiring the return to the writers of registered letters addressed to such schemes, were in terms extended to include all letters so addressed.

Under the sections referred to orders have been issued, to the 10th day of October, 1879, against 117 individuals or companies engaged in fraudulent schemes, requiring the return of registered letters to the writers, and the refusal to issue or to pay to such persons or companies any money orders, and directing the return of the sum indicated to the sender on application. But one of these orders has been successfully contested and its revocation demanded and granted.

On the 4th day of October, 1879, upon an opinion given by the Assistant Attorney-General for the Post-Office Department, an order was issued to postmasters directing them to refuse to mail or register letters or circulars addressed to lottery companies, or to individuals, when addressed to them as agents for such companies. The opinion upon which this order was based was in brief that under section 3894, Revised Statutes of the United States, the only recognition in the postal laws of lottery companies is the declaration that "no letter or circular concerning lotteries" * * * "shall be carried in the mails"; and imposing a fine upon "any person who shall knowingly deposit or send anything to be conveyed by mail in violation of this section"; that the entire postal correspondence of a lottery company acting under its charter is a violation of this prohibition, and that an agent in the execution of his agency can claim no right not accorded to his principals; that a lottery company chartered by State authority is not a citizen of the United States, and correspondence concerning its business, being excluded by law from the mails, such company cannot claim postal facilities. Under this order a large number of letters addressed to a lottery company, or to a private individual as an agent of such company, were held by the postmaster at Louisville, Ky., and suits were at once instituted by said agent against the postmaster, which, under instructions from the Attorney-General of the United States, on my application to him, were defended by the United States district attorney for that district, and, as representing the department, by the Assistant

mailney-General for the Post-Office Department. The decision has not yet been rendered in the United States circuit court, and I will avail myself of that decision, when announced, to communicate further the views of this department upon this subject.

Upon the question whether, under the present statute, the correspondence reaching an individual addressed to him personally under seal, can be held, although the person openly and notoriously advertises himself as an agent of a lottery company and invites letters "concerning lotteries" to be thus addressed to him, and communications so addressed reach the office in extraordinary numbers, the department is not fully advised. Whether an individual may forfeit his right to use the mail for legitimate purposes by voluntarily mingling such correspondence with prohibited matter, so that the department must carry both or neither, is a question upon which additional legislation might render the purpose of the statute altogether unquestionable.

The carriage by the mail of newspapers, containing lottery advertisements soliciting violations of the postal laws, renders the successful enforcement of the statute now in force, still more difficult.

The department has caused inquiry to be made by its special agents and from postmasters at various points to enable it to form a proximate estimate of the quantity of letters and circulars "concerning lotteries" which reach their post-office of destination and are there withheld from delivery by reason of the evidence apparent upon the matter itself of its illegal character. The details are as yet too incomplete to lay before you, but they already disclose the fact that the postal service is used to an almost inconceivable extent to foster and sustain these fraudulent schemes.

OUR POSTAL SERVICE COMPARED WITH THAT OF ENGLAND AND FRANCE.

In accordance with the suggestion made in my annual report for 1877, Mr. W. A. Knapp, chief clerk of the department, who had been requested by the Secretary of the Treasury to proceed to London, England, upon business connected with refunding, was directed by me to prolong his stay in London for a sufficient time to examine the operations of the British postal service, and to visit France to inspect the postal service of that country. The results of his observations will be found appended to this report (pages 307-329), and his suggestions are commended to the serious consideration of Congress. I desire to make public acknowledgment of my appreciation of the kindness and courtesy displayed by the postal administrations of England and France in affording to the representative of this department every possible facility in pursuing his investigations.

DISPOSAL OF VALUELESS PAPERS ON FILE.

This department is put to great inconvenience by the accumulation of records, files, and papers, many of which are of no value at this date.

The room which they occupy is very much needed for other purposes; many of them are stored in the upper story of the department-building, and are of such a nature as to threaten the safety of the building in case of fire. I have not felt authorized to order the destruction of any of these papers, without authority given by Congress. I earnestly recommend that Congress enact a law giving the Postmaster-General authority to destroy or sell for waste paper such records and papers as are mentioned in the accompanying report of the Auditor as having no permanent value.

THE NEW EDITION OF THE POSTAL LAWS AND REGULATIONS.

In accordance with the provisions of section 1 of the act of March 3, 1879, providing for the preparation and publication of a new edition of the postal laws and regulations, appropriating \$20,000 for the same, and authorizing the Postmaster-General to designate two officers of this department to prepare such work, Messrs. A. H. Bissell, law clerk, and Thomas B. Kirby, stenographer of the department, were appointed to edit and superintend the publication of the same. The work has been done to the entire satisfaction of the department, and all postmasters and employés of the railway mail service have been furnished with the new regulations. Frequent applications are made to the department by the public for copies of this book, which the department is unable to supply.

I would therefore recommend that the Public Printer be authorized to print a new edition from the stereotype plates, to be sold to the public at cost.

THE POSTAL GUIDE.

A contract was made with Houghton, Osgood & Co., of Boston, Mass., for the continuation of the publication of the Postal Guide during the present fiscal year. The form of the Guide has been changed, and the lists of post-offices are now to be published annually, with monthly corrections. The monthly numbers of the Guide also contain all orders and rulings of the department, and the necessity for issuing circulars to postmasters is thus obviated, thereby saving much expense for printing and a large amount of clerical labor in the department. The present appropriation is only sufficient for an edition of 46,500 copies, which is now barely enough to supply the officers and employés of the postal service, and will be entirely inadequate for the next year. I would recommend that the appropriation for next year be \$30,000, and that authority be given to the Postmaster-General to contract for the publication of the Guide for a term of five years, as was done by the act of June 23, 1874. The usefulness of the Postal Guide in its present form, in maintaining uniformity in the postal system, and thereby increasing the efficiency of the service, is so great that I can hardly conceive of a more serious misfortune than the failure of Congress to provide for a continuance

of its publication and an extension of its circulation to keep up with the growth of the postal service. If, as is hoped, authority is given to the Postmaster-General to contract for the publication of the Guide for a term of five years or less, he should be authorized, in case of necessity, to continue the contract with the present publishers for another year, in order to avoid a discontinuance of the publication pending the awarding of a new contract. It is doubtful if as favorable a contract as the present could be made in the existing state of the market for labor and material.

THE WASHINGTON CITY POST-OFFICE.

In accordance with the joint resolution of June 27, 1879, the commission appointed to lease a building in Washington, D. C., for the purpose of a city post-office, have leased the building known as the Seaton House, on Louisiana avenue and C street, near Seventh street, for the term of five years, at an annual rental of \$5,000. The removal of the city post-office from the department building will greatly assist in the transaction of business by affording much-needed additional room.

THE PHILADELPHIA POST-OFFICE.

Attention is called to the urgent necessity for the prompt completion of the new post-office building at Philadelphia, Pa. The new building could, with adequate appropriations, be made ready for occupancy in six months, and the building now occupied is entirely too small for the proper transaction of the postal business of the second city in the Union.

RESULTS OF A COUNT OF ALL MATTER MAILED.

In order to enable the department to procure reliable statistics of the amount of domestic mail-matter actually transmitted in the United States mails, an annual count has been ordered upon the first seven days of November in each year of all matter mailed at all post-offices and postal cars. The returns for the count of November, 1879, now coming in, when tabulated will show with almost entire accuracy the business transacted by this department. The count at New York City shows that there were mailed at that office during the first seven days of November, 1879, 2,352,308 letters, 648,353 postal cards, 2,561,011 pieces of second-class matter, 1,513,530 pieces of third-class matter, and 118,088 pieces of fourth-class matter, making a grand total of 7,193,290 pieces of mail matter originating at that office during the week. The details of the count at a few of the principal cities of the Union and in the Railway Mail Service will be found appended to this report, pages 352-367.

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 DEPARTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 7, 1879.

SIR: I submit herewith statistical tables marked respectively A, B, and C, exhibiting in detailed forms the operations of the free-delivery and of the appointment division of this office for the fiscal year ended June 30, 1879. The increased business of those divisions over that of the previous fiscal year, as shown by these statements, is of a very satisfactory character.

Very respectfully,

JAS. N. TYNER,
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, 1879.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Albany, N. Y.	27	2, 192, 106	407, 873	232, 938	193, 511	7, 731	1, 020, 404
Allegheny, Pa.	11	1, 024, 187	192, 366	128, 168	71, 138	3, 854	662, 513
Atlanta, Ga.	6	779, 185	289, 324	71, 963	76, 633	13, 654	567, 875
Baltimore, Md.	67	5, 427, 752	984, 320	1, 230, 360	924, 373	31, 284	2, 403, 061
Bangor, Me.	4	270, 676	60, 683	24, 363	7, 921	3, 523	149, 692
Boston, Mass.	169	10, 049, 114	2, 402, 895	4, 739, 650	2, 397, 273	45, 322	5, 669, 937
Bloomington, Ill.	6	686, 550	136, 772	24, 822	26, 333	3, 057	303, 835
Brooklyn, N. Y.	93	5, 353, 622	1, 288, 971	1, 457, 551	1, 070, 921	25, 488	3, 038, 881
Buffalo, N. Y.	36	3, 507, 303	478, 455	477, 296	393, 832	26, 614	2, 126, 249
Burlington, Iowa	6	809, 753	112, 089	39, 939	33, 522	2, 803	451, 571
Camden, N. J.	6	844, 842	134, 086	56, 828	43, 987	1, 738	283, 368
Charleston, S. C.	8	502, 748	117, 379	62, 022	70, 250	4, 635	306, 133
Chicago, Ill.	162	19, 562, 513	3, 543, 725	3, 713, 585	2, 258, 594	195, 021	6, 201, 023
Cincinnati, Ohio	73	7, 334, 321	1, 115, 675	1, 616, 226	970, 285	33, 829	2, 455, 460
Cleveland, Ohio	34	3, 957, 299	1, 033, 458	572, 017	335, 699	40, 402	2, 037, 998
Columbus, Ohio	12	1, 223, 551	300, 455	103, 305	104, 694	8, 866	793, 761
Covington, Ky.	5	293, 814	71, 577	20, 731	18, 960	1, 056	188, 512
Davenport, Iowa	8	586, 775	120, 615	38, 977	31, 867	2, 883	377, 438
Dayton, Ohio	12	1, 115, 090	296, 815	129, 074	84, 381	8, 866	682, 723
Des Moines, Iowa	7	562, 213	186, 557	55, 435	46, 939	3, 656	434, 711
Detroit, Mich.	31	4, 524, 279	905, 171	583, 332	221, 045	35, 305	2, 555, 080
Dubuque, Iowa	5	544, 294	152, 851	27, 598	26, 872	4, 951	337, 627
Easton, Pa.	6	963, 982	451, 870	102, 518	113, 188	1, 319	538, 066
Elizabeth, N. J.	6	439, 511	93, 482	65, 724	25, 362	1, 119	370, 181
Elmira, N. Y.	7	779, 591	173, 703	52, 917	25, 634	5, 263	325, 358
Erie, Pa.	7	667, 053	59, 105	56, 861	39, 014	1, 021	464, 369
Evansville, Ind.	7	584, 395	171, 095	34, 136	41, 781	5, 270	562, 588
Fall River, Mass.	*6	470, 568	38, 513	26, 127	14, 516	595	329, 682
Fort Wayne, Ind.	7	831, 190	92, 968	83, 144	85, 438	3, 547	680, 975
Grand Rapids, Mich.	8	964, 795	251, 186	129, 569	70, 705	7, 406	673, 063
Harrisburgh, Pa.	6	386, 308	105, 293	27, 379	25, 335	1, 192	302, 143
Hartford, Conn.	11	938, 447	186, 086	205, 595	112, 024	2, 683	790, 669
Hoboken, N. J.	4	267, 074	74, 646	17, 678	26, 607	1, 246	101, 923
Indianapolis, Ind.	28	2, 870, 903	557, 407	313, 597	183, 929	18, 887	1, 524, 173
Jersey City, N. J.	18	986, 828	190, 479	177, 013	125, 532	3, 667	511, 638
Kansas City, Mo.	11	2, 223, 228	455, 740	157, 140	101, 187	16, 300	963, 969
Lafayette, Ind.	5	331, 401	108, 321	30, 860	13, 741	2, 097	260, 922
Lancaster, Pa.	5	546, 596	100, 426	34, 190	23, 015	1, 360	316, 951
Lawrence, Mass.	8	697, 423	74, 055	52, 588	60, 817	1, 056	587, 411
Leavenworth, Kans.	5	894, 782	74, 372	16, 390	15, 158	2, 039	268, 304
Louisville, Ky.	30	3, 127, 595	737, 445	378, 213	425, 042	30, 240	1, 464, 127
Lowell, Mass.	10	633, 738	108, 072	90, 340	50, 519	1, 670	317, 546
Lynn, Mass.	7	595, 074	138, 557	44, 670	72, 857	669	323, 907
Manchester, N. H.	5	570, 551	134, 373	27, 543	38, 594	6, 287	483, 851
Memphis, Tenn.	13	1, 369, 770	177, 608	86, 939	85, 245	11, 221	396, 489
Milwaukee, Wis.	26	3, 342, 681	493, 192	385, 809	373, 293	23, 191	1, 250, 676
Minneapolis, Minn.	10	767, 792	126, 753	87, 506	68, 878	6, 151	582, 901
Mobile, Ala.	6	320, 997	62, 202	36, 597	21, 921	2, 285	353, 113
Nashville, Tenn.	10	1, 194, 294	282, 116	95, 650	75, 791	15, 144	847, 875
Newark, N. J.	24	1, 930, 774	515, 603	413, 784	282, 417	8, 456	1, 005, 883
New Bedford, Mass.	7	741, 025	64, 173	56, 917	31, 320	681	410, 388
New Haven, Conn.	18	907, 390	159, 408	125, 863	82, 150	2, 013	763, 232
New Orleans, La.	47	1, 789, 745	235, 467	378, 573	297, 048	23, 992	963, 602
New York, N. Y.	440	42, 938, 460	7, 264, 740	24, 759, 629	9, 161, 028	320, 265	12, 892, 650
Norfolk, Va.	5	539, 444	141, 704	45, 780	45, 441	1, 549	329, 269
Oakland, Cal. (9 mos.)†	6	250, 447	32, 290	19, 745	11, 367	666	149, 357
Omaha, Nebr.	6	706, 735	114, 861	57, 688	51, 347	6, 310	473, 723
Oswego, N. Y.	6	420, 641	100, 996	26, 810	14, 000	1, 364	268, 103
Patereson, N. J.	7	478, 901	75, 143	49, 307	32, 230	1, 603	457, 405
Peoria, Ill.	8	653, 863	185, 083	38, 796	32, 478	3, 716	400, 625
Petersburgh, Va.	5	455, 975	95, 378	15, 908	17, 373	2, 767	326, 934
Philadelphia, Pa.	253	2, 497, 592	4, 378, 537	14, 015, 098	5, 665, 496	97, 820	13, 695, 301
Pittsburgh, Pa.	34	2, 289, 093	513, 319	524, 210	299, 312	13, 318	1, 137, 440
Portland, Me.	10	654, 407	177, 980	63, 890	85, 217	2, 742	662, 913
Pottsville, Pa.	4	248, 893	70, 921	22, 352	11, 646	942	332, 055
Poughkeepsie, N. Y.	6	625, 400	83, 677	60, 452	50, 003	1, 535	544, 678
Providence, R. I.	21	1, 151, 253	274, 609	284, 257	139, 276	3, 631	673, 306
Quincy, Ill.	7	638, 364	180, 566	47, 143	64, 334	6, 201	388, 557
Reading, Pa.	8	725, 430	161, 584	56, 358	54, 298	2, 069	434, 464
Richmond, Va.	16	1, 260, 702	341, 913	105, 536	100, 104	11, 823	644, 758
Rochester, N. Y.	22	2, 527, 371	286, 816	295, 567	265, 928	24, 309	1, 072, 563
Saint Joseph, Mo.	7	843, 775	87, 923	72, 119	47, 305	8, 927	638, 613

* Two carriers appointed May 1, 1879.

† Established October 1, 1878.

OPERATIONS OF FREE-DELIVERY SYSTEM.

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system for the year ending June 30, 1879.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece.	Per carrier.	
						<i>Mills.</i>		
1,342,962	376,331	190,225	5,966,081	219,855	\$20,585 06	3.45	\$762 43	\$8,083 31
530,702	128,434	94,816	2,835,978	257,816	8,306 56	2.93	755 14	5,039 02
539,376	211,013	44,012	2,593,055	432,176	4,584 14	1.76	784 02	3,147 38
7,084,292	1,596,879	340,970	20,023,091	298,852	57,071 46	2.85	851 81	38,602 82
329,443	96,560	29,374	972,235	243,059	3,127 58	3.22	781 89	1,101 38
14,332,638	4,088,287	1,863,972	45,609,088	209,876	139,256 84	3.05	824 00	172,460 25
221,902	100,424	45,937	1,549,632	258,272	4,611 54	2.97	768 59	1,497 02
4,123,120	1,623,159	597,099	18,578,812	190,772	77,470 11	4.17	833 01	64,120 10
2,343,788	793,748	246,619	10,593,904	294,247	30,036 74	2.83	834 35	15,243 75
397,647	130,845	155,875	1,934,644	322,441	4,457 44	2.34	742 91	1,474 56
287,687	80,343	57,652	1,790,551	296,425	4,646 15	2.60	774 36	2,240 90
303,561	124,662	59,174	1,550,584	193,820	6,057 97	3.90	757 24	2,655 90
22,040,115	5,211,788	6,987,780	60,723,144	430,390	137,000 07	1.96	845 68	123,642 05
6,181,900	1,377,175	556,670	21,041,550	296,432	62,732 41	2.90	859 35	54,103 46
2,835,054	1,115,370	433,240	12,380,546	363,545	30,603 62	2.48	900 11	28,032 14
767,085	280,433	74,248	3,656,378	304,698	9,583 36	2.62	798 61	4,665 93
130,569	34,208	14,032	773,359	154,672	3,616 76	4.68	723 35	932 63
297,133	109,232	28,554	1,067,474	198,434	5,937 82	3.74	742 23	2,112 00
789,298	304,442	321,792	3,732,481	311,040	9,255 33	2.48	771 28	4,055 98
589,437	239,481	85,401	2,233,630	319,119	5,486 04	2.45	783 72	2,678 56
1,875,002	477,122	252,339	11,428,725	368,669	27,348 06	2.39	882 19	15,596 15
498,620	170,926	44,584	1,808,323	361,665	3,714 15	2.05	742 83	1,142 96
826,597	265,314	436,722	3,719,576	619,929	4,582 92	1.23	763 82	3,474 24
216,605	68,445	27,851	1,308,280	218,407	4,734 64	3.92	789 11	1,814 52
289,132	89,951	35,503	1,777,052	253,865	4,960 64	2.80	709 95	2,017 38
278,325	83,628	28,890	1,078,306	239,758	5,563 61	3.31	794 80	2,359 82
401,328	154,790	54,808	2,011,001	287,286	5,592 07	2.78	798 87	1,524 88
173,888	23,249	30,244	1,107,432	184,580	3,164 79	2.87	530 80	2,081 61
644,871	106,097	90,950	2,619,180	874,169	5,445 00	2.77	777 86	3,823 88
677,235	233,394	74,347	3,081,700	585,212	6,192 36	2.01	774 04	3,864 33
148,501	58,785	12,435	1,067,371	177,895	4,498 07	4.21	749 68	1,866 60
676,325	141,316	90,429	3,143,524	285,775	8,028 23	2.55	729 84	2,359 82
118,215	50,118	8,314	685,821	166,455	2,958 24	4.44	739 56	699 58
1,756,895	585,633	256,843	8,058,267	288,132	23,664 92	2.93	845 18	10,872 55
591,514	175,910	63,871	2,826,452	157,025	12,558 37	4.45	699 35	5,675 34
1,086,006	349,047	330,826	5,063,343	516,668	8,895 19	1.56	808 65	6,736 08
203,743	77,603	27,629	1,063,317	211,263	3,648 95	3.58	729 79	1,103 84
160,791	49,417	11,878	1,244,624	248,925	3,809 02	3.05	761 80	996 17
747,326	86,457	64,399	2,371,530	296,441	6,302 49	2.24	787 81	2,004 94
346,514	65,225	70,517	1,253,301	250,660	3,678 75	2.93	735 75	676 01
2,182,090	729,034	351,834	9,425,420	314,181	26,009 19	2.82	886 97	15,528 67
495,910	102,148	49,054	1,848,997	184,900	7,516 85	4.06	751 68	4,125 09
422,817	151,804	42,462	1,792,817	256,117	5,714 11	3.19	816 30	1,978 27
258,543	82,034	34,229	1,036,075	327,215	3,841 08	2.35	768 22	1,290 57
719,084	163,882	106,189	3,116,427	239,725	9,839 78	3.15	756 61	2,637 75
1,662,444	707,506	298,278	8,537,070	328,350	23,836 58	2.79	916 79	14,367 28
525,953	159,000	66,403	2,391,337	239,134	8,163 55	3.41	816 35	3,745 84
349,296	71,304	140,086	1,357,801	226,300	4,004 14	2.95	667 36	1,700 80
477,845	164,750	89,987	3,243,382	324,338	7,613 10	2.35	761 81	3,786 27
1,116,921	377,655	123,036	5,774,529	240,605	20,216 24	3.50	842 34	12,089 20
361,900	83,340	25,495	1,775,239	253,606	5,580 30	3.14	797 19	2,478 98
731,335	99,106	91,054	2,961,551	185,097	11,772 45	3.98	735 78	14,878 92
2,314,472	2,093,337	732,013	8,828,249	187,835	39,520 29	4.48	840 85	13,298 29
96,512,356	19,521,740	11,218,264	224,589,132	510,430	352,233 55	1.57	800 53	1,498,193 32
592,099	164,699	52,147	1,012,312	382,462	3,232 01	5.99	764 30	2,446 95
143,843	25,211	15,938	1,488,864	108,144	3,272 01	5.04	545 35	1,371 89
548,218	184,633	45,515	2,189,028	364,838	4,604 19	2.10	767 36	3,232 92
281,303	84,533	33,481	1,231,231	205,205	4,646 87	3.77	774 48	801 16
276,954	82,496	51,782	1,505,821	215,117	5,651 78	3.75	807 39	2,022 94
458,907	159,157	81,814	2,014,439	251,805	6,353 74	3.15	769 22	1,796 77
255,522	86,090	34,052	1,290,001	258,000	3,886 14	3.01	777 23	567 73
32,950,094	7,899,106	6,199,521	107,898,566	426,477	223,954 18	2.07	885 19	380,545 76
1,868,877	502,078	230,461	7,378,508	217,015	29,282 36	3.97	861 24	1,256 49
813,350	273,035	132,442	2,865,976	286,598	7,718 25	2.69	771 82	3,974 57
148,901	55,795	49,717	941,222	235,305	3,079 84	3.27	769 96	819 58
636,470	133,514	127,592	2,263,321	377,220	4,618 70	2.04	769 78	1,999 69
737,110	201,806	70,379	3,535,627	168,363	18,133 07	5.13	862 53	14,642 57
318,580	114,868	19,532	1,778,125	254,018	5,589 79	3.14	798 54	2,123 91
336,947	125,290	32,958	1,929,338	241,187	6,228 14	3.23	778 52	1,995 57
751,846	292,017	111,290	3,626,089	227,256	12,063 88	3.32	753 99	3,841 39
1,454,579	230,611	149,279	6,307,043	286,684	17,263 42	2.74	784 70	11,327 98
528,823	168,879	84,963	2,481,347	354,478	5,225 27	2.11	746 47	2,562 70

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

Post-offices.	Number of carriers in service June 30, 1879.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Saint Louis, Mo.	115	10, 785, 830	1, 718, 863	1, 556, 782	1, 292, 728	94, 939	4, 700, 215
Saint Paul, Minn.	10	1, 402, 762	283, 896	105, 085	83, 523	16, 643	713, 673
Salem, Mass.	6	869, 442	95, 762	43, 157	43, 606	17	338, 304
San Francisco, Cal.	50	3, 781, 729	327, 595	1, 577, 585	848, 950	20, 697	2, 002, 447
Savannah, Ga.	6	470, 765	94, 968	70, 639	55, 588	3, 883	250, 414
Springfield, Ill.	5	463, 858	129, 246	27, 239	20, 008	1, 929	407, 892
Springfield, Mass.	8	733, 343	177, 632	76, 453	39, 640	2, 144	240, 410
Syracuse, N. Y.	16	1, 810, 097	345, 959	223, 153	174, 788	8, 256	1, 091, 466
Toledo, Ohio.	14	1, 658, 709	204, 472	176, 720	114, 436	7, 555	653, 423
Trenton, N. J.	6	413, 815	111, 570	40, 687	26, 282	1, 039	304, 382
Troy, N. Y.	15	1, 646, 451	266, 589	236, 636	135, 062	4, 064	842, 782
Utica, N. Y.	12	1, 048, 342	264, 928	110, 020	64, 213	5, 598	561, 910
Washington, D. C.	44	2, 947, 616	423, 334	464, 222	234, 367	11, 135	1, 783, 357
Wheeling, W. Va.	6	569, 076	177, 058	47, 493	36, 717	6, 045	311, 111
Wilmington, Del.	10	647, 635	135, 322	79, 289	57, 586	2, 078	365, 130
Worcester, Mass.	11	682, 958	147, 048	115, 772	111, 209	.....	431, 493
Total aggregates and averages....	2, 359	213, 996, 862	40, 299, 460	64, 710, 184	31, 904, 474	1, 410, 044	102, 365, 370
Compensation of special agents of the Post-Office Department paid out of appropriations for							
Total							

system for the year ending June 30, 1879—Continued.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece.	Per carrier.	
7,790,887	2,140,405	2,056,046	32,196,695	279,971	\$95,056 14	<i>Mills.</i> 2.95	\$826 57	\$46,850 48
781,820	263,127	103,859	3,754,388	375,439	7,513 10	2.00	751 31	3,639 44
274,206	81,170	72,447	1,318,111	219,685	4,419 47	3.35	736 58	1,544 30
6,510,732	1,087,387	1,016,426	17,153,548	343,071	49,313 50	2.87	986 27	47,535 27
490,180	128,574	67,605	1,632,616	272,103	4,491 78	2.75	748 63	3,016 56
195,140	69,467	41,531	1,356,310	271,262	3,869 99	2.85	774 00	1,287 64
276,139	125,266	52,820	1,723,837	215,480	6,031 11	3.50	753 89	3,402 88
1,060,982	371,976	155,400	5,242,077	327,629	11,829 64	2.26	739 35	6,716 45
1,278,070	320,044	210,561	4,623,990	330,285	11,507 91	2.50	821 99	4,906 78
296,855	76,529	52,399	1,323,558	220,593	4,297 32	3.25	716 22	2,154 17
1,472,389	314,807	267,796	5,187,176	345,815	11,433 81	2.20	762 25	6,500 34
852,706	253,263	87,439	3,249,019	270,751	9,468 55	2.91	789 04	3,090 07
2,027,642	390,467	389,194	8,671,334	197,076	36,449 10	4.20	828 39	17,674 89
521,950	166,913	58,756	1,915,119	319,186	4,684 02	2.44	780 67	1,708 74
302,407	104,608	24,848	1,718,903	171,890	7,575 10	4.40	757 51	2,825 04
414,445	129,296	53,707	2,065,928	189,630	8,639 28	4.14	785 39	5,332 75
253,174,241	62,130,798	39,862,632	809,854,065	339,065	1,942,261 15	2.40	823 34	2,812,523 86
letter-carriers from July 1, 1878					5,445 46			
.....					1,947,706 61			

B.—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ended June 30, 1879.

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.....	110	28	7	9	192	29	22	388
Alaska.....			1	1	2			3
Arizona.....	26	5	8	3	22	3		64
Arkansas.....	146	62	16	7	219	18	4	465
California.....	52	30	11		100	6	10	209
Colorado.....	45	17	1	1	83	7	3	156
Connecticut.....	6	2	3	2	25	4	2	42
Dakota.....	87	14	20	5	47	14	1	183
Delaware.....	1				7	1		9
District of Columbia.....					1			1
Florida.....	44	9	5	2	49	12	4	123
Georgia.....	97	30	12	1	149	9	18	315
Idaho.....	14	14	5	3	24	1		58
Illinois.....	48	27	17	2	313	15	9	427
Indiana.....	64	25	4	3	283	33	19	428
Indian Territory.....	15	7	2	1	19	1	1	45
Iowa.....	57	46	11	1	217	20	10	361
Kansas.....	212	49	53	38	249	13	7	583
Kentucky.....	94	47	9	4	238	26	16	425
Louisiana.....	52	22	6	2	63	8	13	164
Maine.....	16	9	1		64	13	11	114
Maryland.....	32	8	5		63	6	10	124
Massachusetts.....	9	3	1		46	3	6	68
Michigan.....	73	40	8	5	183	33	7	324
Minnesota.....	68	35	26	10	120	23	4	296
Mississippi.....	59	18	11	4	82	7	14	191
Missouri.....	95	55	23	4	299	19	16	507
Montana.....	23	16	3	2	28	3	2	75
Nebraska.....	85	32	26	18	113	18	4	278
Nevada.....	22	4	3	2	27	5	1	62
New Hampshire.....	9	5	2	1	28	6	3	53
New Jersey.....	9	5	7	3	47	5	11	68
New Mexico.....	21	15	5		23	2	2	68
New York.....	64	13	10	5	228	49	32	396
North Carolina.....	107	42	18	11	162	16	9	354
Ohio.....	79	25	7		271	23	15	420
Oregon.....	49	24	7	3	74	4	3	161
Pennsylvania.....	78	35	24	5	336	27	26	526
Rhode Island.....	1		1	1	6		4	12
South Carolina.....	37	14	9	1	72	2	1	135
Tennessee.....	109	31	15	4	212	25	20	412
Texas.....	173	86	10	7	263	7	16	555
Utah.....	18	10	4		28	4	2	66
Vermont.....	4	3			45	2	2	56
Virginia.....	106	45	9	6	183	10	11	364
Washington.....	36	7	5		52	3		103
West Virginia.....	35	23	6	3	118	6	1	189
Wisconsin.....	58	34	21	4	165	17	6	301
Wyoming.....	13	8	2		12			35
Total.....	2, 676	1, 079	460	187	5, 627	558	378	10, 778

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, 1879.

States and Territories.	Whole number of post-offices in the United States June 30, 1878.		Increase.	Decrease.	Number of postmasters appointed by the President June 30, 1878.		Increase.	Decrease.	Number of postmasters appointed by the Postmaster-General June 30, 1878.		Increase.	Decrease.
	Whole number of post-offices in the United States June 30, 1878.	Whole number of post-offices in the United States June 30, 1879.			Number of postmasters appointed by the President June 30, 1878.	Number of postmasters appointed by the President June 30, 1879.			Number of postmasters appointed by the Postmaster-General June 30, 1878.	Number of postmasters appointed by the Postmaster-General June 30, 1879.		
Alabama.....	967	1,049	82	....	17	22	5	....	950	1,027	77	....
Alaska.....	2	2	....	....	....	....	....	....	2	2	....	....
Arizona.....	53	74	21	....	2	3	1	....	51	71	20	....
Arkansas.....	750	834	84	....	8	8	....	....	742	826	84	....
California.....	814	836	22	....	42	49	7	....	772	787	15	....
Colorado.....	265	293	28	....	12	16	4	....	253	277	24	....
Connecticut.....	440	444	4	....	45	49	4	....	395	395	....	....
Dakota.....	206	279	73	....	4	6	2	....	202	273	71	....
Delaware.....	106	107	1	....	4	6	2	....	102	101	....	1
District of Columbia.....	6	6	....	....	1	1	....	....	6	6	....	....
Florida.....	271	306	35	....	7	7	....	....	264	299	35	....
Georgia.....	898	965	67	....	21	23	2	....	877	942	65	....
Idaho.....	82	92	....	....	2	3	1	....	80	89	....	1
Illinois.....	1,938	1,957	19	....	150	162	12	....	1,788	1,785	....	3
Indiana.....	1,571	1,610	39	....	67	72	5	....	1,504	1,538	34	....
Indian Territory.....	62	70	8	....	....	....	....	....	62	70	8	....
Iowa.....	1,456	1,467	11	....	94	97	3	....	1,863	1,370	....	7
Kansas.....	1,226	1,389	163	....	33	46	13	....	1,193	1,343	150	....
Kentucky.....	1,239	1,286	47	....	27	28	1	....	1,212	1,258	46	....
Louisiana.....	394	424	30	....	9	10	1	....	385	414	29	....
Maine.....	914	921	7	....	26	31	5	....	888	890	2	....
Maryland.....	640	664	24	....	12	13	1	....	628	651	23	....
Massachusetts.....	739	745	6	....	103	108	5	....	636	637	1	....
Michigan.....	1,292	1,325	33	....	71	81	10	....	1,221	1,244	23	....
Minnesota.....	905	958	53	....	27	31	4	....	878	927	49	....
Mississippi.....	621	662	41	....	16	20	4	....	605	642	37	....
Missouri.....	1,606	1,846	40	....	42	49	7	....	1,554	1,597	43	....
Montana.....	118	123	7	....	6	6	....	....	110	117	7	....
Nebraska.....	639	692	53	....	17	23	6	....	622	669	47	....
Nevada.....	97	115	18	....	10	11	1	....	87	104	17	....
New Hampshire.....	449	453	4	....	25	24	....	1	424	429	5	....
New Jersey.....	674	678	4	....	50	53	3	....	624	625	1	....
New Mexico.....	96	102	6	....	1	1	....	....	95	101	6	....
New York.....	2,869	2,920	51	....	174	186	12	....	2,695	2,734	39	....
North Carolina.....	1,300	1,365	65	....	11	13	2	....	1,289	1,352	63	....
Ohio.....	2,259	2,313	54	....	108	110	2	....	2,151	2,203	52	....
Oregon.....	329	354	25	....	7	7	....	....	322	347	25	....
Pennsylvania.....	3,290	3,333	43	....	125	130	5	....	3,165	3,203	38	....
Rhode Island.....	109	110	1	....	11	11	....	....	98	99	1	....
South Carolina.....	543	566	23	....	11	13	2	....	532	553	21	....
Tennessee.....	1,238	1,316	78	....	17	16	....	1	1,224	1,300	76	....
Texas.....	1,131	1,218	87	....	37	40	3	....	1,094	1,178	84	....
Utah.....	190	198	8	....	3	4	1	....	187	194	7	....
Vermont.....	493	494	1	....	19	21	2	....	474	473	....	1
Virginia.....	1,600	1,661	61	....	25	25	....	....	1,575	1,636	61	....
Washington.....	171	200	29	....	3	3	....	....	168	197	29	....
West Virginia.....	831	843	12	....	7	8	1	....	824	835	11	....
Wisconsin.....	1,308	1,327	24	....	58	62	4	....	1,245	1,265	20	....
Wyoming.....	55	60	5	....	3	3	....	....	52	57	5	....
Total.....	39,258	40,855	1,597	1,570	1,711	143	2	37,679	39,144	1,468	3

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

4 P M

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REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 1, 1879.

SIR: At the close of the last fiscal year, June 30, 1879, the

ANNUAL COST OF INLAND TRANSPORTATION

was as follows, viz:

On 1,059 railroad routes, aggregating 79,991 miles in length	\$9,567,590
On 112 steamboat routes, aggregating 21,240 miles in length	754,388
On 9,225 other routes, designated as "star routes" aggregating 215,430 miles in length	6,401,830
Total cost	16,723,808

Compared with the state of the service at the close of the preceding year, the railroad routes show an increase of 59 routes in number, of 2,871 miles in aggregate length, and \$995 in annual cost. This small increase in cost is owing to the reduction in the rate of pay under act of June 17, 1878.

The steamboat routes show an increase in number of 6 routes, of 3,171 miles in aggregate length, whilst the increase in the annual cost is only \$1,095. This is owing, principally, to the mails being carried gratuitously on the route from Fernandina, Fla., to Brunswick, Ga., a distance of 40 miles, and from New Orleans, La., to Havana, Cuba, a distance of 832 miles.

The "star routes" show an increase of 414 in number, of 8,703 miles in aggregate length, and of \$686,887 in annual cost. Taken together, the increase in the number of routes was 479; in aggregate length, 14,745 miles; and in the annual cost \$689,787.

CONTRACTS.

Number of contracts drawn during the year ended June 30, 1879	8,000
Number of official and certified copies made during same period	200
Number redrawn on account of failures of contractors during same period	1,000
Total	9,200

RAILROAD SERVICE—ESTIMATE FOR 1881.

The cost of the transportation of mails by railroad for the fiscal year ended June 30, 1879, was at the rate of \$9,692,590.

The cost for the fiscal year ended June 30, 1878, was at the rate of \$9,566,595, the difference showing an increase for 1879 over 1878 of

\$125,995. This increase, however, does not represent the actual rate of increase in the service, as account must be taken of the reduction of 5 per cent. in the rate of compensation from July 1, 1878, made under act of June 17, 1878. The amount of this deduction is, in round numbers, \$400,000, making, with the \$125,995, an increase of \$525,995 for 1879 over 1878, being a little less than 5.5 per cent.

In the explanation, in the last annual report, of the estimates for the current fiscal year, allusion was made to the probable improvement of the business of the country, and its effect upon postal affairs.

It is gratifying to be able now to point to the general prosperity as an existing fact, and no longer an element of uncertainty.

Therefore, without argument as to the necessity of providing a greater rate of increase for the transportation of mails by railroad for 1881, than the actual increase for 1877, 1878, and 1879, the cost for that year is set down at \$10,000,000, which is an increase of a little over 11.11 per cent. The appropriation for railway post-office car service for 1880 is \$1,250,000, and the increase for this *item* is placed at the lower rate of 8 per cent., because the system, as now in operation, covers the greater number of cases where the most pressing need exists for such service, including the establishment of the system in Southern States from July 1, 1879, so that there remains at present no general system to be provided for in the estimate for 1881. This item is therefore placed at \$1,350,000.

THE SPECIAL FUND FOR PROPER FACILITIES.

Upon the enforcement of the law requiring a reduction of 10 per cent. in the compensation for carrying the mails on railroad routes from July 1, 1876, it was found that the companies rendering the most important postal service to the public, were disposed to lessen the accommodations already provided, and withhold the facilities necessary to a proper and expeditious performance of the service.

To meet this, Congress, on the 3d March, 1877, appropriated \$150,000 to be used by the Postmaster-General to obtain proper facilities on the trunk lines. The compensation to railroads was further reduced 5 per cent. from July 1, 1878, and the same act continued the appropriation for proper facilities.

By the use of this fund the department has succeeded in preventing any injury to the postal service on the most important lines, and in several cases has secured the running of special trains of great value to the business interests of the sections interested. As the compensation to railroads remains at the rates prescribed by act of June 17, 1878, it is manifest, considering the present state of values, that it is necessary that a sufficient special fund be provided for the maintenance of proper facilities for the ensuing fiscal year.

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

In the report for 1878 the questions of compensation for service on short routes and the delivery of mails from stations to post-offices were presented as proper subjects for the consideration of Congress, and reference is again made to these questions, because they stand in the way of an equitable adjustment of the compensation to railroad companies for carrying the mails.

PAY FOR CARRYING THE MAILS ON RAILROAD ROUTES.

The act of March 3, 1879, provides, "That the Postmaster-General shall request all railroad companies transporting the mails to furnish, under seal, such data relating to the operating, receipts, and expenditures of such roads as may in his judgment be deemed necessary to enable him to ascertain the cost of mail transportation and the proper compensation to be paid for the same, and he shall in his annual report to Congress make such recommendations, founded on the information obtained under this section, as shall in his opinion be just and equitable."

In compliance with this requirement, a letter was addressed to the railroad companies asking the following information:

First. The average number and length in feet and inches of the passenger-coaches, including sleeping-cars, run daily, except Sunday, in each direction over your lines.

Second. The (average) number and length, in feet and inches, of the cars or apartments used for baggage run over the road in each direction daily, except Sunday.

Third. The number and length, in feet and inches, of the cars or apartments used for express matter run over the road in each direction daily, except Sunday.

Fourth. The amount received for the transportation of passengers and the cost of running passenger-coaches.

Fifth. The cost of running cars or apartments for baggage.

Sixth. The amount received for the conveyance of express matter and the cost of running the cars or apartments devoted to the use of the same.

Seventh. The actual expenditure for the conveyance of mail between stations and post-offices where the latter are not over 80 rods distant from the former.

Eighth. Make separate statements of Sunday trains.

It will be noticed that the department, ignoring the questions of cost of construction, &c., has endeavored to ascertain the average amount of space used for the passenger business and the receipts and expenses attributable to the same, and thus to arrive at the rates of cost and profit per linear foot per mile run resulting from the passenger traffic, and with the view of submitting the same to Congress, as furnishing a just and equitable basis upon which to fix the rates of pay for the space used for mails and agents.

The companies have not generally replied, and such replies as have been received have not been arranged, because the pressure of current business has been so great as to prevent their consideration.

AUSTRALIAN MAILS.

For several years a heavy British mail, destined for Australia, has been included with the United States mails, and carried from New York across the continent to San Francisco; by the carrying of which the cost of the transportation of mails to this department has been increased at the rate of about one hundred thousand dollars per annum. And, while this sum has been included in the appropriations for railroad transportation, and appears to be an expenditure on account of our own mails, yet, through the competent representation of the interests of this country at the International Postal Congress, the exceptional character of the service rendered by this government in carrying the Australian mails as herein explained, has been recognized, and the British Govern-

ment has already paid into the United States Treasury the actual cost of doing the work, which to this time amounts to something over a quarter of a million dollars.

And, while this service does not appear as a credit to the item of railroad transportation, it is such in fact.

ADJUSTMENT OF RAILWAY PAY.

I again invite attention to the service performed by the division of "Railway Adjustment" in fixing the rates of pay for carrying the mails on nearly 80,000 miles of railroad, amounting to \$10,000,000 per annum, and covering every State in the Union, and conducting the correspondence incident thereto. The clerk in charge of this work receives \$1,800 per annum, while, in my opinion, the salary attached to the position should be not less than \$2,000 per annum, as "Superintendent of Railway Adjustment."

THE CHIEF CLERK.

The chief clerk of the contract office occupies a position which requires a superior order of executive ability, and involves great responsibility, as he is in fact deputy assistant postmaster-general, and is frequently and necessarily charged with the entire conduct of the affairs of the contract office. The salary attached to the position for twenty years has been \$2,000 per annum, which is considerably less than is paid to some of the chiefs of divisions of this department. And I have recommended that this salary be increased to \$2,500 per annum, which is less than the salaries fixed for similar positions in the Treasury Department and elsewhere.

STAR SERVICE.

Upon the application and recommendation of members of Congress, Army and other public officers, and State officers and citizens interested, the star service has been largely increased during the past year; and this action is justified by the large increase in the volume of mail-matter carried in consequence of the increased facilities for transportation, and the enlargement of the matter recently declared to be mailable, and the superior arrangements for its safety in transit.

DEFECTS IN PRESENT LAWS.

I desire to call particular attention to the existing laws, which have been in force many years, under which orders for increased frequency and increased speed are necessarily made. The section relating to increase of service is as follows, viz: "Compensation for additional service in carrying the mail shall not be in excess of the exact proportion which the original compensation bears to the original service, and when any such additional service is ordered the sum to be allowed therefor shall be expressed in the order and entered upon the books of the department; and no compensation shall be paid for additional regular service rendered before the issuing of such order."

That relating to allowance for increased celerity is as follows, viz: "No extra allowance shall be made for any increase of expedition in carrying the mail unless thereby the employment of additional stock and carriers is made necessary, and in such case the additional compensation shall bear no greater proportion to the additional stock and carriers necessarily employed than the compensation in the original con-

tract bears to the stock and carriers necessarily employed it its execution."

It is frequently the case in regions comparatively new that service is not required at the time of advertising more frequently than once or twice a week, and after the contract is entered into and the service is put in operation population centers along the line of the route, and more frequent service becomes a necessity. Under such circumstances it is clear that the rate that was reasonable for once or twice a week service through a sparsely settled region becomes a very unreasonable basis upon which to increase the service when the circumstances under which it is to be performed are entirely changed. I would therefore recommend that section 3960 be amended by adding after the semicolon following the word department the words "and the Postmaster-General may in his discretion relet the service by advertising for proposals for thirty days in the newspapers at the termini of the route, or if there be none published at those points, then in others in circulation in the region to be supplied with the mails; the service to be awarded to the lowest responsible bidder, as usual."

Under section 3961 allowances for increased speed are based upon the sworn statements of contractors showing the additional stock and carriers required. This practically makes a man and a horse of equal value as factors in determining the rate of increased compensation to be allowed. I would, therefore, recommend that allowance for increased speed be based upon the proportion the cost of performing the original service bears to the cost of the service at the increased speed; and that such additional allowances shall in no case be greater than 50 per centum of the original cost of the service. In case the cost of increased speed would amount to more than 50 per centum of the cost of the original service, the Postmaster-General shall readvertise for service with the increased speed; or, in his discretion, he may advertise in any case where increased speed is necessary. The advertisement to be inserted for not less than thirty days in newspapers published at the termini of the route, or in those published elsewhere having circulation along the line of the route, the contract to be awarded to the lowest responsible bidder, as usual.

This will accomplish, with but little delay, the desired improvement in the service, and with, I think, great advantage to the government.

INCREASE IN STAR SERVICE.

The estimates for the next fiscal year are made with a view to provide for the continuance of the present efficient service, and to afford largely increased service in the States of Indiana, Ohio, Kentucky, Tennessee, North Carolina, South Carolina, Georgia, Florida, Mississippi, and Alabama, which has already been advertised to go into effect July 1, 1880, and which will improve the present mail facilities.

The reason for advertising for the improved service is that it can be obtained at much less cost by so doing.

DEFICIENCIES.

Despite my effort to keep the cost of each item of inland transportation within each respective appropriation, there is an overexpenditure in the item of star transportation for the year ended June 30, 1879, of

about \$150,000, while there is a surplus in the appropriation for steamboat and railroad service amounting to about 250,000 dollars, so that the aggregate expenditures for transportation do not exceed the amount appropriated for "Inland mail transportation."

FAST MAIL TO HAVANA.

For several years there has been a growing demand, especially in commercial circles, for a fast-mail service to Havana, via Cedar Keys and Key West, and for improved mail connection with Mexican and South American ports, and last year an earnest effort was made to put the service into operation to Havana.

The effort failed, however, in consequence of the inadequacy of the compensation allowable for the proposed service under existing laws.

The enactment of a law authorizing the Postmaster-General to contract for service between such ports of the countries mentioned as will, in his judgment, be calculated to advance the interests of the people of the United States, at a sufficient rate of pay per mile per annum, will enable the department to put the desired service into operation.

MAIL-BAGS, MAIL-CATCHERS, ETC.

To supply the current wants of the mail-service during the year there were distributed, by the issuance of 5,708 drafts on the various depositories, 530,559 mail-bags, of which 88,194 were locked pouches and 442,365 were canvas mail-sacks; being, altogether, 42,080 in excess of the number distributed during the previous year. There were also distributed by drafts 301 mail-catchers. There were issued directly from this division, with instructions, 41,603 mail-locks, 3,861 mail-keys, 500 safety key-chains, 5,343 mail-bag label-cases, 2,002 brass registered mail-tags, and 12,000 mail-bag label-hooks.

It will be seen, by reference to the accompanying table (G), prepared for the appendix to the Postmaster-General's annual report, that the total number of new mail-bags purchased under contracts and put into service during the year was 104,021, of which 14,021 were locked pouches for first-class matter and 90,000 were canvas mail-sacks for printed and miscellaneous mail-matter; being, altogether, an increase, compared with the previous year, of 24,123 mail-bags; that the number of mail-catchers was 300; and that the total expense of mail-bags and mail-catchers, including repairs, &c., was \$170,266.26. The average annual cost of the last three preceding years was \$171,588.10.

The total number of mail-bags repaired during the year was 356,527, and the total cost of their repairs was \$37,613.10. Prior to the existing system of repairing mail-bags, the same repairs would have cost \$80,338.29; showing a saving of \$42,725.19 during the year by the present improved system of having such work done. In the last four years, since the old system was abolished, the present system of repairs has effected a total saving of \$192,282.06.

The total expense of mail-locks and keys during the year ended June 30, 1879, was \$12,780.55; the average annual cost for the last three preceding years having been \$12,021.66.

The accompanying table (H), prepared for the appendix to the Postmaster-General's annual report, exhibits an abstract of all contracts in operation during the year ended 30th June last for mail-bags, mail-catchers, mail-bag label-cases, and mail-bag tags.

The term of all contracts for mail-locks and keys expired during the preceding year. Supplies of such have since been kept up temporarily

by repairs and small purchases, made provisionally from the late contractors, as shown in detail by the table (G), before referred to.

The greater portion of the mail-locks now in use are nearly worn-out, and are becoming insecure from their long subjection to the peculiarly hard usage of the mail-service. They were procured under contracts made in 1870, and will have soon fulfilled their allotted term of usefulness; ten years' service, as experience has hitherto shown, being the limit of duration for mail-locks, beyond which their further use is not reliable for requisite security. In the present state of the arts, it is probable locks of a new kind and different construction from the present mail-locks may be made to last longer, but it is not a property of the locks constructed and made up to the date when these were contracted for. Besides, the mail-locks and keys used on the general and the through mails, and above referred to as having been long in use, the particular kind of locks and keys now used to secure, in transit, the through-registered mails (now the chief medium of transmitting valuable mail-matter between large cities), though not so long in service as the other mail-locks, are now no longer adapted to the present enlarged and growing system of through-registered mails, which demands a new, different, and peculiar kind of locks, affording better security and greater facilities for dispatching mails of that highly important character.

It would be neither expedient nor practicable to replace the old locks now in service, to the extent which will soon be requisite, with new locks of the same kind or pattern; nor would it be practicable, without detriment to the service, to displace the old kinds of mail-locks and keys by small supplies of new kinds, introduced gradually. Consequently, it is expedient that a precedent supply of new kinds of locks and keys, equal in quantity to those in use, be contracted for, manufactured, and be in readiness for distribution, in order to substitute properly one kind for another.

The substitution for the present mail locks and keys of new locks and keys of entirely different construction, and unlike any others hitherto used or known in any way to impair their utility as mail locks and keys, is, in my judgment, a necessity of the service, to be provided for without any delay beyond the ensuing session of Congress. For, if during that session authority of law be given by the requisite appropriations for new kinds of mail locks and keys, probably no contract for them could be made to take effect until July 1, 1880, and one year or perhaps eighteen months therefrom would be required to manufacture, deliver, inspect, and have ready for distribution to all the postmasters in the United States; and adding thereto the time which must necessarily be consumed in distribution and substitution, the old locks and keys could not be superseded until some time in 1882 or 1883. And it is believed the old locks will not be reliable for the safety of the mails beyond that time.

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, 1879, was \$177,098.57, and the amount remitted for the same period was \$16,571.76, leaving the net amount of fines and deductions \$160,526.81.

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

THOS. J. BRADY,

Second Assistant Postmaster-General.

Hon. DAVID M. KEY,
Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

Cost of inland transportation and the items incident thereto for the years 1878 and 1879, with the appropriation for 1880 and the estimates of the amounts necessary to be appropriated for 1881; 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 1878.	Cost for 1879.	Percentum increase or decrease of 1879 as to 1878.		Appropriation for 1880.	Percentum increase or decrease of appropriation of 1880 as to cost of 1879.		Estimate for 1881.	Percentum increase or decrease as to appropriation for 1880.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, railroad routes.....	\$9,566,595 00	\$9,567,589 00	.009	.....	\$9,000,000 00	.....	4.36	\$10,000,000 00	11.11	.....
Railway post-office car-service.....	.....	125,000 00	.....	.....	1,250,000 00	.....	.....	1,350,000 00	8.00	.....
For proper facilities on trunk lines.....	752,483 00	754,390 00	.....	.....	800,000 00	20.00	.....	900,000 00	106.67	.....
Inland transportation, steamboat routes.....	5,714,943 00	6,451,830 00	12.05	.....	5,900,000 00	18.30	7.83	7,373,000 00	25.00	.....
Railway transportation, "star" routes.....	1,200,580 00	1,272,280 00	9	.....	1,350,000 00	.....	.....	1,450,000 00	7.40	.....
Railway post-office clerks.....	1,043,880 00	1,072,420 00	2.32	.....	1,125,000 00	49.00	.....	1,225,000 00	8.88	.....
Route-agents.....	102,086 00	107,649 00	3.43	.....	115,000 00	4.38	.....	200,000 00	14.28	.....
Mail-route messengers.....	108,530 00	112,531 00	6.63	.....	120,000 00	6.53	.....	150,000 00	25.00	.....
Local agents.....	653,497 00	664,174 00	.7	.....	675,000 00	17.54	.....	725,000 00	7.40	.....
Mail-messengers.....	13,475 00	12,780 35	.....	5.15	15,000 00	.....	8.65	150,000 00	906.00	.....
Mail locks and keys.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mail-bags and mail-bag catchers.....	165,641 25	170,266 26	2.79	.....	185,000 00	.....	.....	200,000 00	8.10	.....
Total.....	.....	.....	.....	.....	20,845,000 00	.....	.....	24,125,000 00	15.73	.....

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

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

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 1, 1879.

SIR: For a statement of the mail-service for the contract year ended June 30, 1879, &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 year.

Table B exhibits the railroad service as in operation on the 30th of June, 1879; 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, 1879.

Table D shows the increase and decrease of mail transportation, and cost in the several States and Territories, during the year ended June 30, 1879.

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, 1879, 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, 1879, 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, 1879.

Table H is a statement of all contracts in operation on the 30th of June, 1879, for mail-bags, mail-catchers, &c.

Table I is a list of railway post-office lines in the United States June 30, 1879, showing the increase and decrease in the service since June 30, 1878.

Table K is a consolidated statement, as given in tables K and L of my report of June 30, 1878, showing in detail the railway-mail service in operation on June 30, 1879.

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, 1879, 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.						By steamboat.		By railroad.		Total annual trans- portation by cer- tainty, and security.		Total annual trans- portation by steam- boat.		Total annual trans- portation by rail- road.		Total portation.		Dollars.
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	
Maine.....	5,269	3,367	87,120	789	2,650	1,113	132,330			109,564	1,748,367	1,224,698	3,082,629	3,082,629	222,149					
New Hampshire.....	1,967	1,203	34,281	65	2,650	699	66,106			13,130	590,964	1,076,287	1,519,091	1,519,091	103,037					
Vermont.....	3,067	1,540	48,992	828	7,875	1,868	95,669				834,266	1,076,287	1,914,723	1,914,723	144,661					
Massachusetts.....	3,114	1,218	66,194	30	7,875	1,868	261,967			28,080	894,410	3,757,392	4,708,962	4,708,962	338,036					
Rhode Island.....	554		7,273	198	16,000	1,177	20,435			143,457	110,931	396,508	650,896	650,896	43,708					
Connecticut.....	1,845	775	29,906			1,070	176,169				485,816	2,283,939	2,748,255	2,748,255	290,185					
New York.....	12,450	6,196	237,155	142	7,371	6,112	1,267,475			75,509	8,237,082	11,114,096	14,428,697	14,428,697	1,452,001					
New Jersey.....	2,396	956	29,082			1,440	195,153				454,610	2,536,672	2,991,292	2,991,292	224,235					
Pennsylvania.....	14,294	9,144	238,812	88	5,500	5,062	613,520			55,224	3,941,668	7,524,169	11,521,091	11,521,091	857,632					
Delaware.....	465	188	5,548			277	19,413				91,371	258,454	346,825	346,825	34,961					
Maryland.....	3,663	1,827	59,493	656	12,550	1,180	241,677			192,349	1,052,057	2,309,766	3,554,172	3,554,172	313,720					
West Virginia.....	5,432	4,909	58,837	245	15,800	278	34,644			125,892	1,232,981	2,357,399	1,716,272	1,716,272	108,281					
Virginia.....	11,351	8,484	133,142	1,054	38,840	1,313	232,535			362,102	2,664,164	2,087,673	5,113,939	5,113,939	404,517					
North Carolina.....	11,141	9,381	111,266	351	10,003	1,409	103,967			96,500	1,972,274	1,255,327	3,326,401	3,326,401	255,256					
South Carolina.....	4,264	3,013	39,533	50	1,281	1,221	88,126			9,947	1,189,360	1,093,360	1,716,693	1,716,693	128,940					
Georgia.....	8,064	5,448	79,951	155	3,600	2,461	199,902			32,240	1,157,122	2,302,757	3,492,119	3,492,119	293,453					
Florida.....	7,696	2,783	40,381	4,456	83,276	2,457	20,009			723,222	477,186	2,076,579	1,642,374	1,642,374	153,696					
Alabama.....	10,126	7,353	113,645	764	13,742	2,009	147,658			133,648	1,585,457	2,076,579	3,793,684	3,793,684	275,046					
Mississippi.....	6,649	4,935	86,145	1,985	8,576	1,192	87,170			85,280	1,066,723	886,627	2,041,630	2,041,630	181,891					
Louisiana.....	6,236	3,707	101,785	1,985	102,036	1,534	184,783			617,608	1,848,469	1,633,941	4,897,173	4,897,173	248,569					
Texas.....	18,272	15,451	658,039	1,985	46,200	2,131	184,783			127,620	1,848,469	3,919,969	7,063,596	7,063,596	326,967					
Arkansas.....	10,549	7,431	171,431	2,518	28,250	4,207	330,579			544,960	1,848,469	3,919,969	7,063,596	7,063,596	326,967					
Missouri.....	15,208	10,426	212,075	372	9,104	1,473	125,775			87,611	1,232,127	1,575,899	3,054,653	3,054,653	229,883					
Tennessee.....	8,325	6,776	92,012	1,005	48,800	1,473	125,775			436,592	1,232,127	1,575,899	3,054,653	3,054,653	229,883					
Kentucky.....	9,077	6,596	101,597	1,005	48,800	1,473	125,775				3,902,719	8,661,161	11,216,414	11,216,414	1,428,541					
Ohio.....	12,752	6,379	147,958	216	17,500	6,157	170,083			106,670	1,232,127	1,575,899	3,054,653	3,054,653	229,883					
Indiana.....	7,873	4,581	83,252			3,296	340,874				3,902,719	8,661,161	11,216,414	11,216,414	1,428,541					
Illinois.....	12,131	4,868	129,749			7,263	853,670				1,690,084	7,040,058	9,339,092	9,339,092	863,419					
Michigan.....	9,008	4,603	107,000	874	25,369	3,531	353,021			267,833	1,477,383	4,576,354	6,321,570	6,321,570	415,390					
Wisconsin.....	8,043	5,088	90,536			2,855	285,200				1,477,383	4,576,354	6,321,570	6,321,570	415,390					
Iowa.....	11,513	7,265	146,482			4,248	323,278				2,181,928	3,563,570	5,745,498	5,745,498	471,786					
Minnesota.....	7,598	4,603	77,505			2,855	164,912				1,041,267	2,177,522	3,218,809	3,218,809	242,417					
Nebraska.....	8,132	6,450	131,719			1,682	416,882				1,965,456	1,150,579	3,115,033	3,115,033	548,601					

[illegible]

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

B.—Railroad service as in operation on the 30th of June, 1879.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
MAINE.									
1	Augusta to Skowhegan.....	Maine Central.....	19.21	19.21	12	5,485 10	.....	228 69½	
2	Newport to Dexter.....	do.....	18.78	18.78	12	636 97	.....	58 14	
3	Farmington to Brunswick.....	do.....	14.9	14.9	12	.....	.....	42 75	
4	Belfast to Burnham Village.....	do.....	51	51	9½	5,553 02	.....	86 95	
5	Portland to Bangor.....	do.....	34.79	34.79	12	2,221 86	.....	76 95	
6	Portland to Augusta.....	do.....	55.57	55.57	9	17,585 09	.....	63 86½	
7	Branch, Brunswick to Bath.....	do.....	72.53	72.53	20½	.....	.....	222 71	
8	Portland to Canada line.....	Grand Trunk.....	52.28	52.28	20½	17,227 28	.....	71 82	
9	Portland to Rochester, N. H.....	Portland and Rochester.....	9.05	9.05	18	.....	.....	267 17	
10	Portland to Portsmouth, N. H.....	Eastern.....	166.31	166.31	9½	13,650 72	.....	257 76½	
11	Portland to Lunenburg Station, Vt.....	Portland and Ogdensburg.....	52.56	52.56	19½	7,607 10	.....	89 71½	
12	Salmon Falls, N. H., to Portland, Me.....	Boston and Maine.....	114.05	114.05	12	13,233 55	.....	134 83	
13	Bangor to Vanceborough.....	European and North American.....	45	45	12	10,080 88	.....	251 78	
14	Bangor to Bangor.....	do.....	113.93	113.93	6	7,429 05	.....	88 39	
15	Old Town to Rockland.....	do.....	19.89	19.89	12	18,665 72	.....	165 09	
16	Woodville to Rockland.....	Bangor and Piscataquis.....	63.8	63.8	6	1,610 39	.....	163 83½	
17	Houlton to New Brunswick Line.....	Knox and Lincoln.....	43.86	43.86	12	3,654 78	.....	80 96½	
18	Calais to Princeton.....	New Brunswick and Canada.....	3.93	3.93	6	4,331 92	.....	57 28½	
19	West Waterville to North Anson.....	Saint Croix and Penobscot.....	21.29	21.29	6	171 36	.....	88 66½	
20	Mechanic Falls to Canton.....	Summit.....	25.7	25.7	6	728 12	.....	43 60½	
21	.....	Rumford Falls and Brookfield.....	27.71	27.71	6	1,230 52	.....	34 20	
22	.....	.....	1,113.06	1,113.06	6	1,246 95	.....	47 88	Pay estimated.
NEW HAMPSHIRE.									
1001	Concord to Nashua.....	Concord.....	36.28	36.28	37½	8,022 59	.....	132,330 38	
1002	Concord to Portsmouth.....	do.....	58.16	58.16	12	3,338 39	.....	221 13	
1003	Manchester to North Wears.....	do.....	19.95	19.95	12	852 86	.....	56 43	
1004	Hooksett to Pittsfield.....	do.....	20.35	20.35	6	904 76	.....	42 75	
1005	Concord to Wells River, Vt.....	Boston, Concord and Montreal.....	51	51	13½	11,923 75	.....	44 46	
1006	Groveton to Wells River, Vt.....	do.....	43.01	43.01	12	4,723 30	.....	131 41	
			28	28	12	.....	.....	121 41	
			28.12	28.12	12	.....	.....	82 08	
			.....	.....	.....	.....	.....	92 08	

Year	Route	13.5	6	682.48	49.89
1907	Wing Road to Fabyan House	13.5	6	682.48	49.89
1908	{ Concord to White River Junction, N. H.	68.64	18		185.81
1909	{ Branch, Franklin to Bristol	13.11	6	13,500.28	42.75
1910	Concord to Claremont	58.8	12	2,006.48	51.17
1911	Concord to Grafton	52.76	12	1,892.29	48.60
1912	Concord to Village to Peterboro	26.58	18	1,081.71	63.27
1913	Nashua to Rochester	49.4	6	6,929.25	138.25
1914	Dover to Alton Bay	28.42	12	1,572.05	56.31
1915	Brook's Crossing, Me., to North	71.11	6	5,228.71	73.53
1916	Wadsworth Junction to Wolf	12.11	6	517.70	42.75
1917	Portsmouth to Dover	11.6	6	495.90	42.75
1918	Greenfield to Keene	29.91	6	1,945.95	45.00
1919	VERMONT.	698.81		69,105.75	
1920	Burlington to Rouse's Point, N. Y.	24.5	19	8,261.31	173.12
1921	{ Windsor to Burlington	32.65	19		123.12
1922	{ Branch, Montpelier to Barre	97.2	18	22,059.65	191.07
1923	{ Bellows Falls to Burlington	22.67	18		141.07
1924	{ Bellows Falls to Windsor	6.76	12		42.75
1925	Brattleborough to Brattle Falls	190.27	18	17,331.51	144.10
1926	Saint Albans to Canada line	26.34	18	4,001.84	151.93
1927	Saint Albans to Richmond	24.46	18	3,820.77	156.20
1928	Leicester Junction to Ticonderoga	17.1	18	1,067.30	62.41
1929	Station, N. Y.	28.47	6	1,338.80	47.02
1930	Richford to Newport	15.6	6	666.90	42.75
1931	White River Junction to Derby	31.95	15	2,048.79	64.12
1932	Connecticut and Passumpsic Riv.	114.3	6	15,519.65	135.78
1933	Lunenburg Junction to Swanton	118.14	6	7,979.76	67.54
1934	Wells River to Montpelier	38.78	6	3,348.84	86.35
1935	White River Junction to Woodstock	14.41	12	616.03	42.75
1936	Burlington and La Moille	34.97	6	1,584.66	45.31
1937	Rutland to Bennington	57.16	15		101.74
1938	{ Branch, North Bennington to	1.85	15	6,022.94	112.00
1939	State line.	827.58		95,668.75	
1940	MASSACHUSETTS.				
1941	Boston to Portsmouth, N. H.	57.28	24	15,827.32	276.31
1942	Boston to West Lynn Depot	11.6	12	495.90	42.75
1943	Salem to Rockport	20.69	104	972.94	47.02
1944	Salem to Marblehead	4.49	12	207.30	46.17
1945	Salem to Lawrence	18.01	178	812.68	42.75
1946	East Salisbury to Amesbury	3.9	21	166.73	42.75
1947	Wenham to Essex	5.54	6	236.84	42.75

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
3009	MASSACHUSETTS—Continued.								
3010	Lynn to Marblehead.	Eastern.	6.16	.....	6	358 15	.....	58 14	
3011	Wakefield to Peabody.	do.	9.08	.....	6	368 17	.....	42 75	
3012	{ Boston to Salem Falls, N. H. }		{ 71.5 }	.....	{ 18 }	{ 13,377 99 }	.....	{ 42 75 }	
3013	{ Branch, Rollingsford to Great Falls. }	Boston and Maine	{ 2.5 }	.....	{ 18 }				
3014	Boston to Medford.	do.	5.31	.....	18	227 00	.....	42 75	
3015	Greenfield to Haverhill.	do.	7.45	.....	6	254 79	.....	42 75	
3016	Wakefield to Newburyport.	do.	31.36	.....	12	1,340 64	.....	42 75	
3017	Newton Depot, N. H., to Merrimac, Mass.	do.	4.83	.....	12	206 48	.....	42 75	
3018	Boston to Nashua, N. H.	Boston and Lowell and Nashua and Lowell.	38.87	.....	27½	8,640 82	.....	216 72½	
3019	Lowell to Lawrence.	do.	13.08	.....	16½	559 17	.....	42 75	
3020	Winchester to Woburn.	do.	2.18	.....	18	83 20	.....	42 75	
3021	Somerville Station to Concord.	do.	15.61	.....	12	710 08	.....	42 75	
3022	Ayer to Lowell.	do.	15.39	.....	12	1,130 82	.....	42 75	
3023	Boston to Greenfield.	Fitchburg.	{ 49.6 }	.....	{ 16½ }	{ 20,523 18 }	.....	{ 202 31 }	
3024	{ Greenfield to North Adams }	do.	{ 58.11 }	.....	{ 16½ }			{ 186 92 }	
3025	{ Branch, Greenfield to Turner's Falls. }	do.	{ 37.12 }	.....	{ 18 }			{ 186 92 }	
3026	South Acton Depot to Hudson.	do.	4.37	.....	18	7,125 48	.....	42 75	
3027	Ayer to Greenville, N. H.	do.	9.19	.....	12	392 87	.....	42 75	
3028	Boston to Albany, N. Y.	Boston and Albany	23.5	.....	12	1,346 20	.....	518 04	
3029	Grafton Depot to Millbury.	do.	{ 98.38 }	.....	{ 41½ }	{ 80,293 16 }	.....	{ 282 09½ }	
3030	Attumdale Station to Newton.	do.	4.46	.....	9	190 67	.....	42 75	
3031	South Framingham to Milford.	do.	2.2	.....	12	94 05	.....	42 75	
3032	Pittsfield to North Adams.	do.	12.3	.....	12	1,557 37	.....	45 31½	
3033	Palmer to Winchendon.	do.	20.44	.....	24	1,170 90	.....	57 28½	
3034	North Brookfield to East Brookfield.	Boston and Albany, lessee	4.28	.....	104	2,207 44	.....	44 48	
3035	Natick to Saxtonville.	do.	3.94	.....	12	182 97	.....	42 75	
3036	Boston to Bellingham.	Boston and Albany	31.77	.....	14½	168 44	.....	42 75	
3037	Boston to Southbridge.	New York and New England	52	.....	21	1,521 14	.....	152 78½	
3038		do.	{ 17.75 }	.....	{ 21 }	{ 8,856 42 }	.....	{ 42 75 }	

[illegible]

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Remarks.
RHODE ISLAND.									
4001	Providence to Worcester, Mass.	Providence and Worcester	44.17	.....	24	4,256 00	.....	86 35	Pay estimated.
4002	Providence to Groton, Conn.	New York, Providence, and Boston	62.57	.....	31	12,811 52	.....	204 75	
4003	Wickford Landing to Wickford Junction.	Newport and Wickford Railroad and Steamboat Company.	3.4	.....	164	165 70	.....	48 73	
4004	Providence to Bristol	Providence, Warren, and Bristol	15.75	.....	12	929 17	.....	58 99	
4005	Warren to Fall River, Mass.	Fall River, Warren, and Providence.	9.09	.....	6	452 69	.....	45 34	
4006	Providence to Pascoag	Providence and Springfield	23.43	.....	12	1,001 63	.....	42 75	
4007	Kingston Depot to Narragansett Pier.	Narragansett Pier	9.14	.....	15	421 99	.....	46 17	
4008	River Point to Hope	Pawtuxet Valley	3.1	.....	6	132 52	.....	42 75	
4009	Wood River Junction to Hope Valley.	Wood River Branch	5.87	.....	6	264 15	.....	45 00	
				177.42		20,435 87			
CONNECTICUT.									
5001	Norwich to Worcester, Mass.	New York and New England, lessee.	59.65	.....	18	4,896 07	.....	82 08	
5002	East Thompson to Willimantic.	New York and New England.	33.21	.....	21	5,159 17	.....	155 35	
5003	Middletown to Berlin Depot.	New York, New Haven and Hartford.	11.15	.....	18	505 26	.....	46 34	
5004	New Haven to New London.	do.	51.71	.....	31	13,016 69	.....	251 72	
5005	New York, N. Y., to Springfield, Mass.	do.	73.23	.....	59	731 04	.....	731 04	
	Branch, Windsor Locks to Suffield.	do.	62.86	.....	52	87,299 15	.....	536 20	
5007	Waterbury to Providence, R. I.	New York and New England.	4.79	.....	12	9,460 23	.....	42 75	
5008	Vernon Depot to Rockville.	do.	122.94	.....	16	70 95	.....	70 95	
5009	New London to Palmer, Mass.	Central Vermont.	4.54	.....	18	194 09	.....	42 75	
	New Haven to Williamsburgh, Mass.	do.	65.27	.....	21	4,520 27	.....	69 25	
5010	Branch, Farmington to New Hartford.	New Haven and Northampton	85.82	.....	18	11,274 81	.....	123 00	
	Bridgeport to Winsted.	do.	14.32	.....	18	66 17	.....	66 17	
5011	Branch, Waterbury to Watertown.	Naugatuck.	62.28	.....	12	94 90	.....	94 90	
			6.15	.....	12	6,173 59	.....	42 75	

5012	Bridgeport to Pittsfield, Mass., Branch, Van Deusenville to State Line.	110.55 11.05	12 6	11, 110 20	98 79 42 75
5013	Branch, Danbury to Brookfield junction. South Norwalk to Danbury. Branch, Brauchville to Ridge- field.	6.3 23.65 4.34	18 17 14	2, 224 53	42 75 79 514 42 75
5014	Branch, Bethel to Hawleyville.	6.28	6		42 75
5015	New Haven to Willimantic.	54.14	164	7, 822 96	144 494
5016	Hartford to Springfield.	44.15	12	2, 831 11	64 124
5017	Hartford to Springfield, Mass.	31.87	6	1, 976 68	62 414
5018	New Haven to Ansonia.	13.43	12	711 39	53 01
5019	Hartford to Millerton, N. Y.	69.93	15	5, 422 72	77 544
5020	Litchfield to Hawleyville. Turnerville to Colchester.	32.78 4.19	94 6	1, 401 34 179 13	42 75 42 75
NEW YORK.					
6001	New York to Dunkirk.	332	214	122, 294 79	277 504
6002	Suffern to Piermont.	137	214	769 50	237 504
6003	Buffalo to Suspension Bridge.	25.94	64	1, 108 93	42 75
6004	Branch, Vail's Gate Junction to junction with main stem.	19.75 12.75	194 204	1, 857 42	53 01 47 88
6005	Rochester to Avon.	18	22	1, 277 87	70 964
6006	Avon to Dansville.	30.73	15	1, 812 91	58 994
6007	Attica to Corning.	111	314	9, 680 31	87 21
6008	Buffalo to Hornellsville.	91	204	13, 382 46	147 06
6009	Goshen to Monticuary.	10.25	9	552 11	53 894
6010	Goshen to Pine Island.	11	13	470 25	42 75
6011	New York to Troy.	144	564	128, 949 42	888 82
6012	Troy to Schenectady.	22	544	159 89	159 89
6013	Schenectady to Rochester.	104	23	2, 238 39	101 744
6014	Camandaigna to Tonawanda.	86	274	13, 515 84	139 96
6015	Buffalo to Lockport.	22	6	3, 676 50	42 75
6016	Buffalo to Lewiston.	29	12	940 50	42 75
6017	Albany to Buffalo.	228	24	2, 405 11	82 934
6018	Rochester to Niagara Falls.	70	134	279, 352 06	944 47
6019	Dunkirk to Titusville, Pa.	91.16	324	10, 656 72	140 22
6020	Thirtieth street, New York City, to Spuyten Duyvil.	10	6	4, 442 67	48 734
6021	Rochester to Charlotte.	9	18	427 50	46 17
6022	New York to Chatham Village.	130.5	114	12, 327 21	90 63
6023	Golden's Bridge to Mahopac.	7.5	6	320 62	42 75

\$500 per annum included for
transporting messengers to
Fordham.

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. <i>Miles.</i>	Total distance in each State. <i>Miles.</i>	Number of trips per week.	Annual pay. <i>Dollars.</i>	Annual pay in each State. <i>Dollars.</i>	Annual cost per mile on each route. <i>Dollars.</i>	Remarks.
NEW YORK—Continued.									
6024	Eagle Bridge to Rutland, Vt.....	Delaware and Hudson Canal Company.	62.87	.....	6	4,515.32	.....	71.82	
6025	Schenectady to Ballston.....	do.....	15.21	.....	18	650.23	.....	42.75	
6026	Albany to Canada line.....	do.....	191.37	.....	18	.....	.....	126.104	
6027	Branch, Albany Junction to Troy.....	do.....	6.2	.....	16	26,071.72	.....	72.671	
6028	Branch, Whitehall to Castleton.....	do.....	13.71	.....	16	.....	.....	66.69	
6029	Cobleskill to Cherry Valley.....	do.....	22.85	.....	6	976.83	.....	42.75	
6030	Albany to Binghamton.....	do.....	143.23	.....	18	11,756.31	.....	82.08	
6031	Plattsburgh to Au Sable Forks.....	do.....	23.52	.....	6	1,005.48	.....	42.75	
6032	Quaker Street to Schenectady.....	do.....	14.72	.....	12	1,586.35	.....	38.471	
6033	Shirvech Junction to Jefferson Junction.....	do.....	21	.....	6	897.75	.....	42.75	
6034	Fort Edward to Glen's Falls.....	do.....	6.31	.....	18	323.70	.....	51.30	
6035	West Chazy to Rouse's Point.....	do.....	14.78	.....	12	1,390.06	.....	94.05	
6036	Oswego to Richland.....	Rome, Watertown and Ogdensburg.	28.5	.....	6	1,851.83	.....	64.98	
6037	Watertown to Cape Vincent.....	do.....	26	.....	12	1,422.72	.....	54.72	
6038	Rome to Ogdensburg.....	do.....	73	.....	18	.....	.....	132.521	
6039	Branch, De Kalb Junction to Norwood.....	do.....	69	.....	12	20,058.30	.....	132.521	
6040	Syracuse to Pulaski.....	do.....	25	.....	6	2,200.88	.....	49.59	
6041	Oswego to Lewiston.....	do.....	58.42	.....	6	2,200.88	.....	57.284	
6042	Watertown to Sackett's Harbor.....	do.....	46.92	.....	6	8,667.54	.....	58.991	
6043	Watertown to Sackett's Harbor.....	do.....	12.51	.....	12	5,524.80	.....	42.75	
6044	Chemung Forks to Norwich.....	Delaware, Lackawanna and Western.	30.69	.....	12	2,353.61	.....	76.69	
6045	Utica to Norwich.....	do.....	54.5	.....	12	5,111.55	.....	93.79	
6046	Oswego to Ithaca.....	do.....	35	.....	12	2,423.92	.....	69.254	
6047	Casaville Junction to Richfield Springs.....	do.....	21	.....	12	651.61	.....	45.31	
6048	Mincola to Loonak Valley.....	Long Island.....	12.25	.....	12	523.69	.....	42.75	
6049	Long Island City to Greenport.....	do.....	94.31	.....	12	82.08	.....	82.08	
6050	Branch, Mincola to Hempstead.....	do.....	2.5	.....	12	7,847.84	.....	42.75	
6051	Hicksville to Port Jefferson.....	do.....	18.5	.....	12	2,006.24	.....	60.444	
6052	Manorville to Sag Harbor.....	do.....	20	.....	12	1,748.05	.....	50.444	
6053	Oswego to Middletown.....	do.....	35.25	.....	6	.....	.....	49.59	
6054	Branch, Summitville Junction to Ellenville.....	New York and Oswego Midland.....	250.2	.....	6	13,177.26	.....	51.30	
6055			8	.....	6	.....	.....	42.75	

6050	Walton to Delhi.....	.....	16	.....	6	684 00	.....	42 75
6051	Clinton to Rome.....	.....	13 75	.....	12	587 81	.....	42 75
	.....do.....	.....	184 5	.....			.....	854 75
	.....do.....	.....	25 7	.....			.....	864 75
6052	Buffalo to Chicago, Ill.....	.....	79 3	.....	364	338, 306 17	.....	361 49
	.....do.....	.....	8 5	.....			.....	824 56
	.....do.....	.....	143	.....			.....	338 55
	.....do.....	.....	101	.....			.....	736 17
6053	Rouse's Point to Ogdensburg.....	.....	119	.....	9	9, 564 03	.....	80 37
6054	Chatham Village to Bennington, Vt.....	.....	58 2	.....	6	2, 836 06	.....	48 74
6055	Schoharie to Middleburgh.....	.....	5 5	.....	18	235 12	.....	42 75
6056	Schoharie Junction to Schoharie.....	.....	4 38	.....	12	186 47	.....	45 314
6057	Utica to Smith Valley Station.....	.....	31 4	.....	12	1, 763 74	.....	56 17
6058	Buffalo to Emporium.....	.....	123 51	.....	6	8, 025 68	.....	64 98
	.....do.....	.....	.....	.....			.....	3006
6060	Skaneateles Junction to Skaneateles.....	.....	5 5	.....	18	235 12	.....	42 75
6061	Brocton to Corty, Pa.....	.....	44 8	.....	6	2, 688 00	.....	60 00
6062	Chesterville to Warwick.....	.....	11	.....	12	470 25	.....	42 75
6063	Canandaigua to Elmira.....	.....	68 5	.....	18	6, 500 99	.....	904
6064	Syracuse to Oswego.....	.....	35 5	.....	18	3, 035 25	.....	85 50
6065	Syracuse to Binghamton.....	.....	80	.....	12	6, 429 60	.....	80 37
6066	Rouse's Point to Canada line.....	.....	2 25	.....	13	173 13	.....	76 93
6067	Branch, North Adams, Mass.....	.....	50	.....	30	10, 393 62	.....	203 17
	Branch, North Hoosick Junction.....	.....	3 5	.....	18		.....	42 75
6068	Staten Island.....	.....	13	.....	12	555 75	.....	42 75
6069	Hudson to Chatham Village.....	.....	17 25	.....	12	737 44	.....	42 75
6070	East Gainesville to Perry.....	.....	6 55	.....	12	280 01	.....	42 75
6071	Syracuse to Earlville.....	.....	20	.....	12	1, 997 15	.....	47 024
	.....do.....	.....	22 47	.....	6		.....	59 85
	.....do.....	.....	55 62	.....	6	5, 574 93	.....	60 704
6072	Lyons to Sayre, Pa.....	.....	37	.....	6	3, 760 29	.....	51 30
6073	Rondout to Stamford.....	.....	73 3	.....	6	2, 279 43	.....	53 01
6074	Utica to De Ruyter.....	.....	43	.....	6	2, 114 84	.....	43 804
6075	Horseheads to Ithaca.....	.....	48 5	.....	6	1, 232 05	.....	42 75
6076	Freeville to Scipio.....	.....	28 82	.....	6	1, 046 52	.....	42 75
6078	Port Jervis to Monticello.....	.....	24	.....	6	1, 920 75	.....	42 75
6079	Poughkeepsie to State Line.....	.....	44 93	.....	6	1, 285 40	.....	42 75
6080	Canastota to De Ruyter.....	.....	23 6	.....	12		.....	72 874
	.....do.....	.....	10	.....	15	726 75	.....	42 75
6081	Fonda to Gloversville.....	.....	14	.....	12	598 50	.....	50 444
6082	Johnsonville to Greenwich.....	.....	33 46	.....	6	1, 687 88	.....	75 24
6083	Montgomery to Rondout.....	.....	121	.....	6	9, 104 04	.....	51 30
6084	Sayre, Pa., to Fair Haven, N. Y.....	.....	56 5	.....	6	3, 244 72	.....	42 75
6085	Newburgh to Millerton.....	.....	8 1	.....	6		.....
	Branch, Glove Branch.....	.....	.....	.....			.....
	Junction to Glove Branch.....	.....	.....	.....			.....

Pay estimated.

Pay on 15.62 miles estimated.

Pay on 20 miles estimated.

Pay on 14.6 miles estimated.

Pay on 3.6 miles estimated.

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
6086	NEW YORK—Continued.	Cooperstown to Cooperstown Junction.	16		12	738 72		46 17	
6087	Utica to Watertown.	Cooperstown and Susquehanna Valley.	92 22		12			68 40	
6088	{ Carthage to Ogdensburg. Branch, Theresa Junction to Clayton.	Utica and Black River	61 25		12	6,307 85		58 14	
6089	Cayuga to Ithaca.	do	10 25		6	4,255 75		42 75	Pay on 11.17 miles estimated.
6090	Sodus Point to Gorham Station.	Cayuga Southern	38 05		9	1,896 90		49 59	
6091	Buffalo to Jamestown.	Ontario Southern	34 00		6	1,453 50		42 75	
6092	Middletown to Pine Bush.	Buffalo and Southwestern.	71 00		12	4,600 04		64 72	
6093	Long Island City to Babylon.	Middletown and Crawford	13 50		6	1,572 12		42 75	
	{ Long Island City to Patchogue. Branch, Flushing to Whitesboro branch, Great Neck Junction to Great Neck.	Southern Railroad Company of Long Island.	37 06		12	1,902 20		51 30	
6094	Saratoga Springs to North Creek.	Flushing, North Shore and Central.	53 46		11	2,744 55		42 75	
6095	Bath and Hammondsport.	Adirondack	6 74		6	3,865 35		66 69	
6097	Rhinecliff to Easton Center.	Bath and Hammondsport.	57 06		18	4,018 85		42 75	
6098	Gloversville to Northville.	Rhinebeck and Connecticut.	25 2		6	1,594 80		42 75	
6099	Sodus Point to Hammondsville.	Gloversville and Northville.	17 27		12	1,198 78		68 96	
6100	Valley Stream to Oceans.	Crown Point Iron Company.	11 82		6	404 24		34 20	
6101	Sidney Plains to New Berlin.	Long Island	8 84		6	327 04		38 47 1/2	
6102	Rochester to Salamanca.	New York and Oswego Midland	24 84		6	1,061 91		42 75	
6103	Corning to Geneva.	Rocky Hill and State Line	108 82		6	6,053 22		55 57 1/2	
6104	Springville to Saratoga Junction.	Fall Brook Coal Company.	62 41		6	4,909 17		78 60	
6105	Pattburgh to Danmemora.	Springville and Saratoga.	11 59		6	463 60		40 00	Pay estimated.
		Pattsburgh and Danmemora.	17 66	6,112 635	6	798 05	1,207,475 44	45 00	Do.
7001	NEW JERSEY.								
7002	New York, N. Y., to Easton, Pa.	Central Railroad Company of New Jersey.	74		12	10,673 39		144 23 1/2	
7003	Somerville to Flemington.	do	18 06		6	617 91		35 47 1/2	
7004	Elizabethport to Sea Point.	do	47 9		12	2,825 86		58 96 1/2	
	{ New York, N. Y., to Philadelphia.	do	90		36			1,210 63	

No.	Place	Days	Trips	Rate	Notes
7005	Philadelphia, Pa.	3.2	12	109,335 98	47 02½
7006	Branch, Princeton Junction to Princeton.	2.95	18		76 95
7007	Branch, Frankford Junction to Kensington Station.	53.56	204		87 54½
7008	Camden to Monmouth Junction.	7	16		46 17
7009	Branch, Bordentown to Trenton.	14.95	9	4,516 10	38 47½
7010	Branch, Jamesburgh to South Amboy.	51.75	15½		60 70½
7011	Camden to Hightstown.	13.5	13		42 75
7012	Burlington to Medford.	68.7	13½	5,168 99	75 24
7013	Trenton in connection with Delaware, Lackawanna and Western Railroad.	12.13	12	518 56	42 75
7014	Branch, Hightstown to Flemington.	20.13	13	1,120 77	38 47½
7015	Branch, Flemington to New Brunswick.	8	12	342 00	42 75
7016	Rocky Hill to Monmouth Junction.	10.81	15	462 13	42 75
7017	Kingston to Lewistown.	84.24	14½	10,925 93	129 70
7018	Hoboken to Easton, Pa.	10	9	427 50	42 75
7019	Dover to Chester.	60	12	3,744 90	62 41½
7020	Camden to Atlantic City.	7.43	6	317 63	42 75
7021	Egg Harbor City to May's Landing.	28.71	12	1,374 83	47 88
7022	Jersey City to Nyack, N. Y.	16.6	6	752 23	45 31½
7023	Elmer to Salem.	27.7	6	470 25	42 75
7024	Woolbury to Swedesborough.	11	12	1,349 96	48 73½
7025	Jamesburgh to Sea Girt.	21.6	12	1,830 13	42 75
7026	Jersey City to Stony Point, N. Y.	42.81	19	1,485 18	54 46
7027	Watford to Franklin Furnace.	13	9	44 46	44 46
7028	Branch, La Fayette Junction to Branchville.	6.24	9	42 75	42 75
7029	Sandy Hook to Pemberton Junction.	11.4	12	63 27	63 27
7030	Branch, Eatontown to Port Monmouth.	53.6	6	63 27	63 27
7031	Branch, Manchester to Barnegat Junction.	9.8	6	5,520 82	42 75
7032	Newark to Denville.	20.3	12	242 39	48 73½
7033	Hoboken to Paterson.	5.67	12	3,962 08	42 75
7034	Whiting to Alco.	33.3	7½	1,281 22	116 02
7035	Newark to Paterson.	13.12	12	560 88	38 47½
7036	Ataion to Bridgeton.	37.75	6	1,452 43	42 75
7037	Whiting to Long Branch.	38.06	12	2,007 66	38 47½
7038	Bridgeton to Port Norris.	20.24	9½	865 26	52 75
7039	Jersey City to Greenwood Lake, N. Y.	46.9	6	1,804 48	42 75

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
NEW JERSEY—Continued.									
7035	Alco to Williamstown	Williamstown	9	12	307 80	Dollars.	Pay estimated.
7036	Summit to Bernardsville	Passaic and Delaware	14.78	.....	6	631 84	.....	34 20
7037	Jersey City to Middletown, N. Y.	New Jersey Midland	88	.....	6	3,912 48	.....	42 75
7038	Railway to Perth Amboy	Pennsylvania	7.45	.....	6	318 49	.....	42 75
7039	Woodbury to Penn's Grove	Delaware Shore	20.47	.....	42	787 68	.....	38 47½
7040	High Bridge to Port Oran	Central Railroad Company of New Jersey	25.32	.....	6	974 19	.....	38 47½
7041	{ Camden to Cape May	{	{ 82.02	{	12	{ 7,457 22	{	{ 70 11	{
7042	{ Branch, Glassborough to Bridge- ton	{ West Jersey	{ 20.37	{	12	{ 483 07	{	{ 83 79	
7043	{ Delaware Station to Blairstown	{ Blairstown	{ 11.3	{	6	{ 604 48	{	{ 42 75	
	{ Keyport to Freehold	{ Freehold and New York	{ 14.14	{ 1,440.27	6	{	{ 195,153 01	{ 42 75	
PENNSYLVANIA.									
8001	Philadelphia to Pittsburgh	Pennsylvania	353.6	42	305,024 20	862 62½	{
8002	Philadelphia to Pottsville	Philadelphia and Reading	92.64	.....	17½	9,596 35	.....	103 62
8003	Philadelphia to West Chester	West Chester and Philadelphia	26.35	.....	24	1,982 57	.....	75 24
8004	{ Philadelphia to Bethlehem	{	{ 54.46	{	62	{ 8,118 98	{	{ 140 22	
8005	{ Branch, Lansdale to Doylestown	{ North Pennsylvania	{ 10.65	{	72	{	{	{ 45 31½	
8006	Philadelphia to Norristown	Philadelphia and Reading	16.45	.....	174	815 76	.....	49 59
8007	Bridgeport to Darby	Philadelphia and Darby	7.56	.....	9	290 87	.....	38 47½
8008	Brighton to Downingtown	Philadelphia and Reading	21.63	.....	6	832 21	.....	38 47½
8009	Chester to Fort Deposit, Md	Philadelphia and Baltimore	59.25	.....	12	4,959 22	.....	83 70
8010	Honesdale to Lackawaxen	Philadelphia and Western	25.04	.....	12	1,134 68	.....	45 31½
	East Penn Junction to Waverly, N. Y.	Lough Valley	189.57	.....	15½	25,122 76	.....	132 52½
8011	Penn Haven Junction to Mount Carmel	do	52.84	.....	9½	2,258 91	.....	42 75
8012	Hazle Creek Bridge to Audenried and Treseckow	do	8.5	.....	6	363 37	.....	42 75
8013	Pottsville to Herndon	Philadelphia and Reading	59.76	.....	10½	4,611 91	.....	59 59
8014	Port Clinton to Williamsport	do	21.19	.....	10½	5,407 67	.....	49 59
8015	Sunbury to Tomhicken	Pennsylvania	121.63	.....	7½	1,883 27	.....	44 46
			44.1	.....	6	1,883 27	.....	42 75

80016	Penn Haven Junction to Tom- hocken.	Lehigh Valley	24.1	11½	70 11
80017	Branch, Lumber Yard to Eber- vale.		6.23	15	42 75
80018	Branch, Tunnel to Eckley.		2.23	6	42 75
80019	Seranton to Northumberland.		80	21½	84 64½
80020	Seranton to Carbondale		17.6	12	55 57½
80021	Binghamton, N. Y., to New Hamp- shire, N. Y.		144.5	12	94 05
80022	Elmira, N. Y., to Blossburgh, Pa.		45.5	12	57 28½
80023	Branch, Toga Junction to Law- renceville.		3.93	12	42 75
80024	Branch, Blossburgh to A. Mont- pelier.		4.09	6	42 75
80025	Branch, Blossburgh to Morris- Ravine.		4.09	6	42 75
80026	Williamsport to Elmira, N. Y.	Northern Central	79.17	18	83 19½
80027	Sunbury to Erie.	Pennsylvania	248.08	13½	77 80½
80028	Sunbury to Mount Carmel		39.82	13½	181 46½
80029	Buttville to Carrollton, N. Y.	Northern Central	26.36	12	42 75
80030	Trine to Corry.	New York, Lake Erie and Western	24.79	8½	1,126 89
80031	Strasburgh to Leaman Place.	Pittsburgh, Elmira and Buffalo	95	12½	1,059 77
80032	Laurelton to Middletown.	T. & H. Baumgartner	5.25	6	5,685 75
80033	Harrisburgh to Auburn.	Pennsylvania	31.5	12	82 75
80034	Newcastle to Homewood.	Philadelphia and Reading	58.76	7½	85 83½
80035	Harrisburgh to Martinsburgh, W. Va.	Pittsburgh, Fort Wayne and Chi- cago.	15.2	12	42 75
80036	Columbia to Sinking Spring.	Cumberland Valley	94.07	18	117 90
80037	Branch, Junction to Quarryville	Reading and Columbia.	40.17	14½	76 09½
80038	Columbia to Frederick, Md.	Pennsylvania.	23.31	13½	47 88
80039	Hanover to Gettysburgh.		60.9	8½	42 75
80040	Branch, Junction to East Berlin	Hanover Branch	16.6	12	3,287 05
80041	Huntingdon to Mount Dallas		7.21	6	47 02½
80042	Station, Saxton to Dudley	Huntingdon and Broad Top.	45.14	12	82 15½
80043	Tyrone to Curwensville		6	6	42 75
80044	Altoona to Martinsburgh	Pennsylvania	47.5	6	54 72
80045	Branch, Duaneville to Newry		22.52	21	42 75
80046	Branch, Martinsburgh Junction to Henrietta.	do.	3	6	58 99½
80047	Cresson to Ebensburg	do.	6.51	6	44 46
80048	Tyrone to Lock Haven	do.	10.9	12	38 47½
80049	Branch, Millsburgh to Belle- fonte.	do.	55.1	13	38 47½
80050	Blairsville to Allegheny	do.	3.5	18	38 47½
80051	Washington to Wheeling, W. Va.		64.6	6	42 75
80052	Pittsburgh to Oil City.	Baltimore and Ohio	32.49	12	11,388 95
80053	Branch, Junction to Indiana	Allegheny Valley	182.6	19	15,305 35
80054	Meadville to Oil City	Pennsylvania	19	12	1,055 92
80055		Atlantic and Great Western	36.63	9	5,571 36

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
PENNSYLVANIA—Continued.									
8044	Erie to New Castle.	Erie and Pittsburgh.	98.5		12	9,432 36		95 76	Pay on 8.32 miles estimated.
8045	City to Ashtabula, Ohio.	Lake Shore and Michigan Southern.	87.49		6	3,964 61		45 31½	
8046	Bethlehem to Wind Gap.	Lehigh and Lackawanna.	25.5		6	1,060 12		42 75	
8047	Downtown to New Holland.	Pennsylvania.	28		12	1,197 00		42 75	
8048	West Chester to intersection Pennsylvania Railroad.	West Chester.	9		6	346 27		38 47½	
8049	Junction Pennsylvania Railroad to Milroy.	Pennsylvania.	12.5		15	534 37		42 75	
8050	Pottsville to Frackville.	Philadelphia and Reading.	11.64		9½	497 61		42 75	
8051	Greenville to Hilliard's.	Shenango and Allegheny.	46.4		9	2,062 94		44 46	
8052	Carlisle to Pine Grove Furnace.	South Mountain Iron Company.	19.02		6	650 48		34 20	
8053	Freeport to Butler.	Pennsylvania.	22.06		12	1,056 23		47 88	
8054	Winnington, Del., to Reading, Pa.	Winnington and Northern.	73		6	3,120 75		42 75	
8055	Pittsburgh to Washington.	Pittsburgh, Cincinnati and Saint Louis.	23.71		12	1,581 22		66 69	
8056	Parkinson Junction to Emmaus.	Philadelphia and Reading.	38.22		6½	1,633 90		42 75	
8057	Pottstown to Calvertondale.	do.	13.97		6	537 22		42 75	
8058	Lebanon to Lower City.	do.	43.39		8½	1,834 92		42 75	
8060	Lewand to Bernice.	State Line and Sullivan.	25.32		6	974 19		38 47½	
8061	Solonykill Haven to Glen Carbon.	Philadelphia and Reading.	13.64		9½	583 11		42 75	
8062	Topcon to Kutztown.	do.	4.84		21	206 91		42 75	
	Pittsburgh to Cumberland, Md.		156.1		18	82 86½		42 75	
	Branch, Broad Ford to Mount Pleasant.		9.30		6	13,450 18		51 30	
8063	Branch, Connellsville to Uniontown.	Pittsburgh and Connellsville.	11.7		12			42 75	
8064	Carlondale to Susquehanna.	New York, Lake Erie and Western.	38.25		6	1,635 19		42 75	
8065	Corning, N. Y., to Antrim, Pa.	Branch, Lawrenceville to Elkland.	52.4		14½	51 30		44 46	
8066	Phoenixville to Eagle.	Fall Brook Coal Company.	12.98		12	3,265 21		42 75	
8067	Lewisburgh to Spring Mills.	Philadelphia and Reading.	12.06		6	515 56		42 75	
8068	Union City to Titusville.	Pennsylvania.	42.38		6	1,918 74		42 75	
8069	Cowanda to Barclay.	Pittsburgh, Titusville and Buffalo.	14.1		6	602 77		42 75	
8070	Rockwood to Somerset.	Towanda Coal Company.	17.19		6	601 88		38 47½	
8071	Marion Junction to Mercersburg.	Somerset and Cambria.	9.86		12	421 51		42 75	
		Cumberland Valley.	21.44		6	916 56		42 75	Pay estimated.

{ \$107 per annum included for mail-messenger service.

Pay estimated.

8672	Mount Dallas Station to Hyndman.	Pennsylvania.	31	12	1,669 81	53 84 ¹
8673	Allentown to Harrisburg.	Philadelphia and Reading.	90 69	24 ¹	10,045 73	110 77
8674	Conshohocken to Flourtown.	do	7 3	6	312 07	42 75
8675	Easton to Allentown.	Lehigh Valley.	17 2	43 ¹	3,163 20	151 93
\$550 per annum included for transfer of mails beyond terminus at Easton to Me-tuchen, and thence to New York.						
8676	Red Bank Furnace to Drifwood.	Allegheny Valley.	109 89	9	5,355 48	48 73 ¹
8677	Chambersburg to Waynesbor-ough.	Mont Alto.	23 38	6	899 54	38 47 ¹
8678	Tunkhannock to Montrose.	Montrose.	28 05	6	1,199 14	42 75
8680	Mechanicsburg to Dillsburg.	Cumberland Valley.	8 85	6	378 34	42 75
8681	Pittsburgh to Monongahela City.	Pittsburgh, Virginia and Charles- ton.	31 04	12	1,645 43	53 01
8682	Valley Junction to Ebbvale, Md.	Bachman Valley.	12 97	6	332 68	25 65
8683	Hollidaysburg to Royer.	Pennsylvania.	20 43	9	873 38	42 75
8685	Mount Union to Broad Top.	East Broad Top Railroad and Coal Company.	32 05	6	1,233 12	38 47 ¹
8686	Pottsville to Butler.	Parker and Kurns City.	27	8 ¹	1,338 93	49 59
8687	Ballwood to Lloydville.	Bell's Gap.	8 84	6	302 33	34 20
8688	Phillipsburg to Morrisdale Mines.	Pennsylvania.	3 59	6	153 47	42 75
8689	Reading to Slatington.	Philadelphia and Reading.	43 73	6	1,682 51	38 47 ¹
8690	Berlin to Garretts.	Buffalo Valley.	8 53	12	364 66	42 75
8691	Larabee to Clermont.	McKean and Buffalo.	22 15	6	946 91	42 75
8692	York to Delta.	Peach Bottom.	36 25	6	1,549 69	42 75
8693	Lawsonham to Slip.	Allegheny Valley.	10 41	6	356 02	34 20
8694	Oxford to Peter's Creek.	Peach Bottom.	21 93	6	843 75	38 47 ¹
8695	Pittsburgh to Castle Shannon.	Pittsburgh and Castle Shannon.	7	6	269 25	42 75
8696	New Castle to Stonebrunch.	New Castle and Franklin.	36 49	6	1,559 95	42 75
8697	White Haven to Upper Lehigh.	Central Railroad Company of New Jersey.	8 85	6	338 87	34 20
8698	Norristown to Lansdale.	Stony Creek.	10 3	12	396 29	38 47 ¹
8699	Osceola Mills to Ramsey.	Pennsylvania.	9 2	6	353 97	38 47 ¹
8700	Tamaqua to March Chunk.	Central Railroad Company of New Jersey.	13 7	6	527 11	38 47 ¹
8701	Wilkesbarre to Wanamie.	do.	11 55	6	444 38	38 47 ¹
8702	Hanover Junction to Hanover.	Hanover Branch.	13 37	12	681 41	65 83
8703	Junktown to Bonndbrook N. J.	Delaware and Bonndbrook.	49 1	6	2,090 02	42 75
8704	Southwest Junction to Oliphant Furnace.	Pennsylvania.	41 9	6	2,436 06	58 14
8705	Eminton to Clarion.	Eminton and Shippensville.	30 12	12	1,699 67	56 43
8706	Millsburgh to Williamstown.	Summit Branch.	21 09	12	901 60	42 75
8708	Lewistown Junction to Selin's Grave Junction.	Pennsylvania.	45	6	1,923 75	42 75
8709	Abington to Bradyville.	Northeast Pennsylvania.	11 3	6	483 07	42 75
8710	Catawissa Junction to Hughes- ville.	Muncy Creek.	5 74	6	245 48	42 75
8711	Blossburgh to Fall Brook.	Fall Brook Coal Company.	6 5	6	277 87	42 75
8712	Forburgh to Turkey City.	Forburgh, Saint Petersburg and Clarion.	8 6	6	367 65	42 75
8714	Washington to Waynesburgh.	Waynesburgh and Washington.	28 72	6	1,227 78	42 75

Pay on 8.63 miles estimated.

Pay estimated.

Pay estimated.

B.—Railroad service as in operation on the 30th of June, 1879 Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
PENNSYLVANIA—Continued.									
8115	Pittsburgh to Washington.	Pittsburgh Southern.	38.26	6	1,635 61	Dollars. 42 75	Pay on 19 miles estimated.
8116	Honesdale to Carbondale.	Delaware and Hudson Canal Company.	17.3	.....	6	739 57	.....	42 75
8117	Newtown Junction to Newtown.	Philadelphia, Newtown and New York.	27.1	6	1,158 52	42 75	Pay estimated. Do. Do. Do.
8118	Lattrobe to Ligonier.	Ligonier Valley.	11.04	.....	6	471 96	.....	42 75
8119	Shenandoah to Mahanoy Plane.	Philadelphia and Reading.	7.02	.....	6	300 10	.....	42 75
8120	Salisbury Junction to Elk Lick.	Salisbury.	7.43	.....	6	317 63	.....	42 75
8121	Bradford to Olean.	Olean, Bradford and Warren.	22.83	.....	6	975 98	.....	42 75
8122	Allegheny Bridge to Bradford.	Kendall and Eldred.	21.94	.....	6	937 93	.....	42 75
8123	Pittsburgh to Youngstown, Ohio.	Pittsburgh and Lake Erie.	68.03	.....	6	2,908 28	.....	42 75
8124	Columbia to Port Deposit, Md.	Columbia and Port Deposit.	39.65	.....	6	1,695 03	.....	42 75
				5,061.63					
DELAWARE.									
9501	Wilmington to Delmar.	Philadelphia, Wilmington and Baltimore.	97.02	12	10,451 96	107 73	Pay on 19.32 miles estimated.
9502	Delmar to Crisfield, Md.	Eastern Shore.	38	.....	6	2,589 20	.....	68 40
9503	Clayton to Easton, Md.	Maryland and Delaware.	44	.....	6	2,332 44	.....	53 01
9504	Harrington to Lewes.	Junction and Breakwater.	40	.....	12	1,710 00	.....	42 75
9505	Wilmington to Pomeroy, Pa.	Delaware Western.	38.85	.....	6	1,494 75	.....	38 47½
9506	Georgetown to Selbyville.	Breakwater and Frankford.	19.3	.....	6	825 07	.....	42 75
				277.17					
MARYLAND.									
10001	Baltimore to Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore.	96	36½	46,301 30	480 47½	Pay on 19.32 miles estimated.
10002	Branch, Perryville to Port Deposit.	Baltimore.	4.11	.....	6	.....	.....	42 75
10003	Baltimore to Sunbury, Pa.	Northern Central.	140.7	.....	24	27,336 60	.....	194 29
10004	Baltimore to Wheeling, W. Va.	Baltimore and Ohio.	284	.....	22	124,852 46	.....	327 09½
10005	Araby to Frederick.	do.	96.92	.....	83	195 58	.....	287 09½
10006	Waverton to Hagerstown.	do.	3.75	.....	12	1,288 96	.....	62 15½
10007	Baltimore to Williamsport.	Western Maryland.	24.53	.....	12	1,288 96	.....	62 15½
10008	Annapolis to Annapolis Junction.	Annapolis and Elk Ridge.	93.02	.....	15	1,286 77	.....	59 85

10008	Cambridge to Seaford, Del.	33.83	6	1,437.88	42.75
10009	Salisbury to Ocean City.	31.02	6	1,525.10	42.75
10010	Townsend, Del., to Centerville, Md.	36.34	6	1,553.53	42.75
10011	Cumberland, Del., to Piedmont, W. Va.	33.76	6	1,443.24	42.75
10012	Cherry, Del., to Chestertown, Md.	30.08	6	1,491.08	49.59
10013	Bay View to Washington, D. C.	46.1	41½	17,695.95	383.86
10014	Bowie to Pope's Creek.	48.88	6	2,256.78	46.17
10015	Newtown Junction to Newtown, V. Va.	9.7	6	414.67	42.75
10016	Selbyville, Del., to Franklin City, V. Va.	35.96	6	1,537.29	42.75
10017	Baltimore to Harper's Ferry, W. Va.	{ 60 21	{ 14½ 14½	{ 4,858.12 290.70	{ 64.12½ 84.20
10018	Lake Roland to Western Maryland Railroad Junction.	8.5	6	290.70	42.75
10019	Emmitsburgh to Rocky Ridge.	7	12	296.25	42.75
				241,677.47	
VIRGINIA.					
11001	Washington, D. C., to Richmond, V. Va.	131.2	13	42,802.68	326.24
11002	{ Alexandria to Lynchburg. Branch, Owl Run to Warrenton. }	{ 171.35 9.17 }	{ 14 12 }	{ 37,590.56 2,574.01 }	{ 216.72½ 42.75 }
11003	Manassas to Strasburg.	62.55	6	2,983.93	42.75
11004	Alexandria to Round Hill.	52.74	12	33,486.94	54.72
11005	Richmond to Huntingdon, W. Va.	421.14	12	30,487.56	79.51½
11006	Richmond to Greensborough, N. C.	189.67	10½	1,900.63	160.74
11007	Richmond to West Point.	40.5	12	1,900.63	44.46
11008	Richmond to Petersburg.	24.07	20	5,792.90	240.68½
11009	Petersburgh to Weldon, N. C.	65.31	13	13,780.41	211.00
11010	Petersburgh to City Point.	10	6	427.50	42.75
11011	Petersburgh to Norfolk.	81.5	6	5,295.87	64.98
11012	Petersburgh to Lynchburg.	123.25	6	6,533.43	53.01
11013	Lynchburg to Bristol, Tenn.	205	14	34,571.20	168.64
11014	Gladie Spring to Saltville.	9.5	6	324.90	34.20
11015	Portsmouth to Weldon, N. C.	78.31	6½	3,791.38	47.68
11016	Lynchburg to Danville.	65.97	12	6,626.35	100.44½
11017	Chester to Winterpeak.	18.75	6	320.62	17.10
11018	Washington, D. C., to Alexandria, V. Va.	7	18½	1,401.92	200.27½
11019	Sutherland to Milton, N. C.	7	6	296.25	42.75
11020	Fredricksburgh to Orange C. H.	38.25	6	1,635.19	42.75
				232,535.15	
WEST VIRGINIA.					
12001	Harper's Ferry to Staunton, Va.	{ 101.6 26.42 }	{ 7½ 7½ }	{ 7,715.81 24,659.44 }	{ 63.27 235.79½ }
12002	Grafton to Parkersburgh.	104.58	20		

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
WEST VIRGINIA—Continued.									
12003	Laurel Junction to Volcano.....	Laurel Fork and Sand Hill.....	10	Miles.	12	842 00	Dollars.	Dollars.	
12004	Pennsborough to Ritchie C. H.	Pennsborough and Harrisville....	9	.....	12	384 75	.....	34 20	
12005	Steubenville, Ohio, to Wheeling, W. Va.	Pittsburgh, Wheeling and Kentucky.	28.13	.....	6	1,541 53	.....	42 75	
				277.73			34,643 53	58 94	
NORTH CAROLINA.									
13001	Raleigh to Weldon.....	Raleigh and Gaston.....	97	.....	6	5,473 71	.....	56 43	
13002	Weldon to Wilmington.....	Wilmington and Weldon.....	163.07	.....	13	27,905 83	.....	165 94	
	Branch, Rocky Mount to Tarborough.		19.78	.....	7		.....	42 75	
13003	Wilmington to Charlotte.....	Carolina Central.....	195.9	.....	13	9,212 20	.....	47 02	
13004	Goldsborough to Greensborough Branch, Greensborough to Charlotte.	Richmond and Danville.....	130.35	.....	7	18,854 67	.....	64 12	
			93	.....			.....	112 86	
13005	Goldsborough to Morehead City.....	Atlantic and North Carolina.....	94.04	.....	6	4,743 84	.....	50 44	
13006	Salisbury to Henry's.....	Western North Carolina.....	117.31	.....	6	5,817 40	.....	49 59	
13007	Charlotte to Augusta, Ga.....	Charlotte, Columbia and Augusta.	195.75	.....	10	19,247 13	.....	98 32	
13008	Charlotte to Shelby.....	Carolina Central.....	55.25	.....	6	2,361 04	.....	42 75	
13009	Charlotte to Statesville.....	Atlantic, Tennessee and Ohio.....	49.38	.....	6	1,869 90	.....	38 47	
13010	Raleigh to Hamlet.....	Raleigh and Augusta Air Line.....	101.28	.....	6	4,329 73	.....	42 75	
13011	Payetteville to Gulf.....	Western.....	44.97	.....	6	1,922 47	.....	42 75	Pay on 42.5 miles estimated.
13012	Greensborough to Salem.....	Northwestern North Carolina.....	29.31	.....	6	1,428 43	.....	48 73	Pay on 2.97 miles estimated.
13013	Jamesville to Washington.....	Jamesville and Washington.....	22.51	.....	6	769 84	.....	34 20	
				1,408.91			103,967 10		
SOUTH CAROLINA.									
14001	Columbia to Greenville.....	Greenville and Columbia.....	144.01	.....	6	8,568 78	.....	53 01	
	Branch, Hodges to Abbeville			.....	6		.....	42 75	
	C. H.		11.81	.....				
	Branch, Belton to Anderson			.....	6			42 75	
	C. H.		10.01	.....	6			76 95	
14002	Columbia to Florence.....	Wilmington, Columbia and Augusta.	109.7	.....	7	21,791 98	.....	141 07	
	Branch, Florence to Wilmington			.....	13				

[illegible]

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Remarks.
GEORGIA—Continued.									
15022	Griffin to Carrollton	Savannah, Griffin and North Alabama.	59.86	.....	6	\$2,303 11	.....	\$38 47½	
15023	Brunswick to Albany .....	.....	173.31	.....	3	4,445 40	.....	25 65	
15024	Columbus to Hamilton	North and South	23.51	.....	6	1,732 60	.....	29 92½	
15025	Athens to Bolton	Northeastern Railroad Company of Georgia.	40.53	.....	6	.....	.....	42 75	
15026	Toccoa to Elberton	Elberton Air Line	51	.....	6	2,180 25	.....	42 75	Pay estimated.
	FLORIDA.			2,460.605		\$199,902 44			
16001	Fernandina to Cedar Keys	Atlantic, Gulf and West India Transit Company.	154.8	.....	6	5,294 16	.....	34 20	
16002	Lake City to Chattahoochee	Jacksonville, Pensacola and Mobile.	152.73	.....	11½	8,731 70	.....	54 72	
	Branch, Tallahassee to Saint Marks.	.....	21.89	.....	3	.....	.....	17 10	
16003	Pensacola to Whiting Junction	Pensacola and Louisville	44.05	.....	13	1,807 81	.....	41 04	
16004	Toccoa to Saint Augustine	Saint John's	15.60	.....	6	670 75	.....	42 75	
16005	Pensacola to Millview	Pensacola and Perdido	8	.....	6	205 20	.....	25 65	
16006	Jacksonville to Lake City	Florida Central	60.3	457.46	13	3,299 62	20,009 24	54 72	
ALABAMA.									
17001	Montgomery to West Point, Ga.	Western Railroad Company of Alabama.	88.2	.....	14	11,577 13	.....	130 81½	
17002	Montgomery to Selma	do	50	.....	7	2,137 50	.....	42 75	
17003	Montgomery to Eufaula	Montgomery and Eufaula	81.24	.....	7½	3,542 46	.....	84 13½	
17004	Montgomery to Decatur	South and North Alabama	183.66	.....	14	15,742 79	.....	42 75	Pay on branch estimated.
	Branch, Elmore to Wetumpka .....	.....	6.81	.....	6	.....	.....	94 05	
17005	Memphis, Tenn., to Stevenson, Ala.	Memphis and Charleston	271.5	.....	14	26,432 32	.....	42 75	
	Branch, Moscow to Somerville .....	.....	14.5	.....	7	.....	.....	42 75	
17006	Marion Junction to Greensborough	Selma, Marion and Memphis	36.03	.....	14	1,540 28	.....	42 75	
17007	Opelika to Columbus, Ga.	Western Railroad Company of Alabama.	28	.....	14	1,675 80	.....	59 85	
17008	Columbus, Ga., to Troy, Ala.	Mobile and Girard	90	.....	6	3,447 36	.....	38 30½	
17009	Selma to Meridian, Miss	Alabama Central	114.13	.....	7	6,537 83	.....	57 28½	

17010	Selma to Dalton, Ga.	156 81.5	7	13,228 08	51 30 64 124 149 854 123 004 148 41 34 26 38 474 38 474 38 474 42 75 42 75 34 20 25 65 42 75	Pay estimated.
17012	Mobile to Montgomery	64 98	14	23,673 15	122 264	
17013	Mobile to New Orleans, La.	113 29	14	21,057 12	62 414 76 95 43 772 54 72 42 75	\$200 per annum included for mail-messenger service.
17014	Opelika to Buffalo	141 88	7	10,298 47	29 924	
17015	Chattanooga, Tenn., to Merid.	27 5	6	2,295 04	42 75	
17016	Opelika to Good Water	49 65	7	1,681 74	34 20	
17017	Selma to Pine Apple	43 19	6	256 50	42 75	
17018	Cheshaw to Tuskegee	6	4	745 90	25 65	
17019	Atalla to Gadsden	6	6	535 82	42 75	
17020	East Alabama and Cincinnati	21 81	3	255 21	147,657 52	
17021	Vicksburg and Brunswick	20 5	6			
17022	Selma to New Orleans	3 97	6			
17023	Fruit Coal and Coke Company	2,003 14				
MISSISSIPPI.						
18001	Canton to Cairo, Ill.	344 11	7	42,072 60	122 264	
18002	Memphis, Tenn., to Grenada, Miss	101 31	10	6,323 27	62 414	
18003	Vicksburg to Meridian	45 23	7	7,656 05	76 95	
18004	Mobile, Ala., to Columbus, Ky.	472 73	7	26,812 00	43 772 54 72 42 75	
18005	Branch, Artesia to Columbus, Miss.	14 03	7		29 924	
18006	Branch, Artesia to Starkville	11 51	34	542 00	42 75	
18007	Muldon to Aberdeen	8	6		34 20	
18008	Middletown Station, Tenn., to Ripley, Miss.	9 47	7	323 87	34 20	
18009	Durant to Kosciusko	25 15	6	860 13	34 20	
18010	Natchez to Martin	21 57	6	737 69	34 20	
	Natchez, Jackson and Columbus	43 09	6	1,842 09	42 75	Pay on 8.77 miles estimated.
		1,191 51		87,169 70		
TENNESSEE.						
19001	Nashville to Lebanon	32 75	6	1,400 06	42 75	
19002	Bristol to Chattanooga	242 7	14	42,144 90	163 51	
19003	Branch, Cleveland to Dalton	28 5	6	681 25	86 354 42 75	\$40 per annum included for mail-messenger service.
19004	Nashville to Chattanooga	114	13	23,013 10	155 284	{ \$1,912.50 per annum included for single daily line of rail-way post-office cars.
19005	Branch, Wartrace Depot to Shelbyville	39	20	1,710 00	155 284 42 75	
	Fayetteville to Decatur	8	6		42 75	
19006	Nashville to Decatur, Ala.	47	14	12,437 97	111 15 95 76	

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

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TENNESSEE—Continued.									
19007	Nashville to Hickman, Ky	Nashville and Chattanooga	155.82	13	12,560 40	73 53			
19010	Memphis to Paris	Louisville and Nashville	115.2	20	20,120 56	128 25			On 89 miles.
19011	Knoxville to Caryville	Knoxville and Ohio	17.3	13	1,498 22	200 14			On 43.5 miles.
19012	Morristown to Wolf Creek	East Tennessee, Virginia and Georgia.	38.84	6	1,361 16	38 47			
19013	Tracy City to Cowan	Tennessee Coal and Railroad Company.	23	6	786 60	34 20			
19014	Memphis to Covington	Paducah and Memphis	38.31	6	1,310 20	34 20			
19015	Victoria to Bridgeport, Ala.	Nashville and Chattanooga	19.875	6	849 65	42 75			
19016	Tullahoma to McMinnville	Nashville, Chattanooga and Saint Louis.	35	6	1,496 25	42 75			
19017	Knoxville to Maryville	Knoxville and Charleston	16.27	6	625 99	38 47			
19018	Columbia to Lewisburgh	Duck River Valley	20.23	6	778 34	38 47			
			1,177.028		125,774 74				
KENTUCKY.									
20001	Ashland to Geigersville	Lexington and Big Sandy	13.98	6	358 59	25 65			
20002	Covington to Lexington	Kentucky Central	99	12	10,513 80	106 20			
20003	La Grange to Lexington	Louisville, Cincinnati and Lexington.	67	12	4,963 79	74 38			
20004	Cincinnati, Ohio, to Louisville, Ky	do	108.45	18	28,069 34	256 65			
20005	Louisville to Nashville, Tenn.	Louisville and Nashville	112.44	18	47,329 48	196 65			
20006	Bardstown Junction to Bardstown.	do	73.1	18	665 62	206 91			
20007	Lebanon Junction to Fish Point	do	76.4	6	8,061 55	38 47			
20007	Franklin, Richmond Junction to Richmond	do	33.5	6	26,950 08	32 15			
20008	Bowling Green to Paris	do	124.08	13	3,276 36	42 75			
20009	Paducah to Trimble	Paducah and Memphis	36.64	6	11,939 44	64 12			
20011	Elizabethtown to Paducah	Paducah and Elizabethtown	166.19	10	513 00	42 75			
20012	Glasgow Junction to Glasgow	Louisville and Nashville	12	10	812 25	42 75			
20013	Anchorage to Shelbyville	Shelby	19	12					

Pay on 11.06 miles estimated.

200014	Willard to Greenup	Eastern Kentucky	34.5	6	1,327.39	38.473
200015	Owensborough to Owensborough Junction	Owensborough and Nashville	36.13	6	1,544.56	42.75
200016	Mayville to Paris	Mayville and Lexington	50	6	2,970.00	59.40
200017	Lexington to Mount Sterling	Louisville, Cincinnati and Lexington	33.84	12	1,562.40	46.17
200018	Cincinnati Junction to Louisville and Nashville Junction	do	4.13	12	890.47	215.61
200019	Louisville to Cincinnati	Louisville and Nashville	47.72	6	1,797.55	38.473
200020	Johnson's Junction to Hillsborough	Covington, Flemingsburgh and Mount Gap	18.08	6	730.17	42.75
200021	Cincinnati Junction to Somerset, Ky.	Cincinnati	160.26	6	9,591.56	59.85
200022	Hardsburgh to Hardsburgh Junction	Southwestern	6.43	6	274.88	42.75
200023	Mount Sterling to Cornwell	Coal Road Construction Company	19.68	6	757.19	38.473
			1,472.95		164,959.47	
	OHIO.					
21001	Bellaire to Columbus	Central Ohio	104.875	20	24,673.00	211.857
21002	Pittsburgh, Pa., to Chicago, Ill.	Pittsburgh, Fort Wayne and Chicago	468.85	13	131,560.41	74.384
21003	Pittsburgh, Pa., to Bellaire, Ohio	Cleveland and Pittsburgh	94.5	18	10,503.68	111.15
21004	Hudson to Columbus	Cleveland, Mount Vernon and Delaware	61	12	11,225.46	76.95
21005	Cleveland to Sharpsville, Pa.	Atlantic and Great Western	44.88	12	6,638.91	78.66
21006	Cleveland to Wellsville	Cleveland and Pittsburgh	56.5	18	13,565.26	132.021
21007	Ellyria to Millbury	Lake Shore and Michigan Southern	45.86	12	43,696.09	582.77
21008	Bayard to New Philadelphia	Cleveland and Pittsburgh	74.98	19	1,967.25	51.30
21009	Minerva to Dell Roy	Youngstown and Connocton Valley, operating Ohio and Toledo	22.22	6	949.91	42.75
21010	Sandusky to Newark	Baltimore and Ohio, lessee	88	18	21,028.98	221.26
21011	Xenia to Dayton	Pittsburgh, Cincinnati and Saint Louis	17	18	930.24	55.574
21012	Springfield to Sandusky	Cincinnati, Sandusky and Cleveland	131.35	13	8,964.34	54.72
21013	Columbus to Delaware	Cleveland, Columbus, Cincinnati and Indianapolis	24.75	6	2,116.13	69.40
21014	Columbus to Cincinnati	Columbus and Cincinnati	120.48	13	42,539.08	85.50
21015	Columbus to Indianapolis, Ind.	Columbus, Chicago and Indiana Central	188	20	75,541.22	353.08
21016	Galion to Indianapolis, Ind.	Cleveland, Columbus, Cincinnati and Indianapolis	119.4	13	36,495.60	401.814
21017	Blanchester to Hillsborough	Marquette and Cincinnati	84.6	19	915.71	178.90
21018	Pottsmouth to Hamden Junction	do	21	12	4,404.96	43.604
21019	Toledo, Ohio, to Quincy, Ill.	do	56	12	4,404.96	78.66
21020	Branch, Bluffs to Naples	do	476	12	113,175.50	232.374
21021	Branch, Clayton to Keokuk	Wabash	4	12	113,175.50	76.95
21022			44	12		51.30

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
OHIO—Continued.									
21020	Fremont to Minster.....	Lake Erie and Louisville.....	{ 89.35	.....	6 }	4,965.88	.....	{ 45.31 ¹	Pay on 21.45 miles estimated.
21021	Carey to Findlay.....	Cincinnati, Sandusky and Cleveland.....	{ 21.45	.....	6 }	615.60	.....	{ 42.75	
			16	.....	6			38.47 ¹	
21022	Dayton to Union City, Ind.....	Dayton and Union.....	48.17	.....	12	2,265.20	.....	47.02 ¹	
21023	Dayton to Toledo.....	Dayton and Michigan.....	142.96	.....	16 ¹	15,615.55	.....	109.44	
21024	Hamilton to Indianapolis, Ind.....	Cincinnati, Hamilton and Dayton.....	99.49	.....	15 ¹	5,444.08	.....	54.72	
21025	Hamilton to Richmond, Ind.....	Cincinnati, Richmond and Chicago.....	45.1	.....	12	3,470.45	.....	76.95	
21026	Cincinnati to Dayton.....	Cincinnati, Hamilton and Dayton.....	56.53	.....	59 ¹	8,433.21	.....	153.94	
21027	Xenia to Springfield.....	Pittsburgh, Cincinnati, and Saint Louis.....	{ 33.92	.....	27 }	812.25	.....	{ 128.75	
			19	.....	12			42.75	
21028	Cincinnati to Parkersburgh, W. Va.....	Marietta and Cincinnati.....	195.15	.....	15 ¹	47,517.07	.....	243.49	
21029	Morrow to Dresden.....	Pittsburgh, Cincinnati, and Saint Louis.....	149.4	.....	6 ¹	8,047.44	.....	53.86 ¹	
21030	Dayton to Richmond, Ind.....	do.....	42	.....	12	2,046.87	.....	48.73 ¹	
21031	North Bend to Hagerstown, Ind.....	La Fayette, Ind. sec.....	72.58	.....	6	4,281.86	.....	58.90 ¹	
21032	{ Columbus to Pittsburgh, Pa. }	{ Pittsburgh, Cincinnati, and Saint Louis. }	{ 193	.....	20 }	123,264.67	.....	{ 636.90 ¹	
21033	{ Springfield to Columbus }	{ Cincinnati, Sandusky, and Cleveland. }	{ 45.86	.....	6 }	2,666.30	.....	{ 42.75	
				.....				58.14	
21034	Salamanca, N. Y., to Dayton, Ohio.....	Atlantic and Great Western.....	389.55	.....	16	31,308.14	.....	80.37	
21035	Youngstown to Cross Cut.....	Pittsburgh, Fort Wayne and Chicago.....	22.8	.....	6	974.70	.....	42.75	
21036	{ Columbus to Athens }	{ Columbus and Hocking Valley..... }	{ 77.4	.....	15 }	5,067.16	.....	{ 58.99 ¹	
	{ Branch, Logan to New Straitsville. }		{ 13.02	.....	15 }	38.47 ¹	.....	{ 38.47 ¹	
21037	Niles to New Lisbon.....	Atlantic and Great Western.....	33.04	.....	6	1,537.99	.....	45.31 ¹	
21038	Newark to Shawnee.....	Newark, Somerset and Stratisville.....	44.045	.....	12	1,506.34	.....	24.20	
21039	Clinton to Massillon.....	Cleveland, Mount Vernon, and Delaware.....	13.7	.....	6	468.54	.....	34.20	
21040	Marietta to Canal Dover.....	Marietta and Pittsburgh.....	99.96	.....	6	4,615.15	.....	46.17	
21041	Lorain to Uhrickville.....	Cleveland, Tuscarawas Valley and Wheeling.....	102.45	.....	6 ¹	6,569.62	.....	64.12 ¹	
21042	Cleveland to Cincinnati.....	Cleveland, Columbus, Cincinnati, and Indianapolis.....	{ 80	.....	19 }	58,506.82	.....	{ 230.40 ¹	{ \$6,131.25 per annum included for railway post-office cars.
			{ 165.25	.....	19 }			{ 205.40 ¹	

21043	Mansfield to Toledo.....	Pennsylvania Company.....	88.1	12	5,498 77	62 41½
21044	Harbor to Youngstown.....	do.....	62.1	17½	2,654 78	42 75
21045	Toledo to Elyria, Ind.....	Lake Shore and Michigan Southern.....	133.6	10½	71,627 63	586 134
21046	Painesville to Youngstown.....	do.....	60.12	6	2,672 94	44 46
21047	Chicago, Ohio, to Chicago, Ill.....	Indiana and Ohio, operating Baltimore, Pittsburg and Chicago, Eastern Ohio.....	271.1	13	66,010 14	243 49
21048	Dayton to Cumberland.....	do.....	7.8	12	323 45	42 75
21049	Marietta to Parkersburg, W. Va.....	do.....	15.87	26	978 95	61 56
21050	Albany to Scott's Landing.....	do.....	37	6	1,423 88	38 47½
21051	Columbus to Portsmouth.....	Scioto Valley.....	102.1	6	7,682 00	75 24
21052	Branch, New Richmond to Scott's Landing.....	Cincinnati and Eastern.....	48.19	6	2,460 05	46 17
21053	Columbus to Toledo.....	do.....	5.5	6		42 75
21054	Dayton to Muskegon.....	Columbus and Toledo.....	125.23	12	5,888 94	47 02½
21055	New Lexington to Moravia.....	Ohio Central.....	70.09	6	3,475 76	49 59
21056	St. Clairsville to Quincy.....	Bellare and Saint Clairsville, narrow gauge.....	7.6	24	324 90	42 75
21057	Allentown Junction to Waynesville.....	Columbus, Washington and Cincinnati.....	26.97	6	1,152 06	42 75
21058	Jackson to Springfield.....	Springfield, Jackson and Pomeroy.....	108.92	6	4,656 33	42 75
21059	Junction Cincinnati, Hamilton and Dayton Railroad to Mount Healthy.....	College Hill.....	7.08	6	302 87	42 75
21060	Columbia Junction, Pittsburg, Cincinnati and Saint Louis Railroad to Alameda.....	Cincinnati and Portsmouth.....	20.4	6	872 10	42 75
21061	Holgate to Abene's Crossing.....	Toledo, Delphos and Indianapolis.....	57.19	6	2,444 87	42 75
21062	Anderson to Youngstown.....	Lake Shore and Michigan Southern.....	38.87	6	1,661 69	42 75
INDIANA.						
22001	Indianapolis to Vincennes.....	Indianapolis and Vincennes.....	118.32	6	6,265 58	52 86½
22002	Indianapolis to Terre Haute.....	Terre Haute and Indianapolis.....	73	22	29,956 04	410 38½
22003	Indianapolis to Cincinnati, Ohio } Branch Lawrenceburg to New- town Junction.....	Indianapolis, Cincinnati and La Fayette.....	111.5	18	32,147 66	287 30
22004	Indianapolis to Peru.....	Indianapolis, Peru and Chicago.....	2.86	6		42 75
22005	Indianapolis to La Fayette.....	do.....	78	20½	6,068 58	70 11
22006	Columbus to Madison.....	Indianapolis, Cincinnati and La Fayette.....	65.625	22	19,583 48	298 41½
22007	New Albany to Indianapolis.....	Jeffersonville, Madison and Indianapolis.....	46	12	2,399 13	52 15½
22008	New Albany to Michigan City.....	do.....	114	19	15,468 00	125 68½
22009	Richmond to Chicago, Ill.....	Louisville, New Albany and Chicago.....	288	7	18,468 00	64 12½
		Pittsburg, Cincinnati and Saint Louis.....	224.41	13	15,733 39	70 11

\$600 per annum included for side service.

\$1,140 per annum included for second daily line with route-agent's apartment.

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Remarks.
22010	INDIANA—Continued. Cincinnati, Ohio, to East Saint Louis, Ill.	Ohio and Mississippi	341		13 ¹	87,957 89		189 29	
22011	Cambridge City to Columbus	Jeffersonville, Madison and Indianapolis.	68		6	2,907 00		42 75	
22012	Evansville to Terre Haute.	Evansville and Crawfordsville	110		12	9,969 30		90 63	
22013	Terre Haute to Rockville.	Logansport, Crawfordsville and Southwestern	23		6	983 25		42 75	
22014	State Line to Logansport	Pittsburgh, Cincinnati and Saint Louis.	61		6	3,911 62		64 12 ¹	
22015	Penn to La Porte.	Chicago, Cincinnati and Louisville.	73		12	3,807 31		52 15 ¹	
22016	Fairland to Martinsville	Fairland, Franklin and Martinsville.	38.5		6	1,645 87		42 75	
22017	Bradford, Ohio, to Logansport, Ind	Pittsburgh, Cincinnati and Saint Louis.	114.6		12	5,781 00		50 44 ¹	
22018	Indianapolis to Peoria, Ill	Indianapolis, Bloomington and Western.	212.2		18	19,413 12		91 48 ¹	
22019	Jeffersonville to North Vernon.	Ohio and Mississippi.	53.5		13	5,946 52		111 15	
22020	Fort Wayne to Counersville	Fort Wayne, Muncie and Cincinnati.	109		6	5,498 50		50 44 ¹	
22021	Richmond to Fort Wayne	Grand Rapids and Indiana	91.5		12	5,163 34		56 43	
22022	Anderson to Goshen	Cincinnati, Wabash and Michigan.	114.32		6	6,353 33		53 57 ¹	
22023	Princeton to Albion, Ill	Louisville, New Albany and Saint Louis.	31.03		6	928 58		26 92 ¹	
22024	Terre Haute to Danville, Ill	Evansville, Terre Haute and Chicago.	56.6		13	2,903 58		51 30	
22025	Indianapolis to Terre Haute	Indianapolis and Saint Louis	72		12	7,879 68		109 44	
22026	La Porte to Michigan City	Indianapolis, Peru and Chicago	12.36		12	528 39		42 75	
22027	Butler to Logansport	Detroit, Red River and Illinois.	84.5		6	4,847 85		51 30	
22028	Rockville to Logansport	Logansport, Crawfordsville and Southwestern.	92.1		6	4,173 51		45 31 ¹	
22029	La Fayette to Kankakee, Ill.	Cincinnati, La Fayette and Chicago	75.75		13	21,115 31		278 75	
22030	Terre Haute to Martz	Cincinnati and Terre Haute.	26.15		6	782 54		23 92 ¹	
22031	Albia to Vandalia	Indiana North and South	14		6	478 80		34 20	
22032	Evansville to Boonville	Lake Erie, Evansville, and Southwestern.	18		12	709 50		42 75	
22033	Frankfort to Kokomo	Frankfort and Kokomo	25.5		12	1,048 52		41 04	

[illegible]

Pay on 16.5¢ miles estimated.

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route. Dollars.	Remarks.
ILLINOIS—Continued.									
23025	Hammond, Mo., to Naples, Ill.	Toledo, Wabash and Western.	45.5	6	6,260 50	131 00	* \$900 per annum included for furriage.
23026	Branch, Mayville to Pittsfield.	La Fayette, Bloomington and Mississippi.	6	.....	6	3,468 73	.....	50 00
23027	Ambia, Ind., to Bloomington, Ill.	Toledo, Peoria and Warsaw.	81.14	.....	6	.....	.....	42 75
23028	State Line to Warsaw.	Indianapolis and Saint Louis.	228.75	.....	6	16,612 50	.....	70 00
23029	Terre Haute, Ind., to East Saint Louis, Ill.	Indianapolis and Saint Louis.	189	.....	12	33,642 00	.....	178 00
23030	Urbana to Havana.	Indianapolis, Bloomington and Western.	102.7	6	5,635 10	42 75	* \$900 per annum included for furriage.
23031	Branch, White Heath to Decatur.	Saint Louis, Alton and Terre Haute.	32.35	.....	6	8,544 20	.....	38 47½
23032	East Saint Louis to Du Quoin.	Terre Haute and Indianapolis.	71.8	.....	14½	66,035 95	.....	119 00
23033	East Saint Louis to Terre Haute, Ind.	.....	165.4	.....	13	.....	.....	399 25
23034	(Saint Louis, Mo., to Nashville, Tenn., McLeansborough to Shawneetown.)	Saint Louis and Southeastern.	162.65	.....	12	23,378 25	.....	71 82
23035	Boardstown to Shawneetown.	Ohio and Mississippi.	107.60	12	64 12½	* \$900 per annum included for furriage.
23036	Springfield to Gilman, Wis.	Illinois Central.	47.73	.....	12	.....	.....	87 54½
23037	Aurora to Forgesville.	Chicago, Milwaukee and Saint Paul.	229.7	.....	6	13,747 54	.....	38 47½
23038	Vincennes to Cairo.	Chicago and Iowa.	111.6	.....	6	4,770 80	.....	43 75
23039	Peoria to Jacksonville.	Peoria, Pekin and Jacksonville.	88.23	.....	18	22,057 50	.....	250 00
23040	Carbondale to Grand Tower.	Grand Tower Mining, Manufacturing and Transportation Co.	158	6	8,677 51	106 29	* \$900 per annum included for furriage.
23041	Peoria to Rock Island.	Peoria and Rock Island.	84.14	.....	6	10,131 75	.....	64 12½
23042	Quincy to Hannibal, Mo.	Chicago, Burlington and Quincy.	25	.....	6	4,316 38	.....	51 30
23043	Branch, Fall Creek to Louisiana.	Chicago and Eastern Illinois.	92	.....	6	4,955 58	.....	38 47½
23044	Chicago to Danville.	Chicago and Paducah.	19.4	.....	19	4,315 39	.....	53 86½
23045	Branch, Bismarck to Snoddy's Mills.	Chicago and Paducah.	107	6	7,747 15	106 87½	* \$900 per annum included for furriage.
23046	Sreator to Alton.	Chicago and Paducah.	25.9	.....	12	.....	.....	72 67½
23047	Mattoon to Harvey City.	Chicago and Paducah.	156.8	.....	6	7,840 00	.....	73 67½
23048	Carbondale to Marion.	Carbondale and Shawneetown.	33.05	.....	6	1,652 50	.....	64 12½
23049	Jacksonville to Virden.	Jacksonville, Northwestern and Southeastern.	18	.....	6	810 00	.....	34 20
23050	Chesler to Tamaroa.	Wabash, Chester and Western.	31.39	6	1,207 76	38 47½	* \$900 per annum included for furriage.
23051	42	6	2,118 69	50 44½	
23052	
23053	
23054	

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B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
24024	MICHIGAN—Continued. Ypsilanti to Bankers	Detroit, Hillsdale and Southwest- ern	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	.....	6	2,297 70	.....	50 00	
24027	Niles to South Bend, Ind.	Michigan Central	15.76	.....	6	610 00	.....	45 00	
24028	East Saginaw to Lansing	Lake Shore and Michigan Southern	62.57	.....	6	3,018 54	.....	49 59	
24029	East Saginaw to Saint Louis ..	Saginaw Valley and Saint Louis	33.23	.....	6	1,506 08	.....	42 75	
24031	Fort Howard, Wis., to Ishpeming, Mich.	Chicago and Northwestern	180.3	.....	7	11,099 27	.....	61 56	
24032	Muskegon to Big Rapids	Chicago and Michigan Lake Shore	56.64	.....	6	2,548 80	.....	45 00	
24033	Ionia to Blanchard	Detroit, Lansing and Lake Michi- gan	42.12	.....	6	2,105 00	.....	50 00	Pay on 16.81 miles estimated.
24034	Walton to Traverse City	Continental Improvement Com- pany	28.26	.....	6	1,122 62	.....	42 75	
24035	Toledo, Ohio, to Detroit, Mich. ....	.....	143	.....	143	5,361 08	.....	92 00	
24036	Grosse Ile to Fayette, Ohio	Toledo, Canada Southern and De- troit	39.97	.....	143	102 00	.....	102 00	
24037	Saint Clair to Richmond	Chicago and Canada Southern	70.3	.....	6	3,515 00	.....	50 00	
24038	Walton to Potoskey	Michigan Midland and Canada	18.76	.....	12	838 00	.....	50 00	
24039	Flint to Lansing	Grand Rapids and Indiana	71.66	.....	7	2,801 67	.....	38 984	
24040	Saint Louis to Edmore	Chicago and Northwestern	50.14	.....	6	2,145 19	.....	42 75	
24041	.....	Chicago, Saginaw and Canada	22.39	.....	6	899 83	.....	38 474	Pay on 3.32 miles estimated.
24042	.....	Marquette, Houghton and On- tario	65.46	.....	6	3,239 96	.....	45 824	
24043	.....	Chicago and Northwestern, over- riding Menominee River Rail- road	24.68	.....	6	1,055 07	.....	34 29	Pay estimated.
24044	.....	Detroit and Bay City	35.73	.....	6	1,527 46	.....	42 75	Do.
24045	.....	Toledo and Ann Arbor	45.62	.....	6	1,950 25	.....	42 75	Do.
24046	.....	Port Huron and Northwestern ..	28.25	.....	6	1,207 68	.....	42 75	Do.
25001	WISCONSIN. Milwaukee to North McGregor, Iowa.	Chicago, Milwaukee and Saint Paul	197.2	.....	9	24,650 00	.....	125 00	

Year	Location	Pay on 13.94 miles estimated, \$60 per annum included for mail-messenger service.	Pay on 18.1 miles estimated.	Pay on 15.07 miles estimated.	Pay estimated. Do. Do.
25002	Milwaukee to La Crosse	299 00	299 00	299 00	299 00
25003	Milwaukee to Berlin	100 75	100 75	100 75	100 75
25004	Milton Junction to Monroe	209 00	209 00	209 00	209 00
25005	Waterdown to Madison	219 00	219 00	219 00	219 00
25006	Horton to Portage	58 40	58 40	58 40	58 40
25007	Spencetown to Winnebago	2 484 32	2 484 32	2 484 32	2 484 32
25008	Onkosh to Ripon	50 00	50 00	50 00	50 00
25009	Chicago and Northwestern	230 00	230 00	230 00	230 00
25010	Caledonia Station, Ill., to Winona	132 00	132 00	132 00	132 00
25011	Junction to Rockford, Ill.	170 00	170 00	170 00	170 00
25012	Winona, Minn., to Winona Junction, Wis.	54 8	54 8	54 8	54 8
25013	Milwaukee to Fond du Lac	63 53	63 53	63 53	63 53
25014	Elroy to Saint Paul, Minn.	199	199	199	199
25015	Branch, Stillwater Junction to Green Bay to Winona, Minn.	216 41	216 41	216 41	216 41
25016	Milwaukee to Green Bay	111 54	111 54	111 54	111 54
25017	Branch, Hillbert to Menasha	251 02	251 02	251 02	251 02
25018	Milwaukee to Two Rivers	45 5	45 5	45 5	45 5
25019	Branch, Manitowoc to Clintonville	21 06	21 06	21 06	21 06
25020	Sheboygan to Princeton	79 03	79 03	79 03	79 03
25021	Warren, Ill., to Mineral Point	33	33	33	33
25022	Calumet to Plattville	18 7	18 7	18 7	18 7
25023	Tonah to Vansau	90 04	90 04	90 04	90 04
25024	Madison to Portage	30 5	30 5	30 5	30 5
25025	Branch, Elkhorn to Eagle	18 1	18 1	18 1	18 1
25026	Branch, Ill., to Plattville, Wis.	30 69	30 69	30 69	30 69
25027	East Claire to Chippewa Falls	11 67	11 67	11 67	11 67
25028	Stevens Point to Portage	73 23	73 23	73 23	73 23
25029	Hudson to Cumberland	59 07	59 07	59 07	59 07
25030	Lone Rock to Richland Centre	16 5	16 5	16 5	16 5
25031	Unalaska to La Crosse	6 5	6 5	6 5	6 5
25032	New Lisbon to Needah	12 76	12 76	12 76	12 76
25033	Woodman to Lancaster	30 81	30 81	30 81	30 81
25034	North Hudson to River Falls	12 2	12 2	12 2	12 2
25035	Sparta to Melvina	13 19	13 19	13 19	13 19
25036	Chicago and Northwestern	2 955 15	2 955 15	2 955 15	2 955 15

Pay on 13.94 miles estimated.
\$60 per annum included for
mail-messenger service.

Pay on 18.1 miles estimated.

Pav on 15.07 miles estimated.

Donation of

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REPORT OF THE POSTMASTER-GENERAL.

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
MINNESOTA.									
26001	Duluth to Bismarck, Dak.	Northern Pacific	195.12		3	23,834 80		40 00	{ 23 miles lap service included in route No. 26007.
26002	Saint Paul to Breckinridge	Saint Paul and Pacific	229		6			70 00	
26003	Saint Paul to Sauk Rapids	do	216.99		8	8,311 53		38 30	
26004	East Saint Cloud to Alexandria	do	76.3		94	3,409 81		49 03	Pay on 34.44 miles estimated.
26005	Saint Paul to Saint James	Saint Paul and Sioux City	69.5		64	2,567 05		36 93	
			122.64		12	8,891 59		72 50	
26006	White Bear Lake to Albert Lea	Minneapolis and Saint Louis	82.35		94	7,752 73		89 25	
26007	Saint Paul to Duluth	Lake Superior and Mississippi	41		94			50 00	
26008	White Bear Lake to Stillwater	do	155.73		12	9,480 21		60 87	
26009	Mendota to McGregor, Iowa	Chicago, Milwaukee and Saint Paul	113.2		6	10,959 50		95 00	Pay on 81.73 miles estimated.
26010	Hastings to Montevideo	do	156.32		6	4,276 91		64 98	
26011	Winona to La Crosse, Wis	do	28.75		12	5,192 54		180 61	
26012	Austin to Mason City, Iowa	do	41.38		12	2,069 00		50 00	
			103.84		12			178 00	
26013	Minneapolis to Winona	do	6.4		12	19,594 34		63 61	
			8.85		12			79 53	
			30		6			44 46	
26014	Saint Peter to Gary, Dak	Winona and Saint Peter	79.66		6	4,761 67		20 52	
26015	Winona to Saint Peter	do	40.97		6			43 77	Pay on 46.87 miles estimated.
26016	La Crosse, Wis., to Jackson, Minn	Southern Minnesota	140.5		6	7,988 16		54 72	
26017	Mankato to Wells	Central Railroad Company of Minnesota.	3.75		6	10,048 84		89 00	
26018	Saint James to Lemars, Iowa	do	217.36		6	1,404 25		46 51	
26019	Worthington to Sioux Falls, Dak.	Sioux City and Saint Paul	41.06		6			34 20	
	{ Breckinridge to Saint Vincent } Branch, Crookston to Fisher's Landing.	Worthington and Sioux Falls.	122.83		6	6,721 25		54 72	
26020	Sauk Rapids to Brainerd	Saint Paul and Pacific	63.05		6	2,964 61		47 02	Pay estimated.
26021	Wabasha to Zumbrota	Northern Pacific, lessee	292.25		6			42 75	
26022	Sleepy Eye to Redwood Falls	Minnesota Midland	12.09		6	9,163 04		42 75	
26023		Chicago and Northwestern, operating Winona and Saint Peter.	60.96		6	2,606 04		42 75	Do.
			59.66		6			42 75	
26024	Chatfield to Plainview	do	26.07		6	1,140 14		42 75	
			28.08		6	1,228 07		42 75	Do.

No.	do	26 12	1, 116 08	104, 911 61	42 75	Do.
27023	Rochester to Zumbrota	2, 894. 08				
IOWA.						
27001	Burlington to Albert Lea, Minn.					Pay on 33.93 miles estimated.
27002	Cedar Rapids to Postville	253. 47			72 67½	
27003	Cedar Rapids to Holland	99. 8			43 60½	
27004	Muscatine to Riverside	30. 45			42 75	Pay on 25.68 miles estimated.
27005	Burlington to Pacific Junction.	32. 23			42 75	
	Branch, Pacific Junction to East	293. 14			383 64	
	Plattsmouth.	4			34 20	
27006	Branch, Red Oak to Eastport				46 51½	
27007	Chariton to Leon	59			42 75	
27008	Creston to Hopkins, Mo	37. 44			42 75	
27009	Burlington to Leclaire, Mo	143. 52			55 57½	
27010	Villisca to Clarinda	16			44 46	
27011	Albia to Mason City	163. 58			42 75	
27012	Keokuk to Burlington	42. 75			56 43	
27013	Clinton to La Crescent Junction.	179. 77			66 69	
	Stanwood to Tipton.	8. 81			68 00	
27014	Davenport to Missouri River				50 00	
	{ Des Moines to Indianola	84			217 58	
	{ Branch, Stunneret Junction to	264			192 58	
27015	{ Winterset.	21. 4			47 02½	
27016	{ Wilton Junction to Leavenworth,	27. 1			42 75	
27017	{ Kans.	79. 24				Pay on 25.23 miles estimated.
	Davenport to Maquoketa	322. 77			42 75	
27018	Keokuk to Des Moines	42. 76			72 67½	
27019	Parley to Cedar Rapids	185. 87			42 75	
27020	Dubuque and Southwestern	165. 37			76 00	
27021	Dubuque to Sioux City	327. 12			52 00	
27022	Waterloo to Monona	16			85 50	
27023	Reulish to Elkader	19. 59			73 00	
27024	Clinton to Anamosa	7. 1			50 00	
27025	Calmar to Pattersonville.	215. 83			50 00	
27026	Conover to Decorah.	20. 5			38 98½	
27027	Davenport to Fayette	126. 33			55 00	Pay on 98.03 miles estimated.
27028	Seymour, Mo., to Marten, Iowa	90. 25			43 60½	
	{ Missouri Valley to Sioux City.	76			50 00	
27029	{ Branch, California Junction to	82. 4				
	{ Fremont.	51. 47			90 63	
27030	Des Moines to Callanan	27. 12			42 75	
27031	Des Moines to Fort Dodge	20. 8			42 75	
27032	Grinnell to Montezuma	39. 84			55 57½	
27033	Albia to Knoxville	14. 75			45 31½	
27034	Sioux City to Beloit	33. 97			42 75	
27035	Burlington to Winfield.	65. 18			42 75	Pay on 35.17 miles estimated.
		18. 82			42 75	
					804 55	

B.—Railroad service as in operation on the 30th of June, 1879.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Annual cost per mile on each route.	Remarks.
IOWA—Continued.									
27036	Newton to Monroe.	Newton and Monroe	17.9		6	688 70		Dollars. 38 47½	
27037	Judd to Lehigh.	Crooked Creek Railroad and Coal Company.	8.5		6	327 63		38 47½	
27038	Maple River to Mapleton.	Chicago and Northwestern, Leassee	61.18		6	2,353 90		38 47½	
27039	Turkey River to Watena.	Chicago, Dubuque and Minnesota	44.05		6	1,883 14		42 75	
27040	Adams to Waukon.	Union and Mississippi	22.98		6	884 16		38 47½	
27041	Creston to Pottawatt.	Chicago and Mississippi	30.7		6	1,312 42		42 75	
27042	Chariton to Indianola.	Chicago, Burlington and Quincy	34.09		6	1,457 35		42 75	
27043	Hastings to Sidney.	do	21.07		6	900 74		42 75	Do.
27044	Atlantic to Audubon.	Chicago, Rock Island and Pacific	25.84		6	1,104 66		42 75	Do.
27045	Avoca to Harlan.	do	14.89		6	638 55		42 75	Do.
27046	Adel to Wankee.	Des Moines, Adel and Western	7.34		6	313 78		42 75	Do.
27047	Fort Dodge to Humboldt.	Fort Dodge and Fort Ridgely.	18.5	4,268.12	6	790 87	325,278.35	42 75	Do.
MISSOURI.									
28001	Saint Louis to Leavenworth, Kans.	Missouri Pacific	245		13½	103,018 64		322 67½	
28002	Saint Louis to Bismarck.	Saint Louis, Iron Mountain and Southern.	37		13½			274 94	
28003	Branch, Mineral Point to Potosi.	do	47.75		6	18,442 99		253 67½	
28004	Saint Louis to Vinita, Ind. T.	Saint Louis and San Francisco	4		6	28,200 81		236 07	
28005	Saint Louis to Kansas City.	Saint Louis, Kansas City and Northern.	327.25		6	36,651 11		42 75	
28006	Quincy, Ill. to Saint Joseph, Mo.	Hannibal and Saint Joseph	276.56		14½			78 66	
28007	Branch, Palmyra to Hannibal.	Kansas City, Saint Joseph and Council Bluffs.	32.5		13	34,714 71		66 46½	
28008	Kansas City to Union Pacific Transfer Grounds.	Saint Louis, Kansas City and Northern.	15		7	28,708 76		132 52½	
28009	Moberly to Ottumwa, Iowa.	Missouri Pacific	203.5		14			141 07½	
28010	Tipton to Booneville.	Missouri Pacific	131		6	8,960 40		68 40	
28011	Centralia to Columbia.	Saint Louis, Kansas City and Northern.	25		6	1,090 13		43 60½	
28012	Kansas City to Cameron.	Hannibal and Saint Joseph	22		6	940 50		42 75	
28013			54		13	13,636 00		239 00	\$730 per annum included for ferrings.

28011	Sedalia to Deunion City, Tex.	{ 423.92	{	Missouri, Kansas and Texas	7 }	76, 670 43	{ 172 91 ¹ / ₂
28012	Saint Joseph to Lexington	{ 23.5	{	Saint Louis, Kansas City and Northern	7	3, 346 68	{ 143 33 ¹ / ₂
28013	Brunswick to Pattonsburgh	80.05		Brunswick and Chillicothe and Saint Louis, Council Bluffs and Omaha	6	3, 901 24	48 73 ¹ / ₂
28014	Hannibal to Sedalia	142.88		Missouri, Kansas and Texas	13	21, 529 87	150 68 ¹ / ₂
28015	Keokuk, Iowa, to Centreville	{ 55.63	{	Missouri, Iowa and Nebraska	6 }	4, 633 01	{ 60 71
28016	Pleasant Hill to Stanley	23.5		Saint Louis, Lawrence and Western	6	1, 090 12	42 75
28017	Sedalia to Lexington	56.25		Missouri Pacific	6	2, 404 60	42 75
28018	Keokuk, Iowa, to Clarksville, Mo.	{ 60.72	{	Saint Louis, Keokuk, and Northwestern	6 }	4, 829 15	{ 75 00
28019	Quincy, Ill., to Norvinger, Mo.	78.28		Quincy, Missouri and Pacific	12	4, 598 24	{ 64 12 ¹ / ₂
28020	{ Branch City to Warsaw, Kans	{ 73.76	{	Missouri and Western	13 }	5, 252 51	{ 65 83 ¹ / ₂
28021	{ Branch City to Joplin	9.33		Chicago and Alton	7 }	2, 164 01	{ 42 50
28022	Alton to Cedar City, Mo.	50.62		do	12	11, 148 75	42 75
28023	Rolla to Salem, Ill., to Mexico, Mo.	40.88		Missouri, Kansas and Little Rock	12	1, 165 08	123 87 ¹ / ₂
28024	Holmen to Paola, Kans	55		Saint Louis, Kansas City and Northern	6	2, 750 00	28 50
28025	Salisbury to Glasgow	15.66		do	12	669 47	50 00
28026	Bismarck to Texarkana, Ark	{ 90.24	{	{ Saint Louis, Iron Mountain and Southern	7 }	75, 190 11	{ 210 53 ¹ / ₂
28027	Cairo, Ill., to Poplar Bluff, Mo	324.01		do	6	2, 521 57	{ 173 42 ¹ / ₂
28028	Saint Joseph to Hopkins	73.73		Kansas City, Saint Joseph and Council Bluffs	6	3, 680 78	34 20
28029	Hannibal to Prairieville	47.69		Saint Louis, Hannibal and Keokuk	6	1, 834 87	59 85
28030	Saint Joseph to East Atchison	22.08		Hannibal and Saint Joseph	13	1, 867 84	38 47 ¹ / ₂
28031	Saint Louis to Florissant	19		West End Narrow Gauge	6	812 25	85 50
28032	Atchison, Kans., to Edgerton Junction, Mo.	30		Chicago, Rock Island and Pacific	6	1, 275 00	42 75
28033	Kansas City to Lexington	43.35		Wyandotte, Kansas City and Northwestern	6	1, 853 21	42 50
28034	Bismarck to Columbus, Ky	119.27		Saint Louis, Iron Mountain and Southern	6	8, 973 87	42 75
28035	New Madrid to Malden	27.1		Little River Valley and Arkansas	6	1, 042 67	75 24
28036	Springfield to Ash Grove	20.08		Springfield and Western Missouri	6	858 42	38 47 ¹ / ₂
28037	Saint Joseph to Union Star	26.62		Saint Joseph and Des Moines	6	1, 131 35	42 75
28038	Mexico to Kansas City	164.69		Chicago and Alton	6	6, 999 32	42 50
		4, 206.65				530, 578 56	Do.
ARKANSAS.							
29001	Hopedale to Little Rock	134.21		Memphis and Little Rock	7	12, 576 81	93 71
29002	Argenta to Clarendon	48.2		Arkansas Central	6	2, 060 55	42 75
29003	Helena to Fort Smith	169.29		Little Rock and Fort Smith	6	9, 959 33	58 83
29004	Pine Bluff to Collins	95.5		Little Rock, Mississippi River and Texas	6	4, 058 75	42 50

ARKANSAS.

B.—Railroad service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
29005	ARKANSAS—Continued.		25.11		6	1,352 67		53 87	
29006	Malvern Junction to Hot Springs Brinkley to Cotton Plant	Hot Springs Brinkley and Cotton Plant	11.06	483.37	6	470 05	30,478 16	42 50	Pay estimated.
	LOUISIANA.								
30001	New Orleans to Canton, Miss.	New Orleans, Saint Louis and Chicago.	208.1		13	29,179 78		140 22	
30002	New Orleans to Donaldsonville	New Orleans and Texas	64.32		6	2,749 68		42 75	
30003	New Orleans to Morgan City	Morgan's Louisiana and Texas	85		7	6,221 15		73 19	
30004	Terre Bonne to Houma	do	15.33		7	655 35		42 75	
30005	Baton Rouge to Livonia	Baton Rouge, Grosbo Tête and Opelousas.	30		3	769 50		25 65	
30006	Clinton to Port Hudson	Clinton and Port Hudson	21		3	538 65		25 65	
30007	Saint Francisville to Woodville, Miss.	West Feliciana	28.23		3	844 92		29 93	
30008	Vicksburg, Miss., to Mours, La.	Vicksburg, Shreveport, and Texas	76.16		7	3,542 96		46 52	
30009	Terre Bonne to Thibodeaux	Morgan's Louisiana and Texas Railroad and Steamship Comp'y.	5.75		6	245 81		42 75	Pay estimated.
	TEXAS.			533.80			44,747 80		
31001	Houston to Galveston	Galveston, Houston and Henderson	51.5		14	7,045 20		136 80	
31002	Harrisburgh to San Antonio	Galveston, Harrisburgh and San Antonio.	215		6	23,241 75		103 45	
31003	Houston to Denison City	Houston and Texas Central	337.45		7	43,855 00		129 96	
31004	Hempstead to Austin	do	115.2		7	7,780 60		67 54	
31005	Bremont to Waco	do	44.99		13	3,053 23		69 25	
	{ Longview to Houston. }	do	237.5		7	35,802 17		141 08	
31006	{ Branch, Mineola to Troupe. }	International and Great Northern	44.7		6			42 75	
	{ Branch, Phelps to Huntsville. }	do	9		12	15,255 15		42 75	
31007	Palestine to Austin	do	183.93		7	1,388 52		82 94	
31008	Houston to Columbia	do	50.75		12	23,862 37		27 36	
31009	Shreveport, La., to Fort Worth, Tex.	Texas and Pacific.	220.04		3			104 31	
31010	Marshall to Texarkana, Ark.	do	74.66		7	7,532 44		100 89	
31011	Sherman to Texarkana, Ark.	do	155.22		6	11,147 90		71 82	
31012	Houston to Orange	Texas and New Orleans.	106.24		6	4,541 76		42 75	

31013	Jefferson to Sulphur Springs.....	East Line and Red River	91.66	6	3,918.46	42.75	Pay on 42.46 miles estimated.
31014	Tyler to Big Sandy.....	do	92.65	6	942.65	42.75	
31015	Henderson to Overton.....	do	15.83	7	983.90	42.75	
31016	Corpus Christi to Collins.....	do	40	6	1,710.00	42.75	Pay estimated.
31017	Denison City to White Wright.....	Narrow Gauge, Missouri, Kansas and Texas.	21.23	6	907.83	42.75	Do.
31018	Brownsville to Brazos Santiago.....	Rio Grande.	28.04	6	1,199.71	42.75	Do.
31019	Indianola to Cuero.....	Gulf, Western Texas and Pacific.	66.8	6	2,855.70	42.75	Do.
KANSAS.							
33001	Kansas City, Mo. to Denver, Colo.	Kansas Pacific.	640.1	9	84,832.45	132.53	
33002	Lawrence to Leavenworth.....	do	35.65	7	3,247.75	64.13	
33003	Atchison to Waterville.....	Central Branch Union Pacific.	100.5	6	8,789.77	67.55	
33004	Lawrence to Coffeyville.....	Leavenworth, Lawrence and Galveston.	140.8	6	8,379.00	59.51	
33005	Cherry Vale to Independence.....	do	10.87	6	827.20	76.10	
33006	Olathe to Ottawa.....	do	34.36	6	3,261.10	94.91	
33007	Elwood to Hastings, Nebr.	Saint Joseph and Denver City.	228.5	6	14,525.44	64.13	
33008	Kansas City, Mo. to Baxter Springs, Kans.	Missouri River, Fort Scott and Gulf.	154.70	13	15,416.76	100.89	
33009	Junction City to Parsons.....	Missouri, Kansas and Texas.	157.44	6	8,568.05	54.04	
33010	Atchison to Pueblo, Colo.....	Atchison, Topeka and Santa Fe.	470.41	84	106.71	106.71	
33011	Newton to Wichita.....	do	148.44	84	69,998.37	133.38	
33012	Atchison to Lincoln.....	do	27.69	7	2,981.90	79.53	
33013	Leavenworth to Omaha.....	Kansas and Nebraska.	151.33	6	10,998.66	72.48	
33015	Junction City to Clyde.....	Kansas Central.	84.23	6	3,690.83	42.75	
33016	Topeka to Kansas City, Mo.	Junction City and Fort Kearney.	56.3	6	2,551.53	45.32	Pay on 5.7 miles estimated.
33017	Florence to El Dorado.....	Atchison, Topeka and Santa Fe.	64.2	104	8,942.95	335.69	
33018	Fort Scott to Atchison.....	Atchison, Topeka and Santa Fe, lessee.	30.75	6	1,314.56	42.75	
33019	Ottawa to Burlington.....	Fort Scott, Southeastern and Memphis.	17.13	6	527.26	20.78	
33020	Girard to Joplin, Mo.....	Kansas City, Burlington and Santa Fe.	47.05	6	2,494.12	53.01	
33021	Waterville to Washington.....	Joplin.	87.3	6	1,694.57	42.75	
33022	Greenleaf to Concordia.....	Waterville and Washington.	20.5	6	1,104.33	53.87	
33024	Parsons to Meser, Mo.....	Republican Valley.	41.97	6	2,224.82	53.01	
33025	Solomon City to Minneapolis.....	Memphis, Kansas and Colorado.	43.75	6	1,870.31	42.75	Pay on 12.63 miles estimated.
33026	Concordia to Cawker City.....	Solomon Valley.	23.25	6	1,162.50	50.00	Pay estimated.
33027	Concordia to Seandia.....	Atchison, Solomon Valley and Denver.	48.35	6	2,417.50	50.00	Do.
33027	Concordia to Seandia.....	Atchison, Republican Valley and Pacific.	19.98	6	988.00	50.00	Do.
NEBRASKA.							
34001	Council Bluffs, Iowa, to Ogden City, Utah.....	Union Pacific.	1,035.2	7	876,864.56	684.05	
34002	Plattsmouth to Kearney.....	Burlington and Missouri River in Nebraska.	190.8	6	17,282.20	90.63	

B.—Railroad service as in operation on the 30th of June, 1879.—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.
NEBRASKA—Continued.									
34003	Omaha to Tekamah	Omaha and Northwestern	Miles. 48.35	Miles.	6	Dollars.	Dollars.	Dollars. 46 17	Pay on 5.05 miles estimated.
34004	Omaha to Orecopolis Junction	Burlington and Missouri River in Nebraska.	17.76	.....	6	1,609 58	.....	90 63
34005	Nemaha City to York	Nebraska	137.69	.....	6	6,711 01	.....	48 74
34006	Crete to Beatrice	Burlington and Missouri River in Nebraska.	30.6	6	1,412 80	46 17	Pay estimated. Do.
34007	Covington to Ponca	Covington, Columbus and Black Hills.	26.5	.....	6	1,132 87	.....	42 75
34008	Valley to Rising City	Omaha and Republican Valley	71.09	.....	6	3,403 78	.....	47 88
34009	Hastings to Bloomington	Republican Valley	72.99	6	3,649 50	50 00	Pay estimated. Do.
34010	Fremont to Winer	Sioux City and Pacific	51.47	.....	6	2,573 50	.....	50 00
				1,882.45			416,882 11		
35001	Sioux City, Iowa, to Yankton, Dak.	Dakota Southern	61.71	61.71	6	4,220 96	4,220 96	68 40	
COLORADO.									
38001	Denver to El Moro	Denver and Rio Grande	208.2	7	20,937 58	87 21	Pay estimated. Do.
38002	Branch, Pueblo to Canon City	.....	45	.....	6	.....	.....	59 85
	Hughes Station to Boulder	.....	27.75	.....	6	1,186 31	.....	42 75
38003	Denver to Cheyenne City, Wyo.	Denver and Boulder Valley	135.62	6	69 26	Pay estimated. Do.
	Branch, Golden Junction to Georgetown.	.....	37.72	.....	7	12,046 78	.....	55 58
	Branch, Forks Creek to Central City.	Colorado Central	12.07	.....	7	.....	.....	46 17
38004	Cinchas to La Veta	Denver and Rio Grande	22.55	6	1,831 72	81 23	Pay estimated. Do.
38005	Denver to Webster	.....	68.1	.....	6	3,381 52	.....	42 75
	Branch, Bear Creek Junction to Morrison.	Denver, South Park, and Pacific	10	.....	6	.....	.....	42 75
38006	La Junta to Trinidad	Atchison, Topeka and Santa Fe	81.57	6	8,487 11	68 40	Pay estimated. Do.
38007	Denver to Cheyenne City, Wyo.	Denver Pacific Railroad and Telegraph Company.	106	.....	6	7,250 40	.....	42 75
38008	Boulder to Marshall	Boulder and Carlton	6.75	783.33	6	288 56	50,409 98	42 75	

UTAH TERRITORY.									
41001	Ogden City to Salt Lake City	Utah Central	38.15	.....	6	3,741.18	.....	.....	98.064
41002	Salt Lake City to York	Utah Southern	75	.....	6	6,869.50	.....	.....	78.66
41003	Ogden City to Franklin, Idaho	Utah Northern	79.94	.....	7	8,065.14	.....	.....	100.89
41004	Sandy to Bingham Canyon	Bingham Canyon and Camp Floyd	22.5	.....	6	981.87	.....	.....	42.75
41005	Salt Lake City to Stockton	Utah Western	40.5	.....	6	1,731.37	.....	.....	42.75
41006	Sandy to Alton	Wasatch and Jordan Valley	16.78	.....	6	717.84	.....	.....	42.75
			272.87	.....			21,116.40	.....	Pay estimated.
WASHINGTON TERRITORY.									
43001	Yelm to Wilkeson	Northern Pacific	136.33	.....	6	8,625.59	.....	.....	63.27
43002	Seattle to New Castle	Seattle and Walla Walla	20.28	.....	6	866.97	.....	.....	42.75
43003	Olympia to Tenino	Thurston County Railroad Construction Company	15.31	.....	6	654.50	.....	.....	42.75
			171.92	.....			10,147.06	.....	Pay estimated.
				.....				.....	Do.
OREGON.									
44001	Portland to Roseburg	Oregon and California	109.1	.....	6	19,746.73	.....	.....	99.18
44002	Portland to Saint Joseph	Oregon Central	48.61	.....	6	2,078.07	.....	.....	42.75
44003	Dayton to Sheridan	Willamette Valley	26.18	.....	6	1,119.19	.....	.....	42.75
			273.89	.....			22,943.99	.....	Pay estimated.
NEVADA.									
45001	Virginia City to Reno	Virginia and Truckee	51.75	.....	6	4,292.14	.....	.....	82.94
45002	Palisade to Eureka	Eureka and Palisade	91.27	.....	6	5,306.43	.....	.....	58.14
			143.02	.....			9,598.57	.....
CALIFORNIA.									
46001	San Francisco to Ogden City, Utah	Central Pacific	895.64	.....	7	283,662.44	.....	.....	327.88
46002	San Francisco to Soledad	Southern Pacific	143.8	.....	7	11,388.27	.....	.....	73.19
46003	Branch, Gilroy to Tres Pinos	Central Pacific	20.2	.....	7	18,776.77	.....	.....	42.75
46004	Roseville to Redding	Placerville and Sacramento Valley	151.45	.....	7	1,178.19	.....	.....	123.98
46005	Folsom City to Shingle Springs	Sacramento Valley	28.5	.....	7	1,269.50	.....	.....	44.48
46006	Sacramento City to Folsom City	California Pacific	23.2	.....	12	6,747.68	.....	.....	54.72
46007	Sacramento City to San Francisco	do	86.72	.....	14	831.16	.....	.....	77.81
46008	Davisville to Gratiot	do	18.34	.....	6	1,774.98	.....	.....	45.32
46009	Napa Junction to Calistoga	California Northern	34.6	.....	6	1,436.40	.....	.....	51.80
46010	Marysville to Goshute	Central Pacific	80	.....	6	18,768.68	.....	.....	47.88
46011	San Francisco to Cloverdale	San Francisco and North Pacific	146.3	.....	6	6,617.70	.....	.....	135.09
46012	Stockton to Milton	Stockton and Copperopolis	30	.....	6	2,761.65	.....	.....	73.53
46013	Branch, Peters to Oakdale	Southern Pacific	19	.....	6	929.81	.....	.....	64.98
46014	Wilmington to Los Angeles	do	21.75	.....	6	39,899.01	.....	.....	42.75
46015	Boron to Yuma, Ariz.	Yuma Valley and Clear Creek	530.29	.....	6	1,239.75	.....	.....	75.24
46016	Elmira to Mulliken		29	.....	12		.....	.....	42.75

B.—Railroad service as in operation on the 30th of June, 1879.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
			{ 80.47		6 }	4,432.43		{ 52.16	
46016	CALIFORNIA—Continued.	{ San Francisco to Duncan's Mills }			6 }			42.76	
46017		{ Branch, San Anselmo to San Quentin. }	5.5		6 }	2,132.43		61.96	
46018		Los Angeles to Santa Ana	34.64		6	387.81		42.75	
46019		Visalia to Goshen	8.37		6	1,131.14		49.59	
46020		Colfax to Nevada City	22.81		6	718.30		42.75	
46021		Los Angeles to Santa Monica	16.8		6	969.92		42.75	
46022		Santa Cruz to Watsonville	23.39		6	3,567.19		54.72	
46023		Woodland to Willow	65.19		6	1,475.79		53.01	
46024		Galt to Lone Valley	27.84		6	252.22		42.75	
46025		West Oakland to Berkeley	5.9		6	357.81		46.17	
46026		Santa Cruz and Felton	8.37		6	635.14		38.48	
46027		San Francisco to Alameda	13.54		6	619.14		71.82	
46028		Fulton to Guerneville	16.09		6	5,151.64		53.87	
46029		San Francisco to Tracy Junction	71.73		12	897.75		431,969.01	Pay estimated.
46030		Niles Junction to San Jose	14.07		6				
		Monterey to Salinas Valley	21	2,738.5	6				

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

C.—Steamboat service as in operation on the 30th of June, 1879.

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..... } { Wiscasset to Booth Bay..... }	Eastern Steamboat Company.....	{ 16 20 }			700 00	•	{ Twelve trips a week, July 5 to September 20; six trips a week during remainder of season of navigation.
294	Portland to Chebeague Island.....	Portland and Harpswell Steamboat Company.	11		6	299 00		
350	Green Vale to Indian Rock.....	C. W. Howard.....	10		6	200 00		June 1 to September 30.
351	Boston, Mass., to Eastport, Me.....	Charles Deering.....	320		1	500 00		
352	Boston, Mass., to Machias Port, Me.....	do.....	334		1	700 00		
353	Rockland to Sullivan.....	do.....	78		1	300 00		
				789			2,699 00	
	NEW HAMPSHIRE.							
1101	Alton Bay to Meredith Village.....	W. M. Ashley.....	10		6 }	2,000 00		During season of navigation.
1232	Weir's Bridge to Wolfborough.....	Lake Winnepisaukee Steamboat Co.....	{ 25 30 }		3 }	650 00		Do.
				65	6		2,650 00	
	MASSACHUSETTS.							
3127	Woods Holl to Nantucket.....	Nantucket and Cape Cod Steamboat Company.	30			7,875 00		Twelve trips a week for six months; six trips a week for six months.
				30			7,875 00	
	RHODE ISLAND.							
4101	Fall River, Mass., to New York, N. Y.....	Old Colony Steamboat Company.....	186			10,000 00		Seven trips a week for three months; six trips a week for nine months.
4102	Newport to Wickford Landing.....	Newport and Wickford Railroad and Steamboat Company.	12		18	6,000 00		
				188			16,000 00	
	NEW YORK.							
6249	Plattsburgh to Burlington, Vt.....	E. Smith.....	23			939 00		Six trips a week for eight months.
6651	Geneva to Watkins.....	Saratoga Lake Steam Navigation Company.	65		6	2,432 44		
6683	Lake George to Fort Ticonderoga.....	Champlain Transportation Company.....	40			375 00		Six trips a week for three and two-thirds months.

C.—Steamboat service as in operation on the 30th of June, 1879—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.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
	NEW YORK—Continued.							
6684	Harlem River to Jersey City, N. J.	New England Transfer Company	11½		7	1,800 00		
6687	Brooklyn to Jersey City, N. J.	Brooklyn Annex Company	3	142½	30	1,825 00	7,371 44	
	PENNSYLVANIA.							
8151	Pittsburgh to Greensborough	Adam Jacobs	88½	88½	6	5,500 00	5,500 00	
	MARYLAND.							
10097	Washington, D. C., to Glymont, Md.	J. C. McKibbin	30		6	2,800 00		
10098	Baltimore to Benedict	Henry Williams	140		2	1,800 00		
10099	Baltimore to Freeport, Va.	Maryland Steamboat Company	200		2	1,800 00		
10100	Baltimore to Cambridge	do.	96½		3	1,200 00		
10101	Baltimore to Wilson's Wharf	Eastern Shore Steamboat Company.	{ 110 } { 40 }			4,200 00		{ Six trips a week, eight months. Two trips a week, four months. Two trips a week, eight months. One trip a week, four months.
10102	Baltimore to Queensdown	Chester River Steamboat Company.	40	656½	3	750 00	12,350 00	
	VIRGINIA.							
11093	Potomac to Coan Wharf	Edwin Reeside	88½		3	5,440 00		
11095	West Point to Baltimore, Md.	Baltimore, Chesapeake and Richmond Steamboat Company.	200		3	1,800 00		
11096	Norfolk to Baltimore, Md.	Baltimore Steam Packet Company.	200		6	18,000 00		
11097	Norfolk to Eastville	Old Dominion Steamship Company.	80		3	3,500 00		
11098	Norfolk to Matthew C. H.	do.	86		3	3,500 00		
11099	Norfolk to Richmond	do.	131		3	4,500 00		
11100	Fredericksburgh to Baltimore, Md.	Henry Williams	286½	1,054	2	2,000 00	38,840 00	
	WEST VIRGINIA.							
12098	Wheeling to Parkersburgh	C. H. Booth	6		6	8,000 00		

12099	Parkersburg to Gallipolis, Ohio	Parkersburg and Ohio River Transportation Company.	87½	.....	3	5,200 00	.....
12100	Kanawha C. H. to Gallipolis, Ohio	J. A. McClurg and J. B. Dudding.	62	245½	6	2,600 00	15,800 00
NORTH CAROLINA.							
13096	Norfolk, Va., to Poplar Branch, N. C.	Zimri McDonald.	75	.....	2	1,393 00	.....
13097	Plymouth to Franklin, Va.	do	106	.....	3	4,237 00	.....
13098	Plymouth to Windsor.	do	30	.....	3	999 00	.....
13099	Wilmington to Smithville.	do	28	.....	6	2,199 00	.....
13100	Wilmington to Fayetteville.	W. H. Bagley	112	351	2	1,175 00	10,003 00
SOUTH CAROLINA.							
14099	Charleston to Montreville.	Zimri McDonald.	7½	.....	7	481 07	.....
14100	Charleston to Edisto Island.	Peter Toglio	43	50½	1	800 00	1,281 07
GEORGIA.							
15100	Rome to Gadsden, Ala.	J. M. Elliott	155	155	2	3,600 00	3,600 00
FLORIDA.							
16092	Fernandina to Brunswick, Ga.	Macon and Brunswick Railroad Company.	40	.....	7	.....	.....
16093	New Orleans, La., to Havana, Cuba.	John Miller.	832	.....	1	600 00	.....
16097	Jacksonville to Fort George.	J. W. Fitzgerald	28½	.....	3	3,200 00	.....
16098	Milton to Warrington.	Samuel Rushing	37	.....	6	10,400 00	.....
16099	New York, N. Y., to Galveston, Tex.	C. H. Mallory & Co.	2,036	.....	1	1,000 00	.....
16090	Palatka to Crescent City.	John F. Rhoads	30	.....	2	35,000 00	.....
16091	Cedar Keys to Key West.	New Orleans, Florida and Havana Steamship Company.	290	.....	2	.....	.....
16092	Fernandina to Trader's Hill, Ga.	H. L. Hart	10	.....	4	2,768 00	.....
16093	Pensacola to Freeport.	J. I. McKinnon	88½	.....	2	1,939 00	.....
16096	Palatka to Okahumpka.	S. J. Bouknight	289	.....	2	2,417 98	.....
16097	Jacksonville to Enterprise.	Sherley & Hite	229½	.....	.....	16,979 20	.....
16098	Euflaula, Ala., to Apalachicola, Fla.	S. J. Whiteside	291	.....	2	5,401 39	.....
16100	Cedar Keys to Tampa.	James McKay	175	4,456½	2	13,570 00	83,275 57

Gratuitous service.

Do.

Two trips a week for four months; one trip a week for eight months.
 Six trips a week on 81 miles; three trips a week on 2 miles; six trips a week for six months; three trips a week for six months on 146½ miles.

C.—Steamboat service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and terminl.	Name of contractor.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	ALABAMA.		Miles.	Miles.		Dollars.	Dollars.	
17095	Gadsden to Olio.....	J. M. Elliott.....	30	.....	1	348 39	.....	Two trips a week for seven months and four days; one trip a week for four months and twenty-seven days. Seven trips a week for six months; three trips a week for six months.
17096	Chattanooga, Tenn., to Decatur, Ala.....	Capehart & Samuels.....	159	.....	1	2,860 00	.....
17097	Mobile to Demopolis.....	F. S. Stone.....	240	.....	2	5,200 00	.....
17098	Mobile to Selma.....	Owen Finnegan.....	310	.....	.....	1,833 38	.....
17099	Mobile to Point Clear.....	Edwin Baldwin.....	25	.....	.....	3,500 00	.....
				764			13,741 75	
	MISSISSIPPI.							
18097	English Lookout, La., to Gainesville, Miss.....	Poittevent & Favre.....	16	.....	3	775 50	.....
18099	Vicksburg to Faisonla.....	S. H. Farisot.....	240	.....	1	3,000 00	.....
18100	Vicksburg to Greenwood.....	do.....	266	.....	2	4,800 00	.....
				522			8,575 50	
	TENNESSEE.							
19096	Nashville to Paducah, Ky.....	T. G. Ryman.....	215	.....	.....	5,000 00	.....	Two trips a week for seven months; one trip a week for five months.
19098	London to King's Creek.....	T. W. Fritts.....	47	.....	6	2,466 00	.....
19099	Chattanooga to King's Creek.....	Joseph Glover.....	110	.....	2	1,640 00	.....
				372			9,106 00	
	KENTUCKY.							
20096	Louisville to Cincinnati, Ohio.....	United States Mail Line Company.....	143	.....	6	8,000 00	.....
20097	Louisville to Evansville, Ind.....	Sherley & Hite.....	202	.....	6	15,000 00	.....
20098	Evansville, Ind., to Cairo, Ill.....	Evansville, Cairo and Memphis Packet Company.....	202	.....	6	15,000 00	.....

No.	Name of Boat	Owner	Agent	No.	Tonnage	Value	Period of Navigation	Remarks
20099	Bowling Green to Evansville, Ind.	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		
21141	Portsmouth to Cincinnati.	David Gibson.	127 75	6	9,000 00	.....	
21142	Portsmouth to Gallipolis.	William Bay.	51 35 36 65	12 } 6 }	8,500 00	.....	
			215 75			17,500 00		
24003	L'Anse to Hancock.	R. M. Hoar.	35 33	6	3,000 00	.....		During season of navigation.
24094	Manatee to Milwaukee, Wis.	M. Engelmann.	130	6	3,970 00	.....		Do.
24097	Detroit to Marquette.	J. T. Whiting.	350	5 }	4,229 56	.....	
24099	Bay City to Alpena.	Edwin Park and Ira F. Holt.	150	3 }	10,000 00	.....		April 16 to November 15.
24100	Grand Haven to Milwaukee, Wis.	M. Engelmann.	123 60 85	6 }	4,170 00	.....		May 1 to October 31.
			873 83			25,368 56		
28099	Saint Louis to Grand Tower, Ill.	John A. Scudder.	125	3	1,250 00	.....	
28100	Saint Louis to Memphis, Tenn.	do.	450	3	25,000 00	.....	
			575			26,250 00		
29050	Memphis, Tenn. to Friar's Point, Miss.	H. M. Norton.	112	3	3,900 00	.....	
29051	Memphis, Tenn. to Osceola.	J. G. Andrews.	95	2	6,000 00	.....	
29053	Memphis, Tenn. to Willsborough, Ark.	J. D. Randall.	198	1 1/2	9,800 00	.....	
29054	Terrace, Miss. to Pine Bluff, Ark.	J. N. Harbin.	193	2	8,800 00	.....	
29055	Pine Bluff to Little Rock.	do.	105	2	3,250 00	.....	
29056	Terrace, Miss. to Jacksonville, Ark.	M. R. Harry.	356	2	4,982 00	.....	
29057	Jackscamp to Pocatong.	do.	143	2	6,400 00	.....	
29058	Camden to New Orleans, La.	J. W. Black.	728	1 1/2	30,000 00	.....	
29060	Memphis, Tenn. to Vicksburg, Miss.	J. D. Adams.	147	4 }	44,845 79	.....	
29061	Memphis, Tenn. to Arkansas City, Ark.	do.	261	3 }	7,000 00	.....	
			180	2		125,057 79		
			2,518					
30091	New Orleans to Washington.	H. H. Broad.	420	2	6,500 00	.....	

C.—Steamboat service as in operation on the 30th of June, 1879—Continued.

Number of route.	State and termini.	Name of contractor.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State.	Remarks.
LOUISIANA—Continued.								
30092	Lake Charles to Cameron	J. B. Price	48	.....	2	2,880 00	.....
30093	Donaldsonville to Saint Francisville ..	H. M. Norton	58	.....	6 } 2 }	8,712 12	.....
30094	Morgan City to New Iberia	J. W. Pharr	32	.....	6 }	5,900 00	.....
30095	New Orleans to Shreveport	J. A. Aiken	74	.....	2	30,000 00	.....
30096	New Orleans to Vicksburgh, Miss	Leathers, Tobin & Cannon ..	660	.....	3	35,000 00	.....
30097	New Orleans to Hope Villa	M. B. Muncy	408	.....	1	2,300 00	.....
30098	New Orleans to Corvington	C. M. Soria	119	.....	3	3,800 00	.....
30099	New Orleans to Port Eads	Kouss, Scovell, O'Pry & Bassett...	62	.....	3	6,944 00	.....
30100	New Orleans to Port Eads .....	.....	116	1,965	.....	102,036 12	.....
TEXAS.								
31098	Galveston to Morgan City, La	C. A. Whitney & Co	225	.....	.....	44,400 00	.....	Three trips a week for six months: six trips a week for six months.
31100	Morgan City, La., to Brazos Santiago, Tex.	.....do	465	690	.....	4,900 00	49,200 00	Two trips a month.
WASHINGTON TERRITORY.								
43095	Port Townsend to Neah Bay	James Brittain	93	.....	1	3,380 00	.....	One trip a month.
43096	Port Townsend to Sitka, Alaska	P. B. Cornwall	1,011	.....	.....	14,800 00	.....
43097	Port Townsend to Semiamoo	W. F. Munroe	132	.....	1	2,974 00	.....
43098	Seattle to Sehome	J. C. Brittain	115.25	.....	2 } 1 }	4,475 00	.....
43099	New Tacoma to Port Townsend	L. M. Starr	88.75	1471.75	6	29,700 00	35,329 00	
OREGON.								
44099	Portland to The Dalles	Oregon Steam Navigation Company.	120	.....	6	7,487 00	.....
44100	Portland to Astoria .....	.....do	98	218	6	4,960 00	12,477 00	

CALIFORNIA.

40095	Lakeport to Lower Lake.....	J. K. Frasier.....	32	.....	3	900 00	.....
40096	{ San Francisco to Eureka..... }	Pacific Coast Steamship Company. {	216	.....	1	5,000 00	.....
40097	{ Branch, Eureka to Crescent City..... }		58	.....	.....	5,200 00	.....
40098	San Francisco to San Diego.....		482	.....	1	2,400 00	.....
	Tahoe to Tahoe.....	A. Lyman and F. H. Fish.....	46.50	.....	.....	8,000 00	.....
40099	San Francisco to Sacramento City.....	California Steam Navigation Com- pany.....	230	.....	6	22,000 00	.....
40100	San Francisco to Portland, Oreg.....	Oregon Steamship Company.....	676	1,740.50	.....	43,500 00	.....

As often as steamers run.

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

Four trips a month.

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

D.—Table showing the increase and decrease in mail transportation and cost during the year ended June 30, 1879.

States and Territories.	CELEBRITY, 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.
	Miles.	Decrease.	Dollars.	Increase.	Miles.	Decrease.	Dollars.	Increase.	Miles.	Decrease.	Dollars.	Increase.				
Maine	184		Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Dollars.
New Hampshire	28		2,062	30	650	48	1,572	27	2,806	44,061	18,944	44,061	2,511	18,944	2,511	744
Vermont	22		1,763	289						24,089				24,089		1,715
Massachusetts	24		1,967		4,375				11,705	29,396				29,396		5,363
Rhode Island									610	1,129				1,129		1,344
Connecticut	10		734						50,463	7,587				50,463		4,306
New York	46		3,251		2,172				40,917	296,026				296,026		33,508
New Jersey	169		5,187	44				149	7,430	20,387				20,387		8,844
Pennsylvania	74		8,329					198	16,976	424,736				424,736		8,647
Dellaware	88		2,471					22								2
Maryland	9		2,671	170	4,600			19								2
West Virginia	27		2,031					22								71
Virginia	62		4,423					7								
North Carolina	262		3,427					3								
South Carolina	449		12,651					64								
Georgia	87		6,336					29								
Florida	174		15,351	2,828	7,082											
Alabama	573		15,351		1,834											
Mississippi	103		15,351		422											
Louisiana	75		9,871		11,986											
Texas	1,792		151,304		15,000											
Arkansas	148		8,727	125	30,458											
Missouri	332		10,163	206	5,000											
Tennessee	365		10,349													
Kentucky	249		7,888	215												
Ohio			1,059													
Indiana	134		609													
Illinois	83		3,658													
Michigan	157		2,390													
Wisconsin	25		2,743	100												
Iowa	120		10,429													
Minnesota	660		1,495													
Nebraska	181		14,075													
Kansas	798															

	316	2,971	778	6,400	17,965	136	287	91,568	2,358
Nevada.....	3	43,492	778	6,400	17,965	136	93,036	502,496	145,995
California.....	198	59,884	22	22	17,965	23	2,833	328,919	44,757
Oregon.....	927	104,194	13,466	165	14,161	281	2,442	728,440	119,531
Colorado.....	149	84,546	16,831	375	7,520	1	205	468,978	25,181
Washington Territory.....	529	30,793	11,040	77,554	19	6,404	11,040	132,878	84,546
Idaho Territory.....	881	86,468	81,735	81,735	81,735	19	11,040	247,068	16,831
Montana Territory.....	537	62,005	62,005	62,005	62,005	19	11,040	256,821	23,068
Dakota Territory.....	524	86,468	81,735	81,735	81,735	19	11,040	247,068	16,831
Wyoming Territory.....	860	86,468	81,735	81,735	81,735	19	11,040	247,068	16,831
Utah Territory.....	524	86,468	81,735	81,735	81,735	19	11,040	247,068	16,831
Indian Territory.....	860	86,468	81,735	81,735	81,735	19	11,040	247,068	16,831
New Mexico Territory.....	27	62,005	62,005	62,005	62,005	19	11,040	247,068	16,831
Arizona Territory.....	27	62,005	62,005	62,005	62,005	19	11,040	247,068	16,831
Total.....	10,935 2,232	840,002 153,115	4,361 1,190	87,475 65,570	65,570	2,974 108	222,263 221,268	10,069,104 821,674	821,674
Increase.....	8,703	686,887	3,171	1,905	2,871	2,871	986	9,247,430	889,787

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, 1879, 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; q. l., quadruple line; l., line or lines; m., miles; r. a., route-agent; m. m., mail-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.	Miles per hour.
1	Ill	23031	.....	East Saint Louis, Terre Haute.	Terre Haute and Indianapolis.	Miles. 166.69	27
2	Mo	28001	.....	Saint Louis, Atchison.....	Missouri Pacific	329.75	25
3	Ill	23007	.....	Chicago, Burlington	Chicago, Burlington and Quincy.	208.02	23
4	Ill	23015	.....	Chicago, Davenport.....	Chicago, Rock Island and Pacific.	182.92	23
5	Ill	23003	.....	Chicago, Union Pacific Transfer.	Chicago and Northwestern....	491.18	22
6	Mass	3001	.....	Boston, Portsmouth	Eastern.....	57.28	25
7	Wis	25002	.....	Milwaukee, La Crosse	Chicago, Milwaukee and Saint Paul.	197.84	23
8	Me	9	.....	Portland, Portsmouth	Eastern.....	52.56	23
9	Ill	23025	.....	Chicago, Milwaukee.....	Chicago, Milwaukee and Saint Paul.	88.23	28
10	Mo	28010	.....	Kansas City, Cameron	Hannibal and Saint Joseph...	54	24
1	Ill	23001	.....	Chicago, Milwaukee.....	Chicago and Northwestern....	85.37	27
12	Wis	25009	.....	Chicago, Green Bay	do	242.50	23
13	N. H	1001	.....	Concord, Nashua	Concord	36.28	23
13a	Mich	24005	24006	Detroit, Chicago.....	Michigan Central.....	286.09	25½
14	Ill	23020	.....	Chicago, Cairo.....	Illinois Central.....	363.32	22
15	Ind	22010	.....	Cincinnati, Saint Louis	Ohio and Mississippi.....	341	30
16	Iowa	27014	.....	Davenport, Missouri River..	Chicago, Rock Island and Pacific.	317.40	22
17	Ill	23023	.....	Decatur, East Saint Louis ..	Wabash	112	28
18	Mass	3011	.....	Boston, Salmon Falls	Boston and Maine	71.50	27

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 messengers. A number followed by an asterisk (*) shows the equivalent in round trips. The figures

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.		Dolla.		
186512	516387	702899	650395	21679	r. p. o., 60.9½ by 8.7½, f. f. c., d. l.; r. a. apt. 19.2 by 7, f. f., s. l.	23. 7*	399 25	1.29 m. increase.	1
510217	205028	715245	476135	15871	r. p. o., 50 by 9, f. f. c., d. l. to Kansas City, 282 m., s. l. res.	14. 4*	323 67½	37 m., at \$274.94; 47.75 m., at \$283.67½.	2
541531	219625	761156	500290	16676	r. p. o., 54.6 by 8.6, 54.8 by 8.8, f. f. c., d. l., 35.1½ by 8.10½, f. f. c., s. l. between Chicago and Aurora, 38.61 m.; r. a. apt., 23.5 by 8.10, f. f. c., s. l. between Chicago and Aurora, 38.61 m.	22. 6*	310 19	38.61 m., at \$332.69. Main route; branches, \$42.75, \$49.59 (289, 172); 1.13 m. increase.	3
406061	128466	534527	442353	14745	r. p. o., 50 by 9.6, 42 by 9.6, f. f. c., d. l.	15. 29*	301 37	24 m., at \$326.37; .32 m. increase.	4
395717	204934	600651	369420	12314	r. p. o., 35 by 9.4, 1 l. 50 by 9.5, 1 l. 219 m.	12. 49*	289 87	\$191.22½ for 272.60 m., 1 m. increase.	5
229699	309046	538745	476432	15881	r. p. o., 42 by 8.7, f. f. c., d. l.; r. a. apt., 20 by 8.7, f. f.; s. l.	24	276 31½	In May, 1879.	6
320669	127632	448301	339734	11324	r. p. o., 50 by —, f. f. c., d. l. (40-foot cars authorized).	13	269 00	61.60 m., at \$199.79½; 16.80 m., at \$269; 25.76 m., at \$219; 2.80 m. increase.	7
276095	179957	456052	422685	14089	r. p. o., 42 by 8.7, f. f. c., d. l.; apt., 20 by 8.7, f. f., s. l. over 10 m. of route.	24	251 78	In May, 1879.	8
348743	146823	495566	479359	15978	r. p. o., 50 by —, f. f. c., d. l. (40-foot cars authorized).	17. 7*	250 00	.....	9
48189	70844	119033	108142	3604	r. p. o., 40.1½ by 9.1½, f. f. c., s. l.	13	239 00	\$730 for ferrriage	10
95683	80324	176007	138560	4618	r. p. o., 35.4 by 9.3, f. f., d. l.	12	232 00	.52 m. decrease.	11
143184	87338	230622	83457	2781	r. p. o., 50 by 10, f. f. c.; s. l.	13. 13*	230 00	66.50 m., at \$169.96; .70 m. decrease.	12
.....	.....	.....	332773	5546	r. p. o., 41.9 by 8.7, 42.5 by 8.9, 23.9 by 6.6, 21.7 by 6.9 (av. 32.4 by 7.8); f. f., d. l.; r. a. apt., 16.9 by 6.8, 12 by 7; f. f.; d. l. to Manchester, 18 m.	34. 5*	229 65	Combined weights 60 days in Apr., 1877, and Aug., 1878.	13
235032	190527	425559	185825	6194	r. p. o., 44 by 9.2, f. f. c., s. l.; r. a. apt., (av.) 11.5 by 8, f. f., t. l. to Wayne Junction, 18 m., d. l. thence to Jackson, 57.7 m., s. l. between Niles and Chicago, 94 m.	16. 55*	223 00	1.67 m. increase.	a13
381223	324304	705527	169755	5658	r. p. o., 44.4 by 9, 41.5 by 9.2½, 49.4 by 9, 49.4 by 9, f. f. c.; q. l. to Kankakee, 55.87 m., d. l. thence to Tolono, 81.17 m., s. l. res.	15. 9*	219 70	226.61 m., at \$144.70; .87 m. decrease.	14
100569	86282	246851	140638	4687	r. p. o., 49.6 by 9.3, 44.6 by 9.3, f. f. c., s. l. (av. 47 by 9.3).	13	206 00	In Nov. and Dec., 1878.	15
385831	126444	512275	361022	12034	r. p. o., 50 by 9.6, 42 by 9.6, f. f. c., d. l. to Iowa City, 54.50 m., s. l. res.	12	192 50	54 m., at \$217.58; .60 1 m. decrease.	16
91816	51943	143759	127816	4260	20 by 9.4, f. f., s. l.	16	187 00	.....	17
150280	110662	260942	137962	4598	r. p. o., 25 by 8.6, f. f. c., d. l.; r. a. apt., 14½ by 6.10, av., f. f., s. l. between Boston and Lawrence.	24	185 61	Main route; branch, \$42.75. In May, 1879.	18

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
19	Ill.	23017		Chicago, East Saint Louis ..	Chicago and Alton.....	Miles. 282.86	25
20	Iowa	27005		Burlington, Council Bluffs ..	Chicago, Burlington and Quincy.	293.14	23
21	Minn.	26013		Minneapolis, La Crosse	Chicago, Milwaukee and Saint Paul.	144.54	22
22	Ill.	23028		Terre Haute, East Saint Louis.	Indianapolis and Saint Louis..	180.99	27 av.
23	Mo.	28011		Sedalia, Denison	Missouri, Kansas and Texas ..	447.42	21
24	Mo.	28005		Quincy, Saint Joseph	Hannibal and Saint Joseph...	203.5	24
25	Wis.	25012	25014	Winona, Winona Junction ..	La Crosse, Trempealeau and Prescott.	30.83	20
26	Ill.	23010		Galesburg, Quincy	Chicago, Burlington and Quincy.	101.57	25
27	Me.	11		Salmon Falls, Portland.....	Boston and Maine	45	25
28	Me.	12		Bangor, Vanceborough	European and North American	113.93	19
29	Mo.	28014		Hannibal, Sedalia	Missouri, Kansas and Texas ..	142.88	21
30	Mo.	28006		Kansas City, Union Pacific Transfer.	Kansas City, Saint Joseph and Council Bluffs.	203.5	22.5
31	La	30001		New Orleans, Canton	New Orleans, Saint Louis and Chicago.	208.10	25
32	Colo.	38007		Denver, Cheyenne	Denver Pacific Railway and Telegraph Company.	106	23
33	Mass.	3063		Lawrence, Manchester.....	Manchester and Lawrence....	27.06	24
34	Mo.	28004		Saint Louis, Kansas City ...	Saint Louis, Kansas City and Northern.	278.10	21.5
35	N. Y.	6036		Rome, Ogdensburgh	Rome, Watertown and Ogdensburgh.	142	25
36	Wis.	25010		Caledonia Station, Winona Junction.	Chicago and Northwestern....	190.02	19
37	Ill.	23025		Hannibal, Naples	Wabash	45.50	25
38	Ill.	23009		Peoria, Galesburg	Chicago, Burlington and Quincy.	54.85	27
39	N. H.	1005		Concord, Wells River	Boston, Concord and Montreal.	94.01	29
40	Wis.	25001		Milwaukee, North McGregor	Chicago, Milwaukee and Saint Paul.	197.14	22
41	Mo.	28022		Roadhouse, Mexico	Chicago and Alton.....	90	26
42	Cal.	46003		Roseville, Redding	Central Pacific.....	151.45	20
43	Tex.	31003		Houston, Denison City.....	Houston and Texas Central...	337.45	20
44	Ill.	23030		East Saint Louis, Duquoin ..	Saint Louis, Alton and Terre Haute.	71.27	24 av.
45	Ill.	23018		Bloomington, East Saint Louis.	Chicago and Alton.....	180.80	26
46	Ill.	23021		Dubuque, Centralia.....	Illinois Central.....	346.93	18

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>	<i>Dolls.</i>			
129547	95038	218585	96358	3212	r. p. o., 44.4 by 8.1, f. f. c., s. l.; r. p. o., 25.7 by 8.1, f. f. c., s. l. between Pontiac and Bloomington, 34.6 m.	16. 17	185 61		19
238520	107390	345910	247232	8241	r. p. o., 51 by 8.8, f. f. c., s. l.	12	183 04	Main route; branches, \$34.20, \$40.51½ (\$46, 184).	20
86330	170090	250420	159909	5330	r. p. o., 40 by —, f. f. c., s. l.	12. 6*	180 01	6.4 m., at \$63.61½, 8.85 m. at \$79.51½, 103.84 m., at \$178; 1.30 m. decrease.	21
25868	32871	68739	27963	932	r. p. o., 40 by 9.10, f. f. c., s. l.	15*	178 00	.99 m. increase	22
197297	86319	283616	150071	5082	r. p. o., 50.4 by 9, f. f. c., s. l.; r. a. apt., 16.8 by 9.2, f. f., s. l.	12. 37	172 91½	23.50 m., at \$143.33½	23
231836	94247	326083	174197	5806	r. p. o., 40½ by 9.1½, f. f. c., s. l. to Cameron, 171 m.	13	172 06	Main route; branch, \$34.20 (\$47), 32½ m., at \$147.06.	24
16877	38696	55573	51110	1703	15.3 by 7.6, f. f., s. l.	12	170 00	.38 m. increase	25
139553	56675	196228	162958	5431	r. p. o., 44.4 by 9.1½, f. f. c., d. l.	12	169 49½	1.57 m. increase	26
51908	38185	90093	79385	2646	r. p. o., 25 by 8.6, f. f. c., d. l.	15*	165 09	In May, 1879	27
98372	60584	158956	110021	3667	r. p. o., 21 by 9.6, f. f., s. l.	12	158 30	In May, 1878	28
71238	49029	120267	85218	2840	r. p. o., 50.4 by 9, f. f. c., s. l.	12	150 68½		29
137495	67467	204962	107230	3574	39.1½ by 9.1½, f. f., s. l.	13. 48*	141 07½		30
49125	86500	135625	86101	2870	25 by 9, f. f., s. l.	7	140 40	2.10 m. increase. In Apr., 1878.	31
14033	10281	24314	18385	612	12 by 7, f. f., s. l.	7	137 70	In July, 1878. Formerly part of r. 33001.	32
			111653	1860	16.9 by 6.8, 12 by 7, f. f., d. l.	18	133 30	In Aug., 1878. Combined with returns 1877.	33
102816	55633	158449	04456	2148	25.5½ by 7.7½, f. f., d. l.	26	132 52½	1.54 m. increase	34
60604	53469	120073	59465	1982	25 by 7.4, f. f., s. l.	18	132 52½	Main route; branch, \$52.20 (180). In Mar., 1879.	35
67970	45916	113886	30536	1217	30 by 9.6, f. f., s. l.	12	132 00	54.90 m., at \$70; .33 m. decrease.	36
18123	33848	51971	40906	1363	12 by 9.10, f. f., s. l.	12	131 00	Main route; branch, \$50 (156).	37
23914	41573	65487	44967	1478	15.11 by 8.9½, f. f., s. l. Elmwood, 28.59 m., d. l. res., 26.26 m.	14. 9*	128 25	.85 m. increase	38
			111539	1858	16.9 by 6.8, f. f., d. l. to Plymouth, 51 m., s. l. res.	18	127 90	In Aug., 1878. Combined with returns Apr., 1877. 43.01 m., at \$117.90.	39
66212	45567	118779	63286	2107	19.6 by 9.2, f. f., s. l.	13. 9*	125 00	.06 m. decrease	40
47429	24825	72254	40155	1338	r. p. o., 25.7 by 8.10, f. f. c., s. l.; r. a. apt., 19.6 by 9.2, f. f., s. l.	13	123 87½		41
60200	21334	81534	57536	1917	23.6 by 8.10½, f. f., s. l.	7½*	121 50	In Aug., 1878	42
			127205	2120	14 by 7.3, f. f., s. l.	13	120 55	Combined weighings in Apr. and Dec., 1878.	43
49526	22191	71717	54741	1824	18 by 7.6, f. f., s. l.	15. 4*	119 00	.53 m. decrease	44
53574	93604	147178	32773	1092	r. p. o., 25.7 by 8.10, f. f. c., s. l. to Roadhouse, 110 m.; r. a. apt., 19.6 by 9.2, f. f., s. l. res.	14. 32*	113 16½	66.40 m. at \$96.61½	45
113497	175858	289355	56776	1892	r. p. o., 35.4½ by 8.10½, 35.8 by 9.5, f. f. c., d. l. to Freeport, 68.80 m.; s. l. thence to Foreston, 12.51 m.; r. a. apt., 27.3 by 9, f. f. c., s. l. between Freeport and Centralia, 278.13 m.	12	107 38½	67.67 m. at \$146.88½; 12.53 m. at \$129.84½; 2.93 m. increase.	46

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.
47	Ill.	23041		Quincy, Hannibal	Chicago, Burlington and Quincy	<i>Miles.</i> 19.69	20
48	Mich.	24007	24028	Detroit, Port Huron	Grand Trunk, of Canada	64.85	22
49	Mich.	24008	24027	Detroit, Grand Haven	Detroit, Grand Haven and Milwaukee	191.15	25
50	Kans.	33008	33006	Kansas City, Ottawa	Kansas City, Lawrence and Southern (late Leavenworth, Lawrence and Galveston).	48.03	25
51	Minn.	28009		Mendota, McGregor	Chicago, Milwaukee and Saint Paul	207.96	19.5
52	Tex.	31002		Harrisburg, San Antonio	Galveston, Harrisburg and San Antonio	215	24.7
53	Oreg.	44001		Portland, Roseburg	Oregon and California	199.10	18
54	Mich.	24035		Toledo, Detroit	Toledo, Canada Southern and Detroit	61.32	23
55	Kans.	33005	33008	Kansas City, Baxter Springs	Missouri River, Fort Scott and Gulf	154.79	25
56	Iowa	27029		Missouri Valley, Sioux City	Sioux City and Pacific	76.18	22
57	Mich.	24010		Jackson, Grand Rapids	Michigan Central	94.46	21
58	Iowa	27021		Dubuque, Sioux City	Illinois Central	329.61	21
59	Ill.	23016		Bureau Junction, Peoria	Chicago, Rock Island and Pacific	47.16	22
60	Mich.	24013		Detroit, Bay City	Detroit and Bay City	108.62	19
61	Mich.	24021		New Buffalo, Pentwater	Chicago and West Michigan	170.20	17
62	N. H.	1006		Groveton, Wells River	Boston, Concord and Montreal	54.12	26
63	Mo.	28003		Saint Louis, Vinita	Saint Louis and San Francisco	364.25	20
64	Mich.	24017		Detroit, Howard City	Detroit, Lansing and Northern	160.72	21
65	Mich.	24004		White Pigeon, Grand Rapids	Lake Shore and Michigan Southern	95.67	24
66	Iowa	27019		Keokuk, Des Moines	Keokuk and Des Moines	162.88	21
67	Ohio	21051		Columbus, Portsmouth	Scioto Valley	102.10	22
68	Mo.	28018		Keokuk, Clarksville	Saint Louis, Keokuk and Northwestern	96.20	20
69	Wis.	25018		Milwaukee, Two Rivers	Milwaukee, Lake Shore and Western	85	17
70	Wis.	25011		Kenosha, Rockford	Chicago and Northwestern	72.50	17
71	Iowa	27022		Waterloo, Mons.	Illinois Central	79.70	15
72	Iowa	27017		Wilton Junction, Leavenworth	Chicago, Rock Island and Pacific	322.90	24
73	Iowa	27001		Burlington, Albert Lea	Burlington, Cedar Rapids and Northern	253.47	21
74	Ohio	21004		Hudson, Columbus	Cleveland, Mount Vernon and Delaware	145.88	28
75	Ill.	23041		Fall Creek, Louisiana	Chicago, Burlington and Quincy	31.92	15
76	Minn.	28005	28025	Saint Paul, Saint James	Saint Paul and Sioux City	122.53	22
77	Cal.	46028		San Francisco, Tracy Junction	Central Pacific	71.73	16
78	Tex.	31005		Bremond, Waco	Houston and Texas Central	44.09	20
79	Ill.	23027		State Line, Warsaw	Toledo, Peoria and Warsaw	230.21	24
80	Minn.	26006	26021	White Bear Lake, Albert Lea	Minneapolis and Saint Louis	123.54	23
81	Mo.	28007		Moberly, Ottumwa	Saint Louis, Kansas City and Northern	130.81	17.5

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.		Dolla.		
20383	9112	29495	25722	857	11.3 by 7.4, f. f., s. l.	18	106 87½	Main route; branch, \$72.67½ (75); .29 m. increase.	47
40211	28548	68759	59880	1966	24 by 6, f. f., s. l.	15.5*	105 30	.35 m. increase	48
78839	40442	126281	57220	1907	22 by 9.2 (av.), f. f., s. l.	20.2*	98 32½	1.48 m. increase	49
26894	13116	40010	37075	1235	18 by 8.9, f. f., s. l.	6	96 30	In April, 1878	50
53288	53564	106852	35464	1182	23.6 by 9.2, f. f., s. l.	10.08*	95 00	95.50 m. at \$84.98; .74 m. decrease.	51
.....	.....	.....	86141	1436	11.5 by 8.3 (av.), f. f., s. l.	12	94 91	Combined weights for April, 1878, and March, 1879.	52
32625	37583	70208	39681	1322	20 by 9, f. f., s. l.	6	94 91	In August, 1878	53
129321	94920	224241	138866	4462	16 by 9.3, f. f., s. l. to Slocum Junction, 44 m.; d. l. res., 17.32.	18.6*	92 00	17.32 m. at \$102; 4.93 m. increase.	54
41633	28023	69656	35874	1195	18 by 8.9, f. f. c., s. l.	10½*	90 72	5.41 m. decrease. In April, 1878.	55
39992	19739	59731	48312	1610	17.4 by 9, f. f., s. l.	12	90 63	Main route; branch, \$42.75 (235); 18 m. increase.	56
29844	20643	50287	35732	1191	11 by 7, 10.10 by 8.8, f. f., s. l.	19	90 00	.40 m. decrease	57
106745	54443	161188	54614	1820	21.5 by 8.11 (av.), f. f., s. l.	12	85 50	2.49 m. increase	58
24773	15626	40399	34529	1150	20 by 9.6, f. f., s. l.	12	85 50	.16 m. increase	59
36340	19522	55862	39025	1300	14.4 by 9, f. f., s. l.	18	85 00	.35 m. decrease	60
64894	27802	92696	23229	774	12.2 by 8.5 (av.), f. f., s. l.	12.6*	82 00	Main route; branch, \$68 (87); .36 m. decrease.	61
.....	.....	.....	55848	930	16.9 by 6.8, 13.6 by 6.7, 9.11 by 6.9, f. f., s. l. to Wing Road, 26 m.; d. l. res., 28.12 m.	15½*	81 00	In August, 1878. Combined with return for 1877.	62
63401	38710	102111	44512	1483	21.11 by 7.3, f. f., s. l.	8.4*	78 66	37 m. at \$66.48.31	63
37296	30783	68079	31552	1051	12 by 9.3, 13 by 9.3, f. f., s. l.	8.3*	78 00	3.95 m. decrease	64
83451	18496	51947	28006	933	16 by 9, f. f., s. l.	12	76 95	.....	65
27939	25318	53257	18800	626	14 by 9 (av.), f. f., s. l.	12	76 00	.07 m. increase	66
29882	17901	47183	22298	743	9.11 by 6.8½ (av.), s. l.	13.4*	75 24	In July, 1879	67
18913	81347	50260	21094	703	19 by 8.6, f. f., s. l.	13	75 00	26.08 m. at \$64.12½; 9.40 m. from February 1, 1877.	68
17393	11256	28649	17367	578	11 by 7.11, f. f., s. l.	12	75 00	Main route; branch, \$45, \$51.30 (193)	69
41332	21734	63066	14464	482	12.6 by 7.2½, f. f., s. l.	7.8*	75 00	1.10 m. decrease	70
20013	11895	31708	16446	548	16.6 by 8.10 (av.), f. f., s. l.	12	73 00	.30 m. decrease	71
61722	46527	108249	33042	1101	17.4 by 9.6 (av.), f. f., s. l. to Edgerton Junction, 301.40 m.; res. no r. a.	12.3*	72 67½	.13 m. increase	72
52943	34227	87170	25115	837	20 by 9.4, f. f., s. l.	12	72 67½	33.93 m. from January 10, 1878.	73
28524	32518	61042	24274	809	15 by 7, f. f., s. l.	12	72 67½	In October, 1878	74
6176	5900	12076	9495	316	11.3 by 7.4, f. f., s. l.	6	72 67½	Branch; main route, \$106.87½ (47); 1.07 m. increase.	75
38662	28058	64720	40965	1365	22.6 by 9.4, f. f., s. l.	12	72 50½	.11 m. decrease	76
17038	18791	35829	20646	688	10 by 8.8, f. f., s. l.	7	71 82	In February, 1879	77
.....	.....	.....	37914	632	14 by 7.3, f. f., s. l.	6	70 11	Combined weighings in April and December, 1878.	78
41239	53670	94909	29183	972	18.8 by 8.4 (av.), f. f., s. l.	16.4*	70 00	\$600 per annum for ferrage. Main route; branch, \$42.75 (269); 1.46 m. increase.	79
19627	17625	37252	18573	619	22.1 by 9.4, f. f., s. l. between Minneapolis and Albert Lea, 108 m.	8.65*	69 25	.19 m. increase; at \$50.	80
36244	26050	62294	33836	1127	25.5½ by 7.7½, f. f., s. l.	7	68.40	19 m. decrease	81

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.	
82	Wis.	25024		Racine, Rock Island	Western Union	198.40	18½
83	Wis.	25003		Milwaukee, Berlin	Chicago, Milwaukee and Saint Paul	97.54	22
84	Mich.	24002		Monroe, Adrian	Lake Shore and Michigan Southern	34.82	24
85	I W.	25013	25012	Milwaukee, Fond du Lac	Chicago and Northwestern	63.53	23
86		27012		Clinton, La Crescent	Chicago, Clinton, Dubuque and Minnesota	181.24	16
87	Mich.	24021		Holland, Grand Rapids	Chicago and West Michigan	25.9	19
88	Pa.	8003		Philadelphia, West Chester	West Chester and Philadelphia	26.35	18
89	Tex.	31004		Hempstead, Austin	Houston and Texas Central	115.20	20
90	Minn.	28020	28005	Breckenridge, Saint Vincent	Saint Paul, Minneapolis and Manitoba	202.91	15½
91	Iowa	27011		Burlington, Keokuk	Chicago, Burlington and Quincy	43.69	22
92	Mo.	28020		Pierce City, Oswego	Missouri and Western	73.76	20
93	Mo.	28032		Atchison, Edgerton Junction	Chicago, Rock Island and Pacific	30	18½
94	S. C.	14003		Branchville, Charleston	South Carolina	62.25	20
95	N. Y.	6061		Brocton, Corry	Buffalo, Chautauqua Lake and Pittsburg	44.8	27
96	Ill.	23042		Chicago, Danville	Chicago and Eastern Illinois	129	21½
97	Ill.	23037		Vincennes, Cairo	Cairo and Vincennes	158	28
98	Pa.	8027		Laurelton, Middletown	Pennsylvania	81.5	av. 19
99	W. Va.	12005		Steubenville, Wheeling	Pittsburg, Cincinnati and Saint Louis	26.13	20
100	Minn.	28007		Saint Paul, Duluth	Saint Paul and Duluth	155.73	16
101	Colo.	38004	38003	Denver, Cheyenne	Colorado Central	185.62	25
102	Wis.	25014	25030	Elroy, Saint Paul	Chicago, Saint Paul and Minneapolis	198.4	20
103	Mich.	24015		East Saginaw, Bay City	Flint and Pere Marquette	12.75	20
104	Mich.	24009		Jackson, Gaylord	Michigan Central	224.94	19
105	Ill.	23005		Sterling, East Saint Louis	Chicago, Burlington and Quincy	301.12	20
106	N. Y.	6072		Lyons, Sayre	Geneva, Ithaca and Sayre	92.62	24
107	S. C.	14003		Kingsville, Augusta	South Carolina	118	24
108	S. C.	14003		Kingsville, Columbia	South Carolina	25.7	24
109	Mo.	28028		Saint Joseph, Hopkins	Kansas City, Saint Joseph and Council Bluffs	61.5	22½
110	Ill.	23033		Beardstown, Shawneetown	Ohio and Mississippi	229.70	19
111	N. H.	1002		Concord, Portsmouth	Concord	50.16	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.		Dolla.		
43869	46044	89913	28914	963	16.2 by 9.3, f. f., s. l.	12	98 40	Main route; branch, \$50 (169).	82
26013	16125	42138	28503	783	18.9 by 9.2, f. f., d. l. to Rip- on, 81.89 m.; s. l. res.	12	68 40	2.74 m. increase	83
13884	7, 912	21796	19484	649	13 by 9, f. f., s. l.	12	68 40	.41 m. decrease	84
38872	27288	66160	58825	1960	12.6 by 7.6, f. f., s. l.	12	68 00	.....	85
36855	24925	61780	20061	668	18.4 by 8.10, f. f., s. l.	8 9*	68 00	1.47 m. increase	86
13825	7162	20987	18124	604	12.11 by 9.3 (av.), f. f., s. l. .	6	68 00	Branch; main route, \$82 (81); .75 m. de- crease.	87
19216	15439	34655	22827	760	8 by 5, 7 by 7, f. f., s. l.	24	67 54½	In September, 1878.	88
.....	.....	.....	35285	588	14 by 7.3, f. f., s. l.	6	67 54	Combined weigh- ings in April and December, 1878.	89
20460	9962	30422	26190	873	No apt., nor a	6	66 96	Main route; branch, \$34.20 (352); .66 m. increase.	90
16761	8402	25163	18794	626	19.6 by 8.9, f. f., s. l.	12	66 69	.94 m. increase	91
20397	22859	43256	24780	826	11.3 (av.) by 6.10, f. f., s. l. .	7	65 82½	Main route; branch, \$45 (198). Title re- ported Saint Louis and San Francisco.	92
6857	6322	13179	11375	379	16 by 9.6, f. f., s. l.	7	65	.....	93
15212	22785	37997	34474	1149	18.6 by 8.4, f. f., d. l.	25	64 98	Branch; main route, \$59.85 (107). In Apr., 1878.	94
13127	13533	26660	15721	524	10 by 6, f. f., s. l.	12	64 98	In July, 1879. In name of W. E. Lew- is, owner of Chau- tauguia Lake Rail- road, from Aug. 22 1878, to Feb. 11, 1879.	95
22709	14729	37438	22463	748	16.9½ by 6.9 (av.), f. f., s. l. .	12	64 12½	Main route; branch, \$34.20 (351); .75 m. decrease.	96
20219	17106	37325	17116	570	11.9 by 6.9, f. f., s. l.	6	64 12½	.....	97
44493	31814	76307	32862	547	10.11 by 8.7, f. f., s. l.	19 12*	62 10	60 days in Mar. and Apr., 1878.	98
9872	5959	15831	13138	437	in b. c.	12	62 10	In Nov., 1878.	99
17303	9508	26811	11242	374	22 by 8.6, f. f., s. l.	6*	60 87½	.....	100
23508	21137	44645	19152	638	16 by 8, f. f., s. l.	7	60 71	Main route; br'ches, \$55.58, \$45.32 (190, —). In July, 1878.	101
42389	34598	76987	33953	1131	24 by 9, f. f., s. l.	12 49*	60 19½	.60 m. decrease	102
9342	9263	18605	17573	585	15 by 9, f. f., s. l.	21*	60 00	Branch; main route, \$90, \$68.66.	103
42935	28642	71577	15733	524	11.7 by 8.10 (av.), f. f., s. l. .	37 21*	60 00	1.42 m. increase	104
35288	59218	94506	30414	1013	11.8 by 9.3, 12 by 7.2, f. f., s. l.	10 9*	59 85	9.76 m. increase	105
18711	17418	36129	19480	649	12 by 7, f. f., s. l.	12 02*	59 85	37 m. at \$60.70½; 15.62 m. from Jan. 20, 1879. In May, 1879.	106
22433	23358	45791	17519	583	16.6 by 8.4, f. f., s. l.	12 62*	59 85	Main route; br'ches, \$64.98, \$59.85, \$38.47, (94, 106, 338). In Apr., 1879.	107
6370	9887	16257	17328	577	16.6 by 8.4, f. f., s. l.	13	59 85	Branch; main route, \$59.85 (107). In Apr., 1879.	108
18743	18144	31917	16702	556	13.4 by 7.5, f. f., s. l.	13	59 85	.....	109
26081	25081	51162	11386	377	12.7 by 8.1 (av.), f. f., s. l. .	8 46*	59 85	.....	110
.....	.....	.....	26117	402	13.6 by 8.7, f. f., s. l.	12	58 50	In Aug., 1878. Com- bined with returns for 1877.	111

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
112	N. Y.	6102	.....	Rochester, Salamanca	Rochester and State Line	108.92	23
113	Wis.	25016	.....	Milwaukee, Green Bay	Wisconsin Central	114.53	27½
114	Mich.	24008	24029	Jackson, Fort Wayne	Fort Wayne, Jackson and Saginaw	97.24	19
115	Mo.	28019	.....	Quincy, Novinger	Quincy, Missouri and Pacific	79.28	20
116	Wis.	25004	.....	Milton Junction, Monroe	Chicago, Milwaukee and Saint Paul	42.62	21
117	Iowa.	27010	.....	Ottumwa, Mason City	Central, of Iowa	172.66	20
118	Mich.	24003	.....	Adrian, Jackson	Lake Shore and Michigan Southern	47.24	23
119	Iowa.	27007	.....	Creston, Hopkins	Burlington and Missouri River	44.40	23
120	Ill.	23008	.....	Elmwood, Buda	Chicago, Burlington and Quincy	47.80	22
121	Iowa.	27026	.....	Conover, Decorah	Chicago, Milwaukee and Saint Paul	9.50	13
122	Minn.	26018	26026	Saint James, Sioux City	Sioux City and Saint Paul	148.44	22
123	Ill.	23052	.....	Cortland Station, Sycamore	Sycamore and Cortland	5.26	20
124	Cal.	46029	.....	Niles, San José	Central Pacific	18.07	20
125	Nebr.	34010	.....	Fremont, Wisner	Sioux City and Pacific	51.47	15
126	Ill.	23040	.....	Peoria, Rock Island	Rock Island and Peoria	91.68	24
127	Mich.	24018	.....	Fort Wayne, Walton	Grand Rapids and Indiana	262.03	19
128	N. Y.	6074	.....	Ithaca, De Ruyter	Utica, Ithaca and Elmira	43	21
129	Ill.	23011	.....	Burlington, Quincy	Chicago, Burlington and Quincy	73.65	19
130	N. Y.	6036	.....	De Kalb Junction, Norwood	Rome, Watertown and Ogdensburg	25	25
131	Mich.	24025	24008	Jackson, Niles	Michigan Central	103.93	22½
132	Iowa.	27020	.....	Farley, Cedar Rapids	Dubuque and Southwestern	57.98	19
133	Wis.	25015	25027	Green Bay, Winona	Green Bay and Minnesota	214.81	24
134	Wis.	25016	.....	Hilbert, Menasha	Wisconsin Central	16.16	26
135	Ill.	23012	.....	Streator, Aurora	Chicago, Burlington and Quincy	61.84	24
136	Ill.	23038	.....	Peoria, Jacksonville	Peoria, Pekin and Jacksonville	84.24	20
137	Ill.	23012	.....	Aurora, Batavia	Chicago, Burlington and Quincy	10.15	13
138	Ill.	23047	.....	Chester, Tamaroa	Wabash, Chester and Western	41.75	14
139	Minn.	26012	.....	Austin, Mason City	Chicago, Milwaukee and Saint Paul	41.47	21½
140	Mo.	28015	.....	Keokuk, Centreville	Missouri, Iowa and Nebraska	91.42	20
141	Iowa.	27030	.....	Des Moines, Callanan	Des Moines and Minneapolis	57.92	15
142	Iowa.	27030	.....	Des Moines, Callanan	Des Moines and Minnesota	57.92	15
143	Mich.	24033	24016	Ionia, Blanchard	Detroit, Lansing and Northern	41.94	16
144	Wis.	25006	.....	Horicon, Portage	Chicago, Milwaukee and Saint Paul	45.64	21
145	Mich.	24036	.....	Grosse Ile, Fayette	Chicago and Canada Southern	70.3	15
146	Iowa.	27028	.....	Savannah, Marion	Chicago, Milwaukee and Saint Paul	98.08	22
147	Ill.	23048	.....	Terre Haute, Peoria	Illinois Midland	177.91	20
148	N. H.	1007	.....	Wing Road, Fabyan House	Boston, Concord and Montreal	13.50	15

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolla.		
14504	10727	25321	11404	380	14.2 by 7.2, f. f., s. l.	12	58 50	54.04 m., from Aug. 1, 1878. In Apr., 1879.	112
43113	20821	63934	39738	1324	7.7 by 6.10, f. f., s. l. to Hilbert, 86.1 m.; no r. a. residue.	12	58 14	Main route; branch, \$51.30 (134); 2.99 m. increase.	113
15408	13984	29392	10723	357	10.6 by 7.6, f. f., s. l.	9.09*	58 14	.42 m. increase	114
11828	8714	20542	11450	381	11.2 by 7.2, f. f., s. l.	12	58 00	8 m. from Feb., 1879.	115
8844	5255	14099	8272	275	13.4 by 7.8, f. f., s. l.	8.2*	58 00	.18 m. decrease.	116
33529	28905	62434	25641	854	22 by 9.6, f. f., s. l.	12	56 43	Main route; branch, \$42.75 (313). Title reported "Central Iowa Railway."	117
12365	11815	24180	16665	555	12 by 8.4, f. f., s. l.	11.5*	55 57½	.01 m. decrease.	118
12560	9860	22420	16122	537	15.3 by 7.4, f. f., s. l.	9*	55 57½		119
6434	9403	15837	8822	294	13.6 by 6.7, f. f., s. l.	7.7*	55 57½	Branch; main route, \$48.73½ (175); 2.80 m. increase.	120
5115	5192	10307	10307	343	in b. c.; no r. a.	12	55 80		121
27192	26103	53295	33214	1107	22.6 by 9.4, f. f., s. l.	6	54 72	25.61 m. increase; extension to Sioux City.	122
3544	4141	7685	7685	256	in b. c.; no r. a.	15*	54 00	\$150 for m. m.; 26 m. increase.	123
8648	4951	13599	11024	367	in b. c.; no r. a.	12	53 87	In Apr., 1878	124
10475	6070	16545	10918	363	13.5 by 9, f. f., s. l.	6	53 87	In Mar., 1879	125
19310	13707	33017	17158	571	11.9 by 8.9½, f. f., s. l.	12	53 86½	.32 m. decrease.	126
79800	50673	130473	28996	966	13.5 by 6.10 (av.), f. f., d. l. between Grand Rapids and Cadillac, 98 m.; s. l. residue.	14.2*	53 35½	1.48 m. increase	127
14892	12225	27117	16538	551	11.8 by 6.5, f. f., s. l.	7.30*	53 01	20 m. from Jan. 14, 1879. In May, 1879.	128
10754	7743	18497	8523	284	19.6 by 8.10, f. f., s. l.	6	53 01	1.80 m. increase	129
14308	10806	25114	15610	520	no apt.; no r. a.	12	52 20	Branch; main route, \$132.52½ (35). In Mar., 1879.	130
12811	13311	26122	13265	442	10.8 by 8.8, 10 by 10.7, f. f., s. l.	6.1*	52 00	.64 m. decrease	131
12136	6714	18850	11116	370	11 by 7.4, f. f., s. l.	6	52 00	2.61 m. increase	132
16448	12920	29368	8185	271	12 by 5.6, f. f., s. l.	6	52 00	1.60 m. decrease	133
20161	11878	32039	31339	1044	7.7 by 6.10, f. f., s. l.	12	51 30	Branch; main route, \$58.14 (118); .16 m. increase.	134
10800	15228	26028	16461	548	23.5 by 8.10, f. f., s. l.	12	51 30	Main route; branch, \$51.30 (137); 1.05 m. increase.	135
5785	6181	11966	13123	437	13 by 7.6, f. f., s. l.	12	51 30	.10 m. increase	136
269	862	1131	1131	87	in b. c.; no r. a.	6	51 30	Branch; main route, \$51.30 (135); 1.15 m. increase.	137
5205	7696	12901	8869	295	9.10 by 7.4, f. f., s. l.	6	50 44½	.25 m. decrease	138
10531	10351	20882	16261	542	12.2 by 9.5, f. f., s. l.	12	50 00	.09 m. increase	139
12176	12759	24935	13575	452	18.3 by 7, f. f. e., s. l.	6	50 00	5.79 m. from Jan. 1, 1879.	140
10152	10277	20429	12599	419	10.4 by 6, f. f., s. l.	13.5*	50 00	20.80 m. at \$55.57½	141
10151	9796	19947	11428	380	11 by 5.2, f. f.; no r. a.	13.5*	50 00	20.8 m. from Mar. 1, 1878. In Nov., 1878.	142
10094	5849	15943	10983	366	10.4 by 6.8, f. f., s. l.	9.05*	50 00	.18 m. decrease; 16.81 m. from Jan. 1, 1879.	143
8440	9637	18077	10939	364	20 by 7.6, f. f., s. l.	6	50 00	.39 m. increase	144
87211	35112	122323	10746	358	16 by 9.3, f. f., s. l.	8.6*	50 00		145
8119	9999	18118	10000	333	10.2 by 7.1 (av.), f. f., s. l.	6	50 00	1.17 m. decrease	146
14554	12464	27018	9950	331	11.9 by 9, f. f., s. l.	6	50 00	2.02 m. decrease	147
			17952	299	13.6 by 6.7, 9.11 by 6.9 f. f., s. l.	12	50 00	In Aug., 1878. Combined with returns of 1877.	148

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.
149	Wis	25008	.....	Oshkosh, Ripon	Chicago, Milwaukee and Saint Paul.	<i>Miles.</i> 20.95	14
150	Mo	28024	.....	Holden, Paola	Missouri, Kansas and Texas ..	55	12
151	Wis	25019	.....	Sheboygan, Princeton	Sheboygan and Fond du Lac ..	78.79	16
152	Ill	23043	.....	Streator, Altamont	Chicago and Paducah	156.81	19
153	Mich	24024	.....	Ypsilanti, Bankers	Detroit, Hillsdale and Southwestern.	65.5	15
154	Wis	25021	.....	Calamine, Plattville	Mineral Point	18.97	15
155	Ill	23044	.....	Mattoon, Harvey City	Decatur, Mattoon and Southern	31.37	12
156	Ill	23025	.....	Maysville, Pittsfield	Wabash	6	23
157	Mich	24026	.....	Grand Rapids, White Cloud ..	Grand Rapids, Newaygo and Lake Shore.	47.03	14
158	Mich	24037	.....	Saint Clair, Richmond	Michigan Midland and Canada ..	16.76	16
159	Iowa	27024	.....	Clinton, Anamosa	Iowa Midland	71.57	20
160	Ill	23004	.....	Elgin, Geneva	Chicago and Northwestern	43.65	27
161	Minn	26008	.....	White Bear Lake, Stillwater ..	Saint Paul and Duluth	13.20	16
162	Mich	24019	24007	Kalamazoo, South Haven	Michigan Central	40.65	11
163	Iowa	27023	.....	Beulah, Elkader	Iowa Eastern	19.49	12
164	Iowa	27013	.....	Stanwood, Tipton	Chicago and Northwestern	9.44	19
165	Ill	23056	.....	Geneva, Batavia	do	3.66	18
166	Wis	25005	.....	Watertown, Madison	Chicago, Milwaukee and Saint Paul.	39.05	21
167	La	30004	30004	Terre Bonne, Houma	Morgan's Louisiana and Texas ..	15.33	25
168	Mich	24027	24012	Niles, South Bend	Michigan Central	12.25	16
169	Wis	25024	.....	Elk Horn, Eagle	Western Union	17.94	14
170	Minn	26003	.....	Saint Paul, Sauk Rapids	Saint Paul, Minneapolis and Manitoba.	76.3	18
171	Pa	8104	.....	South West Junction, Oilphunt Furnace.	Pennsylvania	41.9	21
172	Ill	23007	.....	Galva, Sagetown	Chicago, Burlington and Quincy	76.82	11
173	Mich	24028	24005	Jonesville, Lansing	Lake Shore and Michigan Southern.	60.86	14
174	Ill	23051	.....	Joliet, Peoria	Chicago, Pekin and Southwestern.	126.02	31
175	Ill	23008	.....	Rushville, Yates City	Chicago, Burlington and Quincy	63.92	20
176	Mo	28613	.....	Brunswick, Pattonsburgh ..	Hatch and Van Every (lessees Brunswick, Chillicothe, Saint Louis, Council Bluffs and Omaha Railroad).	80.05	15
177	N. H.	1010	.....	Contoocook Village, Peterborough.	Concord and Claremont	32.76	19
178	Ill	23053	.....	East Saint Louis, Cairo	Cairo and Saint Louis	154.80	18.5
179	Ohio	21051	.....	Columbus, Portsmouth	Scioto Valley	102.10	25
180	Iowa	27615	.....	Des Moines, Indianola	Chicago, Rock Island and Pacific.	22.07	19
181	Minn	26019	26020	Worthington, Sioux Falls ..	Worthington and Sioux Falls ..	63.07	16
182	Minn	26014	.....	Saint Peter, Gary	Winona and Saint Peter	150.63	15
183	Minn	26016	26023	La Crosse, Jackson	Southern Minnesota	217.56	18
184	Iowa	27005	.....	Red Oak, Eastport	Chicago, Burlington and Quincy	50	22
185	Cal	46022	.....	Woodland, Willow	Northern Railway	65.19	16
186	Wis	25027	25015	Stevens Point, Portage	Wisconsin Central	73.30	18½

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.		
5785	3643	9428	8338	277	12 by 7.2, f. f., s. l.	12	50 00	.05 m. decrease	149
8917	4975	13892	7951	265	13.9 by 7.4, f. f., s. l.	6	50 00		150
9513	9671	18584	7945	264	10 by 7.3, f. f., s. l.	12	50 00	\$.60 for m. m.; .26 m. decrease.	151
13672	13841	27513	7785	259	11 by 7, f. f., s. l.	6	50 00	.01 m. increase	152
8320	6629	14949	7797	259	8.9 by 7, f. f., s. l.	6	50 00	.04 m. decrease	153
4188	2751	6939	5911	197	no apt.; no r. a.	12	50 00	.13 m. increase	154
4985	4625	9610	5729	190	12 by 7.4, f. f., s. l.	6	50 00	1.68 m. decrease	155
3641	2032	5673	5673	189	no apt.; no r. a.	18	50 00	Branch; main route \$131 (37).	156
5928	4280	10208	5488	182	7 by 4, f. f., s. l.	12	50 00		157
1527	3715	5242	5066	168	no apt.; no r. a.	12	50 00		158
8246	5248	13494	5019	167	— by —, s. l.	6	50 00	2.53 m. decrease	159
6398	4237	10635	4925	164	9.6 by 9.6, f. f., s. l.	6	50 00	.35 m. decrease	160
3394	1047	4441	4441	147	in b. c.	12	50 00		161
4828	3580	8408	4251	141	12.7 by 6.6, f. f., s. l.	6	50 00	.91 m. increase	162
3184	2706	5890	4209	140	no apt.; no r. a.	6	50 00	.10 m. decrease	163
2584	1578	4162	4162	138	no apt.; no r. a.	12	50 00	.63 m. increase	164
910	2039	2949	2949	98	in b. c.; no r. a.	12	50 00	.16 m. increase	165
3486	3049	6535	2833	94	13.7 by 7.5, f. f., s. l.	6	50 00	.60 m. increase	166
1548	729	2272	2272	75	no r. a.	7	50 00	.05 m. increase. In Apr. 1878.	167
1283	875	2158	1797	59	in b. c.; no r. a.	9*	50 00	.05 m. increase	168
998	765	1763	1082	34	in b. c.; no r. a.	6	50 00	Branch; main route \$68.40 (82); .16 m. decrease.	169
36544	15243	51787	43386	1446	18 by 8.7, f. f., s. l.	12	49 83½		170
13381	8894	22275	12638	421	10 by 8.3, f. f., s. l.	6	49 59	4.6 m. from Apr. 10, 1878. In Feb. 1879.	171
8894	9706	18600	9012	300	8.9½ by 6.8½, f. f., s. l.	7.1*	49 59	Branch; main route \$332.69, \$310.19 (3); .46 m. decrease; .01 m. decrease.	172
8233	7875	16108	8430	281	17.8 by 9.4, f. f., s. l.	8.3*	49 59		173
11964	9988	21952	8728	290	9.4½ by 7.2½, f. f., s. l.	6	48 74		174
13204	15946	29150	14647	488	13.5½ by 6.8, f. f., d. l. to Lewiston, 30.31 m., s. l. res.	16.7*	48 73½	Main route; branch \$55.57½ (120); .17 m. increase.	175
16859	7252	18105	9680	321	8.8 by 7, fixtures, s. l.	8.84*	48 73½		176
6438	5050	11488	6189	206	7 by 6, f. f., s. l.	8.6*	48 60½	17.76 m. from Sept. 2, 1878. In May, 1879.	177
18642	11661	30303	11116	370	9.10 by 6.6 (av.), f. f., s. l.	6	47 88	6.30 m. increase	178
31114	16468	47582	22949	764	9.4 by 6.8, f. f., s. l.	13.63*	47 02½	50.84 m. from Jan 21, 1878. In Nov. 1878.	179
17600	10499	28099	14088	469	9 by 7, f. f., s. l.	14.3*	47 02½	Main route; branch \$42.75 (233); .67 m. increase.	180
8825	4851	13676	9294	309	11.11 by 9.3, f. f., s. l.	6	47 02	.02 m. increase	181
26957	15685	42642	11881	379	15.3 by 7.6, 11.10 by 9.5, f. f. c., s. l.	12	46 80	79.66 m. at \$21.60; 40.97 m. at \$43.77, from July 1, 1878. In Oct., 1878.	182
31875	17381	49256	17366	578	21.3 by 9.2, f. f., s. l.	6	46 51½	20.62 m. from Aug. 1, 1878; 26.25 m. from Jan. 1, 1879; .20 m. increase.	183
16625	6972	23597	16449	548	13.6 by 6.6, f. f., s. l.	6	46 51½	Branch; main route \$13.64 (20).	184
10447	6182	16629	11122	370	10 by 9, f. f., s. l.	6	46 17	25.47 m. from Nov. 1, 1878. In Feb. 1879.	185
10201	6708	16909	3032	301	7.7 by 6.10, f. f., s. l.	6	46 17	.07 m. increase	186

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.
187	Wis	25017		Menasha, Ashland	Wisconsin Central	<i>Miles.</i> 250.42	25
188	N. H.	1004		Hookset, Pittsfield	Concord	20.35	18
189	Mich	24041	24040	Marquette, L'Anse	Marquette, Houghton and Ontonagon.	63.48	20
190	Colo	38003		Forks Creek, Central City ..	Colorado Central	12.07	12
191	Iowa	27031		Des Moines, Fort Dodge	Des Moines and Fort Dodge ..	87.90	18
192	Ill	23024		Peoria, Decatur	Peekin, Lincoln and Decatur ..	80.02	25
193	Wis	25018		Manitowoc, Clintonville	Milwaukee, Lake Shore and Western.	80.09	17
194	Ill	23049		Springfield, Havana	Springfield and Northwestern.	47.48	20
195	Tex	31015		Henderson, Overton	Henderson and Overton	15.53	10
196	Pa	8114		Washington, Waynesburgh ..	Washington and Waynesburgh ..	28.72	10
197	Mich	24032	24022	Muskegon, Big Rapids	Chicago and West Michigan ..	55.5	18
198	Mo	28028		Oronogo, Joplin	Missouri and Western	9.33	20
199	Pa	8117		Newtown Junction, New town.	Philadelphia, Newtown and New York.	27.10	25
200	N. J.	7032		Whiting, Long Beach	Tuckerton	38.06	25
201	Ill	23045		Carbondale, Marion	Carbondale and Shawneetown ..	18.36	18
202	Pa	8109		Abington, Breadyville	Northeast Pennsylvania	11.30	25
203	Pa	8116		Honesdale, Carbondale	Delaware and Hudson Canal ..	17.30	15
204	Ohio	21058		Jackson, Springfield	Springfield, Jackson and Pomeroy.	108.92	19
205	R. I.	4008		Riverpoint, Hope	Pawtuxet Valley	3.10	12
206	Wis	25007		Nepesankun, Winneconne	Chicago, Milwaukee and Saint Paul.	14.29	14
207	Mo	28036		Springfield, Ash Grove	Springfield and Western Missouri.	20.08	15
208	Conn	5020		Turnerville, Colchester	Boston and New York Air-Line.	4.19	14
209	N. H.	1003		Manchester, North Weare	Concord	19.95	20
210	Pa	8112		Foxburgh, Turkey City	Foxburgh, Saint Petersburg and Clarion.	8.60	15
211	Miss	18010		Natchez, Red Lick	Natchez, Jackson and Columbus.	34.32	13
212	Ohio	21050		Cincinnati, Hamilton and Dayton Junction, Mount Healthy.	G. H. Burrows (lessee College Hill R. R.).	7.08	15
213	Iowa	27039		Turkey River, Wadena	Chicago, Clinton, Dubuque and Minnesota.	44.05	10
214	Cal	46025		West Oakland, Berkeley	Central Pacific (West Berkeley Branch).	5.9	11
215	Pa	8115		Pittsburgh, Finleyville	Pittsburgh Southern	19.26	15
216	N. J.	7042		Delaware Station, Blairstown.	Blairstown	11.80	15
217	Mass	3072		Boston, Waltham	Fitchburg	10.90	15
218	Mo	28016		Pleasant Hill, De Soto Junction.	Atchison, Topeka and Santa Fé.	46.8	10
219	Ind	22037		Anderson, Noblesville	Anderson, Lebanon and Saint Louis.	20.20	20

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

Whole weight carried any distance for thirty days.			Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolls.		
21646	12242	33888	8749	291	7.7 by 6.10, f. f., s. l. to Phillips, 172.42 m.; no r. a. res., 78 m.	6	46 17	.60 m. decrease, 6 trips to Phillips, 172.42 m.; 3 res., 78 m.	187
.....	.....	.....	13701	228	7 by 4.6, f. f., s. l.	6	45 90	In Aug., 1878. Combined with returns of 1877.	188
13912	9381	23293	15781	526	12 by 7.2, f. f., s. l.	7.3*	45 82½	Main route; branch \$34.20 (353); .02 m. increase.	189
5600	2716	8316	7544	251	in b. c.	7	45 32	4.17 m. from July 1, 1878. Branch; main route not weighed.	190
12881	10717	23598	13784	459	16.6 by 8.9, f. f., s. l.	7.8*	45 31½	1.14 m. decrease	191
9754	9901	19655	12520	417	10 by 7.6, f. f., s. l.	9	45 00	11.56 m. ext. from Mar. 1, 1879.	192
9609	11049	20658	10685	356	11 by 7.11 f. f., s. l. to New London, 62.4 m.	7.2*	45 00	Branch; main route \$75 (69), .59 m. increase; 21.06 m. at \$51.30; 13.94 m. from Nov. 1, 1878.	193
6328	5257	11585	6643	221	12.6 by 6.3, f. f., s. l.	7.3*	45 00	.72 m. decrease	194
4100	1876	5976	5976	199	14 by 9; no r. a.	7	45 00	in Jan., 1879.	195
4338	4198	8536	5940	198	9 by 6.7, f. f.; no r. a.	12	45 00	in Oct., 1878.	196
6049	4723	10772	5884	196	10.3 by 6.10, f. f., s. l.	6	45 00	1.14 m. decrease	197
3711	2125	5836	5053	168	in b. c.; no r. a.	7	45 00	Branch; main route \$65.83½ (92). Title reported St. Louis and San Francisco.	198
3694	2440	6134	4862	162	in b. c.; no r. a.	12	45 00	In Dec., 1878.	199
.....	.....	.....	9600	160	8 by 7, f. f., d. l.	12	45 00	Combined weighings of Apr. 1877, and July, 1878.	200
3365	2049	5414	4376	145	in b. c.; no r. a.	12	45 00	.38 m. increase.	201
3633	2339	5972	3882	129	in b. c.; no r. a.	12	45 00	In Feb., 1879.	202
2147	2628	4775	3966	128	in b. c.; no r. a.	12	45 00	In Dec., 1878.	203
5805	6908	12713	3451	115	16 by 8, f. f., s. l.	6	45 00	83.19 m. from Sept. 2, 1878. In June, 79.	204
2648	1754	4402	3271	109	no apt.; no r. a.	7.9*	45 00	In Feb., 1879.	205
2929	1829	4758	3162	105	in b. c.; no r. a.	6	45 00	1.96 m. decrease	206
2481	1259	3740	2922	97	12 by 8, f. f.; no r. a.	6	45 00	.....	207
1808	1042	2850	2850	95	no r. a.	7.5*	45 00	In Jan., 1879.	208
.....	.....	.....	5486	91	no apt.; no r. a.	6	45 00	In Aug., 1878. Combined with returns for 1877.	209
2802	1963	4765	2694	89	in b. c.; no r. a.	18	45 00	In Jan., 1879.	210
1915	2278	4193	2420	80	10 by 7.6, f. f., s. l.	7	45 00	26 m. from Sept. 1, 1877; residue, 8.32 m., from July 1, 1878. In July, 1878.	211
1885	1339	3224	2285	76	no apt.; no r. a.	24	45 00	In Nov., 1878.	212
2730	1888	4618	2248	75	7.7 by 7.1, s. l.	6	45 00	In May, 1878.	213
1200	940	2140	2140	71	in b. c.; no r. a.	13	45 00	In Apr., 1878.	214
2072	1206	3278	1906	63	in b. c.; no r. a.	6	45 00	6.71 m. from Oct. 15, 1878. In Feb., 1879.	215
1880	1022	2882	1883	62	in b. c.; no r. a.	6	45 00	In Feb., 1879.	216
1852	1184	3036	1741	58	no apt.; no r. a.	14.8*	45 00	In May, 1879.	217
1441	891	2332	1581	52	11.6 by 9; no r. a.	6	45 00	In Oct., 1878. Service to Stanley, 26 m.	218
1117	1079	2196	1223	40	in b. c.; no r. a.	6	45 00	In Sept., 1878.	219

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.	Miles per hour.
220	Pa.	8033	.....	Junction, East Berlin	Hanover Branch	7. 21	16
221	Iowa ..	27008	.....	Burlington, La Clede	Burlington and Southwestern	182. 37	19
222	Ill.	23050	.....	Vincennes, Danville	Paris and Danville	114. 91	20
223	Mo.	28912	.....	Saint Joseph, Lexington	Saint Louis, Kansas City and Northern	76. 86	18
224	Mo.	28006	.....	Tipton, Boomville	Missouri Pacific	25. 75	18
225	Iowa ..	27002	.....	Cedar Rapids, Postville	Burlington, Cedar Rapids and Northern	99. 80	16
226	Iowa ..	27027	.....	Davenport, Fayette	Davenport and Saint Paul	129. 33	18
227	N. Y.	6080	.....	Canastota, De Ruyter	Cazenovia, Canastota and De Ruyter	29. 60	21
228	Mich.	24022	24039	Port Huron, Flint	Northwestern Grand Trunk (late Chicago and Lake Huron)	66. 15	16
229	Ill.	23039	.....	Urbana, Havana	Indianapolis, Bloomington and Western	103. 14	23
230	Mich.	24020	24038	Lansing, Fort Wayne Junction	Chicago and Lake Huron	167. 75	20
231	Mich.	24089	24025	Flint, Lansing	Chicago and Northeastern	50. 18	25
232	Iowa ..	27003	.....	Cedar Rapids, Holland	Burlington, Cedar Rapids and Northern	50. 45	12
233	Iowa ..	27015	.....	Somerset Junction, Winter-set	Chicago, Rock Island and Pacific	27. 04	19
234	Wis.	25020	.....	Warren, Mineral Point	Mineral Point	33. 49	15
235	Iowa ..	27029	.....	California Junction, Fremont	Sioux City and Pacific	32. 23	15
236	Wis.	25023	.....	Madison, Portage	Chicago, Milwaukee and Saint Paul (operating Chicago and Superior)	40. 73	21
237	Wis.	25022	25031	Tomah, Wausau	Wisconsin Valley	91. 61	18
238	Mo.	28017	.....	Sedalia, Lexington	Missouri Pacific (lessee Lexington and Saint Louis)	66. 25	18
239	Ill.	23026	.....	Ambia, Bloomington	La Fayette, Bloomington and Mississippi	81. 08	25
240	Mo.	28009	.....	Centralia, Columbia	Saint Louis, Kansas City and Northern	22. 14	18
241	N. C.	13010	.....	Raleigh, Hamlet	Raleigh and Augusta Air-Line	101. 28	15
242	Mich.	24030	.....	East Saginaw, Saint Louis	Saginaw Valley and Saint Louis	85. 23	18
243	Ill.	23055	.....	Decatur, Bruins Junction	Indianapolis, Decatur and Springfield	101. 97	21
244	Mich.	24034	.....	Walton, Traverse City	Traverse City R. R. (late Continental Improvement Company)	26. 26	19
245	Mo.	28021	.....	Mexico, Cedar City	Chicago and Alton	50. 62	13
246	Iowa ..	27016	.....	Washington, Knoxville	Chicago, Rock Island and Pacific	78. 83	25
247	Wis.	25026	.....	Eau Claire, Chippewa Falls	Chippewa Falls and Western	11. 67	20
248	Mo.	28025	.....	Salisbury, Glasgow	Saint Louis, Kansas City and Northern	15. 99	15
249	Ill.	23013	.....	Mendota, Clinton	Chicago, Burlington and Quincy	65. 59	12
250	Mich.	24012	24033	Lenox, Romeo	Michigan Air-Line	16. 13	16
251	Iowa ..	27009	.....	Villisca, Clarinda	Burlington and Missouri River	17. 22	13
252	Iowa ..	27033	.....	Albia, Knoxville	Chicago, Burlington and Quincy	35. 49	19
253	Ind.	22003	.....	Lawrenceburgh, Lawrenceburgh Junction	Indianapolis, Cincinnati and La Fayette	2. 66	20
254	Wash. Ter.	43003	.....	Olympia, Tenino	Thurston County Railroad Construction Company	15. 31	19
255	Ill.	23034	.....	Springfield, Gilman	Illinois Central	112. 57	22
256	Iowa ..	27006	.....	Chariton, Leon	Burlington and Missouri River	39. 10	18
257	Iowa ..	27034	.....	Sioux City, Beloit	Sioux City and Pembina	65. 18	16

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.		
956	589	1545	1068	35	10 by 8, f. f., no r. a.	0	45 00	Branch; main route \$82.15 $\frac{1}{2}$. In Jan., 1879.	220
16003	11808	27811	8814	293	14 by 9, f. f., a. l.	6	44 46	1.15 m. decrease.	221
9186	11672	20858	7653	255	10 by 6, f. f., a. l.	6	44 48	.72 m. increase.	222
9373	13848	23221	12998	433	25.5 $\frac{1}{2}$ by 7.7 $\frac{1}{2}$, f. f., d. l.	14	43. 60 $\frac{1}{2}$	.11 m. increase.	223
6209	3778	9987	7936	264	no r. a.	0	43. 60 $\frac{1}{2}$	.....	224
12104	8488	20592	7167	238	10.4 by 7.8, f. f., a. l.	9	43. 60 $\frac{1}{2}$	.....	225
10571	11492	22063	6839	227	16.6 by 6.11 (av.), f. f., s. l.	6	43. 60 $\frac{1}{2}$	.....	226
11360	9077	20437	15697	523	11.8 by 6.5, f. f., a. l.	7.5*	42. 75	14.00 m. from Feb. 10, 1879. In May, 1879.	227
11214	11537	22751	13872	462	13 hy 7 (av.), f. f., a. l.	9.09*	42. 75	.44 m. decrease.	228
15785	14023	29808	13370	445	9.9 by 7.2, f. f., a. l.	6	42. 75	Main route; branch \$38.47 $\frac{1}{2}$ (335); .44 m. increase.	229
16242	18976	35218	12632	421	13.6 by 6.6, f. f., s. l.	6	42. 75	1.55 m. increase.	230
7860	9647	16507	12182	406	18.6 by 6.6, f. f., a. l.	6	42. 75	.....	231
11857	7361	19218	11768	392	10.2 by 9.3, f. f., a. l.	6	42. 75	25.68 m. from Sept. 1, 1877.	233
8874	6351	15225	11496	383	9 by 7, f. f., a. l.	12	42. 75	Branch; main route \$47.02 $\frac{1}{2}$ (180); .06 m. decrease.	233
11061	6857	17418	11404	380	no apt.; no r. a.	12	42. 75	.49 m. increase.	234
11760	8121	19881	11872	379	13.5 by 9, f. f., a. l.	6	42. 75	Branch; main route \$90.63 (56).	235
5008	8175	13183	10207	340	13.7 by 7.5, f. f., a. l.	6	42. 75	1.23 m. increase.	236
11074	7854	18928	10165	338	10.11 by 8.10, f. f., a. l.	6	42. 75	1.57 m. increase.	237
8855	5993	14848	10110	337	10.6 by 7, f. f., a. l.	6	42. 75	.....	238
9877	10415	20292	9780	326	14 by 7.6, f. f., a. l.	6	42. 75	.06 m. decrease.	239
6298	3829	10127	9150	305	25.5 $\frac{1}{2}$ by 7.7 $\frac{1}{2}$; no r. a.	18	42. 75	.14 m. increase.	240
12254	7135	19389	8763	292	12 by 9, f. f., a. l.	6	42. 75	42.5 m. from Dec. 1, 1877. In May, 1879.	241
5915	4873	10788	8108	270	8 by 5.9, f. f., a. l.	12	42. 75	.....	242
14307	15326	29633	7965	265	16.8 $\frac{1}{2}$ by 7.3, f. f., a. l.	6	42. 75	14.97 m. from Aug. 15, 1878.	243
8014	2721	8735	7811	260	no apt.; no r. a.	6	42. 75	.....	244
5678	6925	12901	7744	258	17.5 $\frac{1}{2}$ by 9, f. f., a. l.	6	42. 75	.....	245
11156	6970	18129	7518	250	10 by 9, f. f., a. l.	7.5*	42. 75	26.23 m. from Mar. 15, 1877; .41 m. decrease.	246
5322	2221	7544	7220	240	in b. c.; no r. a.	15	42. 75	.....	247
4677	2617	7294	6786	226	25.5 $\frac{1}{2}$ by 7.7 $\frac{1}{2}$; no r. a.	13	42. 75	.33 m. increase.	248
6630	5889	12519	6642	221	8.7 by 6.9, f. f., a. l.	8.2*	42. 75	1.40 m. increase.	249
4784	2192	6976	6171	205	no apt.; no r. a.	12	42. 75	.....	250
4233	2050	6283	5944	198	no apt.; no r. a.	12	42. 75	1.22 m. increase.	251
5384	3436	8820	5931	197	6.9 by 6, f. f., a. l.	6	42. 75	1.52 m. increase.	252
1933	3950	5883	5883	196	in b. c.; no r. a.	76	42. 75	Branch; main route \$287.30; not weighed. In Dec., 1878.	253
2519	8933	6452	5794	193	10 by 8.6; no r. a.	12	42. 75	In Mar., 1879.	254
8728	8611	17339	5742	191	11.9 by 9.4, f. f., a. l.	7.5*	42. 75	.97 m. increase.	255
4726	2451	7177	5526	184	16 by 6.6, f. f., a. l.	6	42. 75	1.66 m. increase.	256
5008	3018	8026	5319	177	in b. c.; no r. a.	6	42. 75	13.2 m. from Nov. 1, 1878; 21.97 m. from Feb. 20, 1879.	257

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
258	Kans.	33013		Leavenworth, Onaga	Kansas Central	84.23	15
259	Tex.	31013		Jefferson, Sulphur Springs	East Line and Red River	91.66	11
260	Ohio	21060		Columbia, Amelia	Cincinnati and Portsmouth	20.4	12
261	Ill.	23057		Rochelle, Rockford	Chicago and Iowa	27.70	21
262	Wis.	25029		Lone Rock, Richland Centre	Pine River Valley and Stevens Point	16.31	12
263	N. J.	7043		Keyport, Freehold	Freehold and New York	14.14	25
264	Ill.	23014		Rock Falls, Shabbona	Chicago, Burlington and Quincy	47.46	10
265	Wis.	25032		Woodman, Lancaster	Chicago and Tomah	30.69	12
266	Mo.	28033		Kansas City, Lexington	Wyandotte, Kansas City and Northern	43.35	15
267	Iowa	27004		Muscatine, Riverside	Burlington, Cedar Rapids, and Northern	32.23	10
268	Ill.	23060		Parkersburgh, Mattoon	Grayville and Mattoon	69.66	18
269	Ill.	23027		La Harpe, Burlington	Toledo, Peoria and Warsaw	20.47	20
270	Ill.	23019		Washington, Dwight	Chicago and Alton	70.06	21
271	Mich.	24023		Allegan, Muskegon	Grand Haven	59.28	20
272	Wis.	25028		Hudson, Clayton	North Wisconsin	44	11
273	Iowa	27032		Grinnell, Montezuma	Grinnell and Montezuma	17.44	12
274	Pa.	8122		Allegheny Bridge, Bradford	Kendall and Eldred	21.94	15
275	Minn.	26022		Wabasha, Zumbrota	Minnesota, Midland	59.09	15
276	Mich.	24044	24020	Toledo, Ann Arbor	Toledo and Ann Arbor	46.15	23
277	Kans.	33024		Parsons, Weir	Memphis, Kansas and Colorado	31.12	12
278	Iowa	27018		Davenport, Maquoketa	Davenport and Northwestern	42.76	15
279	Iowa	27043		Hastings, Sidney	Chicago, Burlington and Quincy	23.81	12
280	Ill.	23061		El Dorado, Benton	Belleville and El Dorado	31.94	12
281	S. C.	14011		Spartanburgh, Hendersonville	Spartanburgh and Asheville	48.36	18
282	La.	30009		Terre Bonne, Thibodeaux	Morgan's Louisiana and Texas	5.75	17
283	Mich.	24043	24014	East Saginaw, Caro	Detroit and Bay City	33.72	17
284	N. Y.	6104		Sardinia Junction (n. o.), Springville	Springville and Sardinia	11.59	12
285	N. C.	13011		Fayetteville, Gulf	Western	44.97	15
286	Pa.	8119		Shenandoah, Mahanoy Plane	Philadelphia and Reading	7.02	14
287	Maine	19		Mechanics Falls, Canton	Rumford Falls and Buckfield	27.71	18
288	Ill.	23059		Rock Island, Cable	Rock Island and Mercer County	26.12	13
289	Ill.	23007		Aurora, Galena Junction	Chicago, Burlington and Quincy	14.39	17
290	Minn.	26024	26018	Chatfield, Plainview	Winona and Saint Peter	28.47	13
291	Ill.	23058		West Lebanon, Le Roy	Havana, Rantoul and Eastern	76.5	11
292	Ga.	15626		Toccoa, Elberton	Elberton Air Line	51	15
293	Iowa	27044		Atlantic, Audubon	Chicago, Rock Island and Pacific	26.01	15
294	N. J.	7036		Summit, Bernardsville	Passaic and Delaware	14.78	20
295	N. Y.	6105		Plattsburgh, Danemora	Plattsburgh and Danemora	17.69	20
296	Ill.	23062		Kankakee, Chatsworth	Kankakee and Southwestern	41.78	15
297	R. I.	4009		Wood River Junction, Hope Valley	Wood River Branch	5.87	12
298	Wis.	25030	25013	Onalaska, La Crosse	Chicago and Northwestern	8.51	21
299	Tex.	31016		Corpus Christi, Collins	Corpus Christi, San Diego and Rio Grande Narrow Gauge	40	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.		Dolla.		
7093	4249	11342	5196	173	7.6 by 5, f. f., s. l.	6	42 75	In June, 1879	258
7676	4055	11731	5138	171	9 by 7, f. f., s. l.	6	42 75	7 m. from Aug. 11, 1878; 12.55 m. from Jan. 1, 1879; 22.91 m. from May 1, 1879. In June, 1879.	259
5243	3396	8639	5043	168	10.5 by 5.2, f. f., s. l.	12	42 75	In Mar. and Apr., 1879.	260
2098	3935	6933	5022	167	no apt.; no r. a.	6	42 75	.06 m. increase	261
3727	2303	6030	4904	163	in b. c.; no r. a.	12	42 75	.19 m. decrease	262
4063	2731	6794	4854	161	in b. c.; no r. a.	12	42 75	In Feb., 1879	263
4898	4350	9248	4822	160	6.11 by 6.4, f. f., s. l.	6	42 75	.23 m. increase	264
3928	3001	6927	4835	160	in b. c.; no r. a.	6	42 75	.22 m. decrease	265
5696	5067	10763	4647	154	8 by 5.1, f. f., s. l.	6	42 75		266
3896	3441	7337	4607	153	10.4 by 7.8, f. f., s. l.	6	42 75		267
5791	6567	12358	4566	152	10 by 7, fixtures, s. l.	6	42 75		268
3148	2104	5252	4568	152	in b. c.; no r. a.	12	42 75	Branch; main route \$70 (79); 1.22 m. increase.	269
5622	6855	12477	4588	152	13.10 by 9.5, f. f., s. l.	6	42 75	Main route; branch, \$42.75 (320.)	270
6022	4354	10376	4512	150	12.6 by 9.3, f. f., s. l.	6	42 75	.91 m. increase	271
4916	3278	8194	4462	148	7.6 by 6.8, f. f., s. l.	6	42 75		272
2849	2173	5022	4388	146	no apt.; no r. a.	12	42 75	3.01 m. increase	273
5443	4145	9588	4397	146	in b. c.; no r. a.	6	42 75	In May, 1879	274
3749	2322	6071	4107	136	9.11 by 6.1, f. f.; no r. a.	6	42 75	.37 m. decrease	275
3006	4133	7139	3963	132	no apt.; no r. a.	6	42 75	.53 m. increase	276
3914	3559	7473	3890	129	10 by 6, f. f., s. l.	6	42 75	5.41 m. from Oct. 1, 1878. In Feb., 1879.	277
4156	3668	7824	3828	127	11.6 by 6.6, f. f., s. l.	6	42 75		278
2973	2243	5216	3797	126	no apt.; no r. a.	12	42 75	2.74 m. increase	279
4146	3815	7961	3684	122	in b. c.; no r. a.	6	42 75	10.71 m. from Jan. 1, 1879; .95 m. decrease.	280
4127	2276	6403	3581	119	9 by 9, f. f., s. l.	6	42 75	11 m. from Aug. 1, 1878; 2.11 m. from May 1, 1879; 8.25 m. from July 1, 1879. In July, 1879.	281
1250	2331	3581	3581	119	in b. c.; no r. a.	7	42 75	In May, 1879	282
4862	3129	7991	3519	117	no apt.; no r. a.	15.6*	42 75	20.55 m. from Mar. 16, 1879.	283
2518	1912	4430	3438	114	in b. c.; no r. a.	12	42 75	In May, 1879	284
2783	3091	6774	3412	113	11 by 6, f. f., s. l.	6	42 75	2.97 m. from Apr. 1, 1879. In June, 1879.	285
1861	1660	3521	3340	111	no apt.	12	42 75	In Dec., 1878	286
3486	1657	5143	3334	111	no apt.; no r. a.	6	42 75	In May, 1879	287
4647	2147	6794	3324	110	no apt.; no r. a.	6	42 75		288
3682	2484	6166	3316	110	in b. c.; no r. a.	15	42 75	Branch; main route, \$332.69, \$310.19 (3); 1.39 m. increase.	289
4666	3453	8119	3321	110	no apt.	12	42 75	16.28 m. from Jan. 1, 1879; 12.40 m. from Feb. 1, 1879; .21 m. increase.	290
6402	6123	12525	3298	109	11 by 6.6, f. f., s. l., to Rantoul, 42 miles.	6	42 75	24.125 m. from Feb. 20, 1879; .125 m. decrease.	291
3337	2547	5884	3246	108	3.11 by 3.5, f. f., s. l.	6	42 75	26 m. from Dec. 1, 1878. In May, 1879.	292
3055	2342	5397	3254	108	no apt.; no r. a.	6	42 75	.17 m. increase	293
2851	1945	4596	3213	107	in b. c.; no r. a.	6	42 75	In June, 1879	294
2612	1601	4213	3131	104	18.3 by 7.2, f. f.; no r. a.	12	42 75	In May, 1879	295
3607	2427	6034	3100	103	in b. c.; no r. a.	6	42 75		296
1975	1389	3364	3014	100	no apt.; no r. a.	18	42 75	In May, 1879	297
1068	1875	2943	2943	98	no apt.; no r. a.	12	42 75	2.01 m. increase	298
2076	806	2972	2972	98	in b. c.; no r. a.	6	42 75	In May, 1879	299

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
300	Iowa	27042		Chariton, Indianola	Chicago, Burlington and Quincy	Miles. 34. 67	16
301	Pa	8121		Olean, Bradford	Olean, Bradford and Warren	22. 83	15
302	Iowa	27039		Turkey River, Wadena	Chicago, Clinton, Dubuque and Minnesota	44. 98	10
303	Mich	24042	24032	Powers, Quinnesee	Chicago and Northwestern (operating Menominee R. R.)	25. 09	13
304	Iowa	27045		Avoca, Harlan	Chicago, Rock Island and Pacific	12. 40	14
305	Miss	18010		Natchez, Martin	Natches, Jackson and Columbus	43. 09	13
306	Ala	17004		Wetumpka, Elmore	South and North Alabama	6. 81	15
307	Iowa	27035		Burlington, Winfield	Burlington and Northwestern	34. 34	14
308	Mo	28016		Pleasant Hill, De Soto Junction	Atchison, Topeka and Santa Fe	46. 8	16
309	Ill	23006		Kansas, Westfield	Danville, Olney and Ohio River	8. 28	13
310	Iowa	27046		Adell, Wauke	Des Moines, Adell and Western	7. 50	14
311	Ind	22038		Monticello, Kentselaer	Indianapolis, Delphi and Chicago	26. 82	16
312	Iowa	27041		Creston, Fontanelle	Chicago, Burlington and Quincy	31. 42	16
313	Iowa	27010		Albia, Eddyville Junction	Central, of Iowa	14. 84	8
314	Cal	46030		Monterey, Salinas	Monterey and Salinas Valley	21	15
315	Texas	31017		Denison, Whitewright	Missouri, Kansas and Texas	21. 23	12
316	Mo	28031		Saint Louis, Florissant	West End Narrow Gauge	19	16
317	Pa	8118		Latrobe, Ligonier	Ligonier Valley	11. 04	15
318	Pa	8120		Salisbury Junction (n. o.), Elk Lick	Salisbury	7. 43	20
319	Utah	41006		Sandy, Alta	Wasatch and Jordan Valley	16. 78	8
320	Ill	23019		Varna, Lacon	Chicago and Alton	10. 55	20
321	Wis	25031	25022	New Lisbon, Necedah	Chicago, Milwaukee and Saint Paul	12. 76	16
322	Va	11019		Sutherland, Milton	Milton and Sutherland Narrow Gauge	7	8
323	Texas	31018		Brownsville, Brazos Santiago	Rio Grande	28. 04	21
324	Colo	38008		Boulder, Marshall	Golden, Boulder and Caribou	6. 75	8
325	Ky	20023		Mount Sterling, Ruthwell	Mount Sterling Coal Railroad	18. 21	8
326	Mo	28035		New Madrid, Malden	Little River Valley and Arkansas	27. 10	14
327	Mich	24015		Otter Lake Junction, Otter Lake	Flint and Pere Marquette	14. 53	12
328	Minn	26004		East Saint Cloud, Alexandria	Saint Paul, Minneapolis and Manitoba	66. 5	18
329	Iowa	27025		Calmar, Pattersonville	Chicago, Milwaukee and Saint Paul	224. 46	18
330	Mich	24038	24019	Walton, Petoakey	Grand Rapids and Indiana	71. 81	19
331	Mich	24040	24041	Saint Louis, Edmore	John A. Elwell (leaving Chicago, Saginaw and Canada)	23. 39	17. 05
332	Ill	23054		Chicago, Byron	Chicago and Pacific	88. 85	18
333	Ill	23039		Carbondale, Grand Tower	Grand Tower Mining, Manufacturing and Transportation Company	26. 32	14
334	Mo	28029		Hannibal, Prairieville	Saint Louis, Hannibal and Keokuk	47. 69	16
335	Ill	23029		White Heath, Decatur	Indianapolis, Bloomington and Western	33. 15	15

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		
2011	2699	4710	2870	96	no apt.; no r. a.	9	42 75	19.58 m. from Mar. 15, 1879; .58 m. increase.	300
2431	3198	5569	2707	90	in b. c.; no r. a.	6	42 75	In May, 1879.	301
2804	1912	4716	2608	86	7.1 by 7.7, f. f.; no r. a.	6	42 75	.93 m. increase.	302
2298	2027	4325	2582	86	no apt.; no r. a.	6	42 75	.41 m. increase.	303
1681	865	2546	2546	84	no apt.; no r. a.	6	42 75	2.49 m. decrease.	304
2602	2305	4907	2454	81	no apt.; no r. a.	6	42 75	8.77 m. from Mar. 1, 1879. In May, 1879.	305
632	1287	1919	1919	63	mails in chest.	7	42 75	Branch; main route, \$84.13½ (). In Mar., 1879.	306
1368	820	2188	1812	60	no apt.; no r. a.	6	42 75	18.82 m. only paid for as per agreement with company; 22 m. decrease.	307
2160	1332	3492	1825	60	in charge of conductor	6	42 75	No service 16½ m. Morse to De Soto Junction.	308
1341	434	1775	1775	59	no apt.; no r. a.	6	42 75	.....	309
820	942	1762	1762	58	no apt.; no r. a.	12	42 75	.16 m. increase.	310
1747	1254	3001	1723	57	6.6 by 6.7, f. f., s. l.	6	42 75	10.40 m. from Sept. 2, 1878. In Mar., 1879.	311
1221	894	2115	1586	52	no apt.; no r. a.	6	42 75	6.80 m. yet to weigh. .72 m. increase.	312
1156	1099	2255	1470	49	in b. c.; no r. a.	6	42 75	Branch; main route, \$56.43 (117). Title reported "Central Iowa Railway."	313
524	950	1474	1474	49	in b. c.	7	42 75	In July, 1879.	314
1240	942	2182	1375	45	in b. c.; no r. a.	6	42 75	In May, 1879.	315
1261	1045	2306	1286	42	in b. c.; no r. a.	6	42 75	8.47 m. from Oct. 6, 1878.	316
902	369	1271	1271	42	mail in locked closet.	6	42 75	In November, 1878.	317
724	485	1209	1209	40	in b. c.; no r. a.	12	42 75	In May, 1879.	318
720	427	1147	1147	38	no apt.; no r. a.	6	42 75	.....do.	319
512	601	1113	1113	37	in b. c.; no r. a.	6	42 75	Branch; main route, \$42.75 (270).	320
752	387	1139	1139	37	in b. c.; no r. a.	6	42 75	.....	321
663	289	952	952	31	in b. c.; no r. a.	6	42 75	In May, 1879.	322
444	404	848	848	28	in passenger car.	7	42 75	In May, 1879.	323
219	179	398	398	13	cab of locomotive.	6	42 75	In April, 1879.	324
419	872	1291	1228	40	in passenger car.	7	40 50	In Oct., 1878. Intermediate office supplied 3 times a week.	325
203	214	417	417	13	7 by 6.6 f. f.; no r. a.	6	40 50	.....	326
2125	1612	3737	2180	72	no apt.; no r. a.	6	40 00	Branch; main route, \$90, \$80.66½ (—).	327
8312	3773	12085	6425	214	11 by 8.4, f. f., s. l.	6	39 50	33.5 m. from Jan. 1, 1879.	328
26345	20925	47270	20389	679	19.6 by 9.2, f. f., s. l.	6	38 98½	98.30 m. from Jan. 1, 1879; 1.64 m. decrease.	329
13936	7763	21699	16383	546	13 by 7, f. f., s. l.	6	38 98½	.05 m. decrease.	330
5097	4047	9144	6976	232	12 by 8, f. f., s. l.	9*	38 47½	.....	331
10509	7238	17747	6705	223	10.6 by 6.10, f. f., s. l.	6	38 47½	2.01 m. decrease.	332
3466	2195	5661	3648	121	in locked chest.	12	38 47½	.32 m. increase.	333
3752	3145	6897	3413	118	no apt.; no r. a.	6	38 47½	14.60 m. from Aug. 1, 1878.	334
8235	2872	6107	3367	112	no apt.; no r. a.	6	38 47½	Branch; main route, \$42.75 (229); .80 m. increase.	335

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.
336	Iowa.	27040	.....	Adams, Waukon.....	Waukon and Mississippi Railroad Guarantee Company.	Miles. 22.92	11
337	Ill....	23046	.....	Jacksonville, Virden.....	Jacksonville, Northwestern and Southeastern.	31.68	13
338	S. C....	14003	.....	Kingsville, Camden.....	South Carolina.....	39.25	13
339	Del....	9505	.....	Wilmington, Pomeroy.....	Delaware Western.....	38.85	13½
340	Iowa.	27036	.....	Newton, Monroe.....	Newton and Monroe.....	17.50	15
341	Iowa.	27037	.....	Judd, Lehigh.....	Crooked Creek Railway and Coal Company.	8.5	12
342	Minn.	26002	26006	Saint Paul, Breckenridge...	Saint Paul, Minneapolis and Manitoba.	217.66	18
343	Kans.	33015	33019	Ottawa, Williamsburgh.....	Kansas City, Burlington and Santa Fé.	17.38	15
344	N. C....	13013	.....	Jamesville, Washington...	Jamesville and Washington...	22.51	20
345	Ala....	17015	.....	Chattanooga, Meridian.....	Alabama and Chattanooga....	295	30
346	Iowa.	27005	.....	Pacific Junction, East Plattsmouth.	Chicago, Burlington and Quincy.	5.06	14
347	Mo....	28005	.....	Palmyra, Hannibal.....	Hannibal and Saint Joe.....	15	24
348	Minn.	26019	.....	Worthington, Sioux Falls...	Worthington and Sioux Falls.	63.05	18
349	Pa....	8095	.....	Pittsburgh, Castle Shannon.	Pittsburgh and Castle Shannon	7	12
350	Minn.	26017	26024	Mankato, Wells.....	Central, of Minnesota.....	40.81	21.9
351	Ill....	23042	.....	Bismarck, Snoddy's Mills...	Chicago and Eastern Illinois..	24.35	12
352	Minn.	26020	26005	Crookston, Fisher's Landing	Saint Paul, Minneapolis and Manitoba.	12.10	15
353	Mich.	24041	24040	Humboldt, Republic.....	Marquette, Houghton and Ontonagon.	9.70	18
354	S. C....	14013	.....	Chester, C. H., Cedar Shoals.	Cheraw and Chester Narrow Gauge.	18.50	12
355	Mo....	28023	.....	Cuba, Salem.....	Saint Louis, Salem and Little Rock.	40.98	10
356	Minn.	26010	.....	Hastings, Montevideo.....	Chicago, Milwaukee and Saint Paul.	157.28	12
357	Minn.	25014	26027	Stillwater, Stillwater Junction.	Saint Paul, Stillwater and Taylor Falls.	3.25	.....

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.		
2110	1344	3454	2898	96	no apt; no r. a.	12	38 47½	.06 m. increase.	336
2862	2481	5343	2896	94	7 by 6.6, f. f., s. l.	6	38 47½	.29 m. increase.	387
2122	1102	3224	2517	83½	in b. c.; no r. a.	6	38 47½	Branch; main route, \$59.85 (107). In Apr., 1879.	338
3010	2827	5837	1879	52	7.5 by 6.10, f. f., s. l.	6	38 47½	19.32 m. from Feb. 10, 1879. In May, 1879.	339
939	920	1859	1318	43	in b. c.; no r. a.	6	38 47½	.40 m. decrease.	340
563	223	786	786	26	no apt; no r. a.	6	38 47½		341
45367	24142	69509	39640	1321	17.9 by 8.5 (av.), f. f., s. l.	10*	38 30½	.67 m. increase.	342
1912	1068	2980	2844	94	in b. c.; no r. a.	6	36 00		343
420	769	1189	760	25	in passenger car	6	36 00	In Dec., 1878.	344
27488	20243	47731	16696	556	11.10 by 7.2, f. f., s. l.	7	34 20	24.5 m., at \$42.75. In July, 1879.	345
14519	1918	16437	16437	547	no apt; no r. a.	12	34 20	Branch; main route, \$183.64 (20); 1.06 m. increase.	346
3638	5720	9358	9358	311	in b. c.	7	34 20	Branch; main route, \$172.06 (24.)	347
7777	4666	11843	7993	266	12 by 8.8, f. f., s. l.	6	34 20	29.55 m. from Aug. 1, 1878. In Dec., 1878.	348
3029	1854	4883	4189	139	in b. c.; no r. a.	6	34 20	In Sept., 1878.	349
2870	2585	5455	2724	90	8.1 by 7.1, f. f., s. l.	6	34 20	.25 m. decrease.	350
1106	613	1719	1062	35	in b. c.; no r. a.	6	34 20	Branch; main route, \$64.12½ (96); .05 m. increase.	351
439	895	854	854	28	in b. c.; no r. a.	6	34 20	Branch; main route, \$66.96 (90); .01 m. increase.	352
567	239	806	806	26	no apt; no r. a.	6	34 20	Branch; main route, \$45.82½ (89).	353
1335	763	2098	1707	56	in locked box	3	29 92	In Feb., 1879.	354
4742	4054	8796	5741	191	10 by 6.6, f. f., ½ l.	3	28 50	.10 m. increase.	355
22684	10113	32497	11896	396	13.6 by 9.2, f. f., s. l.	6	27 36	82.40 m. from Jan. 1, 1879; .96 m. increase.	356
1588	2025	3613	3613	120	no apt; in charge of baggage-master.	15	25 65	Late part of route 25090.	357

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; r. p. o., railway triple line; q. l., quadruple line; m., miles; r. a., route-agents; m. m., mail-messenger. A number fol marks" 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.	Size, &c., of mail-car or apartment.
						Miles. Lbs.			Feet and inches.
1	Ill.	23031		East Saint Louis, Terre Haute.	Terre Haute and Indianapolis.	166.69	21,679	27	r. p. o., 60.9½ by 8.7½; f. f. c., d. l.; r. a. apt., 19.2 by 7, f. f. s. l.
2	Ill.	23007		Chicago, Aurora	Chicago, Burlington and Quincy.	38.61	16,676	23	r. p. o., 54.6 by 8.6; 54.8 by 8.8, f. f. c., d. l.; 35.11½ by 8.10½, f. f. c., s. l.
3	Ill.	23007		Aurora, Burlington	Chicago, Burlington and Quincy.	169.41	16,676	23	r. p. o., 54.6 by 8.6; 54.8 by 8.8, f. f. c., d. l.
4	Ill.	23035		Chicago, Milwaukee.	Chicago, Milwaukee and Saint Paul.	88.23	15,978	28	r. p. o., 50 by —, f. f. c., d. l. (40 feet cars authorized).
5	Mo.	28001		Saint Louis, Atchison.	Missouri Pacific	329.75	15,871	25	r. p. o., 50 by 9, f. f. c., d. l. to Arkansas City 283 m.; s. l. residue.
6	Mass.	3001		Boston, Portsmouth	Eastern	57.28	15,881	25	r. p. o., 42 by 8.7, f. f. c., d. l.; r. a. apt., 20 by 8.7, f. f. s. l.
7	Ill.	23015		Chicago, Davenport	Chicago, Rock Island and Pacific.	182.92	14,745	23	r. p. o., 50 by 9.6; 42 by 9.6, f. f. c., d. l.
8	Me.	9		Portland, Portsmouth.	Eastern	52.56	14,089	23	r. p. o., 42 by 8.7, f. f. c., d. l.; apt., 20 by 8.7, f. f. s. l.
9	Ill.	23003		Chicago, Cedar Rapids.	Chicago and Northwestern.	219	12,314	22	r. p. o., 35 by 9.4, 1 l.; 50 by 9.5, 1 l., f. f. c.
10	Wis.	25002	25002	Milwaukee, La Crosse.	Chicago, Milwaukee and Saint Paul.	197.84	11,324	23	r. p. o., 50 by —, f. f. c., d. l. (40 feet cars authorized).
11	Ill.	23003		Cedar Rapids, Union Pacific Transfer.	Chicago and Northwestern.	272.18	12,314	22	r. p. o., 35 by 9.4, 1 l., f. f. c.
12	Iowa	27014		Davenport, Missouri River.	Chicago, Rock Island and Pacific.	317.40	12,034	22	r. p. o., 50 by 9.6; 42 by 9.6, f. f. c., d. l. to Iowa City, 54.50 m.; s. l. residue.
12*	Mich.	24005	24006	Detroit, Chicago	Michigan Central	286.09	6194	25½	r. p. o., 44 by 9.2; f. f. c., s. l.; r. a. apt. (av.), 11.5 by 8; f. f. l. l. to Wayne Junction, 18 m.; d. l. thence to Jackson, 57.7 m.; s. l. between Niles and Chicago, 94 m.

and Territories in which the contract-term expired June 30, 1879, and also in other States, the mails, the speed with which they are conveyed, the accommodations for mails and agents, the acts of July 12, 1876, and June 17, 1878, in the case of readjustments taking effect on and

post-office; apt., apartment; b. c., baggage-car; l., line or lines; s. l., single line; d. l., double line; t. l., followed by an asterisk (*) shows the equivalent in round trips. The figures in parentheses in the "Re-

Trips per week.	Pay per mile for t. p. o. cars.	Pay per mile for transportation.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjust- ment or adjust- ment.	Remarks.	Order.
23. 7*	Dolls. 100 00	Dolls. 348 84	Dolls. 399 25	Dolls. 74, 817 13	Dolls. 66, 035 95	July 1, 1879	1.29 m. increase	1
22. 6*	102 50	294 98	332 69	15, 348 70	12, 844 16	July 1, 1879	Part; residue \$294.98, wt., \$80, r. p. o. Main route; branches, \$42.75, \$49.59. 1.13 m. increase on whole route.	2
22. 6*	80 00	294 98	310 19	63, 524 86	52, 198 77	July 1, 1879	Part; residue \$294.98, wt., r. p. o., \$102.50. Main route; branches, \$42.75, \$49.59. Former distance 168.28 m. 1.13 m. increase on whole route.	3
17. 7*	50 00	288 14	250 00	29, 834 09	22, 057 80	July 1, 1879	.....	4
14. 4*	80 00	286 43	323 67½	116, 800 56	103, 018 64	July 1, 1879	37 m., formerly at \$274.94; 47.75 m., formerly at \$283.67½. 37 m., at \$229.14, wt.; 47.75 m., at \$40, r. p. o.	5
24	50 00	277 88	276 31½	18, 800 96	15, 827 32	July 1, 1879	In May, 1879	6
15. 29*	65 00	274 46	301 37	62, 094 02	55, 680 15	July 1, 1879	24 m., formerly at \$326.37. .32 m. increase.	7
24	50 00	267 62	251 78	16, 694 10	13, 233 55	July 1, 1879	In May, 1879	8
12. 49*	61 87	248 81	289 87	68, 038 92	63, 069 91	July 1, 1879	Part; residue \$199.05, wt., \$21.87, r. p. o. (11). Former distance 217.58 m. 1 m. increase on whole route.	9
13	50 00	238 55	269 00	57, 086 73	48, 914 79	July 1, 1879	61.60 m., formerly at \$199.79½; 18.80 m., formerly at \$269; 25.76 m., formerly at \$219. 2.80 m. increase.	10
12. 49*	21 87	199 05	191 21½	60, 129 99	52, 124 39	July 1, 1879	Part; residue \$248.81, wt., \$61.87, r. p. o. (9). Former distance 272.6 m. 1 m. increase on whole route.	11
12	25 00	196 31	192 50	72, 173 79	62, 590 44	July 1, 1879	54 m., formerly at \$217.58; 54.5 m., at \$196.31, wt.; \$65, r. p. o. .60 m. decrease.	12
16. 55*	25 00	192 60	223 00	63, 010 18	63, 425 66	July 1, 1879	75.7 m. at \$202.60 wt. \$25 r. p. o. 1.67 m. increase.	12a

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.	Size, &c., of mail-car or apartment.
						Miles.	Lbs.		Feet and inches.
13	N. H.	1001	1001	Concord, Nashua...	Concord	36.28	5,546	23	r. p. o., 32.4 by 7.8 (average), f. f., d. l.; r. a. apt., 16.9 by 6.8; 12 by 7, d. l. to Manchester, 18 m.
14	Ill.	23010	23010	Galesburg, Quincy.	Chicago, Burlington and Quincy.	101.57	5,431	25	r. p. o., 44.4 by 9.1½, f. f. c., d. l.
15	Minn.	26013	26013	Minneapolis, La Crosse.	Chicago, Milwaukee, and Saint Paul.	146.54	5,390	22	r. p. o., 40 by —, f. f. c., s. l.
16	Mich.	24035	24035	Toledo, Detroit	Toledo, Canada Southern, and Detroit.	61.32	4,462	23	16 by 9.3, f. f., s. l. to Slocum Junction, 44 m.; d. l. residue, 17.32 m.
17	Mo.	28011	28011	Sedalia, Denison	Missouri, Kansas, and Texas.	447.42	5,032	21	r. p. o., 50.4 by 9, f. f. c., s. l. (40 ft. authorized); r. a. apt., 16.8 by 9.2, f. f., s. l.
18	Ind.	22010	22010	Cincinnati, Saint Louis.	Ohio and Mississippi	341	4,867	30	r. p. o., 49.6 by 9.3; 44.6 by 9.3, f. f. c., s. l. (average 47 by 9.3).
19	Ill.	23001	23001	Chicago, Milwaukee.	Chicago and Northwestern.	85.37	4,618	27	r. p. o., 35.4 by 9, f. f., d. l.
20	Mass.	3011	3011	Boston, Salmon Falls.	Boston and Maine	71.50	4,598	27	r. p. o., 25 by 8.6, f. f. c., d. l.; r. a. apt., 14.4½ by 6.10 (average), f. f.; s. l. bet. Boston and Lawrence.
21	Iowa.	27005	27005	Burlington, Union Pacific Transfer.	Chicago, Burlington and Quincy.	293.14	8,241	23	r. p. o., 51 by 8.6, f. f. c., s. l.
22	Ill.	23023	23023	Decatur, East Saint Louis.	Wabash	112	4,260	28	20 by 9.4, f. f., s. l.
23	Maine.	12	12	Bangor, Vanceboro.	European and North American.	113.93	3,367	19	r. p. o., 21 by 9.6, f. f. c., s. l.
24	Mo.	28010	28010	Kansas City, Cameron.	Hannibal and Saint Joseph.	54	3,604	24	r. p. o., 40.1½ by 9.1½, f. f. c., s. l.
25	Mo.	28006	28006	Kansas City, Union Pacific Transfer.	Kansas City, Saint Joseph and Council Bluffs.	203.5	3,574	22½	39.1½ by 9.1½, f. f., s. l.
26	Ill.	23017	23017	Chicago, East Saint Louis.	Chicago and Alton	282.36	3,212	25	r. p. o., 44.4 by 8.1, f. f. c., s. l.; r. p. o., 25.7 by 8.10, f. f. c., s. l. bet. Pontiac and Bloomington, 34.6 m.
27	Mo.	28005	28005	Quincy, Saint Joseph.	Hannibal and Saint Joseph.	203.5	5,606	24	r. p. o., 40½ by 9.1½, f. f. c., s. l. to Cameron, 171 m.
28	Ill.	23020	23020	Chicago, Cairo	Illinois Central	363.32	5,658	22	r. p. o., 44.4 by 9, 41.5 by 9.2½, 49.4 by 9, 49.4 by 9, f. f. c.; q. l. to Kankakee, 55.87 m.; d. l. thence to Tolono, 81.17 m.; s. l. residue.
29	Mo.	28014	28014	Hannibal, Sedalia ..	Missouri, Kansas and Texas.	142.88	2,840	21	r. p. o., 50.4 by 9, f. f. c., s. l.
30	La.	30001	30001	New Orleans, Canton.	New Orleans, Saint Louis and Chicago.	208.10	2,870	25	25 by 8, f. f., s. l. ...
31	Wis.	25009	25009	Chicago, Green Bay	Chicago and Northwestern.	242.50	2,781	23	r. p. o., 50 by 10, f. f. c., s. l.
32	Maine.	11	11	Salmon Falls, Portland.	Boston and Maine	45	2,646	25	r. p. o., 25 by 8.6, f. f. c., d. l.

States and Territories in which the contract-term expired June 30, 1879, &c.—Continued.

Trip	week.	Pay per mile for r. p. o. care.	Pay per mile for transportation.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjust- ment or adjust- ment.	Remarks.	Order.
34. 5*		Dolls. 40 00	Dolls. 181 13	Dolls. 229 65	Dolls. 8,022 59	Dolls. 8,331 70	July 1, 1878	30 days in August, 1878, and 30 days in April, 1877, combined.	13
12		50 00	175 28	169 49	22,881 68	16,949 50	July 1, 1879	1.57 m. increase	14
12. 6*		25 00	174 42	180 61	28,999 76	12,594 34	July 1, 1879	6.4 m., formerly at \$63.61; 8.85 m., formerly at \$79.51; 103.84 m., formerly at \$178; 6.4 m., at \$139.54, wt., \$25, r. p. o. 1.30 m. decrease.	15
18. 6*		173 31	92 00	10,187 36	5,361 08	July 1, 1879	Formerly 17.32 m., at \$102; 44 m., at \$163.31. 4.93 m. increase.	16
12. 37*		25 00	171 00	172 91	86,890 62	76,670 43	July 1, 1879	23.50 m., formerly at \$143.33; 12.5 m., at \$136.80.	17
13		30 00	169 29	206 00	67,957 89	69,646 00	Dec. 1, 1878	In November and December, 1878.	18
12		44 00	165 02	232 00	17,844 03	19,926 48	July 1, 1879	.52 m. decrease	19
24		33 32	165 02	185 61	14,181 31	.....	July 1, 1879	Main route; branch, \$42.75. In May, 1879.	20
12		40 00	164 16	183 64	59,847 46	53,833 22	July 1, 1879	Main route; branches, \$52.67, \$65.84 (114,160).	21
15		159 89	187 00	17,907 68	20,944 00	July 1, 1879	.....	22
12		12 50	159 30	158 30	19,573 17	18,035 11	May 1, 1878	In May, 1878	23
13		25 00	150 48	239 00	9,475 92	13,636 00	July 1, 1879	\$730 formerly for ferriage	24
13. 48*		150 48	141 07	30,622 68	28,708 76	July 1, 1879	.....	25
16. 17*		25 00	145 35	185 61	48,640 47	52,408 84	July 1, 1879	34.6 m., at \$145.35, wt., \$40.62, r. p. o.	26
13		25 00	143 64	172 06	33,505 75	34,201 71	July 1, 1879	32.5 m. formerly, at \$147.06; r. p. o. on 171 only. Main route; branch, \$40.36 (312).	27
15. 9*		115 00	142 28	219 70	67,833 71	58,847 29	July 1, 1879	226.61 m. formerly, at \$144.70; 81.17 m., at \$142.28, wt., \$50 r. p. o.; 226.28 m., at \$142.28, wt., \$25, r. p. o.; .87 m. decrease.	28
12		25 00	140 22	150 68	23,606 63	21,589 27	July 1, 1879	.....	29
7		140 22	140 40	29,179 78	28,922 40	July 1, 1878	2.10 m. increase. In April, 1878.	30
12. 13*		40 00	139 37	230 00	41,643 87	51,943 34	July 1, 1879	66.50 m. formerly, at \$169.06; 66.50 m., at \$111.50, wt., \$40, r. p. o.; .70 m. decrease.	31
15*		33 32	133 40	165 09	7,502 40	7,429 05	July 1, 1879	In May, 1879	32

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.	Size, &c., of mail-car or apartment.
						Miles.	Lbs.		Feet and inches.
33	Mass.	3063	3063	Lawrence, Manchester.	Manchester and Lawrence.	27.06	1,860	24	16.9 by 6.8, 12 by 7, f. f., d. l.
34	N. H.	1005	1005	Concord, Wells River.	Boston, Concord and Montreal.	94.01	1,858	29	16.9 by 6.8, f. f., d. l. to Plymouth, 51 m.; s. l. residue.
35	Tex.	31003	31003	Houston, Denison City.	Houston and Texas Central.	337.45	2,120	30	14 by 7.3, f. f., s. l.
36	Wis.	25001	25001	Milwaukee, North McGregor.	Chicago, Milwaukee and Saint Paul.	197.14	2,107	22	19.6 by 9.2, f. f., s. l.
37	N. Y.	6096	6096	Rome, Ogdensburg.	Rome, Watertown and Ogdensburg.	142	1,982	25	25 by 7.4, f. f., s. l.
38	Mich.	24007	24028	Detroit, Port Huron.	Grand Trunk of Canada.	64.85	1,966	23	24 by 6, f. f., s. l.
39	Wis.	25013	25012	Milwaukee, Fond du Lac.	Chicago and Northwestern.	63.53	1,960	23	12.6 by 7.6, f. f., s. l.
40	Cal.	46003	46003	Roseville, Redding.	Central Pacific.	151.45	1,917	20	23.6 by 8.10, f. f., s. l.
41	Mich.	24006	24027	Detroit, Grand Haven.	Detroit, Grand Haven and Milwaukee.	191.15	1,907	25	22 by 9.2 (average).
42	Ill.	23030	23030	East Saint Louis and Duquoin.	Saint Louis, Alton and Terre Haute.	71.27	1,824	24	18 by 7.6, f. f., s. l.
43	Wis.	25012	25014	Winona, Winona Junction.	La Crosse, Trempealeau and Prescott.	30.83	1,703	20	15.3 by 7.6, f. f., s. l.
44	Ill.	23009	23009	Peoria, Galesburg.	Chicago, Burlington and Quincy.	54.85	1,478	27	15.11 by 8.9, f. f., s. l. to Elmwood, 28.59 m.; d. l. residue, 26.26 m.
45	Iowa.	27029	27029	Missouri Valley, Sioux City.	Sioux City and Pacific.	76.18	1,610	23	17.4 by 9, f. f., s. l.
46	Tex.	31002	31002	Harrisburg, San Antonio.	Galveston, Harrisburg and San Antonio.	215	1,436	...	11.5 by 8.5 (average), f. f., s. l.
47	S. C.	14003	14003	Brineville, Charleston.	South Carolina.	62.25	1,149	29	16.6 by 8.4, f. f., d. l.
48	Ill.	23025	23025	Hannibal, Maples.	Wabash.	45.50	1,363	25	12 by 9.10, f. f., s. l.
49	Mo.	28022	28022	Road House, Mexico.	Chicago and Alton.	90	1,393	26	r. p. o., 25.7 by 8.10, f. f., s. l.; r. a. apt., 19.6 by 9.2, f. f., s. l.
50	Wis.	25016	25016	Milwaukee, Green Bay.	Wisconsin Central.	114.53	1,324	27	7.7 by 6.10, f. f., s. l. to Hilbert, 36.1 m.; no r. a. residue.
51	Oreg.	44001	44001	Portland, Roseburg.	Oregon and California.	199.10	1,322	18	20 by 9, f. f., s. l.
52	Ill.	23031	23031	Dubuque, Centralia.	Illinois Central.	346.93	1,892	18	r. p. o., 35.4 by 8.10, 35.8 by 9.5, f. f., s. l.; d. l. to Freeport, 63.80 m.; s. l. thence to Foreston, 12.51 m.; r. a. apt., 27.3 by 9, f. f., s. l. bet. Freeport and Centralia, 273.13 m.
53	Mich.	24013	24013	Detroit, Bay City.	Detroit and Bay City.	108.62	1,300	19	14.4 by 9, f. f., s. l.
54	Iowa.	27021	27021	Dubuque, Sioux City.	Illinois Central.	329.01	1,820	21	21.5 by 8.11 (average), f. f., s. l.
55	Kansas	33008	33008	Kansas City, Ottawa.	Kansas City, Lawrence and Southern.	55.49	1,235	25	18 by 8.9, f. f., s. l.
56	Wis.	25010	25010	Caledonia Station, Winona Junction.	Chicago and Northwestern.	190.02	1,217	19	36 by 9.6, f. f., s. l.
57	Kansas	33005	33005	Kansas City, Baxter Springs.	Missouri River, Fort Scott and Gulf.	154.79	1,195	25	18 by 8.9, f. f., s. l.
58	Mich.	24010	24010	Jackson, Grand Rapids.	Michigan Central.	94.46	1,191	21	11 by 7.10, 10 by 8.8, f. f., s. l.
59	Minn.	26009	26009	Mendota, McGregor.	Chicago, Milwaukee and Saint Paul.	207.96	1,182	19	23.6 by 9.2, f. f., s. l.

States and Territories in which the contract-term expired June 30, 1879, &c.—Continued.

Trips per week.	Pay per mile for r. p. o. cars.	Pay per mile for transportation.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
18	132 27	133 30	3,579 22	3,607 09	July 1, 1878	Combined returns, Aug., 1878, and April, 1877.	33
18	131 41	127 90	11,923 75	11,593 77	July 1, 1878	43.01 m. formerly, at \$117.90; 43.01 m., at \$121.41. Combined returns, Aug., 1878, and April, 1877.	34
13	129 96	120 55	43,855 00	40,679 59	Dec. 1, 1878	Combined weighings for April and December, 1878.	35
13. 9*	129 11	125 00	25,452 74	24,850 00	July 1, 1879	.06 m. decrease	36
18	127 39	132 52½	18,089 38	18,818 55	Mar. 1, 1879	Main route; branch, \$64.98 (123). In March, 1879.	37
15. 5*	126 54	105 30	8,206 11	6,791 85	July 1, 1879	.35 m. increase	38
12	126 54	68 00	8,039 08	4,320 04	July 1, 1879	.....	39
7. 25*	123 98	121 50	18,776 77	18,401 17	July 1, 1878	In Aug., 1878	40
20. 2*	123 98	98 32½	23,698 77	18,649 30	July 1, 1879	1.48 m. increase	41
15. 4*	120 56	119 00	8,592 31	8,544 20	July 1, 1879	.53 m. decrease	42
12	115 43	170 00	3,558 70	5,176 50	July 1, 1879	.38 m. increase	43
14. 9*	115 17	128 25	6,031 17	6,925 50	July 1, 1879	28.59 m., at \$105.17; .85 m. increase.	44
12	111 15	90 63	8,467 40	6,887 88	July 1, 1879	Main route; branch, \$54.72 (147); .18 m. increase.	45
12	103 45	94 91	22,241 75	24,405 65	Mar. 1, 1879	Combined weighings of April, 1878, and March, 1879.	46
25	101 48	64 98	6,317 13	4,045 00	July 1, 1879	Branch; main route, \$67.55 (105). In April, 1879.	47
12	100 89	131 00	4,590 49	5,960 50	July 1, 1879	Main route; branch, \$42.75 (242).	48
18	16 00	99 18	123 87½	10,366 20	11,148 75	July 1, 1879	.....	49
12	99 18	58 14	11,359 08	6,484 93	July 1, 1879	Main route; branch, \$87.21 (66); 2.99 m. increase.	50
6	99 18	94 91	19,746 73	18,896 58	Aug. 16, 1878	In Aug., 1878	51
12	44 00	98 50	107 38½	37,475 02	39,896 36	July 1, 1879	67.67 m. formerly, at \$146.88½; 12.53 miles formerly, at \$129.88½; 12.51 m., at \$98.50, wt., \$22, r. p. o.; 2.93 m. increase.	52
18	98 32	85 00	10,679 50	9,262 45	July 1, 1879	1.35 m. decrease	53
12	96 45	85 50	31,790 88	27,968 76	July 1, 1879	2.49 m. increase	54
6	94 91	96 30	5,266 55	5,341 68	July 1, 1878	Route curtailed, to begin at Olathe, from March 1, 1879. In April, 1878.	55
12	94 05	132 00	17,871 38	21,722 40	July 1, 1879	54.90 m. formerly, at \$70; 33 m. decrease.	56
10. 37*	93 20	90 72	14,426 42	14,533 34	July 1, 1878	5.41 m. decrease. From March 1, 1879, pay increased \$7.69 per mile. In April, 1878.	57
19	93 20	90 00	8,803 67	8,537 40	July 1, 1879	0.40 m. decrease	58
10. 08*	93 20	95 00	17,601 75	17,408 60	July 1, 1879	95.5 m. formerly, at \$64.98; 95.5 m., at \$74.56; .74 m. decrease.	59

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.	Size, &c., of mail-car or apartment.
						Miles.	Lbs.		Feet and inches.
60	N. H.	.....	1006	Groveton, Wells River.	Boston, Concord and Montreal.	54.12	930	26	16.9 by 6.8, 13.6 by 6.7, 9.11 by 6.9, f. f., s. l. to Wing Road, 26 m., d. l. residue.
61	Ill.	.....	23016	Bureau Junction to Peoria.	Chicago, Rock Island and Pacific.	47.16	1,150	22	20 by 9.6, f. f., s. l.
62	Mo.	.....	28007	Moberly, Ottumwa.	Saint Louis, Kansas City and Northern.	130.81	1,127	17½	25.5½ by 7.7½, f. f., s. l.
63	Iowa	.....	27017	Wilton Junction, Leavenworth.	Chicago, Rock Island and Pacific.	322.90	1,101	24	17.4 by 9.6 (average), f. f., s. l. to Egerton Junction, 301.40 m.; no r. a. residue.
64	Ill.	.....	23018	Bloomington, East Saint Louis.	Chicago and Alton.	180.80	1,092	26	r. p. o., 25.7 by 8.10, f. f., s. l. to Road House, 110 m.; r. a. apt., 19.6 by 9.2 f. f., s. l.
65	Mich.	24017	24017	Detroit, Howard City.	Detroit, Lansing and Northern.	160.72	1,051	21	12 by 9.3, 13 by 9.3, f. f., s. l.
66	Wis.	25016	25016	Hilbert, Menasha.	Wisconsin Central.	16.16	1,044	26	7.7 by 6.10, f. f., s. l.
67	Wis.	25003	25003	Milwaukee, Berlin.	Chicago, Milwaukee and Saint Paul.	97.54	783	22	18.9 by 9.2, f. f., d. l. to Ripon, 81.89 m., s. l. residue.
68	Ill.	.....	23905	Sterling, East Saint Louis.	Chicago, Burlington and Quincy (late Saint Louis, Rock Island and Chicago).	301.12	1,013	20	11.8 by 9.3, 12 by 7.2, f. f., s. l.
69	Mo.	.....	28003	Saint Louis, Vinita.	Saint Louis and San Francisco.	364.25	1,483	20	21.11 by 7.3, f. f., s. l.
70	Ill.	.....	23027	State Line, Warsaw.	Toledo, Peoria, and Warsaw.	230.21	972	24	18.8 by 8.4 (average), f. f., s. l.
71	Wis.	25024	25024	Racine, Rock Island.	Western Union.	196.40	963	18½	16.2 by 9.3, f. f., s. l.
72	Minn.	26003	26003	Saint Paul, Sauk Rapids.	Saint Paul, Minneapolis and Manitoba (late Saint Paul and Pacific).	76.3	1,446	18	18 by 8.7, f. f., s. l.
73	Mich.	24004	24004	White Pigeon, Grand Rapids.	Lake Shore and Michigan Southern.	95.67	933	24	16 by 9, f. f., s. l.
74	Ill.	.....	23028	Terre Haute, East Saint Louis.	Indianapolis and Saint Louis.	189.99	932	27	r. p. o., 40 by 9.10, f. f., s. l.
75	Minn.	26005	26025	Saint Paul, Saint James.	Saint Paul and Sioux City.	122.53	1,365	22	22.6 by 9.4, f. f., s. l.
76	Minn.	26002	26008	Saint Paul, Breckenridge.	Saint Paul, Minneapolis and Manitoba (late Saint Paul and Pacific).	217.66	1,321	18	17.9 by 8.5, f. f., s. l.
77	Pa.	.....	8003	Philadelphia, Westchester.	Westchester and Philadelphia.	26.35	760	18	8 by 5, 7 by 7, f. f., s. l.
78	Ill.	.....	23041	Quincy, Hannibal.	Chicago, Burlington and Quincy.	19.09	857	20	11.3 by 7.4, f. f., s. l.
79	Iowa.	.....	27010	Ottumwa, Mason City.	Central of Iowa.	172.68	854	20	22 by 9.6, f. f., s. l.
80	Iowa.	.....	27001	Burlington, Albert Lea.	Burlington, Cedar Rapids and Northern.	253.47	837	21	20 by 9.4, f. f., s. l.
81	Mo.	.....	28020	Pierce City, Oswego.	Missouri and Western.	73.76	826	20	11.3 by 6.10 (average), f. f., s. l.
82	Mich.	24018	24018	Fort Wayne, Walton.	Grand Rapids and Indiana.	262.03	966	19	13.5 by 6.10 (average), f. f., d. l., bet. Grand Rapids and Cadillac, 98 m., s. l. residue.
83	Ohio	.....	21004	Hudson, Columbus.	Cleveland, Mount Vernon and Delaware.	.....	809	28	15 by 7, f. f., s. l.
84	Mich.	24021	24021	New Buffalo, Pentwater.	Chicago and West Michigan.	170.20	774	17	12.2 by 8.5 (average), f. f., s. l.

States and Territories in which the contract-term expired June 30, 1879, &c.—Continued.

Trips per week	Pay per mile for r. p. o. cars.	Pay per mile for transportation.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
15. 37*	92 08	81 00	4,723 36	4,383 72	July 1, 1878	Combined returns August, 1878, and April, 1877; .26 m., at \$52.08.	60
12	91 49	85 50	4,314 68	4,018 50	July 1, 1879	.16 m. increase	61
7	90 63	68 40	11,855 31	8,955 40	July 1, 1879	.19 m. decrease	62
12. 3*	89 78	72 67½	28,989 96	23,457 31	July 1, 1879	.13 m. increase	63
14. 32*	15 62	88 92	113 16½	17,794 93	19,361 79	July 1, 1879	69.40 m. formerly, at \$96.61½; 70.80 m., at \$88.92.	64
8. 3*	87 21	78 00	14,016 39	12,844 26	July 1, 1879	3.95 m. decrease	65
12	87 21	51 30	1,409 31	820 80	July 1, 1879	Branch; main route, \$99.18 (50); .16 m. increase.	66
12	86 10	68 40	8,241 68	6,484 32	July 1, 1879	15.65 m., at \$76.10; 2.74 m. increase.	67
10. 9*	85 50	59 85	25,745 76	17,437 90	July 1, 1879	9.76 m. increase	68
8. 4*	84 82	78 66	30,895 68	28,200 81	July 1, 1879	37 m. formerly, at \$96.46.31.	69
16. 4*	83 79	70 00	19,289 29	16,612 50	July 1, 1879	Formerly \$600 for ferriage; main route; branch, \$42.75 (250); 1.46 m. increase.	70
12	83 79	68 40	16,456 35	12,954 96	July 1, 1879	Main route; branch, \$42.75 (174).	71
12	83 45	49 93½	6,367 23	3,809 81	July 1, 1879	.....	72
12	82 08	76 95	7,852 59	7,361 81	July 1, 1879	.....	73
15*	25 00	82 08	178 00	20,344 12	33,642 00	July 1, 1879	.99 m. increase	74
12	80 72	72 50½	9,890 62	8,891 89	July 1, 1879	.11 m. decrease	75
10*	79 35	38 30½	17,271 32	8,311 58	July 1, 1879	.67 m. increase	76
24	79 20	67 54½	2,086 92	1,779 81	Nov. 24, 1877	In September, 1878. Rate reduced 5 per cent. from July 1, 1878.	77
18	78 66	106 87½	1,548 81	2,073 37	July 1, 1879	Main route; branch, \$50.45 (172); .29 m. increase.	78
12	78 66	56 43	13,581 43	9,569 40	July 1, 1879	Main route; branch, \$42.75 (297). Title reported, "Central Iowa Railway."	79
12	77 81	72 67½	19,722 50	18,586 16	July 1, 1879	33.93 m., from January 10, 1878.	80
7	77 81	65 83½	5,739 28	5,254 83	July 1, 1879	Main route; branch, \$42.75 (267). Title reported, "St. Louis and San Francisco."	81
14. 2*	77 03	53 35½	18,543 87	13,900 86	July 1, 1879	164.03 m., at \$67.03; 1.48 m. increase.	82
12	76 95	72 67½	11,225 46	10,601 83	Oct. 1, 1878	In October, 1878.....	83
12. 6*	75 24	82 00	12,805 84	13,985 92	July 1, 1879	Main route; branch, \$68.40 (104); .36 m. decrease.	84

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.	Size, &c., of mail-car or apartment.
						Miles.	Lbs.		Feet and inches.
85	Ohio	21051	21051	Columbus, Portsmouth.	Scioto Valley	102.10	764	25	9.4 by 6.8, f. f., s. l.
86	Ill.	23042	23042	Chicago, Danville.	Chicago and Eastern Illinois.	129	748	21½	16.9½ by 6.9 (average), f. f., s. l.
87	Ohio	21051	21051	Columbus, Portsmouth.	Scioto Valley	102.10	743	22	9.11 by 6.8½ (average), f. f., s. l.
88	Ill.	23008	23008	Rushville, Yates City.	Chicago, Burlington and Quincy.	63.92	488	20	13.5½ by 6.8, f. f., d. l. to Lewiston, 30.31 m.; s. l. residue.
89	Mo.	28018	28018	Keokuk, Clarksville.	Saint Louis, Keokuk and Northwestern.	96.20	703	20	19 by 8.6, f. f., s. l.
90	Wis.	25014	25030	Elroy, Saint Paul.	Chicago, Saint Paul and Minneapolis.	198.4	1,131	20	24 by 9, f. f., s. l.
91	Minn.	26018	26026	Saint James, Sioux City.	Sioux City and Saint Paul.	148.41	1,107	22	22.6 by 9.4, f. f., s. l.
92	Cal.	46028	46028	San Francisco, Tracy Junction.	Central Pacific.	71.73	688	16	10 by 8.9, f. f., s. l.
93	Iowa	27025	27025	Calmar, Pattersonville.	Chicago, Milwaukee and Saint Paul.	224.46	679	18	19.6 by 9.2, f. f., s. l.
94	Iowa	27012	27012	Clinton, La Crosse.	Chicago, Clinton, Dubuque and Minnesota.	181.24	668	16	18.4 by 8.10, f. f., s. l.
95	Mich.	24002	24002	Monroe, Adrian.	Lake Shore and Michigan Southern.	34.82	649	24	13 by 9, f. f., s. l.
96	N. Y.	6072	6072	Lyons, Sayre.	Geneva, Ithaca and Sayre.	92.62	649	24	12 by 7, f. f., s. l.
97	Pa.	8027	8027	Lancaster, Middletown.	Pennsylvania.	31.5	547	19	10.11 by 8.7, f. f., s. l.
98	Col.	38004	38003	Denver, Cheyenne.	Colorado Central.	135.62	638	25	16 by 8, f. f., s. l.
99	Iowa	27011	27011	Burlington, Keokuk.	Chicago, Burlington and Quincy.	43.69	626	22	19.6 by 8.9, f. f., s. l.
100	Iowa	27019	27019	Keokuk, Des Moines.	Keokuk and Des Moines.	162.88	626	21	14 by 9 (av.), f. f., s. l.
101	Texas.	31005	31005	Bremont, Waco.	Houston and Texas Central.	44.09	632	20	14 by 7.3, f. f., s. l.
102	Minn.	26006	26021	White Bear Lake, Albert Lea.	Minneapolis and Saint Louis.	123.54	619	23	22.1 by 9.4, f. f., s. l. between Minneapolis and Albert Lea, 108 m.
103	Col.	38007	38007	Denver, Cheyenne.	Denver Pacific Railway and Telegraph Co.	106	612	23	12 by 7, f. f., s. l.
104	Mich.	24021	24021	Holland, Grand Rapids.	Chicago and West Michigan.	25.9	604	19	12.11 by 9.3 (av.), f. f., s. l.
105	S. C.	14003	14003	Kingsville, Augusta.	South Carolina.	118	583	24	18.6 by 8.4, f. f., s. l.
106	Minn.	26020	26005	Breckenridge, Saint Vincent.	Saint Paul, Minneapolis and Manitoba (late Saint Paul and Pacific).	202.91	873	15½	No apt., no r. a.
107	Wis.	25018	25018	Milwaukee, Two Rivers.	Milwaukee, Lake Shore and Western.	85	578	17	11 by 7.11, f. f., s. l.
108	S. C.	14003	14003	Kingsville, Columbia.	South Carolina.	25.7	577	24	16.6 by 8.4, f. f., s. l.
109	Ill.	23040	23040	Peoria, Rock Island.	Rock Island and Peoria.	91.68	571	24	11.9 by 8.9½, f. f., s. l.
110	Ill.	23037	23037	Vincennes, Cairo.	Cairo and Vincennes.	158	570	28	11.9 by 6.9, f. f., s. l.
111	Mo.	28028	28028	Saint Joseph, Hopkins.	Kansas City, Saint Joseph and Council Bluffs.	61.5	556	22½	13.4 by 7.5, f. f., s. l.
112	Mich.	24003	24003	Adrian, Jackson.	Lake Shore and Michigan Southern.	47.24	555	23	12 by 8.4, f. f., s. l.
113	Iowa	27022	27022	Waterloo, Monmouth.	Illinois Central.	79.70	548	15	16.6 by 8.10 (av.), f. f., s. l.
114	Iowa	27005	27005	Red Oak, Eastport.	Chicago, Burlington and Quincy.	50	548	22	13.6 by 6.6, f. f., s. l.
115	Ill.	23012	23012	Streator, Aurora.	Chicago, Burlington and Quincy.	61.84	548	24	23.5 by 8.10, f. f., s. l.

States and Territories in which the contract-term expired June 30, 1879, &c.—Continued.

Trips per week.	Pay per mile for r. p. o. cars.	Pay per mile for transportation.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
13. 53*	75 24	47 02½	7,682 00	2,434 01	Nov. 12, 1878	50.34 m., from January 21, 1878, at \$79.20. In November, 1878, Main route; branch, \$42.75 (305); .75 m. decrease.		85
12	74 39	64 12½	9,596 31	8,224 03	July 1, 1879	In July, 1879.		86
13. 4*	74 39	75 24	7,595 21	7,682 00	July 1, 1879			87
16. 7*	73 27	48 73½	4,347 31	3,106 85	July 1, 1879	33.61 m., at \$63.27. Main route; branch, \$48.94 (179). 17 m. increase.		88
13	72 68	75 00	6,991 81	6,909 19	July 1, 1879	26.08 m. formerly, at \$64.12½; 9.40 m. from February 1, 1877, at \$76.50.		89
12. 40*	72 51	60 19½	14,385 98	12,061 57	July 1, 1879	Branch of this route, Stillwater to Stillwater Junction, has been made a Minnesota route; .60 m. decrease.		90
6	71 82	54 72	10,660 96	6,721 25	July 1, 1879	25.61 m., extension to Sioux City, from July 1, 1879.		91
7	71 82				Sept. 8, 1878	New. In February, 1879.		92
6	70 97	38 98½	12,940 65	10,759 95	July 1, 1879	98.39 m. from January 1, 1879; 1.64 m. decrease; 210.60 m., at \$56.78.		93
8. 9*	70 97	68 00	12,862 60	12,224 36	July 1, 1879	1.47 m. increase.		94
12	70 11	68 40	2,441 23	2,409 73	July 1, 1879	.41 m. decrease.		95
12. 02*	70 11	59 85	6,493 58	4,640 00	Jan. 20, 1879	37 m. formerly, at \$60.70½; 15.62 m. extension from January 20, 1879. In May, 1879.		96
19. 12*	69 30	62 10	2,182 95	1,956 15	Jan. 1, 1878	60 days in March and April, 1878. Rate reduced 5 per cent. from July 1, 1878.		97
7	69 28	60 71	9,393 04	8,233 49	July 22, 1878	Main route; branches \$—, \$—, In July, 1878.		98
12	69 20	66 69	3,025 96	2,851 00	July 1, 1879	.94 m. increase.		99
12	69 26	76 00	11,281 06	12 373 56	July 1, 1879	.07 m. increase.		100
6	69 25	70 11	3,053 23		Dec. 1, 1878	Combined weighings for April and December, 1878.		101
8. 65*	68 40	69 25	8,450 13	7,752 73	July 1, 1879	Formerly 41 m. at \$50; .19 m. increase.		102
7	68 40	137 70	7,250 40	14,596 20	July 1, 1878	In July, 1878. Formerly part of Kansas route 33001.		103
6	68 40	68 00	1,771 56	1,812 20	July 1, 1879	Branch; main route \$75.24 (84). .75 m. decrease.		104
12. 62*	67 55	59 85	7,970 90	7,062 30	July 1, 1879	Main route; branches \$101.48, \$66.69, \$42.75 (47, 108, 289). In April, 1879.		105
6	66 96				Dec. 1, 1877	New. Main route; branch, \$34.20 (315). From July 1, 1878; rate reduced 5 per cent.; .66 m. increase.		106
12	66 69	75 00	5,668 65	6,375 00	July 1, 1879	Main route; branch, \$53.87 (158).		107
13	66 69	59 85	1,713 93	1,538 14	July 1, 1879	Branch; main route, \$67.55 (165). In April, 1879.		108
12	66 69	53 86½	6,114 13	4,955 5*	July 1, 1879	.32 m. decrease.		109
6	66 69	64 12½	10,537 02	10,131 75	July 1, 1879			110
13	65 84	59 85	4,049 16	3,680 78	July 1, 1879			111
11. 5*	65 84	55 57½	3,110 28	2,625 92	July 1, 1879	.01 m. decrease.		112
12	65 84	73 00	5,247 44	5,840 00	July 1, 1879	.30 m. decrease.		113
6	65 84	46 56½	3,292 00	2,325 60	July 1, 1879	Branch; main route, \$164.16 wt. \$40, r. p. o. (21).		114
12	65 84	51 30	4,071 54	3,118 52	July 1, 1879	Main route; branch, \$42.75 (304). 1.05 m. increase.		115

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.	Size, &c., of mail-car or apartment.
						<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>
116	Minn ..	26012	26812	Austin, Mason City	Chicago, Milwaukee and Saint Paul.	41.47	542	21½	12.2 by 9.5, f. f., a. l.
117	N. Y.	6074		Ithaca, De Ruyter ..	Utica, Ithaca and Elmira.	43	551	21	11.8 by 6.5, f. f., a. l.
118	Mo	28092		Atchison, Edgerton Junction.	Chicago, Rock Island and Pacific.	30	379	18	16 by 9.5, f. f., a. l.
119	Iowa	27007		Creston, Hopkins ..	Burlington and Missouri River.	44.40	537	23	15.3 by 7.4, f. f., a. l.
120	Mich	24009	24009	Jackson, Gaylord ..	Michigan Central	234.94	524	19	11.7 by 8.10 (av.), f. f., a. l.
121	N. Y.	6061		Brockton, Corry ...	Buffalo, Chautauqua Lake and Pittsburgh.	44.8	524	27	10 by 6, f. f., a. l. ...
122	N. Y.	6080		Canastota, De Ruyter.	Cazenovia, Canastota and De Ruyter.	29.60	523	21	11.8 by 6.5, f. f., a. l.
123	N. Y.	6036		De Kalb Junction, Norwood.	Rome, Watertown and Ogdensburgh.	25	520	25	No apt.; no r. a. ...
124	Cal	46029		Miles, San José	Central Pacific	18.07	367	20	In b. c.; no r. a. ...
125	Wis ...	25011	25011	Kenosha, Rockford.	Chicago and Northwestern.	72.50	482	17	12.6 by 7.2½, f. f., a. l.
126	W. Va.	12005		Stenbenville, Wheeling.	Pittsburgh, Cincinnati and Saint Louis.	28.13	437	20	In b. c.
127	Iowa	27015		Des Moines, Indianola.	Chicago, Rock Island and Pacific.	22.07	469	19	9 by 7, f. f., a. l.
128	Mich ..	24022	24039	Port Huron, Flint ..	Northwestern Grand Trunk (late Chicago and Lake Huron).	66.15	462	...	13 by 7 (av.), f. f., a. l.
129	Iowa	27031		Des Moines, Fort Dodge.	Des Moines and Fort Dodge.	87.90	459	18	16.6 by 8.9, f. f., a. l.
130	Mo ...	28015		Keokuk, Centreville	Missouri, Iowa and Nebraska.	91.42	452	20	18.3 by 7, f. f., a. l.
131	Ill	23029		Urbana, Havana ...	Indianapolis, Bloomington and Western.	103.14	445	23	9.9 by 7.2, f. f., a. l.
132	Mich ..	24025	24008	Jackson, Niles	Michigan Central	103.93	442	22½	10.8 by 8.8, 10.10 by 7, f. f., a. l.
133	Ill	23038		Peoria, Jacksonville	Peoria, Pekin and Jacksonville.	84.24	437	20	13 by 7.6, f. f., a. l.
134	Mo	28012		Saint Joseph, Lexington.	Saint Louis, Kansas City and Northern.	76.86	433	18	25.5½ by 7.7½, f. f., a. l.
135	N. Y.	6102		Rochester, Salamanca.	Rochester and State Line.	108.92	380	23	14.2 by 7.2, f. f., a. l.
136	Iowa	27030		Des Moines, Callanan.	Des Moines and Minnesota.	57.92	380	15	11 by 5.2, f. f.; no r. a.
137	Pa	8104		South West Junction, Oilphant Furnace.	Pennsylvania	41.9	421	21	10 by 8.3, f. f., a. l.
138	Mich ..	24020	24038	Lansing, Ft. Wayne Junction.	Chicago and Lake Huron.	167.75	421	20	13.6 by 6.6, f. f., a. l.
139	Iowa	27030		Des Moines, Callanan.	Des Moines and Minneapolis.	57.92	419	15	10.4 by 6, f. f., a. l.
140	Ill	23024		Peoria, Decatur	Pekin, Lincoln and Decatur.	80.02	417	25	16 by 7.6, f. f., a. l.
141	Mich ..	24039	24025	Flint, Lansing	Chicago and Northeastern.	50.18	406	25	13.6 by 6.6, f. f., a. l.
142	N. H.	1002		Concord, Portsmouth.	Concord	59.16	402	25	13.6 by 6.7, f. f., a. l.
143	Iowa	27003		Cedar Rapids, Holland.	Burlington, Cedar Rapids and Northern.	50.45	392	12	10.2 by 9.3, f. f., a. l.
144	Iowa	27015		Somerset Junction, Winterset.	Chicago, Rock Island and Pacific.	27.04	383	19	9 by 7, f. f., a. l.
145	Mo	28019		Quincy, Novinger ..	Quincy, Missouri and Pacific.	79.28	381	20	11.2 by 7.2, f. f., a. l.
146	Wis	25020	25020	Warren, Mineral Point.	Mineral Point	33.49	380	15	No apt.; no r. a. ...
147	Iowa	27029		California Junction, Fremont.	Sioux City and Pacific.	32.23	379	15	13.5 by 9, f. f., a. l.
148	Ill	23033		Beardstown, Shawneetown.	Ohio and Mississippi.	229.70	377	19	12.7 by 8.1 (av.), f. f., a. l.

States and Territories in which the contract-term expired June 30, 1879, &c.—Continued.

Trips per week.	Pay per mile for r. p. o. cars.	Pay per mile for transportation.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
12	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	July 1, 1879	.09 m. increase	116
7.38*	65 84	50 00	2, 730 38	2, 069 00	July 1, 1879	20 m. extension from January 14, 1879. In May, 1879.		117
7	65 83	53 01	2, 830 89	1, 219 23	Jan. 14, 1879	New. Rates reduced 10 and 5 per cent. from July 1, 1878, and July 1, 1878, respectively.		118
9*	65 00				Jan. 1, 1879			119
37.21*	64 98	55 57½	2, 885 11	2, 467 53	July 1, 1879			120
12	64 98	60 00	15, 266 40	12, 834 40	July 1, 1879	1.42 m. increase		121
7.5*	64 98	42 75	1, 923 40	641 25	Aug. 22, 1878	New. In July, 1879		122
12	64 00	52 20	1, 624 50	1, 305 00	Feb. 10, 1879	14.6 m. extension from February 10, 1879. In May, 1879.		123
12	63 00				Mar. 1, 1879	Branch; main route, \$142 (37). In March, 1879.		124
7.8*	62 42	75 00	4, 625 45	5, 520 00	July 1, 1879	New. Rate reduced 10 and 5 per cent. from July 1, 1878, and July 1, 1878, respectively. In April, 1878.		125
12	62 10				Feb. 25, 1878	New. Rate reduced 5 per cent. from July 1, 1878. In November, 1878.		126
14.3*	61 58	47 02½	1, 358 62	1, 006 33	July 1, 1879	Main route; branch, \$55.58 (144). .67 m. increase.		127
9.09*	60 71	42 75	4, 015 96	2, 846 72	July 1, 1879	.44 m. decrease		128
7.8*	60 71	45 31½	5, 336 40	4, 034 84	July 1, 1879	1.14 m. decrease		129
6	60 71	50 00	5, 550 10	4, 633 01	July 1, 1879	5.79 m. from January 1, 1879.		130
6	59 85	42 75	6, 172 92	4, 390 42	July 1, 1879	Main route; branch, \$42.75 (268). .44 m. increase.		131
6.1*	59 85	52 00	6, 220 21	5, 437 64	July 1, 1879	.64 m. decrease		132
12	59 00	51 30	4, 970 16	4, 316 38	July 1, 1879	.10 m. increase		133
14	59 00	43 60½	4, 534 74	3, 346 68	July 1, 1879	.11 m. increase		134
12	58 50				Sept. 1, 1877	New. 54.04 m. from August 1, 1878. In April, 1879.		135
13.5*	58 50				Mar. 1, 1878	Pay on 20.8 m. extension to Callanan. 37.12 m. under contract at \$50 per m. In November, 1878.		136
6	58 14	49 59	2, 436 06	2, 117 15	Mar. 1, 1879	4.6 m. from April 10, 1878, at \$61.20. In February, 1879.		137
6	58 14	42 75	9, 752 98	7, 105 05	July 1, 1879	1.55 m. increase		138
13.5*	58 14	50 00	3, 967 46	3, 011 06	July 1, 1879	20.80 m. formerly, at \$50.57½		139
9	58 14	45 00	4, 652 36	3, 752 79	July 1, 1879	11.56 m. extension to Peoria, from March 1, 1879, at \$58.14.		140
6	57 29	42 75	2, 874 81	2, 145 19	July 1, 1879			141
12	56 43	58 50	3, 338 39	3, 460 86	July 1, 1878	Combined returns, August, 1878, and April, 1877.		142
6	56 43	42 75	2, 846 89	2, 508 04	July 1, 1879	25.68 m. from September, 1, 1877.		143
12	55 58	42 75	1, 502 88	1, 154 67	July 1, 1879	Branch; main route, \$61.56 (127). .06 m. decrease.		144
12	55 58	58 00	4, 406 38	4, 578 88	July 1, 1879	8 m. from February 1, 1879.		145
12	55 58	42 75	1, 861 37	1, 410 75	July 1, 1879	.49 m. increase		146
6	54 72	42 75	1, 763 62	1, 377 83	July 1, 1879	Branch; main route, \$111.15 (45).		147
8.46*	54 72	59 85	12, 569 18	13, 747 54	July 1, 1879			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.	Size, &c., of mail-car or apartment.
						<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>
149	Cal	....	46022	Woodland, Willow.	Northern Railway	65.19	370	16	10 by 9, f. f., s. l. ...
150	Iowa	....	27020	Farley, Cedar Rapids.	Dubuque and Southwestern.	57.98	370	19	11 by 7.4, f. f., s. l.
151	Ill	....	23053	East Saint Louis, Cairo.	Cairo and Saint Louis.	154.80	370	18½	9.10 by 6.6 (av.), f. f., s. l.
152	Minn	26016	26023	La Crosse, Jackson.	Southern Minnesota	217.56	578	18	21.3 by 9.3, f. f., s. l.
153	Mich	24033	24016	Ionia, Blanchard.	Detroit, Lansing and Northern.	41.94	366	16	10.4 by 6.8, f. f., s. l.
154	Wis	25006	25006	Horicon, Portage.	Chicago, Milwaukee and Saint Paul.	45.64	364	21	20 by 7.6, f. f., s. l.
155	Nebr	....	34910	Fremont, Wisner.	Sioux City and Pacific.	51.47	363	15	13.5 by 9, f. f., s. l.
156	Mich	24036	24036	Grosse Isle, Fayette.	Chicago and Canada Southern.	79.3	358	15	16 by 9, f. f., s. l. ...
157	Mich	24008	24029	Jackson, Ft. Wayne.	Fort Wayne, Jackson, and Saginaw.	97.24	357	19	10.6 by 7.6, f. f., s. l.
158	Wis	25018	25018	Manitowish, Clintonville.	Milwaukee, Lake Shore and Western.	80.09	356	17	11 by 7.11, f. f., s. l. to New London, 62.4 miles.
159	Ala	....	17015	Chattanooga, Meridian.	Alabama and Chattanooga.	295	556	30	11.10 by 7.2, f. f., s. l.
160	Iowa	....	27005	Pacific Junction, East Plattsburgh.	Chicago, Burlington and Quincy.	5.06	547	14	No apt.; no r. a. ...
161	Mich	24038	24019	Walton, Petoskey.	Grand Rapids and Indiana.	71.81	546	19	13 by 7, f. f., s. l. ...
162	Iowa	....	27026	Conover, Decorah.	Chicago, Milwaukee and Saint Paul.	9.50	343	13	In b. c.; no r. a. ...
163	Wis	25023	25023	Madison, Portage.	Chicago, Milwaukee and Saint Paul (operating Chicago and Superior).	40.73	340	21	13.7 by 7.5, f. f., s. l.
164	Wis	25022	25031	Tomah, Wausau.	Wisconsin Valley.	91.61	338	18	10.11 by 8.10, f. f., s. l.
165	Mo	....	28017	Sedalia, Lexington.	Missouri Pacific (lessees Lexington and Saint Louis).	56.25	337	18	10.6 by 7, f. f., s. l.
166	Iowa	....	27028	Savannah, Marion.	Chicago, Milwaukee and Saint Paul.	89.08	333	22	10.2 by 7.1 (av.), f. f., s. l.
167	Mich	24041	24040	Marquette, L'Anse.	Marquette, Houghton and Ontonagon.	63.48	526	20	12 by 7.2, f. f., s. l.
168	Ill	....	23048	Terre Haute, Peoria.	Illinois Midland.	177.91	331	20	11.9 by 9, f. f., s. l.
169	Ill	....	23026	Ambia, Bloomington.	La Fayette, Bloomington and Mississippi.	81.08	326	25½	14 by 7.6, f. f., s. l.
170	Mo	....	28013	Brunswick, Pattonsburgh.	Brunswick, Chillicothe, Saint Louis, Council Bluffs and Omaha (Hatch & Van Ever, lessees).	80.05	321	15	8.8 by 7, fixtures, s. l.
171	Ill	....	23051	Joliet, Peoria.	Chicago, Pekin and Southwestern.	126.02	290	31	9.4½ by 7.2½, f. f., s. l.
172	Ill	....	23041	Fall Creek, Louisiana.	Chicago, Burlington and Quincy.	31.92	316	15	11.3 by 7.4, f. f., s. l.
173	Minn	26019	26020	Worthington, Sioux Falls.	Worthington and Sioux Falls.	63.07	309	16	11.11 by 9.3, f. f., s. l.
174	Wis	25024	25024	Elkhorn, Eagle.	Western Union	17.94	34	14	In b. c.; no r. a. ...
175	Mo	....	28009	Centralia, Columbia.	Saint Louis, Kansas City and Northern.	22.14	305	18	25.5½ by 7.7½, f. f., s. l.
176	Wis	25027	25015	Stevens Point, Portage.	Wisconsin Central.	73.30	301	18½	7.7 by 6.10, f. f., s. l.
177	N. H.	....	1007	Wing Road, Fabyan House.	Boston, Concord and Montreal.	13.50	299	15	13.6 by 6.7, 9.11 by 6.9, f. f., s. l.
178	Ill	....	23047	Chester, Tamaroa.	Wabash, Chester and Western.	41.75	295	14	9.10 by 7.4, f. f., s. l.

States and Territories in which the contract-term expired June 30, 1879, &c—Continued.

Trips per week.	Pay per mile for r. p. o. cars.		Pay per mile for transportation.		Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
	Dolls.	Cts.	Dolls.	Cts.						
6	54	72	54	72	46 17	3,587 19	1,833 87	Nov. 1, 1878	Pay formerly on 39.72 miles. 149	
6	54	72	52	00		3,172 66	2,879 24	July 1, 1879	In February, 1879. 2.61 m. increase.....	150
6	54	72	47	88		8,470 65	7,110 18	July 1, 1879	6.36 m. increase.....	151
6	53	36	46	51		11,609 00	10,430 81	July 1, 1879	20.62 m. from August 1, 1878. 26.25 m. from January 1, 1879. .20 m. increase.	152
9.03*	53	87	50	00		2,259 30	2,171 05	July 1, 1879	16.81 m. at \$53.87 from January 1, 1879. .18 m. decrease.	153
6	53	87	50	00		2,458 62	2,262 50	July 1, 1879	.39 m. increase.....	154
6	53	87						July 1, 1879	New. In March, 1879.....	155
8.6*	53	87	50	00		3,787 06	3,515 00	July 1, 1879		156
9.09*	53	87	58	14		5,238 31	5,629 11	July 1, 1879	.42 m. increase.....	157
7.2*	53	87	45	00		4,314 44	3,833 82	July 1, 1879	Branch; main route, \$66.09 (107). 21.06 m. formerly, at \$51.80. 13.94 m. formerly, at \$53.87. .50 m. increase.	158
7	52	67	34	20		15,860 31	10,298 47	July 1, 1879	24.5 m. formerly, at \$42.75. 24.5 m. at \$65.84. In July, 1879.	159
12	52	67	34	20		266 51	136 80	July 1, 1879	Branch; main route, \$164.16 wt., \$40. r. p. o. (21). 1.06 m. increase.	160
6	52	67	38	98		3,782 23	2,801 67	July 1, 1879	.05 m. decrease.....	161
12	52	16	55	00		495 52	522 50	July 1, 1879		162
6	53	16	42	75		2,124 47	1,688 62	July 1, 1879	1.23 m. increase.....	163
6	52	16	42	75		4,778 37	3,849 21	July 1, 1879	1.57 m. increase.....	164
6	52	16	42	75		2,934 00	2,404 68	July 1, 1879		165
6	52	16	50	00		4,646 41	4,512 50	July 1, 1879	1.17 m. decrease.....	166
7.3*	51	09	45	82		3,300 82	2,908 24	July 1, 1879	Main route; branch, \$34.20. .02 m. increase.	167
6	51	30	50	00		9,126 78	8,996 50	July 1, 1879	2.02 m. decrease.....	168
6	51	30	42	75		4,159 40	3,468 73	July 1, 1879	.06 m. decrease.....	169
8.84*	51	30	48	73		4,106 56	3,901 24	July 1, 1879		170
6	51	30						July 21, 1876	New.....	171
6	50	45	72	87		1,610 36	2,242 02	July 1, 1879	Branch; main route, \$78.66 (78); 1.07 m. increase.	172
6	50	45	47	02		3,181 83	2,964 61	July 1, 1879	.02 m. increase.....	173
6	50	00						July 1, 1875	New; from July 1, 1876, rate reduced 10 per cent.; and from July 1, 1878, reduced 5 per cent.; branch; main route, \$83.79 (71); .16 m. decrease.	174
18	49	53	42	75		1,097 92	940 50	July 1, 1879	.14 m. increase.....	175
6	49	59	46	17		3,634 94	3,381 02	July 1, 1879	.07 m. increase.....	176
12	49	59	50	00		669 46	607 50	July 1, 1878	Combined returns, Aug., 1878, and April, 1877.	177
6	48	74	50	44		2,034 89	2,118 69	July 1, 1879	.25 m. decrease.....	178

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.	Size, &c., of mail-car or apartment.
						Miles.	Lbs.		Feet and inches.
179	Ill.		23008	Elmwood, Buda.	Chicago, Burlington, and Quincy.	47.80	294	22	13.6 by 6.7, f. f., s. l.
180	Iowa.		27008	Burlington, La Cede.	Burlington and Southwestern.	182.37	298	19	14 by 9, f. f., s. l.
181	Wis.	25017	25017	Menasha, Ashland.	Wisconsin Central	250.42	291	25	7.7 by 6.10, f. f., s. l. to Phillips, 172.42 m.; no r. a.; res., 78 m.
182	Ill.		23011	Burlington, Quincy.	Chicago, Burlington, and Quincy.	73.65	284	19	19.6 by 8.10, f. f., s. l.
183	N. C.		13010	Raleigh, Hamlet.	Raleigh and Augusta Air Line.	101.28	292	15	12 by 9, f. f., s. l.
184	Mich.	24028	24005	Jonesville, Lansing.	Lake Shore and Michigan Southern.	60.86	281	14	17.8 by 9.4, f. f., s. l.
185	Wis.	25008	25008	Oshkosh, Ripon.	Chicago, Milwaukee and Saint Paul.	20.95	277	14	12 by 7.2, f. f., s. l.
186	Wis.	25004	25004	Milton Junction, Monroe.	Chicago, Milwaukee and Saint Paul.	42.62	275	21	13.4 by 7.8, f. f., s. l.
187	Wis.	25015	25027	Green Bay, Winona.	Green Bay and Minnesota.	214.81	271	24	12 by 5.6, f. f., s. l.
188	Mich.	24030	24030	East Saginaw, Saint Louis.	Saginaw Valley and Saint Louis.	35.23	270	18	8 by 5.9, f. f., s. l.
189	Ill.		23055	Decatur, Bruin's Junction.	Indianapolis, Decatur and Springfield.	101.97	265	21	16.84 by 7.3, f. f., s. l.
190	Mo.		28024	Holden, Paola.	Missouri, Kansas and Texas.	55	265	12	13.9 by 7.4, f. f., s. l.
191	Mo.		28008	Tipton, Boonville.	Missouri Pacific	25.75	264	18	No r. a.
192	Wis.	25019	25019	Sheboygan, Princeton.	Sheboygan and Fond du Lac.	78.79	264	10	10 by 7.3, f. f., s. l.
193	Mich.	24034	24034	Walton, Traverse City.	Traverse City (late Continental Improvement Company.)	26.26	260	19	No apt.; no r. a.
194	Minn.		26019	Worthington, Sioux Falls.	Worthington and Sioux Falls.	63.05	266	18	12 by 8.8, f. f., s. l.
195	Ill.		23043	Streator, Altamont.	Chicago and Paducah.	156.81	259	19	11 by 7, f. f., s. l.
196	Mich.	24024	24024	Ypsilanti, Bankers.	Detroit, Hillsdale and Southeastern.	65.5	259	15	8.9 by 7, f. f., s. l.
197	Mo.		28021	Mexico, Cedar City.	Chicago and Alton.	50.62	258	13	17.54 by 9, f. f., s. l.
198	Ill.		23052	Cortland Station, Sycamore.	Sycamore and Cortland.	5.26	256	20	In b. c.; no r. a.
199	Ill.		23050	Vincennes, Danville.	Paris and Danville.	114.91	255	20	10 by 6, f. f., s. l.
200	Col.		38003	Forks Creek, Central City.	Colorado Central.	12.07	251	12	In b. c.
201	Iowa.		27016	Washington, Knoxville.	Chicago, Rock Island and Pacific.	78.83	250	25	10 by 9, f. f., s. l.
202	Wis.	25026	25026	Eau Claire, Chippewa Falls.	Chippewa Falls and Western.	11.67	240	20	In b. c.; no r. a.
203	Iowa.		27002	Cedar Rapids, Postville.	Burlington, Cedar Rapids and Northern.	99.80	238	16	10.4 by 7.8, f. f., s. l.
204	Minn.	26010	26010	Hastings, Montevideo.	Chicago, Milwaukee and Saint Paul.	157.28	396	12	13.6 by 9.2, f. f., s. l.
205	Tex.		31015	Henderson, Overton.	Henderson and Overton.	15.53	199	10	14 by 9; no r. a.
206	Pa.		8114	Washington, Waynesborough.	Washington & Waynesborough.	23.72	198	10	9 by 6.7, f. f.; no r. a.
207	Mo.		28020	Oronogo, Joplin.	Missouri and Western.	9.33	168	20	In b. c.; no r. a.
208	Pa.		8117	Newtown Junction, Newtown.	Philadelphia, Newtown and New York.	27.10	162	25	In b. c.; no r. a.
209	Ill.		23060	Parkersburgh, Mattoon.	Grayville and Mattoon.	69.66	152	18	10 by 7, fixtures, s. l.

States and Territories in which the contract-term expired June 30, 1879, &c.—Continued.

Trips per week.	Pay per mile for r. p. o. cars.	Pay per mile for transportation.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
	Dolla.	Dolla.	Dolla.	Dolla.	Dolla.			
7.7*	48 74	55 57½	2,329 77	2,500 87	July 1, 1879	Branch; main route, \$73.27. 179		
6	48 74	44 46	8,888 71	8,159 29	July 1, 1879	\$63.27 (88); 2.80 m. increase. 180		
6 to Phillips residue.	48 74	46 17	11,065 11	11,589 59	July 1, 1879	73 m. at \$34.12; .60 m. increase 181		
6	48 74	53 01	3,580 70	3,808 77	July 1, 1879	1.80 m. increase 182		
6	48 73½	42 75	4,935 88	2,492 84	May 15, 1879	42.5 m. from December 1, 1877, at \$51.30; rate reduced 5 per cent. from July 1, 1878; in May 1, 1879. 183		
8.3*	47 88	49 59	2,913 97	3,018 54	July 1, 1879	.01 m. decrease 184		
12	47 88	50 00	1,003 08	1,050 00	July 1, 1879	.05 m. decrease 185		
8.2*	47 88	58 00	2,040 64	2,482 40	July 1, 1879	.18 m. decrease 186		
6	47 03	52 00	10,102 51	11,253 32	July 1, 1879	1.60 m. decrease 187		
12	47 03	42 75	1,656 86	1,506 08	July 1, 1879	188		
6	47 03	42 75	4,793 64	4,359 21	July 1, 1879	189		
6	47 03	50 00	2,586 63	2,750 00	July 1, 1879	190		
6	47 03	43 60½	1,211 02	1,090 13	July 1, 1879	191		
12	47 03	50 00	3,705 49	4,012 50	July 1, 1879	Formerly \$60 m. m.; .26 m. decrease. 192		
6	47 03	42 75	1,235 00	1,122 62	July 1, 1879	193		
6	47 02	34 20	2,964 61	1,145 70	Aug. 1, 1878	29.55 m., extension from August 1, 1878. In December, 1878. 194		
6	46 17	50 00	7,239 91	7,840 00	July 1, 1879	.01 m. increase 195		
6	46 17	50 00	3,024 13	3,277 00	July 1, 1879	.04 m. decrease 196		
6	46 17	42 75	2,337 12	2,164 01	July 1, 1879	197		
15*	46 17	54 00	242 85	4 20	July 1, 1879	\$150 formerly for m. m.; .26 m. increase. 198		
6	46 17	44 46	5,305 39	5,076 89	July 1, 1879	.72 m. increase 199		
7	46 17	45 32	557 27	358 02	July 1, 1878	Pay formerly only on 7.9 m. branch; main route not weighed. In April, 1879. 200		
7.5*	46 17	42 75	3,639 58	3,473 79	July 1, 1879	25.23 m. from March 15, 1877; .41 m. decrease. 201		
15	45 32	42 75	528 88	498 89	July 1, 1879	202		
9	45 32	43 60½	4,522 93	4,351 78	July 1, 1879	203		
6	45 15	27 36	7,101 19	5,761 14	July 1, 1879	82.40 m. at \$45.15; from January 1, 1879. 204		
7	45 00				Apr. 15, 1878	New. Rate reduced 5 per cent. from July 1, 1878. In January, 1879. 205		
12	45 00				Jan. 10, 1878	New. In October, 1878. Rate reduced 5 per cent. from July 1, 1878. 206		
7	45 00				Feb. 1, 1878	Branch; main route, \$77.81 (81). New. Rate reduced 5 per cent. from July 1, 1878. 207		
12	45 00				May 1, 1878	New. Rate reduced 5 per cent. from July 1, 1878. In December, 1878. 208		
6	45 00				Feb. 1, 1878	New. From July 1, 1878, this rate reduced 5 per cent. under act of June 17, 1878. 209		

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

Order.	State.	Number of New number route.	Termini.	Corporate title of com- pany carrying the mail.	Length of route. Average weight of mails whose dis- tance per day. Miles per hour.	Size, &c., of mail- car or apart- ment.
					Miles. Lbs.	Feet and inches.
210 Pa		8109	Abington, Broadysville.	Northeast Pennsylvania.	11.30 129 25	In b. c.; no r. a.
211 Pa		8116	Honesdale, Carbondale.	Delaware and Hudson Canal.	17.30 128 15	In b. c.; no r. a.
212 Ohio		21058	Jackson, Springfield	Springfield, Jackson and Pomeroy.	108.92 115 19	16 by 8, f. f., s. l.
213 R. I.		4008	Riverpoint, Hope	Pawtuxet Valley	3.10 109 12	No apt.; no r. a.
214 Mo		28036	Springfield, Ash Grove.	Springfield, Western & Missouri.	20.08 97 15	12 by 8, f. f.; no r. a.
215 Conn		5020	Turnersville, Chester.	Boston and New York Air Line.	4.19 95 14	No r. a.
216 Pa		8112	Foxburg, Turkey City.	Foxburg, Saint Petersburg and Clarion.	8.90 89 15	In b. c.; no r. a.
217 Miss		18010	Natchez, Red Lick	Natchez, Jackson and Columbus.	34.32 80 13	10 by 7.6, f. f., s. l.
218 Ohio		21059	Cincinnati, Hamilton, and Dayton Junction, Mount Healthy.	G. H. Barrows (lessee College Hill Railroad).	7.08 76 15	No apt.; no r. a.
219 Iowa		27039	Turkey River, Wadena.	Chicago, Clinton, Dubuque and Minnesota.	44.05 75 10	7.7 by 7.1, f. f., s. l.
220 Cal		46025	West Oakland, Berkeley.	Central Pacific (West Berkeley Branch).	5.9 71 11	In b. c.; no r. a.
221 Pa		8115	Pittsburgh, Findleyville.	Pittsburgh Southern	19.26 63 15	In b. c.; no r. a.
222 N. J.		7042	Delaware Station, Blairstown.	Blairstown	11.30 62 15	In b. c.; no r. a.
223 Mass		3072	Boston, Waltham.	Fitchburg	10.90 58 15	No apt.; no r. a.
224 Mo		28016	Pleasant Hill, Desoto Junction.	Atchison, Topeka and Santa Fé.	46.80 52 10	11.6 by 9; no r. a.
225 Ind		22087	Anderson, Noblesville.	Anderson, Lebanon and Saint Louis.	20.20 40 20	In b. c.; no r. a.
226 Pa		8033	Junction, East Berlin.	Hanover Branch	7.21 35 16	10 by 6, f. f.; no r. a.
227 Mich		24040	Saint Louis, Elmore	John A. Elwell (lessee Chicago, Saginaw and Canada).	23.39 232 17	12 by 8, f. f., s. l.
228 N. H.		1004	Hooksett, Pittsfield	Concord	20.35 228 18	7 by 4.6, f. f., s. l.
229 Iowa		27027	Davenport, Fayette	Davenport and Saint Paul.	129.33 227 18	10.6 by 6.11 (av.), f. f., s. l.
230 Mo		28025	Salisbury, Glasgow	Saint Louis, Kansas City and Northern.	15.99 226 15	25.5½ by 7.7½; no r. a.
231 Minn		26007	Saint Paul, Duluth	Saint Paul and Duluth.	155.73 374 16	22 by 8.6, f. f., s. l.
232 Minn		26014	Saint Peter, Gary	Winona and Saint Peter	150.63 379 15	15.3 by 7.6, 11.10 by 9.5, f. f. c., s. l.
233 Ill		23054	Chicago, Byron	Chicago and Pacific	88.85 223 18	10.6 by 6.10, f. f., s. l.
234 Ill		23049	Springfield, Havana	Springfield and Northwestern.	47.48 221 20	12.6 by 6.3, f. f., s. l.
235 Ill		23013	Mendota, Clinton	Chicago, Burlington and Quincy.	65.59 221 12	8.7 by 6.9, f. f., s. l.

States and Territories in which the contract-term expired June 30, 1879, &c.—Continued.

<i>Trips per week.</i>	<i>Pay per mile for r. p. o. cars.</i>	<i>Pay per mile for transportation.</i>	<i>Former pay per mile per annum.</i>	<i>Amount of annual pay.</i>	<i>Former amount of annual pay.</i>	<i>Date of readjust- ment or adjust- ment.</i>	<i>Remarks.</i>	<i>Order.</i>
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
12		45 00				July 1, 1877	New. Rate reduced 5 per cent. from July 1, 1878. In February, 1879.	210
12		45 00				Apr. 1, 1878	New. Rate reduced 5 per cent. from July 1, 1878. In December, 1878.	211
6		45 00				Jan. 1, 1878	New. Rate reduced 5 per cent. from July 1, 1878. 83.19 m. from September 2, 1878. In June, 1879.	212
7.8*		45 00				Apr. 1, 1878	New. Rate reduced 5 per cent. from July 1, 1878. In February, 1879.	213
6		45 00				May 1, 1878	New. Rate reduced 5 per cent. from July 1, 1878.	214
7.5*		45 00				Nov. 1, 1877	New. Rate reduced 5 per cent. from July 1, 1878. In January, 1879.	215
18		45 00				Dec. 1, 1877	New. Rate reduced 5 per cent. from July 1, 1878. In January, 1879.	216
7		45 00				Sept. 1, 1877	8.32 m. from July 1, 1878. New. Rate reduced 5 per cent. from July 1, 1878. In July, 1878.	217
24		45 00				Jan. 1, 1878	New. Rate reduced 5 per cent. from July 1, 1878. In November, 1878.	218
6		45 00				Feb. 1, 1878	New. Rate reduced 5 per cent. from July 1, 1878. In May, 1878.	219
13		45 00				July 1, 1877	New. Rate reduced 5 per cent. from July 1, 1878. In April, 1878.	220
6		45 00				Feb. 1, 1878	6.71 m. from October 15, 1878. New. Rate reduced 5 per cent. from July 1, 1878. In February, 1879.	221
6		45 00				May 1, 1878	New. Rate reduced 5 per cent. from July 1, 1878. In February, 1879.	222
14.8*		45 00				May 1, 1878	New. Rate reduced 5 per cent. from July 1, 1878. In May, 1879.	223
6		45 00				Apr. 12, 1877	Service only to Stanley, 25.5 m. New. In October, 1878.	224
6		45 00				Mar. 1, 1878	New. In September, 1878. Rate reduced 5 per cent. from July 1, 1878.	225
6		45 00				Oct. 15, 1877	Branch; main route. New. In January, 1879.	226
9*	44 46	38 47½		1,039 91	919 79	July 1, 1879	3.32 m. at \$44.46. from November 1, 1878.	227
6	44 46	45 90		904 76	934 06	July 1, 1878	Combined returns of August, 1878, and April, 1877.	228
6	44 46	43 80½		5,750 01	5,639 44	July 1, 1879		229
13	44 46	42 75		710 91	669 47	July 1, 1879	.33 m. increase.	230
6*	43 78	60 87½		6,817 85	9,480 21	July 1, 1879		231
12	43 77					July 1, 1878	Pay on extension. Marshall to Gary, 40.97 m.; \$46.60 on 30 m.; \$21.60 on 79.66 m. In October, 1878.	232
6	43 61	38 47½		3,874 74	3,495 84	July 1, 1879	2.01 m. decrease.	233
7.3*	43 61	45 00		2,070 60	2,169 00	July 1, 1879	.72 m. decrease.	234
8.2*	43 61	42 75		2,860 37	2,744 12	July 1, 1879	.40 m. increase.	235

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.	Size, &c., of mail-car or apartment.
						Miles.	Lbs.		Feet and inches.
236	N. H.		1010	Contoocook Village, Peterboro'.	Concord and Claremont	32.76	206	19	7 by 6, f. f., s. l.
237	Wis.	25021	25021	Callamine, Platteville.	Mineral Point	18.97	197	15	No apt.; no r. a.
238	Mich.	24032	24022	Muskegon, Big Rapids.	Chicago and West Michigan.	55.5	196	18	10.3 by 6.10, f. f., s. l.
239	Ind.		22003	Lawrenceburgh Junction.	Indianapolis, Cincinnati and Lafayette.	2.66	196	20	In b. c.; no r. a.
240	W. T.		43003	Olympia, Tenino.	Thurston County Railroad Construction Company.	15.31	193	19	10 by 3.6; no r. a.
241	Ill.		23044	Mattoon, Hervey City.	Decatur, Mattoon and Southern.	31.37	190	12	12 by 7.4, f. f., s. l.
242	Ill.		23025	Maysville, Pittsfield.	Wabash	6	189	23	No apt.; no r. a.
243	Mich.	24026	24026	Grand Rapids, White Cloud.	Grand Rapids, Newega, and Lake Shore.	47.03	182	14	7 by 4, f. f., s. l.
244	Mich.	24037	24037	Saint Clair, Richmond.	Michigan, Midland and Canada.	16.76	168	16	No apt.; no r. a.
245	Ohio.		21060	Columbia, Amelia.	Cincinnati and Portsmouth.	20.4	168	12	10.5 by 5.2, f. f., s. l.
246	Iowa		27024	Clinton, Anamosa.	Iowa Midland	71.57	167	20	— by —, f. f., s. l.
247	Ill.		23004	Elgin, Geneva.	Chicago and Northwestern.	43.65	164	27	9.6 by 9.5, f. f., s. l.
248	N. J.		7043	Keyport, Freehold.	Freehold and New York	14.14	161	25	In b. c.; no r. a.
249	Wis.	25032	25032	Woodman, Lancaster.	Chicago and Tomah.	30.69	160	12	In b. c.; no r. a.
250	Ill.		23027	La Harpe, Burlington.	Toledo, Peoria and Warsaw.	20.47	152	20	In b. c.; no r. a.
251	Minn.	26008	26008	White Bear Lake, Stillwater.	Saint Paul and Du Luth.	13.20	147	16	In b. c.
252	Pa.		8122	Allegheny Bridge, Bradford.	Kendall and Eldred	21.94	146	15	In b. c.; no r. a.
253	Ill.		23045	Carbondale, Marion.	Carbondale and Shawneetown.	18.36	145	18	In b. c.; no r. a.
254	Mich.	24019	24007	Kalamazoo, South Haven.	Michigan Central	40.65	141	11	12.7 by 6.6, f. f., s. l.
255	Iowa		27023	Beulah, Elkader.	Iowa Eastern	19.49	140	12	No apt.; no r. a.
256	Pa.		8095	Pittsburgh, Castle Shannon.	Pittsburgh and Castle Shannon.	7	139	12	In b. c.; no r. a.
257	Iowa		27013	Stanwood, Tipton.	Chicago and Northwestern.	9.44	138	19	No apt.; no r. a.
258	Minn.	26022	26022	Wabasha, Zumbrota.	Minnesota Midland	59.09	136	15	9.11 by 6.1, f. f.; no r. a.
259	Mich.	24044	24020	Toledo, Ann Arbor.	Toledo and Ann Arbor.	46.15	132	23	No apt.; no r. a.
260	Kans.		33024	Parsons, Weir.	Memphis, Kansas and Colorado.	31.12	129	12	10 by 6, f. f., s. l.
261	Iowa		27043	Hastings, Sidney.	Chicago, Burlington and Quincy.	23.81	126	12	No apt.; no r. a.
262	Ill.		23039	Carbondale, Grand Tower.	Grand Tower Mining, Manufacturing and Transportation Company.	25.32	121	14	In locked chest.
263	Minn.	25014	26027	Stillwater, Stillwater Junction.	Stillwater and Taylor Falls.	3.25	120		No apt. In charge of baggage-master.
264	La.		30009	Terre Bonne, Thibodaux.	Morgan's Louisiana and Texas.	5.75	119	17	In b. c.; no r. a.
265	Mich.	24043	24014	East Saginaw, Caro.	Detroit and Bay City	33.72	117	17	No apt.; no r. a.
266	N. Y.		6104	Sardinia Junction (n. o.), Springville.	Springville and Sardinia	11.59	114	12	In b. c.; no r. a.
267	Mo.		28029	Hannibal, Prairieville.	Saint Louis, Hannibal and Keokuk.	47.69	113	16	No apt.; no r. a.
268	Ill.		23029	White Heath, Decatur.	Indianapolis, Bloomington and Western.	33.15	112	15	No apt.; no r. a.
269	Me.		19	Mechanics Falls, Canton.	Rumford Falls and Bucksfield.	27.71	111	18	No apt.; no r. a.
270	Pa.		8119	Shenandoah, Mahanoy Plane.	Philadelphia and Reading.	7.02	111	14	No apt.
271	Minn.	26024	26018	Chatfield, Plainview.	Winona and Saint Peter	28.47	110	13	No apt.

States and Territories in which the contract-term expired June 30, 1879, &c.—Continued.

Trips per week.	Pay per mile for r. p. o. cars.	Pay per mile for transportation.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjust- ment or adjust- ment.	Remarks.	Order.
8.6*	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Sept. 2, 1878	Extension 17.76 m., from Sep- tember 2, 1878. In May, 1879.	236
12	42 75	48 60	1,400 49	729 08	July 1, 1879	13 m. increase		237
6	42 75	50 00	810 96	935 00	July 1, 1879	1.14 m. decrease		238
76	42 75	45 00	2,372 62	2,548 80	July 1, 1878	Branch; main route, \$287.30. In December, 1878.		239
12	42 75				Aug. 20, 1878	New. In March, 1879.		240
6	42 75	50 00	1,341 06	1,652 50	July 1, 1879	1.68 m. decrease		241
18	42 75	50 00	256 50	300 00	July 1, 1879	Branch; main route, \$100.89 (48).		242
12	42 75	50 00	2,010 53	2,297 70	July 1, 1879	Formerly 10.76 m., at \$45		243
12	42 75	50 00	716 49	838 00	July 1, 1879			244
12	42 75				July 15, 1878	New. In March and April, 1879.		245
6	42 75	50 00	3,059 61	3,705 00	July 1, 1879	2.53 m. decrease		246
6	42 75	50 00	1,866 03	2,200 00	July 1, 1879	.35 m. decrease		247
12	42 75				Aug. 1, 1878	In February, 1879. New		248
6	42 75				Feb. 1, 1879	New. .22 m. decrease		249
12	42 75				Mar. 22, 1875	New. Branch; main route, \$83.79 (70), 1.22 m. increase.		250
12	42 75	50 00	564 30	660 00	July 1, 1879			251
6	42 75				Feb. 1, 1879	New. In May, 1879.		252
12	42 75	45 00	784 89	810 00	July 1, 1879	.36 m. increase		253
6	42 75	50 00	1,737 78	1,987 00	July 1, 1879	.91 m. increase		254
6	42 75	50 00	833 19	979 50	July 1, 1879	.10 m. decrease		255
6	42 75	34 20	299 25	239 40	Oct. 1, 1878	In September, 1878.		256
12	42 75	50 00	403 56	440 50	July 1, 1879	.63 m. increase		257
6	42 75				Sept. 16, 1878	New. .57 m. decrease		258
6	42 75				Jan. 1, 1879	.53 m. increase		259
6	42 75				Aug. 16, 1878	5.41 m., from October 1, 1878. In February, 1879.		260
12	42 75				Feb. 1, 1879	New. 2.74 m. increase		261
12	42 75	38 47	1,082 43	961 87	July 1, 1879	.32 m. increase		262
15	42 75	25 65	138 93	83 36	July 1, 1879	Late part of Wisconsin route No. 25014.		263
7	42 75				Mar. 1, 1879	New. In May, 1879.		264
15.6*	42 75				Oct. 1, 1878	20.55 m., from March 16, 1879. New.		265
12	42 75				Dec. 1, 1878	New. In May, 1879.		266
6	42 75	38 47	2,038 74	1,897 28	July 1, 1879	14.60 m., at \$42.75, from Au- gust 1, 1878.		267
6	42 75	38 47	1,417 16	1,244 66	July 1, 1879	Branch; main route, \$59.85 (131). .80 m. increase.		268
6	42 75				Aug. 16, 1878	New. In May, 1879.		269
12	42 75				Nov. 15, 1878	New. In December, 1878		270
12	42 75				Jan. 1, 1879	12.40 m., from February 1, 1879. .21 m. increase.		271

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.	Size, &c., of mail-car or apartment.
						Miles.	Lbs.		Feet and inches.
272	Ga.		15026	Toccoa, Elberton...	Elberton Air Line...	51	108	15	3.11 by 3.5, f. f., s. l.
273	Iowa		27044	Atlantic, Audubon	Chicago, Rock Island and Pacific.	26.01	108	15	No apt.; no r. a.
274	N. J.		7036	Summit, Bernardsville.	Passaic and Delaware.	14.78	107	20	In b. c.; no r. a.
275	Wis.	25007	25007	Nepesuskun, Winneconne.	Chicago, Milwaukee, and Saint Paul.	14.29	105	14	In b. c.; no r. a.
276	N. Y.		6105	Plattsburgh, Danemora.	Plattsburgh and Danemora.	17.69	104	20	16.3 by 7.2, f. f.; no r. a.
277	Ill.		23062	Kankakee, Chatsworth.	Kankakee and Southwestern.	41.78	103	15	In b. c.; no r. a.
278	R. I.		4009	Wood River Junction, Hope Valley.	Wood River Branch...	5.87	100	12	No apt.; no r. a.
279	Ill.		23056	Geneva, Batavia...	Chicago and Northwestern.	3.66	98	18	In b. c.; no r. a.
280	Texas		31016	Corpus Christi, Collins.	Corpus Christi, San Diego and Rio Grande Narrow Gauge.	40	98	12	In b. c.; no r. a.
281	Iowa		27040	Adams, Waukon...	Waukon and Mississippi Railroad Guarantee Company.	22.92	96	11	No apt.; no r. a.
282	Iowa		27042	Chariton, Indianola	Chicago, Burlington and Quincy.	34.67	95	16	No apt.; no r. a.
283	Ill.		23046	Jacksonville, Virden.	Jacksonville, Northwestern and South-eastern.	31.68	94	13	7 by 6.6, f. f., s. l.
284	Wis.	25005	25005	Watertown, Madison.	Chicago, Milwaukee and Saint Paul.	39.05	94	21	13.7 by 7.5, f. f., s. l.
285	Minn.	26017	26024	Mankato, Wells...	Central of Minnesota...	40.81	90	21	8.1 by 7.1, f. f., s. l.
286	Pa.		8121	Olean, Bradford...	Olean, Bradford and Warren.	22.83	90	15	In b. c.; no r. a.
287	Mich.	24042	24032	Powers, Quinnesec.	Chicago and Northeastern (operating Menominee).	25.09	86	13	No apt.; no r. a.
288	Iowa		27045	Avoca, Harlan...	Chicago, Rock Island and Pacific.	12.40	84	14	No apt.; no r. a.
289	S. C.		14003	Kingsville, Camden	South Carolina.	39.25	83	13	In b. c.; no r. a.
290	La.		30004	Terre Bonne, Houma.	Morgan's Louisiana and Texas.	15.33	75	25	No r. a.
291	Ala.		17004	Wetumpka, Elmore	South and North Alabama.	6.81	63	15	Mails in chest...
292	Mich.	24027	24012	Miles, South Bend	Michigan Central.	12.25	59	16	In b. c.; no r. a.
293	Ill.		23006	Kansas, Westfield.	Danville, Olney & Ohio River.	8.28	59	13	No apt.; no r. a.
294	Iowa		27046	Adell, Waukeo...	Des Moines, Adell and Western.	7.50	58	14	No apt.; no r. a.
295	Iowa		27041	Creston, Fontanelle	Chicago, Burlington and Quincy.	31.42	52	16	No apt.; no r. a.
296	Del.		9505	Wilmington, Pomeroy.	Delaware Western.	38.85	52	13	7.5 by 6.10 f. f., s. l.
297	Iowa		27010	Albia, Eddyville Junction.	Central of Iowa.	14.84	49	8	In b. c.; no r. a.
298	Cal.		46030	Monterey, Salinas.	Monterey and Salinas Valley.	21	49	15	In b. c.
299	Texas		31017	Denison, White-wright.	Missouri, Kansas and Texas.	21.23	45	12	In b. c.; no r. a.
300	Iowa		27036	Newton, Monroe	Newton and Monroe...	17.59	43	15	In b. c.; no r. a.
301	Pa.		8118	Latrobe, Ligonier	Ligonier Valley.	11.04	42	15	Mails in locked closet.
302	Pa.		8120	Salisbury Junction (n. o.), Elk Lick.	Salisbury.	7.43	40	20	In b. c.; no r. a.
303	Utah		41006	Sandy, Alta.	Wasatch and Jordan Valley.	16.78	38	8	No apt.; no r. a.
304	Ill.		23012	Aurora, Batavia...	Chicago, Burlington and Quincy.	10.15	37	13	In b. c.; no r. a.
305	Ill.		23042	Bismarck, Snoddy's Mills.	Chicago and Eastern Illinois.	24.35	35	12	In b. c.; no r. a.
306	Va.		11019	Sutherlin, Milton	Milton and Sutherlin Narrow-Gauge.	7	31	8	In b. c.; no r. a.

ADJUSTMENT OF PAY OF RAILROADS.

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States and Territories in which the contract-term expired June 30, 1879, &c.—Continued.

<i>Trips per week.</i>	<i>Pay per mile for r. p. o. cars.</i>	<i>Pay per mile for transportation.</i>	<i>Former pay per mile per annum.</i>	<i>Amount of annual pay.</i>	<i>Former amount of annual pay.</i>	<i>Date of readjustment or adjustment.</i>	<i>Remarks.</i>	<i>Order.</i>
	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
6	42 75					Oct. 1, 1878	New. 26 m. from December 1, 1878. In May, 1879.	272
6	42 75					Feb. 17, 1879	New. .17 m. increase	273
6	42 75					Mar. 1, 1879	New. In June, 1879.	274
6	42 75	45 00		610 89	781 25	July 1, 1879	1.06 m. decrease	275
12	42 75					Feb. 1, 1879	New. In May, 1879	276
6	42 75					Nov. 15, 1878	New.	277
18	42 75					Aug. 16, 1878	New. In May, 1879	278
12	42 75	50 00		156 46	175 00	July 1, 1879	.16 m. increase	279
6	42 75					Sept. 1, 1878	New. In May, 1879	280
12	42 75	38 47½		979 83	884 15	July 1, 1879	.06 m. increase	281
9	42 75					Feb. 1, 1879	New. 19.58 m. from March 15, 1879. .58 m. increase.	282
6	42 75	38 47½		1,354 32	1,207 73	July 1, 1879	.29 m. increase	283
6	42 75	50 00		1,669 38	1,922 50	July 1, 1879	.60 m. increase	284
6	42 75	34 20		1,744 62	1,404 25	July 1, 1879	.25 m. decrease	285
6	42 75					Feb. 1, 1879	New. In May, 1879	286
6	42 75					Apr. 15, 1878	New. .41 m. increase	287
6	42 75					Feb. 17, 1879	New. 2.49 m. decrease	288
6	42 75	38 47½		1,677 93	1,510 14	July 1, 1879	Branch; main route \$67.55 (105). In April, 1879.	289
7	42 75	50 00		655 35	764 00	July 1, 1878	.05 m. increase. In Apr., 1878.	290
7	42 75					Nov. 15, 1878	New. Branch; main route \$84.13½. In March, 1879.	291
9*	42 75	50 00		523 68	610 00	July 1, 1879	.05 m. increase	292
6	42 75					Apr. 15, 1879	New.	293
12	42 75					Mar. 1, 1879	.16 m. increase	294
6	42 75					Feb. 1, 1879	New. 6.80 m. not yet fixed; .72 m. increase.	295
6	42 75	38 47½		1,660 83	751 41	Feb. 10, 1879	19.32 m. extension from Feb. 10, 1879. In May, 1879.	296
6	42 75					July 1, 1879	New. Branch; main route \$78.66 (79). Title reported, "Central Iowa Railway."	297
7	42 75					Mar. 12, 1879	New. Pay ordered at same rate from July 1 to September 30, 1878. In July, 1879.	298
6	42 75					Feb. 1, 1879	New. In May, 1879	299
6	42 75	38 47½		748 12	688 75	July 1, 1879	.40 m. decrease	300
6	42 75					Oct. 1, 1878	New. In November, 1878.	301
12	42 75					Feb. 1, 1879	New. In May, 1879	302
6	42 75					July 1, 1878	New. In May, 1879	303
6	42 75	51 30		433 91	461 70	July 1, 1879	Branch; main route \$65.84 (115). 1.15 m. increase.	304
6	42 75	34 20		1,040 96	831 06	July 1, 1879	Branch; main route \$74.39 (86). .05 m. increase.	305
6	42 75					Nov. 10, 1878	New. \$300.75 per annum for m. m. In May, 1879.	306

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.	Size, &c., of mail-car or apartment.
						Miles.	Lbs.		Feet and inches.
307	Texas	31018		Brownsville, Brazos Santiago.	Rio Grande	28.04	28	21	In pass. car
308	Iowa	27037		Judd, Lehigh	Crooked Creek Railway and Coal Company.	8.5	26	12	No apt.; no r. s.
309	Col	38008		Boulder, Marshall.	Golden, Boulder and Caribou.	6.75	13	8	Cab of locomotive
310	Ky	20023		Mt. Sterling, Rothwell.	Mount Sterling Coal Railroad.	19.21	40	8	In pass. car
311	Mo	28035		New Madrid, Malden.	Little River Valley and Arkansas.	27.10	13	14	7 by 6.6; f. f.; no r. s.
312	Mo	28005		Palmyra, Hannibal.	Hannibal and Saint Joseph.	15	311		In b. c.
313	N. C.	13013		Jamesville, Washington.	Jamesville and Washington.	22.51	25	20	In pass. car
314	Minn	28004	28004	East Saint Cloud, Alexandria.	Saint Paul, Minneapolis and Manitoba (late Saint Paul & Pacific).	69.5	214	18	11 by 8.4; f. f.; s. l.
315	Minn	28020	28005	Crookston, Fisher's Landing.	Saint Paul, Minneapolis and Manitoba (late Saint Paul & Pacific).	12.10	28	15	In b. c.; no r. s.
316	Mo	28023		Cuba, Salem	Saint Louis, Salem and Little Rock.	40.98	191	10	10 by 6.6; f. f.; s. l.
317	S. C.	14013		Chester C. H., Cedar Shoals.	Cheraw and Chester Narrow-Gauge.	18.50	56	12	In locked box

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

States and Territories in which the contract-term expired June 30, 1879, &c.—Continued.

Trips per week.	Pay per mile for r. p. o. cars.	Pay per mile for transportation.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment or adjustment.	Remarks.	Order.
	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
7	42 75					Feb. 1, 1879	New. In May, 1879	307
6	42 75	38 47½		363 37	327 03	July 1, 1879	.....	308
6	42 75					Feb. 1, 1879	New. In April, 1879.....	309
7	40 50					Mar. 1, 1878	New. Rate reduced 5 per ct. from July 1, 1878. In October, 1878. Intermediate office supplied three times per week.	310
6	40 50					Mar. 13, 1878	New. Rate reduced 5 per ct. from July 1, 1878.	311
7	40 36	34 20		605 40	513 00	July 1, 1879	Branch; main route \$143.64. Wt. 25 lb. R. p. o. for 171 m (27)	312
6	36 00					Feb. 1, 1878	New. Rate reduced 5 per ct. from July 1, 1878. In Dec., 1878.	313
6	34 89	39 50		2,424 85	2,463 78	July 1, 1879	33.5 m. at \$34.89 from Jan. 1, 1879.	314
6	34 20					Jan. 16, 1879	New. Branch; main route \$63.62 (106). .01 m. increase.	315
3	29 92	28 50		1,226 12	1,165 08	July 1, 1879	.10 m. increase	316
3	29 92					Nov. 16, 1878	New. In February, 1879.....	317
				2,694,925 48	2,459,533 41			
				235,392 07				

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

Index to Table E.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama and Chattanooga	345	17015	.....	Chicago and Tomah	265	25032	.....
Anderson, Lebanon and Saint Louis	219	22037	.....	Chicago and West Michigan	61	24021	.....
Atchison, Topeka and Santa Fe	218	28016	.....	Do	87	24021	.....
Do	308	28016	.....	Chicago, Burlington and Quincy	167	24032	24022
Belleville and El Dorado	280	23001	.....	Do	105	23005	.....
Blairtown	216	7042	.....	Do	3	23007	.....
Boston and Maine	18	3011	.....	Do	172	23007	.....
Do	27	11	.....	Do	289	23007	.....
Boston and New York Air-Line	208	5020	.....	Do	120	23008	.....
Boston, Concord and Montreal	89	1005	.....	Do	175	23008	.....
Do	62	1008	.....	Do	88	23009	.....
Do	148	1007	.....	Do	26	23010	.....
Brunswick, Chillicothe, Saint Louis, Council Bluffs and Omaha. (See Hatch & Van Every.)			.....	Do	129	23011	.....
Buffalo, Chautauque Lake and Pittsburgh	95	6061	.....	Do	135	23012	.....
Burlington and Missouri River (See Chicago, Burlington and Quincy.)			.....	Do	137	23012	.....
Burlington and Missouri River	256	27006	.....	Do	249	23013	.....
Do	119	27007	.....	Do	264	23014	.....
Do	251	27009	.....	Do	75	23041	.....
Burlington and Northwestern	307	27035	.....	Do	47	23041	.....
Burlington and Northwestern	221	27008	.....	Do	20	27005	.....
Burlington, Cedar Rapids and Northern	73	27001	.....	Do	184	27005	.....
Do	225	27002	.....	Do	346	27005	.....
Do	232	27003	.....	Do	91	27011	.....
Do	267	27004	.....	Do	252	27033	.....
Burrows, G. H. (lessee College Hill Railroad)	212	21059	.....	Do	312	27041	.....
Cairo and Saint Louis	178	25053	.....	Do	300	27042	.....
Cairo and Vincennes	97	23037	.....	Do	279	27043	.....
Carbondale and Shawneetown	201	23045	.....	Chicago, Clinton, Dubuque and Minnesota	86	27012	.....
Cazenovia, Canastota and De Ruyter	227	6080	.....	Do	213	27039	.....
Central of Iowa	117	27010	.....	Do	302	27039	.....
Do	313	27010	.....	Chicago, Milwaukee and Saint Paul	9	23035	.....
Central of Minnesota	350	26017	26024	Do	40	25001	.....
Central Pacific	42	46003	.....	Do	7	25002	.....
Central Pacific (West Berkeley branch)	214	46025	.....	Do	83	25003	.....
Central Pacific	77	46028	.....	Do	116	25004	.....
Do	124	46029	46028	Do	166	25005	.....
Cheraw and Chester Narrow Gauge	354	14013	.....	Do	144	25006	.....
Chicago and Alton	19	23017	.....	Do	206	25007	.....
Do	45	23018	.....	Do	149	25008	.....
Do	270	23019	.....	Chicago, Milwaukee and Saint Paul (operating Chicago and Superior)	236	25023	.....
Do	320	23019	.....	Chicago, Milwaukee and Saint Paul	321	25031	25022
Do	245	28021	.....	Do	51	26009	.....
Do	41	28022	.....	Do	356	26010	.....
Chicago and Canada Southern	145	24036	.....	Do	139	26012	.....
Chicago and Eastern Illinois	96	23042	.....	Do	21	26013	.....
Do	351	23042	.....	Do	329	27025	.....
Chicago and Iowa	261	23057	.....	Do	121	27026	.....
Chicago and Lake Huron	230	24020	24038	Do	146	27028	.....
Chicago and Northeastern	231	24039	24025	Chicago, Rock Island and Pacific	4	23015	.....
Chicago and Northwestern	11	23001	.....	Do	59	23016	.....
Do	5	23003	.....	Do	16	27014	.....
Do	160	23004	.....	Do	180	27015	.....
Do	165	23056	.....	Do	233	27015	.....
Chicago and Northwestern (operating Menominee Railroad)	303	24042	24032	Do	246	27016	.....
Chicago and Northwestern	12	25006	.....	Do	72	27017	.....
Do	36	25010	.....	Do	293	27044	.....
Do	70	25011	.....	Do	304	27045	.....
Do	85	25013	25012	Do	93	28032	.....
Do	298	25030	25013	Chicago, Saginaw and Canada. (See Elwell, John A.)			.....
Do	164	27013	.....	Chicago, Saint Paul and Minneapolis	102	25014	25030
Chicago and Pacific	332	23054	.....	Chicago, Pekin and Southwestern	174	23051	.....
Chicago and Paducah	152	23043	.....	Chippewa Falls and Western	247	25026	.....
Chicago and Superior. (See Chicago, Milwaukee and Saint Paul.)			.....	Cincinnati and Portsmouth	260	21060	.....
			.....	Cleveland, Mount Vernon and Delaware	74	21004	.....
			.....	Colorado Central	190	38003	.....
			.....	Do	101	38004	38003
			.....	Concord	13	1001	.....
			.....	Do	111	1002	.....

Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Concord	209	1003	.....	Houston and Texas Central	43	24003	.....
Do	188	1004	.....	Do	80	31804	.....
College Hill Railroad. (See G. H. Burrows.)				Do	78	31005	.....
Concord and Claremont	177	1010	.....	Illinois Central	14	23020	.....
Continental Improvement Co. (See Traverse City.)				Do	46	23021	.....
Corpus Christi, San Diego and Rio Grande Narrow Gauge	299	31016	.....	Do	255	23034	.....
Crooked Creek Railway and Coal Company	341	27037	.....	Do	58	27021	.....
Danville, Olney and Ohio River	309	23006	.....	Do	71	27022	.....
Davenport and Northwestern	278	27018	.....	Illinois Midland	147	23048	.....
Davenport and Saint Paul	226	27027	.....	Indianapolis, Bloomington and Western	229	28029	.....
Decatur, Mattoon and Southern	155	23044	.....	Do	335	23020	.....
Delaware and Hudson Canal Company	203	8116	.....	Indianapolis, Cincinnati and La Fayette	253	22003	.....
Delaware Western	339	9505	.....	Indianapolis, Delphi and Chicago	311	22038	.....
Denver Pacific Railway and Telegraph Company	32	38007	.....	Indianapolis, Decatur and Springfield	243	23055	.....
Des Moines and Minneapolis	141	27030	.....	Indianapolis and Saint Louis	22	23028	.....
Des Moines and Minnesota	142	27030	.....	Iowa Eastern	168	27023	.....
Des Moines and Fort Dodge	191	27031	.....	Iowa Midland	159	27024	.....
Des Moines, Adell and Western	310	27046	.....	Jacksonville, Northwestern and Southeastern	337	23046	.....
Detroit and Bay City	60	24013	.....	Jamesville and Washington	344	13013	.....
Do	283	24043	24014	Kansas Central	258	33013	.....
Detroit, Grand Haven and Milwaukee	49	24006	24027	Kansas City, Burlington and Santa Fe	343	33015	33019
Detroit, Hillsdale and Southwestern	153	24024	.....	Kansas City, Lawrence and Southern	50	33008	33006
Detroit, Lansing and Lake Michigan	143	24033	24016	Kansas City, Saint Joseph and Council Bluffs	30	28006	.....
Detroit, Lansing and Northern	64	24017	.....	Do	109	28028	.....
Dubuque and Southwestern	132	27020	.....	Kankakee and Southwestern	296	23032	.....
Eastern	6	3801	.....	Keokuk and Des Moines	66	27019	.....
Do	8	9	.....	Kendall and Eldred	274	8122	.....
East Line and Red River	259	31013	.....	La Crosse, Trempealeau and Prescott	25	25012	25014
Elberton Air Line	292	15028	.....	La Fayette, Bloomington and Mississippi	239	23026	.....
Elwell, John A. (Jesse Chicago, Saginaw and Canada)	331	24040	24041	Lake Shore and Michigan Southern	84	24002	.....
European and North American	28	12	.....	Do	118	24008	.....
Fitchburg	217	3072	.....	Do	65	24004	.....
Flint and Pere Marquette	103	24015	.....	Do	173	24028	24005
Do	327	24015	.....	Leavenworth, Lawrence and Galveston. (See Kansas City, Lawrence and Southern.)			
Fort Wayne, Jackson and Saginaw	114	24008	24020	Ligonier Valley	317	8118	.....
Forburg, Saint Petersburg and Clarion	210	8112	.....	Little River Valley and Arkansas	326	28035	.....
Freehold and New York	263	7043	.....	Manchester and Lawrence	33	3043	.....
Galveston, Harrisburgh and San Antonio	52	31002	.....	Marquette, Houghton and Ontonagon	189	24041	24040
Geneva, Ithaca and Sayre	106	8072	.....	Do	353	24041	24040
Golden, Boulder and Caribou	324	38006	.....	Memphis, Kansas and Colorado	277	33024	.....
Grand Haven	271	24023	.....	Menominee. (See Chicago and Northwestern.)			
Grand Rapids and Indiana	127	24018	.....	Michigan Air-Line	250	24012	24033
Do	330	24038	24019	Michigan Central	130	24305	24006
Grand Rapids, Newago and Lake Shore	157	24028	.....	Do	104	24009	.....
Grand Tower Mining, Manufacturing and Transportation Company	333	23039	.....	Do	57	24010	.....
Grand Trunk of Canada	48	24007	24028	Do	162	24019	24007
Gravity. (See Delaware and Hudson Canal.)				Do	131	24025	24008
Grayville and Mattoon	268	23060	.....	Do	168	24027	24012
Green Bay and Minnesota	133	25015	25027	Michigan, Midland and Canada	158	24037	.....
Grinnell and Montezuma	273	27032	.....	Milton and Sutherland Narrow-Gauge	322	11019	.....
Hanover Branch	230	8033	.....	Milwaukee, Lake Shore and Western	66	25018	.....
Hannibal and Saint Joseph	24	28005	.....	Do	193	25018	.....
Do	347	28005	.....	Do	234	25020	.....
Do	10	28010	.....	Do	154	25021	.....
Hatch & Van Every (Jesse Brunswick, Chillicothe, Saint Louis, Council Bluffs and Omaha)	176	28013	.....	Minneapolis and Saint Louis	80	28006	28021
Havana, Rantoul and Eastern	291	23058	.....	Minnesota Midland	275	23022	.....
Henrierson and Overton	195	31015	.....	Missouri, Iowa and Nebraska	140	28015	.....
				Missouri Pacific	2	28001	.....
				Do	224	23008	.....

Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Missouri Pacific (lessees Lexington and Saint Louis)	238	28017		South Carolina	338	14003	
Missouri River, Fort Scott and Gulf	55	33005	33008	Southern Minnesota	183	28016	28023
Missouri, Kansas and Texas	23	28011		South and North Alabama	306	17004	
Do	29	28014		Spartanburgh and Asheville	281	14011	
Do	150	28024		Springfield and Northwestern	194	23049	
Do	315	31017		Springfield and Western Missouri	207	28036	
Missouri and Western	92	28020		Springfield, Jackson and Pomeroy	204	21058	
Do	198	28020		Springville and Sardinia	284	6104	
Morgan's Louisiana and Texas	167	30004		Saint Louis, Alton and Terre Haute	44	23030	
Do	282	30009		Saint Louis, Kansas City and Northern	34	28004	
Monterey and Salinas Valley	314	46030		Do	81	28007	
Mount Sterling Coal Railroad	325	20023		Do	223	28012	
Natchez, Jackson and Columbus	211	18010		Do	240	28009	
Do	305	18010		Do	248	28025	
New Orleans, Saint Louis and Chicago	31	30001		Saint Louis, Hannibal and Keokuk	334	28029	
Newton and Monroe	340	27036		Saint Louis and San Francisco	63	28003	
Northeast Pennsylvania	202	8109		Saint Louis, Keokuk and Northwestern	68	28018	
Northern	185	46022		Saint Louis, Salem and Little Rock	355	28023	
Northwestern Grand Trunk (late Chicago and Lake Huron)	228	24022	24039	Saint Paul and Duluth	100	28007	
North Wisconsin	272	25028		Do	161	28008	
Ohio and Mississippi	15	22010		Saint Paul and Sioux City	76	28005	28025
Do	110	23038		Saint Paul, Minneapolis and Manitoba	342	28002	28006
Olean, Bradford and Warren	301	8121		Do	170	28003	
Olympia and Tenino. (See Thurston County Railroad Construction Company.)				Do	328	28004	
Oregon and California	53	44001		Do	90	28020	28035
Paris and Danville	222	23050		Do	352	28020	28005
Pasadena and Delaware	294	7036		Saint Paul, Stillwater and Taylor Falls	357	25014	28027
Pawtucket Valley	205	4008		Sycamore and Cortland	123	23052	
Pekin, Lincoln and Decatur	192	23024		Terre Haute and Indianapolis (Saint Louis, Vandalia and Terre Haute)	1	23031	
Peoria, Pekin and Jacksonville	136	23038		Thurston County Railroad Construction Company	254	43003	
Pennsylvania	98	8027		Toledo and Ann Arbor	276	24044	24020
Do	171	8104		Toledo, Canada Southern and Detroit	54	24035	
Philadelphia, Newtown and New York	199	8117		Toledo, Peoria and Warsaw	79	23027	
Philadelphia and Reading	286	8119		Do	69	23027	
Pine River Valley and Stevens Point	262	25029		Traverse City	244	24034	
Pittsburgh and Castle Shannon	349	8095		Tuckerton	200	7052	
Pittsburgh, Cincinnati and Saint Louis	99	12005		Utica, Ithaca and Elmira	128	6074	
Pittsburgh Southern	215	8115		Wabash	17	23023	
Plattsburgh and Dannemora	295	6105		Do	37	23025	
Quincy, Missouri and Pacific	115	28019		Do	156	23025	
Raleigh and Augusta Air Line	241	13010		Wabash, Chester and Western	138	23047	
Rio Grande	323	31018		Wasatch and Jordan Valley	319	41006	
Rochester and State Line	112	6102		Washington and Waynesborough	196	8114	
Rock Island and Mercer County	278	23059		Waukon and Mississippi Railroad Guarantee Company	336	27040	
Rock Island and Peoria	126	23040		West Chester and Philadelphia	88	8003	
Rome, Watertown and Ogdensburg	35	6036		Western	285	13011	
Do	130	6036		West End Narrow-Gauge	316	28031	
Rumford Falls and Buckfield	287	19		Western Union	82	25024	
Saginaw Valley and Saint Louis	242	24030		Do	169	25024	
Salisbury	318	8120		Winona and Saint Peter	182	28014	
Scioto Valley	67	21051		Do	290	28024	28018
Do	179	21051		Wisconsin Central	113	2506	
Sheboygan and Fond du Lac	151	25019		Do	134	25016	
Sioux City and Pacific	56	27029		Do	187	25017	
Do	235	27029		Do	186	25027	25015
Do	125	34010		Wisconsin Valley	237	25022	25031
Sioux City and Saint Paul	122	28018	28026	Wood River Branch	297	4009	
Sioux City and Pembina	257	27034		Worthington and Sioux Falls	181	28019	28020
South Carolina	94	14003		Do	348	28019	
Do	107	14003		Wyandotte, Kansas City and Northern	266	28033	
Do	108	14003					

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama and Chattanooga	159		17015	Chicago, Milwaukee and Saint Paul	154	25006	25006
Anderson, Lebanon and Saint Louis	225		22037	Do	275	25007	25007
Atchison, Topeka and Santa Fé	224		28016	Do (operating Chicago and Superior)	163	25023	25023
Blairtown	222		7042	Do	59	28009	28009
Boston, Concord and Montreal	177		1007	Do	204	28010	28010
Do	60		1006	Do	116	28012	28012
Do	34		1005	Do	15	28013	28013
Boston and Maine	32		11	Do	93		27025
Do	20		3011	Do	162		27026
Boston and New York Air Line	215		5020	Do	116		27028
Brunswick, Chillicothe, Saint Louis, Council Bluffs, and Omaha (Hatch & Van Ever, lessees)	170		28013	Chicago and Northwestern (operating Menominee)	141	24039	24025
Buffalo, Chautauqua Lake and Pittsburgh	121		6061	Do	287	24042	24032
Burlington, Cedar Rapids and Northern	80		27001	Chicago and Northwestern	19		23001
Do	203		27002	Do	11		23003
Do	143		27003	Do	9		23003
Burlington and Missouri River	119		27007	Do	247		23004
Burlington and Southwestern	180		27008	Do	279		23056
Burrows, G. H. (lessee College Hill Railroad)	218		21059	Do	31	25009	25009
Cairo and Saint Louis	151		23053	Do	56	25010	25010
Cairo and Vincennes	110		23037	Do	125	25011	25011
Carbondale and Shawneetown	253		23045	Do	39	25013	25012
Cazenovia, Canastota and De Ruyter	122		6080	Do	257		27013
Central of Iowa	297		27010	Chicago and Pacific	233		23054
Do	79		27010	Chicago and Paducah	195		23043
Central of Minnesota	285	26017	26024	Chicago, Pekin and Southwestern	171		23051
Central Pacific	40		46003	Chicago, Rock Island and Pacific	7		23015
Do (West Berkeley Branch)	220		46025	Do	61		23016
Do	92		46028	Do	12		27014
Do	124		46029	Do	144		27015
Cheraw and Chester	317		14013	Do	127		27015
Chicago and Alton	26		23017	Do	201		27016
Do	64		23018	Do	63		27017
Do	197		28021	Do	273		27044
Do	49		28022	Do	288		27045
Chicago, Burlington and Quincy	68		23005	Do	118		28032
Do	2		23007	Chicago, Saint Paul and Minneapolis	90	25014	25030
Do	3		23007	Chicago and Tomah	249	25032	25032
Do	179		23008	Chicago and West Michigan	84	24021	24021
Do	88		23008	Do	104	24021	24021
Do	44		23008	Do	238	24032	24022
Do	14		23010	Chippewa Falls and Western	202	25026	25026
Do	182		23011	Cincinnati and Portsmouth	245		21060
Do	304		23012	Cleveland, Mount Vernon and Delaware	83		21004
Do	115		23012	Concord	13		1001
Do	235		23013	Do	142		1002
Do	172		23041	Do	228		1004
Do	78		23041	Concord and Claremont	236		1010
Do	21		27005	Colorado Central	200		27016
Do	160		27005	Do	98	38004	38003
Do	114		27005	Corpus Christi, San Diego and Rio Grande Narrow-Gauge	280		31016
Do	99		27011	Crooked Creek Railway and Coal Company	308		27037
Do	285		27041	Danville, Olney and Ohio River	248		23006
Do	282		27042	Davenport and Saint Paul	228		27027
Do	261		27043	Decatur, Mattoon and Southern	241		23044
Chicago and Canada Southern	156	24036	24036	Delaware and Hudson Canal	211		8116
Chicago, Clinton, Dubuque and Minnesota	94		27012	Delaware Western	296		9505
Do	219		27039	Denver Pacific Railway and Telegraph Company	103		38007
Chicago and Eastern Illinois	86		23042	Des Moines, Adell and Western	294		27046
Do	305		23042	Des Moines and Fort Dodge	129		27031
Chicago and Lake Huron	138	24020	24038	Des Moines and Minnesota	136		27030
Chicago, Milwaukee and Saint Paul	4		23035	Des Moines and Minneapolis	139		27030
Do	36	25001	25001	Detroit and Bay City	53	24013	24013
Do	10	25002	25002	Do	265	24043	24014
Do	67	25003	25003	Detroit, Grand Haven and Milwaukee	41	24006	24027
Do	186	25004	25004	Detroit, Hillsdale and South-eastern	196	24024	24024
Do	284	25005	25005				

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Detroit, Lansing and Northern	153	24023	24026	Memphis, Kansas and Colorado	260		25974
Do	65	24017	24017	Michigan Central	120	24005	24005
Dubuque and Southwestern	150		27020	Do	254	24019	24017
Eastern	8		9	Do	182	24025	24025
Do	6		3001	Do	120	24009	24009
Elberton Air-Line	272		15026	Do	58	24010	24010
Elwell, John A. (lessee Chicago				Do	292		24012
Saginaw and Canada)	227	24040	24041	Michigan Midland and Canada	244	24037	24037
European and North American	23		12	Milton and Sutherland Narrow			
Fitchburgh	223		3072	Gauge	306		11019
Foxburgh, Saint Petersburg				Mineral Point	146	25020	25020
and Clarion	216		8112	Do	287	25021	25021
Freehold and New York	248		7043	Milwaukee, Lake Shore and			
Fort Wayne, Jackson and Sag-				Western	158	25018	25018
inaw	157	24008	24029	Do	107	25018	25018
Galveston, Harrisburg and San				Minnesota and Saint Louis	102	20006	20001
Antonio	46		31002	Minnesota Midland	258	20022	20022
Geneva, Ithaca and Sayre	96		6072	Missouri, Iowa and Nebraska	130		20016
Golden, Boulder and Caribou	309		38008	Missouri River, Fort Scott and			
Grand Rapids and Indiana	82	24018	24018	Gulf	57	33005	33005
Do	161	24038	24019	Missouri, Kansas and Texas	17		28011
Grand Rapids, Newago and				Do	29		28014
Lake Shore	243	24026	24026	Do	190		23024
Grand Tower Mining, Manu-				Do	298		31077
facturing, and Transporta-				Missouri Pacific	5		28001
tion Company	262		23039	Do	191		28008
Grand Trunk of Canada	38	24007	24028	Do. (lessee Lexington			
Grayville and Mattoon	209		20060	and Saint Louis)	165		28017
Green Bay and Minnesota	187	25015	25027	Missouri and Western	207		28020
Hannibal and Saint Joseph	27		28005	Do	81		28020
Do	312		28005	Morgan's, Louisiana and Texas	290		30004
Do	24		28010	Do	264		30009
Hanover Branch	226		8033	Monterey and Salinas Valley	298		40000
Henderson and Overton	205		31015	Mount Sterling Coal Railroad	310		30023
Houston and Texas Central	35		31003	Natchez, Jackson and Colum-			
Do	101		31005	biana	217		18010
Illinois Central	28		23020	New Orleans, Saint Louis and			
Do	52		23031	Chicago	30		30001
Do	54		27021	Newton and Monroe	300		27000
Do	113		27022	Northeast Pennsylvania	200		8100
Illinois Midland	188		23046	Northern Railway	149		40022
Indianapolis, Bloomington and				Northwestern Grand Trunk			
Western	260		20030	(late Chicago and Lake Hn-			
Do	181		23030	ron)	138	20022	24009
Indianapolis, Cincinnati and				Ohio and Mississippi	18		22010
La Fayette	239		22003	Do	148		23033
Indianapolis, Decatur and				Olean, Bradford and Warren	286		8121
Springfield	189		23055	Oregon and California	51		44001
Indianapolis and Saint Louis	74		23028	Paris and Danville	199		23050
Iowa Eastern	255		27023	Passaic and Delaware	274		7036
Iowa Midland	246		27024	Pawtuxet Valley	213		4008
Jacksonville, Northwestern				Pekin, Lincoln and Decatur	140		23024
and Southeastern	283		23046	Pennsylvania	137		8104
Jamestown and Washington	313		13018	Do	97		8027
Kankakee and Southwestern	277		23062	Peoria, Pekin and Jacksonville	133		23038
Kansas City, Saint Joseph, and				Philadelphia, Newtown and			
Council Bluffs	25		28006	New York	208		8117
Do	111		28028	Philadelphia and Reading	270		8119
Kendall and Eldred	252		8122	Pittsburgh and Castle Shannon	256		8095
Keokuk and Des Moines	100		27019	Pittsburgh, Cincinnati and			
La Crosse, Trempealeau and				Saint Louis	126		12005
Prescott	43	25012	25014	Pittsburgh Southern	221		8115
La Fayette, Bloomington and				Plattsburgh and Danemora	276		8105
Mississippi	169		23026	Quincy, Missouri and Pacific	145		29019
Lake Shore and Michigan				Raleigh and Augusta Air-Line	183		13010
Southern	95	24002	24002	Rio Grande	307		31018
Do	112	24003	24003	Rochester and State Line	135		6102
Do	73	24004	24004	Rock Island and Peoria	109		23040
Do	184		24005	Roue, Watertown and Og-			
Leavenworth, Lawrence and				densburgh	123		6036
Galveston	55	33008	33006	Do	87		6036
Ligonier Valley	301		8118	Rumford Falls and Buckfield	289		19
Little River Valley and Ar-				Saginaw Valley and Saint Louis	188	24030	24030
kansas	311		28035	Salisbury	302		8120
Manchester and Lawrence	33		3063	Seloto Valley	85		21051
Marquette, Houghton and On-				Do	87		21051
tagon	167	24041	24040	Shelbygan and Fond du Lac	192	25019	25019

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Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Sioux City and Pacific.....	45	.....	27029	Saint Paul, Minneapolis and			
Do.....	147	.....	27029	Manitoba (late Saint Paul			
Do.....	155	.....	34010	and Pacific).....	76	26002	26006
Sioux City and Saint Paul.....	91	26018	26026	Saint Louis and San Francisco.	69	.....	28003
South Carolina.....	47	.....	14003	Sycamore and Cortland.....	198	.....	23052
Do.....	108	.....	14003	Terre Haute and Indianapolis	1	.....	23031
Do.....	289	.....	14003	Thurston County Railroad			
Do.....	105	.....	14005	Construction Company.....	240	.....	43003
South and North Alabama.....	291	.....	17004	Toledo and Ann Arbor.....	259	24044	24020
Southern Minnesota.....	152	26016	26023	Toledo, Canada Southern and			
Springfield and Northwest-				Detroit.....	16	24035	24035
ern.....	234	.....	23049	Toledo, Peoria and Warsaw...	70	.....	23027
Springfield, Jackson and Pom-				Do.....	259	.....	23027
eroy.....	212	.....	21058	Traverse City (late Continental			
Springfield, Western and Mis-				Improvement Company).....	193	24034	24034
souri.....	214	.....	28036	Utica, Ithaca and Elmira.....	117	.....	6074
Springville and Sardinia.....	266	.....	6104	Wabash.....	22	.....	23023
Stillwater and Taylor Falls.....	263	25014	26027	Do.....	242	.....	23025
Saint Paul and Duluth.....	231	26007	26007	Do.....	48	.....	23025
Do.....	251	26008	26008	Wabash, Chester and Western.	178	.....	23047
Saint Paul and Sioux City.....	75	26005	26025	Washington and Waynesbo-			
Saint Louis, Alton and Terre				rough.....	206	.....	8114
Haute.....	42	.....	23030	Wasatch and Jordan Valley...	303	.....	41006
Saint Louis, Hannibal and				Waukon and Mississippi Rail-			
Keokuk.....	267	.....	28029	road Guarantee Company.....	281	.....	27040
Saint Louis, Kansas and				Western Union.....	174	25024	25024
Northern.....	62	.....	28007	Do.....	71	25024	25024
Do.....	175	.....	28009	Westchester and Philadelphia	77	.....	8003
Do.....	134	.....	28012	Winona and Saint Peter.....	232	26014	26014
Do.....	230	.....	28025	Do.....	271	26024	26018
Saint Louis, Keokuk and				Wisconsin Central.....	66	25016	25016
Northwestern.....	89	.....	28018	Do.....	50	25016	25016
Saint Paul, Minneapolis and				Do.....	181	25017	25017
Manitoba (late Saint Paul				Do.....	176	25027	25015
and Pacific).....	72	26003	26003	Wisconsin Valley.....	164	25022	25031
Do.....	314	26004	26004	Wood River Branch.....	278	.....	4009
Do.....	315	26020	26005	Worthington and Sioux Falls..	194	.....	26019
Do.....	106	26020	26005	Do.....	173	26020	26019

11 P M G

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, 1879, viz :

Number.	Description.	Size.	Prices.	Cost.	Aggregate cost.
2,000	Leather mail-pouches	2	\$5 70	\$11,400 00	
1,000	.....do.....	3	4 75	4,750 00	
2,000	.....do.....	4	3 80	7,600 00	
2,000	.....do.....	5	2 70	5,400 00	
7,000	Royalty on leather mail-pouches		10	700 00	
237	Canvas through registered mail-pouches	1	6 12	1,450 44	\$29,850 0
333	.....do.....	2	5 17½	1,723 27	
1,500	.....do.....	2	5 95	8,925 00	
190	.....do.....	3	3 95	750 50	
2,280	.....do.....				12,849 21
3,200	Canvas mail-catcher pouches		4 25		13,600 00
753	Leather horse mail-bags	1	6 60	4,969 80	
608	.....do.....	2	5 60	3,404 80	
200	.....do.....	3	5 10	1,020 00	
1,561	Royalty on 1,500 leather horse mail-bags		10	150 00	
58,000	Jute canvas mail-sacks	1	78	45,240 00	9,544 60
15,000	.....do.....	2	52	7,800 00	
9,000	.....do.....	3	15	1,350 00	
82,000	.....do.....				54,390 00
1,000	Cotton canvas mail-sacks (foreign mails)	1	1 32	1,320 00	
1,000	.....do.....	2	1 02	1,020 00	
6,000	.....do.....	3	21	1,260 00	
8,000	.....do.....				3,600 00
12,000	Mail-bag label-cases		12		1,440 00
635,950	Printed wooden tags		3 mills	1,907 85	
1,000	.....do.....		4½ mills	4 50	
5,000	Sheets mail-bag label-cards		10½	525 00	
2,000	Brass tags for through registered pouches		09	180 00	
	Royalty on cord clamps for mail-bags			262 00	
	Repairs of mail-bags				2,879 35
300	Mail-catchers				37,613 10
	.....do.....				4,500 00
	Total expense of mail-bags and mail-catchers				170,266 26
	MAIL LOCKS AND KEYS.				
10,000	Iron mail-locks		58	5,800 00	
6,000	Street letter-box locks repaired		50	3,000 00	
1,500	Through registered mail-locks		1 75	2,625 00	
150	Through registered mail-keys		30	45 00	
	Personal service of locksmith			130 00	
70	Through registered mail-key safety-chains		86½	60 55	
4,000	Mail-key safety-chains		28	1,120 00	
	Total expense of mail locks and keys				12,780 55

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

H.—Statement of all contracts in operation during the year ended June 30, 1879, for mail-bags, mail-catchers, mail-bag labels, and label-cases.

Articles contracted for.	Names of contractors.	Residence.	Term of contract.		Prices.				
			From—	To—	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.	Size No. 5.
Leather mail-pouches	John C. Feltman.....	Albany, N. Y.	Nov. 25, 1875	July 1, 1879	\$6 50	\$5 70	\$4 75	\$3 80	\$2 70
Use of patent for pouches	John Boyle	New York, N. Y.	July 1, 1875	July 1, 1879	10 10	10 10	10 10	10 10	10
Leather horse mail-bags	P. S. Thomson	Jersey City, N. J.	July 1, 1875	July 1, 1879	6 60	5 60	5 10	.....	.....
Jute canvas mail-sacks	John Boyle	New York, N. Y.	July 1, 1875	July 1, 1879	78	52	15	.....	.....
Cotton canvas sacks	do	do	July 1, 1875	July 1, 1879	1 32	1 02	21	.....	.....
Mail-bag label-cases	Gaylord Manufacturing Company	Chicopee, Mass.	July 1, 1875	July 1, 1879	12	.....	.....	.....	.....
Printed wooden tags	A. J. Cullers	Woodstock, Va.	July 1, 1875	July 1, 1879 .....	.....	.....	.....	.....	.....
Mail-bag catchers	Younglove & Co	Cleveland, Ohio.	June 1, 1878	June 1, 1879 .....	.....	003	.....	.....	.....
Mail-bag catcher-sockets	do	do .....	.....	.....	15 70	40	.....	.....	.....

No contracts in operation for mail locks and keys during year ended June 30, 1879.

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

I.—Railway post-office lines in the United States June 30, 1879,

Terminal points.	Miles of route.	Miles of service.	Service each way.	\$1,400.	\$1,300.	\$1,150.	\$1,000.	\$900.	\$840.
Albany to Buffalo, N. Y.	298	2,384	Four daily	3	15	10	13	2	
Atlanta to Augusta, Ga.	171	342	Daily			4			
Baltimore, Md., to Williamsport, Pa.	181	362	do		3	1	3		
Baltimore, Md., to Grafton, W. Va.	294	1,176	Twice daily		12	7	1	1	
Bangor to Vanceborough, Me.	114	228	Daily			4			
Bloomington, Ill., to Mexico, Mo.	200	400	do		4				
Boston, Mass., to Portland, Me.	116	232	do		4	4			
Boston, Mass., to Troy, N. Y.	192	768	Twice daily		10	8	2	1	
Boston, Mass., to Saint Albans, Vt.	264	1,056	do	1	8	5	1		
Boston, Mass., to Albany, N. Y.	202	808	do	1	11	7	1	3	
Boston to Wellfleet, Mass.	106	424	do			5	1		
Boston to Fitchburgh, Mass.									
Boston, Mass., to Bangor, Me.	243	972	Twice daily	1	8	10	4		
Bristol to Chattanooga, Tenn.	242	484	Daily		2	2	1	2	
Buffalo, N. Y., to Toledo, Ohio.	285	1,770	Thrice daily	2	11	30	17	1	
Cairo to Centralia, Ill.	112	224	Daily		3	1	1		
Chattanooga, Tenn., to Atlanta, Ga.	140	280	do	2	3	7			
Chicago, Ill., to Fort Howard, Wis.	242	484	do		4	5			
Chicago, Ill., to Toledo, Ohio	243	1,458	Thrice daily	3	16	28	16	2	
Chicago, Ill., to Burlington, Iowa.	207	828	Twice daily	8	8	15	2	1	
Chicago to Freeport, Ill.	121	242	Daily		4	4			
Chicago, Ill., to Cincinnati, Ohio.	310	620	do		6	6	3	6	
Chicago, Ill., to Iowa City, Iowa	237	474	do		4	4	1	1	
Chicago, Ill., to Cedar Rapids, Iowa	219	876	Twice daily		10	7	2	1	
Chicago to Centralia, Ill.	252	504	Daily		5	4		2	
Chicago, Ill., to Saint Louis, Mo.	280	560	do	2	4	2	2		
Chicago, Ill., to Davenport, Iowa	183	366	do		4	4			
Chicago, Ill., to Dubuque, Iowa.	202	404	do		4	3	1		
Chicago, Ill., to Sparta, Wis.	255	510	do	2	5	19	5	1	
Chicago to Tolono, Ill.	137	274	do		3	5	1		
Cleveland to Cincinnati, Ohio	244	488	do	1	6	5	1	1	
Cleveland, Ohio, to Indianapolis, Ind.	282	564	do		3	1	2	1	
Cincinnati, Ohio, to Saint Louis, Mo.	340	680	do		3	4	1	1	
Detroit, Mich., to Chicago, Ill.	284	568	do		4	6		1	
Grafton, W. Va., to Cincinnati, Ohio	300	600	do		5	3	1	1	
Grafton, W. Va., to Chicago, Ill.	559	1,118	do	1	6	7	2	1	
Galesburgh to Quincy, Ill.	99	198	do		2	3	1		
Hannibal, Mo., to Denison, Tex.	576	1,152	do		10	3	1	2	
Indianapolis, Ind., to Saint Louis, Mo.	261	522	do		3		2	2	
La Fayette, Ind., to Quincy, Ill.	273	546	do	1	4	8	1		
Louisville, Ky., to Nashville, Tenn.	185	370	do	1	6	11	5	1	
Lynchburgh, Va., to Bristol, Tenn.	203	406	do	1	3	2	2		
Louisville, Ky., to Milan, Tenn.	284	568	do		3	2		1	
New Orleans, La., to Cairo, Ill.	548	1,096	do	1	6	7	2	1	
New York, N. Y., to Boston, Mass.	234	1,404	Thrice daily	2	13	18	6		
New York, N. Y., to Boston, Mass., via Providence.	230	460	Daily						
New York, N. Y., to Washington, D. C., and short line	232	928	Twice daily	3	11	15	8	4	1
New York to Dunkirk, N. Y.	90	180	Daily						
New York to Dunkirk, N. Y.	459	1,836	Twice daily	1	14	12	10	5	
New York to Albany, N. Y.	144	864	Thrice daily		3	5	5	1	
New York, N. Y., to Pittsburgh, Pa.	444	2,664	do	1	12	11		1	
Omaha, Nebr., to Ogden, Utah	1,032	2,064	Daily	2	5	13	15		
Pittsburgh, Pa., to Saint Louis, Mo.	620	2,480	Twice daily		16	19	11	5	
Pittsburgh, Pa., to Cincinnati, Ohio	313	626	Daily		5	10	1	4	
Pittsburgh, Pa., to Chicago, Ill.	469	938	do		1	7	7	5	
Quincy, Ill., to Kansas City, Mo.	261	522	do		4	4		1	
San Francisco, Cal., to Ogden, Utah	895	1,790	do	1	10	12	3	2	
Saint Louis, Mo., to Atchison, Kans.	330	1,320	Twice daily	4	9	17	2	2	
Saint Louis, Mo., to Texarkana, Ark.	490	980	Daily	1		11	1		
Toledo, Ohio, to La Fayette, Ind.	203	406	do		5	5			
Washington, D. C., to Petersburg, Va.	155	620	Twice daily	3	9	16	7	2	
Washington, D. C., to Danville, Va.	243	486	Daily		4	1	3	1	
	17,340	48,954		41	356	443	178	69	1

[illegible]

RECAPITU

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 head 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 \$800 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	

LATION.

service on June 30, 1878, and June 30, 1879.

June 30, 1878.	June 30, 1879.	Increase.	Decrease.
59	59	-----	-----
16,980	17,340	360	-----
49,134	48,954	-----	180
17,933,910	17,868,210	-----	65,700
39	41	2	-----
343	356	13	-----
419	443	24	-----
275	178	-----	97
1	69	68	-----
1	1	-----	-----
-----	2	2	-----
3	1	-----	2
-----	-----	-----	-----
1,081	1,091	109	99
\$1,260,590	\$1,272,290	-----	-----
-----	-----	\$11,700	-----
-----	-----	10	-----

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

K.—*Railway post-office lines, route-agents, and mail-route messenger*

(Consolidated statement as given in tables K and L of

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					Miles.
1	Augusta, Skowhegan.	Maine Central	Skowhegan and Portland.	R. A.	19
3	Farmington, Brunswick.	.....do	Bath and Lewiston	R. A.	23
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.	.....do	Rockland and Brunswick.	R. A.	9
7	Portland, Canada line.	Grand Trunk.....	Bath and Lewiston	R. A.	8
			Portland and Island Pond.	R. A.	149
			Portland and Shelburne.	R. A.	86
8	Portland, Rochester...	Portland and Rochester	Portland and Worcester.	R. A.	52
			Portland and Rochester.	R. A.	52
9	Portsmouth, Portland.	Eastern.....	North Conway and Boston.	R. A.	11
10	Portland, Lunenburg Station.	Portland and Ogdensburgh	Portland and Swanton.	R. A.	91
			Portland and Fryeburgh.	R. A.	55
11	} Boston, Portland.....	Boston and Maine	Portland and Boston...	R. P. O.	116
3011			Vanceborough and Bangor.	R. P. O.	118
12	Bangor, Vanceborough	Consolidated European and North American.	Bangor and Bucksport	M. R. M.	16
13	Bangor, Bucksport.....	.....do	Blanchard and Old Town.	R. A.	63
14	Blanchard, Old Town .....	.....do	Rockland and Brunswick.	R. A.	49
15	Bath, Rockland	Knox and Lincoln	North Anson and Lewiston.	R. A.	20
18	West Waterville, North Anson.	Somerset	Lancaster and Boston..	R. A.	18
1001	Concord, Nashua.....	Concord	Manchester and Peterborough.	R. A.	18
			Pittsfield and Lawrence	R. A.	9
1002	Concord, Portsmouth .....	.....do	Portsmouth and Manchester.	R. A.	41
1004	Hooksett, Pittsfield...	.....do	Pittsfield and Lawrence	R. A.	20
1005	Concord, Wells River.	Boston, Concord and Montreal.	Lancaster and Boston..	R. A.	89
1006	Groveton, Wells River	Boston, Concord, and Montreal, and White Mountains.	Plymouth and Concord.	R. A.	51
			Lancaster and Boston..	R. A.	42
			Portland and Swanton.	R. A.	9
1009	Concord, Claremont...	Concord and Claremont.....	Concord and Claremont	R. A.	56
			Manchester and Peterborough.	R. A.	12
1010	Contoocook Village, Peterborough.	.....do .....	.....do	R. A.	33
1012	Nashua, Rochester.....	Nashua and Rochester.....	Portland and Worcester.	R. A.	49
1013	Dover, Alton Bay.....	Boston and Maine	Alton Bay and Dover..	M. R. M.	28
	Wing Road, Fabyan House.	Boston, Concord and Montreal.	Portland and Swanton.	R. A.	14
1014	Brook's Crossing, North Conway.	Conway Division of Eastern	North Conway and Boston.	R. A.	70
2001	Burlington, Rouse's Point.	Central Vermont	Saint Armands and Essex Junction.	R. A.	17
			Essex Junction and Boston.	R. A.	8

service in operation in the United States on the 30th of June, 1879.

Second Assistant Postmaster-General's report of 1878.)

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
11,894	6	2	16 0	7 0	Day		6, Skowhegan to Waterville.
28,796	12	1	12 0	6 9	...do		12, Brunswick to South Lewiston; 12, Brunswick to Lewiston.
21,284	6	1	7 6	10 0	...do		6, Belfast to Knox Station.
52,584	6	1	12 6	6 7	...do		6, Fairfield to Portland.
26,292	6	1	12 6	6 7	...do		6, Lewiston to West Waterville.
6,260	6	1	16 7	6 9	Reserve		6, Farmington and Leeds Junction.
38,812	6	4	15 0	6 6	Day		
11,268	12	1	12 0	6 6	...do	6	
10,016	12	1	15 6	6 8	...do		
93,274	6	1	19 0	7 7	...do		
53,836	6	8	17 6	7 6	...do		
		2	20 8	7 0	Reserve		
32,552	6	1	12 0	6 6	Day		
16,276	3	1	10 8	7 0	...do		
6,886	6	1	18 0	6 0	...do		6, Portsmouth and Brock's Crossing.
56,966	6	2	13 6	6 7	...do		
34,430	6	2	13 6	6 7	...do		
145,232	12	2	25 2	8 6	...do		
		1	25 2	8 6	Reserve		
73,868	6	2	21 0	9 6	Day	6	
		2	21 0	9 6	Reserve		
20,032	12	1	16 0	8 0	Day		
		1	18 0	9 0	Reserve		
39,438	6	1	14 0	9 0	Day		
		1	9 0	6 8	Reserve		
61,348	12	1	14 6	7 2	Day		
12,520	6	1	12 6	6 7	...do		
11,268	6	2	16 9	6 8	...do		
11,268	6	2	12 0	7 0	Reserve		
5,634	6						
51,332	12	1	13 6	6 7	Day	3	
		1	9 0	6 9	Reserve		
12,520	6	1	7 0	4 6	Day		
55,714	6	2	16 9	6 8	...do	6	
31,926	6	2	12 0	7 0	Reserve		
26,292	6	2	16 9	6 8	Day	6	6, Wells River to Lancaster.
5,634	6	2	13 6	6 7	...do		
		2	12 0	7 0	Reserve		
35,056	6	2	16 9	6 8	Day		6, Wing Road to Lunenburg.
7,512	6	2	12 0	7 0	Reserve		
20,658	6	1	7 0	6 0	Day		
		1	12 0	6 6	...do		
61,348	12	1	10 8	7 0	...do		
33,056	12	1	9 4	6 6	...do		
8,764	6	2	13 6	6 7	...do	9	
87,640	12	1	18 1	6 0	...do		
10,642	6	3	20 7	8 7	...do		6, Essex Junction and Saint Albans.
5,006	6	1	28 9	6 6	...do		6, Burlington and Essex Junction.

K.—*Railway post-office lines, route-agents, and mail-route messenger service in*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					<i>Miles.</i>
2002	Windsor, Burlington..	Central Vermont.....	Newport and Spring-field.	R. A.	14
2002	Windsor, Burlington..	.....do	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
2005	Brattleboro', Bellows Falls.	Vermont Valley.....	Newport and Spring-field.	R. A.	49
			White River Junction and Springfield.	R. A.	24
2006	Saint Albans, Canada Line.	Central Vermont.....	Saint Armands and Essex Junction.	R. A.	17
2007	Saint Albans, Richford.	} Southeastern	{ Newport and Saint Albans.	R. A.	28
2009	Richford, Newport....			R. A.	31
2010	White River Junction, Derby Line.	Connecticut and Passamaquoddy River and Massawipia Valley.	Newport and Spring-field.	R. A.	106
2011	Lunenburg Junction, Swanton.	Vermont Division Portland and Ogdensburg.	Portland and Swanton.	R. A.	120
2012	Wells River, Montpelier.	Montpelier and Wells River.	Wells River and Montpelier.	M. R. M.	38
2014	Burlington, Cambridge Junction.	Burlington and Lamoille....	Cambridge Junction, Burlington.	R. A.	35
2015	Rutland, Bennington..	Bennington and Rutland..	} Rutland and Hoosick } Junction.	} R. A.	58
	Branch, North Bennington, State Line.	Troy and Bennington } Branch Troy and Boston.			
3001	Boston, Portsmouth...	Eastern.....	North Conway and Boston.	R. A.	56
	Boston, Saint Albans..	Central Vermont, North (N. H.) Concord, Nashua and Lowell, and Boston and Lowell.	Saint Albans and Boston.	R. P. O. .	290
3011	Boston, Salmon Falls..	Boston and Maine.....	Lancaster and Boston..	R. A.	26
3020	Ayer, Lowell	Boston and Lowell, and Nashua and Lowell.	Lowell and Ayer.....	M. R. M.	17
3021	Boston, Fitchburgh...	Fitchburgh.....	Essex Junction and Boston.	R. A.	50
3021	} Boston, Troy.....	Fitchburgh, Vermont and Massachusetts Division of Fitchburgh, Troy and Greenfield, and Troy and Boston.	Boston and Troy.....	} R. P. O. .	192
3022					
3024	Ayer, Greenville.....	Fitchburgh	Greenville and Boston.	R. A.	58
3025	Boston, Albany.....	Boston and Albany	Boston, Clinton, and Fitch.	R. A.	21
3025	Boston, Albany.....	Boston and Albany	Boston and Albany	R. P. O. .	203
	Boston, Wellfleet	Old Colony.....	Boston and Wellfleet...	R. P. O. .	122
	Boston, Bangor	Maine Central and Eastern.	Bangor and Boston	P. P. O. .	249
3030	Palmer, Winchendon.	Boston and Albany	Winchendon and Palmer	R. A.	49
3034	Boston, Southbridge..	New York & New England }	Boston and Willimantic	R. A.	52
			Boston and Waterbury.	R. A.	52
3035	Boston, Providence ...	Boston and Providence.....	Boston and Providence.	R. A.	44

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
			<i>Ft. In.</i>	<i>Ft. In.</i>			
8,764	6	1	15 0	6 2	Reserve		6, Windsor and White River Junction.
		1	21 8	6 6	Day		
8,768	6	1	21 10	6 6	Day		
		1	21 3	7 0	Reserve		
33,804	6	1	23 6	7 0	Day		9
		1	15 9	6 8	Reserve		
15,650	6	1	21 10	6 6	Day		
30,674	6	2	21 3	7 0	Reserve	6	
15,024	6	1	21 10	6 6	Day		
10,642	6	1	23 9	6 6	do		
17,528	6	1	13 0	7 0	do		6, White River Junction and Newport.
16,406	6	2	10 8	5 5	do		
		1	13 10	7 0	Reserve		
66,356	6	1	13 0	7 0	do		
		1	11 6	6 4	do		
75,120	6	2	13 6	6 7	Day		
		1	11 5	6 5	do		
33,788	6	1	12 0	7 0	Day		
		1	12 0	7 0	Reserve		6, Rutland and North Bennington.
43,820	12	1	8 8	6 9	Day		
		1	7 0	6 7	Reserve		
		2	18 0	6 8	Day		
36,308	6	2	18 0	6 8	do	6	
35,056	6	1	18 0	6 6	do		
		2	20 0	8 7	do		
363,680	12	1	41 9	8 7	do		
		1	42 5	8 9	do		
		1	40 5	8 9	do		
		1	23 9	6 6	do		
		1	21 7	6 9	Reserve		
		1	25 0	7 0	do		
16,276	6	2	16 9	6 8	Day		
		2	12 0	7 0	Reserve		
21,284	12	1	8 7	6 9	Day		
		1	6 0	3 7	Reserve		
31,300	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		
360,576	18	2	30 0	8 9	Night		
		4	15 10	8 7	do		
		2	17 0	7 0	do		
		1	15 0	6 2	do		
		1	30 0	5 0	Night		
		2	15 0	6 2	Day		
		1	16 0	6 6	do		
		1	14 0	6 6	do		
		1	17 6	6 4	Reserve		
		2	15 0	6 2	do		
36,308	6	2	6 6	6 0	Day	6	
13,146	6	1	14 0	6 9	do		
254,156	12	4	27 7	8 7	Day	6	
		1	27 7	8 7	Reserve		
152,744	12	2	14 0	8 4	Day		9, Boston to Springfield. 6, Boston to Worcester. 3, Boston to Wollaston. 12, Boston to Quincy.
		1	10 2	6 6	do		
		1	10 2	6 6	Reserve		
311,748	12	1	42 0	8 7	Day		
		1	40 0	8 7	Night		
		2	29 0	8 7	Reserve		
30,674	6	1	10 3	6 5	Day	6	
32,552	6	1	12 7	6 9	do		6, Boston and Ware. 6, Boston to East Thompson.
32,552	6	1	16 0	6 8	Reserve		
55,088	12	3	14 8	6 0	Day	27	

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, terminal of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
3035	New York, Boston	Boston and Providence, New York, Providence and Boston, and New York, New Haven and Hartford, and Boston and Albany.	Boston, Providence and New York.	R. P. O.	<i>Miles.</i> 230
	Do.....	New York, New Haven and Hartford, and Boston and Albany.	Boston, Springfield and New York.	R. P. O.	234
3046	Pratt's Junct'n, South Framingham.	Northern Division Old Colony.	Boston, Clinton and Fitchburgh.	R. A.	29
3047	Sterling Junction, Fitchburgh.	.....do	Lowell and Mansfield.	R. A.	35
3048	Mansfield, South Framingham.	.....do .....	.....do	R. A.	21
3049	South Framingham, Lowell.	Boston, Clinton and Fitchburgh.	.....do	R. A.	28
3055	Fitchburgh, Bellows Falls.	Cheshire.....	Essex Junction and Boston.	R. A.	64
3056	South Vernon Junction, Keene.	Ashuelot.....	Keene and Springfield.	R. A.	24
3057	Winchendon, Worcester.	Boston and Barre and Gardner.	Peterboro' and Worcester.	R. A.	37
		.....do	Winchendon and Worcester.	R. A.	37
3058	Winchendon, Peterboro'.	.....do	Peterboro' and Worcester.	R. A.	16
3061	Palmer, Miller's Falls.	Central Vermont.....	Brattleboro' and Palmer	R. A.	35
		.....do .....	.....do	R. A.	21
3062	Miller's Falls, Brattleboro'.	}.....do	Newport and Springfield	R. A.	13
			White River Junction and Springfield.	R. A.	13
3063	Lawrence, Manchester	Manchester and Lawrence..	Lancaster and Boston..	R. A.	26
			Pittsfield and Lawrence	R. A.	26
3066	Worcester, Nashua...	Worcester and Nashua ...	Nashua and Worcester.	R. A.	46
3067	Springfield, South Vernon Junction.	Connecticut River	Portland and Worcester	R. A.	46
			Newport and Springfield	R. A.	50
			White River Junction and Springfield.	R. A.	50
3068	Springfield, Athol	Springfield, Athol and Northeastern.	Athol and Springfield..	R. A.	48
4001	Providence, Worcester	Providence and Worcester..	Worcester and Providence.	R. A.	43
4002	Providence, New London.	New York, Providence and Boston.	Providence and New London.	R. A.	64
5001	Norwich, Worcester..	New York and New England.	Worcester and Norwich	R. A.	59
5002	East Thompson, Williamantic.	.....do	Boston and Williamantic	R. A.	33
			Boston and Waterbury.	R. A.	33
5004	New Haven, New London.	Shore Line Division New York, New Haven and Hartford.	New London and New Haven.	R. A.	51
5005	New Haven, Springfield.	New York, New Haven and Hartford.	Springfield and New York.	R. A.	135
5006	New Haven, New York	.....do	New Haven and New York.	R. A.	74
5007	Waterbury, Providence.	Hartford, Providence and Fishkill.	Providence and Waterbury.	R. A.	123

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
			<i>Ft. In.</i>	<i>Ft. In.</i>			
143,980	6	2	55 0	8 9	Night.....		
439,452	18	4	55 0	8 9	Day		3, Boston to Newton; 3, Boston to Natick; 3, Boston to Grafton.
18,154	6	1	55 0	8 9	...do		6, Pratt's Junction and Fitchburgh.
21,910	6	1	27 7	8 7	...do		
26,292	12	1	12 0	6 6	...do		
		1	12 0	6 10	...do		
		1	10 6	6 9	Reserve		
17,528	6	1	12 0	6 10	Day	6	
		1	10 6	6 9	Reserve		
40,064	6	1	23 6	7 0	Day	12	3, Fitchburgh to Keene.
		1	28 0	6 6	...do		
		1	23 0	6 9	...do		
		1	23 6	7 0	Reserve		
		1	15 9	6 8	...do		
15,024	6	1	18 0	6 9	Day	6	
23,162	6	1	13 10	3 0	Reserve		
23,162	6	1	8 4	6 2	Day		
		1	10 0	7 6	...do		
10,016	6	2	8 0	5 6	...do		
		1	14 0	3 0	Reserve		
21,910	6	1	10 6	6 6	Day		6, Palmer to Amherst.
		3	10 4	6 6	Reserve		
13,146	6	1	22 9	7 1	Day		
8,138	6	1	21 3	7 0	...do		
8,138	6	2	21 10	6 6	Reserve		
16,276	6	3	12 0	7 0	Day		
16,276	6	2	7 0	4 6	...do		
		1	12 0	7 6	Reserve		
		2	10 1	6 9	...do		
57,592	12	1	12 0	6 6	Day	3	6, Sterling Junction to Worcester.
28,796	6	1	10 8	7 0	...do		3, Ayer to Worcester.
31,300	6	1	11 6	6 4	...do		
31,300	6	1	13 0	7 0	...do		24, Springfield to Chicopee.
		1	11 5	6 5	...do		8, Springfield to Northampton.
		1	22 9	7 0	...do		8, Springfield to Holyoke.
30,048	6	1	11 6	6 9	...do		
		1	11 8	6 4	Reserve		
53,836	12	1	18 2	6 4	Day		3, Providence to Blackstone.
		2	14 0	7 0	...do		
40,064	6	1	16 0	6 9	...do		
73,868	12	2	12 7	6 9	...do	9	
		1	16 0	6 6	Reserve		3, Whitman to Putnam.
20,658	6	1	25 2	8 9	Day	12	
20,658	6	1	28 0	8 9	...do		
		1	12 0	6 0	Reserve		
31,926	6	1	25 2	8 9	Day		
		1	28 0	8 9	...do		
		1	12 0	6 0	Reserve		
		1	30 8	8 6	Day		
84,510	6	1	45 8	8 8	...do	12	
46,324	6	1	14 10	6 0	...do	21	3, Bridgeport to New Haven.
		1	35 10	8 10	...do		
		1	12 0	6 0	Reserve		
76,372	6	2	14 0	6 6	Day		
		2	14 0	6 6	Reserve		
		1	13 9	6 6	Day		

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					<i>Miles.</i>
5009	New London, Palmer..	New London Division and Northern of Central Vermont.	Palmer and New London.	R. A.	65
5010	New Haven, Williamsburgh.	New Haven and Northampton.	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	West Winsted and Bridgeport.	R. A.	61
5012	Bridgeport, Pittsfield.	Housatonic	Pittsfield and Bridgeport.	R. A.	110
5013	Danbury, South Norwalk.	Danbury and Norwalk	Danbury and South Norwalk.	R. A.	23
5014	New Haven, Willimantic.	Northampton, Willimantic and Middletown.	Willimantic and New Haven.	R. A.	54
5015	Hartford, Saybrook Point.	Connecticut Valley	Springfield and Saybrook Point.	R. A.	43
5016	Springfield, Hartford..	Connecticut Central			30
5018	Hartford, Millerton ...	Connecticut Western	Hartford and Millerton.	R. A.	60
5019	Litchfield, Hawleyville Branch, Bethel, Hawleyville.	{ Shepang		M. R. M.	32
		{ Danbury and Norwalk ..	Litchfield and Bethel. {	M. R. M.	6
6001	New York, Dunkirk ...	New York, Lake Erie and Western.	New York and Dunkirk Port Jervis and New York.	R. P. O.	459
				R. A.	87
6002	Suffern, Piermont	{ Piermont Branch New York, Lake Erie and Western.	Monsey and New York.	R. A.	40
7017	New York, Nyack	{ Northern of New Jersey.			
6005	Rochester, Avon	Danville Branch and Mount Morris Branch of New York, Lake Erie and Western.	Danville and Buffalo...	R. A.	96
6006	Avon, Dansville	{ Rochester and Batavia Branch New York, Lake Erie, and Western.	Rochester and Corning.	R. A.	94
6007	Attica, Corning				
6008	Buffalo, Hornellsville.	Buffalo Division New York, Lake Erie and Western.	Hornellsville and Buffalo	R. A.	71
6009	Goshen, Montgomery ..	Montgomery Branch New York, Lake Erie and Western.	Rondout and Goshen. {	R. A.	53
6083	Montgomery, Kingston	Walkill Valley			
6011	New York, Albany	{ New York Central and Hudson River.			144
6017	Albany, Buffalo				298
6052	Buffalo, Cleveland				183
	Cleveland, Elyria				26
	Elyria, Millbury	Lake Shore and Michigan Southern.	{ New York and Chicago.	R. P. O.	79
	Millbury, Toledo				8
	Toledo, Elkhart				142
	Elkhart, Chicago				101
6052	Toledo, Elkhart .....	.....do	Grand Rapids and Elkhart.	R. A.	19
6017	Albany, Buffalo	New York Central and Hudson River.	Albany and Rochester.	R. P. O.	229
6013	Syracuse, Rochester ..	.....do	Syracuse and Rochester Canandaigua and Batavia.	R. A.	103
6014	Canandaigua, Tonawanda.	.....do	Batavia and Tonawanda.	R. A.	86

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-offices or stations in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
40, 690	6	1	<i>Ft. In.</i>	<i>Ft. In.</i>	6 6 Day	0	6, Norwich to New London.
		1	11 4	6 6	Reserve		3, New London to Willimantic.
		1	10 8	6 4	Day		
		1	11 5	6 5	Reserve		
		1	9 9	6 5	Day		
105, 168	12	2	15 4	6 9	Reserve		
		1			Day		
17, 528	12	1	11 6	6 7	....do		
		1	10 0	6 6	Reserve		
76, 372	12	1	18 0	5 10	Day		
		1	18 0	6 4	....do		
		1	11 7	6 2	Reserve		
137, 720	12	2	14 6	6 6	Day		
		2	6 6	6 2	....do		
		1	14 6	5 6	Reserve		
28, 796	12	1	11 2	6 0	Day	12	
		1	11 8	5 11	Reserve		
		1	7 10	5 10	....do		
33, 804	6	1	9 8	6 6	Day	18	6, New Haven to Middletown.
26, 918	6	1	10 6	6 9	....do		
18, 780	6	1	11 6	6 9	Reserve		
		1	7 6	7 0	....do		
75, 120	12	2	12 0	6 0	Day		
		1	12 0	6 0	Reserve		
20, 082	6	1	9 4	6 6	Day		3, Canaan to Millerton.
3, 756	6				Day		7, New York to Hornellsville.
576, 700	7	6	45 5	9 5	Day and night		6, Hornellsville to Dunkirk; 6, New York to Hornellsville.
54, 462	6	1	16 6	6 10	Day	3	6, Olean to Carrollton; 9, New York to Patterson; 6, Salamanca to Hornellsville; 6, New York to Goshen.
25, 040	6	1	9 0	7 0	Day		6, New York to Nyack.
					Reserve		
60, 096	6	1	11 5	5 10	Day	12	6, Avon to Buffalo; 6, Avon to Dansville; 6, Rochester to Dansville.
58, 844	6	1	13 11	9 3	....do	9	6, Rochester to Dansville.
44, 446	6	1	14 0	9 0	....do	12	3, Rochester to Elmira.
		1	14 0	9 6	....do		
33, 178	6	1	9 7	7 0	....do		9, Montgomery to Goshen.
300, 384	20	1	15 0	8 0	....do		6, Walden to Montgomery
621, 628	20	4	60 0	9 0	Day and night		
381, 738	20	4	50 0	9 0	....do		
70, 512	26	4	49 5	9 0	....do		
115, 340	14	1	45 10	9 0	....do		
21, 696	26	4	49 5	9 0	....do		
177, 784	12	2	60 0	9 0	....do		
273, 912	26	2	50 0	9 0	....do		
11, 894	6	3	60 0	9 0	....do		
		1	16 0	9 0	Day		
143, 354	6	2	60 0	9 0	....do		6, New York to Poughkeepsie.
		2	47 4	8 10	....do		6, New York to Peekskill.
		1	44 10	8 8	....do		27, New York to Tarrytown.
		2	47 8	8 10	Reserve		6, Little Falls to Ilion.
64, 478	6	2	44 9	8 7	....do	6	21, New York to Albany.
		1	18 0	9 0	Day	24	
53, 836	6	3	5 9	6 0	....do		

K.—*Railway post-office lines, route-agents, and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					<i>Miles.</i>
6018	Rochester, Niagara Falls.	New York Central and Hudson River.	Rochester and Niagara Falls.	R. A....	77
6019	Dunkirk, Titusville...	Dunkirk, Allegheny Valley and Pittsburgh.	Dunkirk and Titusville	R. A....	91
6022	New York, Chatham Village.	New York and Harlem	Chatham Village and New York.	R. A....	128
	New York, Pawling ..	.....do	Pawling and New York	R. A....	64
6024	Eagle Bridge, Rutland	Delaware and Hudson Canal Company.	{ Rutland, Salem and } Troy.	R. A....	85
6067	Troy, North Adams...	Troy and Boston.....	Rutland and Hoosick Junction.	R. A....	5
	Branch, Hoosick Junction, State Line.	.....do			
6026	Albany, Canada line ..	{ Delaware and Hudson Canal Company.	Rouse's Point and Albany.	R. A....	190
6033	West Chazy, Rouse's Point.	{ Rome, Watertown and Ogdensburg.	Richland and Niagara Falls.	R. A....	182
6034	Oswego, Richland.....	.....do	Ogdensburg and Rome	R. A....	142
6038	Oswego, Lewiston ..				
6036	Rome, Ogdensburg ..	.....do	Richland and Syracuse.	R. A....	45
6037	Syracuse, Lacona .....	.....do			
6040	Chenango Falls, Norwich.	Utica Division of Delaware, Lackawanna and Western.	{ Utica and Binghamton }	R. A....	95
6041	Utica and Norwich .....	.....do	Ithaca and Oswego.....	R. A....	33
6042	Owego and Ithaca	Cayuga Division of Delaware, Lackawanna and Western.			
6045	New York, Greenport.	Long Island	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.	Oswego and Norwich } Norwich and Middle- town.	R. A....	249
6053	Rouse's Point, Ogdensburg.	Ogdensburg and Lake Champlain.	Saint Albans and Ogdensburg.	R. A....	142
6054	Chatham Village, Rutland.	Harlem Extension	Bennington and Chatham Village.	R. A....	55
6057	Utica, Smith Valley Station.	Utica, Clinton and Binghamton.	Utica and Randallville.	R. A....	32
6058	Buffalo, Emporium....	Buffalo, New York and Philadelphia.	Buffalo and Emporium.	R. A....	121
6061	Brocton, Corry.....	Buffalo, Chautauque Lake and Pittsburgh.	Brocton and Corry	R. A....	44
6063	Canandaigua, Elmira..	{ Northern Central..... }	Canandaigua and Elmira.	R. A....	147
8021	Williamsport, Elmira.		Elmira and Williamsport.		
6064	Syracuse, Oswego.....	Delaware, Lackawanna and Western.	Oswego and Syracuse..	R. A....	35
6065	Syracuse, Binghamton.	Syracuse, Binghamton and New York.	Syracuse and Binghamton.	R. A....	80
6071	Syracuse, Earlville ..	Syracuse and Chenango.....	Syracuse and Earlville.	R. A....	43
6072	Lyons, Sayre	Geneva, Ithaca and Sayre...	Lyons and Sayre.....	R. A....	92
6073	Rondout, Stamford ...	Ulster and Delaware.....	Rondout and Stamford.	R. A....	74

in operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
48,202	6	1	30 0	8 4	Day.....	18	
56,966	6	1	12 0	7 0	...do.....	6	
80,128	6	2	20 4	8 4	...do.....		6, Dover Plains to Millerton.
40,064	6	1	19 10	8 2	Reserve.....		
		1	18 2	8 5	Day.....	6	14, New York to White Plains; 26, New York to Fordham; 6, New York to Golden's Bridge.
53,210	6	1	12 3	6 7	...do.....		8, Rutland to Castleton.
		1	13 3	6 9	Shop.....		6, Eagle Bridge to Rutland.
3,130	6	3	18 0	6 8	Day.....		
118,940	6	2	21 7	7 0	Day and night.....		12, Albany to Rutland; 6, Albany to Whitehall.
113,932	6	2	23 6	7 2	Day.....		12, Oswego to Richland; 3, Wellington to Charlotte.
88,892	6	1	24 6	7 2	...do.....	9	6, Rome to Watertown.
		1	22 10	6 9	Reserve.....		18, De Kalb Junction to Norwood.
28,170	6	2	9 0	7 0	Day.....	12	
		1	9 0	7 0	Reserve.....		
		1	17 0	7 2	Day.....	9	
59,470	6	1	17 3	6 7	Reserve.....		3, Utica to Richfield Junction.
20,658	6	1	7 9	6 8	Day.....	6	
		1	9 4	3 4	Reserve.....		
58,844	6	2	10 6	5 8	Day.....	6	6, Mineola to Hempstead.
43,194	6	1	12 0	6 6	Day.....		6, Northport to
		1	14 0	8 0	...do.....		
21,910	6	1	12 6	6 0	Day.....	6	
155,874	6	1	10 0	7 0	...do.....		6, Middletown to Summitville.
		1	10 9	7 6	...do.....		3, East Guilford to Guilford Centre.
		1	13 4	6 4	...do.....		3, Sidney Plains to Walton.
		1	12 4	7 2	...do.....		
		1	14 4	7 2	...do.....		
		1	18 0	7 4	Shop.....		
88,892	6	2	13 4	6 10	Day.....		6, Rouse's Point to Saint Albans.
		1	11 2	7 6	Reserve.....		3, Rouse's Point to Ogdensburg.
34,430	6	1	14 2	7 1	Day.....		6, Chatham Village to Lebanon.
20,032	6	1	15 0	6 11	...do.....	6	
75,746	6	1	13 2	7 1	...do.....		6, Buffalo to Sardina Junction.
		1	11 8	6 2	Shop.....		
27,544	6	1	12 0	5 10	Day.....		6, Corry to Mayville.
		1	12 5	5 11	...do.....		
92,022	6	1	14 6	8 6	Day.....		6, Canandaigua to Williamsport.
		2	15 6	8 6	...do.....		6, Elmira to Williamsport.
		2	15 0	8 6	Reserve.....		
		2	14 6	8 6	Reserve.....		
21,910	6	2	14 10	6 8	Day.....	12	
50,080	6	1	18 6	7 6	...do.....	12	
		1	18 6	7 6	Reserve.....		
26,918	6	2	8 0	6 0	Day.....		12, Syracuse to Cazenovia.
57,592	6	1	7 6	7 0	...do.....		6, Trumansburgh to Geneva.
		1	7 6	7 0	Reserve.....		
		1	6 6	6 6	...do.....		
46,324	6	1	12 6	6 11	Day.....		
		1	8 7	6 3	...do.....		
		1	12 0	6 11	Reserve.....		

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
6074 6075 6080	Ithaca, De Ruyter Horse Heads, Ithaca Canastota, De Ruyter ..	} Utica, Ithaca and Elmira {	Canastota and Elmira ..	R. A.	Miles. 118
6076	Freeville, Scipio		do	Scipio Centre and Freeville.	R. A. 27
6079	Poughkeepsie, Millerton ..		Poughkeepsie, Hartford and Boston.	Mount Riza and Poughkeepsie.	R. A. 40
6081 6088	Fonda, Gloversville .. Gloversville, Northville.	} Fonda, Johnstown and Gloversville. {	Northville and Fonda ..	R. A.	38
6084	Athens, Fair Haven ..		Southern Central	Fair Haven and Sayre ..	R. A. 118
6085	Newburgh, Millerton ..	} Utica and Black River. {	Newburgh, Dutchess and Connecticut.	Millerton and Newburgh.	R. A. 59
6087 6088	Utica, Watertown Carthage, Ogdensburg.		Ogdensburg and Utica ..	R. A.	251
6089	Cayuga, Ithaca		Cayuga Lake	Cayuga and Ithaca	R. A. 38
6090	Sodus Point, Gorham Station.	} South Side Flushing, North Side Central.	Lake Ontario and Southern ..	Sodus Point and Stanley.	R. A. 34
6091	Buffalo, Jamestown ..		Buffalo and Southwestern ..	Buffalo and Jamestown ..	R. A. 70
6093 6094	New York, Babylon .. New York, Patchogue ..		Patchogue and New York.	R. A.	54
6095	Saratoga Springs, North Creek.	} Adirondack	North Creek and Saratoga.	R. A.	57
6097	Rhinecliff, Boston Corners.		Boston Corners and Rhinecliff.	R. A.	35
6102	Rochester, Gainsville.		Rochester and State Line ..	Rochester and Salamanca.	R. A. 108
6103	Geneva, Wellsboro' ..	} Geneva and Corning and Cowanesque and Antrim.	Geneva and Wellsboro' ..	R. A.	96
7001	New York, Easton		Central Railroad of New Jersey.	New York, Somerville and Easton.	R. A. 75
7003	Elizabethport, Sea Plain.	} Pennsylvania	do	New York and Squan ..	R. A. 58
7004	New York, Philadelphia.		New York, Trenton, and Philadelphia.	R. A.	90
	New York, Washington.		Pennsylvania, Philadelphia, Wilmington and Baltimore, and Baltimore and Potomac.	New York and Washington. R. P. O.	232 90
7005	Camden, Monmouth Junction.	} Pennsylvania, Amboy Division.	New York, Jamesburgh, and Philadelphia.	R. A.	92
7006	Philadelphia, Heights-town.		do	Hightstown and Philadelphia.	R. A. 50
7008	Trenton and intersection Delaware, Lackawanna and Western Railroad.		Pennsylvania, Belvidere Division.	Belvidere and Philadelphia.	R. A. 95
7013	New York, Easton	} Morris and Essex Division of Delaware, Lackawanna and Western. {	New York, Dover and Easton.	R. A.	85
			New York and Hack-ettstown.	R. A.	62
7015	Camden, Atlantic City	Camden and Atlantic	Philadelphia and Atlantic City.	R. A.	59

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
			<i>Ft. In.</i>	<i>Ft. In.</i>			
73,868	6	1	11 8	6 6	Day		6, Canastota to Ithaca.
		1	18 0	9 0	.....	
		1	14 9	8 10	.....	
		1	15 6	9 0	Reserve		
		2	10 6	7 0	do		
16,902	6	(*)			Day		
25,040	6	1	9 3	6 10	do		
		1	9 3	6 10	Reserve		
45,072	12	2	8 0	6 0	Day		3, Gloversville to Fonda.
72,616	6	2	11 0	6 3	Day		6, Auburn to Sayre.
		1	11 0	6 3	Reserve		3, Owego to Auburn.
36,934	6	1	8 0	6 4	Day		
		1	9 6	7 0	Reserve		
94,526	6	2	20 0	7 0	Day		6, Utica to Watertown.
		1	20 0	6 6	Reserve		6, Carthage to Ogdensburg; 6, Carthage to Watertown; 12, Theresa Junction to Clayton.
23,788	6	1	10 4	7 0	Day	6	
		1	10 4	7 0	Shop		
21,284	6	1	7 4	6 10	Day		
43,820	6	1	13 6	6 6	do		
		1	13 6	6 6	Reserve		
33,804	6	1	21 6	11 6	Day	12	6, New York to Jamaica.
		1	12 6	6 6	.....	6	6, New York to Garden City.
35,682	6	1	13 5	5 7	Day	6	
21,910	6	1	10 4	7 0	do		
67,608	6	1	12 0	7 0	do		
		1	14 0	7 0	.....	
		1	12 0	7 0	Shop		
60,096	6	1	10 11	6 10	Day		6, Corning to Wellsboro.
		1	10 10	7 1	Reserve		
93,900	12	2	13 0	7 0	Day	18	6, New York to Bound Brook; 6, New York to Plainfield; 27, New York to Elizabeth.
36,308	6	1	12 0	6 9	do	6	6, Elizabethport to Ocean Beach.
56,340	6	1	13 8	6 6	do		
		1	11 0	8 6	.....	
338,720	14	1	46 6	8 6	Day and night		Short line, New York to Philadelphia.
61,020	6½	1	58 7	8 7	do		27, New York to Philadelphia.
		3	60 0	8 7	.....		3, New York to Elizabeth.
		1	60 0	8 7	Reserve		3, New York to Rahway; 3, New York to Monmouth Junction; 6, New York to Metuchin.
		1	45 10	8 7	Shop		9, Philadelphia to Trenton; 9, Philadelphia to South Amboy.
57,592	6	1	8 0	8 0	Day		12, Philadelphia to Pemberton.
31,300	6	1	8 8	6 6	do	3	6, Philadelphia to Mount Holly.
		1	6 6	6 6	.....		3, Philadelphia to Belvidere.
56,340	6	1	13 3	6 3	Day	6	3, Philadelphia to Trenton; 6, Lambertsville to Trenton; 3, Trenton to Summit Junction.
		1	11 3	6 3	Reserve		6, New York to Morristown.
53,210	6	1	11 5	8 10	Day		
38,812	6	1	12 9	8 11	do		6, New York to Newark.
		1	12 0	9 0	.....		3, New York to Chatham.
		1	12 0	7 0	Reserve		
36,934	6	1	10 2	6 8	Day	6	6, Williamstown to Acto.
		2	9 0	6 4	Reserve		6, Egg Harbor to May's Landing.

* For cars see No. 6074.

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					Miles.
7023	Jamesburgh, Sea Girt	Freehold and Jamesburgh	Monmouth Junction and Squan.	R. A.	32
7025	Waterloo, Franklin Furnace.	Sussex	Franklin Furnace and Waterloo.	R. A.	24
7026	New York, Pemberton Junction.	New Jersey Southern	New York, Whittings and Philadelphia.	R. A.	89
7028	New York, Denville	{ Delaware, Lackawanna and Western.	Binghamton, Scranton and New York.	R. A.	210
8019	Binghamton, New Hampton.				
7029	Whittings, Atco	New Jersey Southern	Manchester and Bridgeton.	R. A.	73
7031	Atsion, Bridgeton	Vineland		R. A.	29
7032	Whittings, Long Beach	Tuckerton	Manchester and Tuckerton		
7037	New York, Middletown.	New Jersey Midland	Middletown, Pompton and New York.	R. A.	88
7041	Camden, Cape May	West Jersey	Philadelphia and Bridgeton.	R. A.	37
Br'ch.	Glassborough, Bridge-ton.	do	Philadelphia and Cape May.	R. A.	64
8001	{ New York, Pitts-burgh.	{ Pennsylvania	{ New York and Pitts-burgh.	R. P. O.	444
7004					
8031	Philadelphia, Pitts-burgh.	do	Philadelphia and Harrisburgh.	R. A.	109
8002	Philadelphia, Pottsville.	Philadelphia and Reading	Pottsville and Philadelphia.	R. A.	93
8003	Philadelphia, West Chester.	Philadelphia and West Chester.	Philadelphia and West Chester.	R. A.	27
8004	Philadelphia, Bethlehem.	North Pennsylvania	Bethlehem and Philadelphia.	R. A.	55
8008	Chester, Port Deposit.	Philadelphia and Baltimore Central.	Philadelphia and Port Deposit.	R. A.	57
8010	East Pennsylvania Junction, Waverly.	{ Lehigh Valley	{ Easton and Elmira.	R. A.	223
8077	Easton, Allentown				
			Easton and Hazleton	R. A.	74
8011	Penn Haven Junction, Mount Carmel.	do	Penn Haven Junction and Mount Carmel.	R. A.	40
8013	Pottsville, Herndon	Philadelphia and Reading	Pottsville, Tamaqua and Herndon.	R. A.	80
8014	Port Clinton, Williamsport.	do	Williamsport and Port Clinton.	R. A.	121
8015	Sunbury, Tomhicken	Pennsylvania	Hazleton and Sunbury	R. A.	52
8017	Scranton, Northumberland.	Delaware, Lackawanna and Western.	Scranton and Northumberland.	R. A.	80
8018	Scranton, Carbondale.	Delaware and Hudson Canal Company.	Carbondale and Scranton.	R. A.	37
8020	Elmira, Blossburgh	Tioga and Elmira State Line	Elmira and Blossburgh	R. A.	45
8022	Sunbury, Erie	Philadelphia and Erie Division, Pennsylvania.	Lock Haven and Erie	R. A.	223
10002	Baltimore, Sunbury	Northern Central	Lock Haven and Harrisburgh.	R. A.	115
			Harrisburgh and Baltimore.	R. A.	88
			Williamsport and Baltimore.	R. P. O.	181

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
20,632	6	1	<i>Ft. In.</i> 9 8	<i>Ft. In.</i> 6 4	Day	6	18, Monmouth Junction to Freehold.
15,024	6	2	6 6	3 6	do		12, Waterloo to Newton.
55,714	6	4	6 6	6 6	Reserve		6, Newton to Midland Junction.
					Day		6, Farmingdale to Eatontown Junction; 3, Bridgeton to Eatontown Junction; 3, New York to Long Branch.
131,460	6	1	20 0	7 6	do	3	3, New York to Scranton.
		1	18 0	7 6	Reserve		6, New York to Boonton.
45,698	6	1	7 0	6 3	Day		
		1	7 9	6 4	Reserve		
36,308	12	1	8 0	6 11	Day		
55,088	6	4	14 0	6 8	Day		3, Hawthorne to Bloomingdale.
		1	14 0	6 8	Reserve		
		1	8 0	6 8	do		
23,162	6	1	9 2	8 2	Day	6	
		5	9 2	6 8	Reserve		
40,064	6	1	9 9	6 3	Day		
972,360	21	22	60 0	8 7½	Day and night		9, Philadelphia to Pittsburgh; 3, Harrisburgh to Altoona; 9, Philadelphia to Harrisburgh; 6, Southwest Junction to Pittsburgh; 3, Blairsville to Pittsburgh.
68,234	6	2	15 0	8 8	Day		3, Philadelphia to Columbia.
		1	15 0	8 8	Reserve		3, Lancaster to Harrisburgh.
58,218	6	2	15 2	8 7	Day	6	
		2	15 2	8 7	Reserve		
16,902	6	1	9 0	7 6	Day	12	6, West Chester to Baltimore Central Junction.
34,430	6	1	7 6	7 6	Day	30	24, Philadelphia to Doylestown; 13, Philadelphia to Hartsville.
71,364	12	1	9 6	6 6	do		12, Port Deposit to Chester.
		1	9 4	3 3	do		
139,598	6	4	22 0	8 6	do	6	3, Elmira to Lacyville.
92,648	12	2	10 0	6 0	do		9, Catasauqua to Easton.
		2	14 0	8 4	do		6, Allentown to Easton.
		2	15 0	6 0	do		6, Easton to East Pennsylvania Junction.
25,040	6	1	24 6	8 0	Day		3, Easton to Mauch Chunk.
		1	10 7	6 0	Day		6, Shenandoah to Penn Haven; 6, Mahanoy to Penn Haven.
50,080	6	1	6 6	6 5	do		6, Pottsville to Shamokin.
		1	10 0	7 0	do		
		1	9 8	7 0	do		
		1	8 2	6 2	Reserve		
75,746	6	2	9 6	8 7	Day		6, Port Clinton to Tamaqua.
		1	15 0	8 6	Reserve		
32,552	6	1	7 4	6 9	Day		
		1	9 0	6 0	do		
		1	8 8	6 0	do		
50,080	6	1	9 3	6 5	Day		12, Nanticoke to Scranton.
		1	11 2	8 8	Shop		
46,324	12	1	8 10	6 6	Day	6	
		1	8 10	6 6	Reserve		
28,170	6	1	14 3	7 0	Day	6	
		1	10 2	6 3	do		
139,598	6	5	10 0	8 0	Day		6, Erie to Warren.
71,990	6	3	15 0	8 4	Night	6	6, Williamsport to Lock Haven.
55,088	6	2	14 9	8 7	do		6, Williamsport to Harrisburgh.
		1	10 0	7 4	Reserve		12, Harrisburgh to Baltimore;
113,306	6	2	45 0	8 4	Day and night		6, York to Baltimore.
		2	40 0	8 4	Reserve		

K.—*Railway post-office lines, route-agents, and mail-route messenger service in*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					Miles.
8024	Alton, Carrollton	New York, Lake Erie and Western.	Carrollton and Buttsville.	R. A.	25
8025	Irvine, Oil City	Pittsburgh, Titnsville and Buffalo.	Irvine and Oil City ..	R. A.	50
8030	Harrisburgh, Martinsburgh.	Cumberland Valley	Corry and Oil City	R. A.	45
			Harrisburgh and Martinsburgh.	R. A.	94
8031	Columbia, Sinking Springs.	Philadelphia and Reading...	Reading and Columbia.	R. A.	46
8033	Columbia, Frederick..	Frederick Division Pennsylv.	Columbia and Frederick	R. A.	69
8034	Hanover Junction, Gettysburgh.	Hanover and Gettysburgh..	Hanover Junction and Gettysburgh.	R. A.	30
8035	Huntingdon, Mount Dallas Station.	Huntingdon and Broad Top.	Huntingdon and Cumberland.	R. A.	78
8074	Mount Dallas Station, New Bridgeport.				
8036	Tyrone, Curwinstville.	Tyrone and Clearfield Branch Pennsylvania.	Clearfield and Tyrone..	R. A.	41
8039	Tyrone, Lock Haven..	Bald Eagle Branch Pennsylvania.	Lock Haven and Tyrone.	R. A.	55
8040	Blairsville, Allegheny	West Pennsylvania Division Pennsylvania.	Blairsville and Pittsburgh.	R. A.	65
8041	Washington, Wheeling	Wheeling, Pittsburgh and Baltimore.	Washington and Wheeling.	R. A.	32
8042	Pittsburgh, Oil City ..	Allegheny Valley	Oil City and Pittsburgh	R. A.	132
8044	Meadville, Oil City ...	Atlantic and Great Western. Erie and Pittsburgh	Meadville and Oil City ..	R. A.	72
8045	Miles Grove, New Castle.		Erie and Pittsburgh ...	R. A.	148
8029	New Castle, Hone wood.	Pittsburgh, Fort Wayne and Chicago.			
8052	Greenville, Hilliards..	Shenango and Allegheny...	Greenville and Hilliards.	R. A.	47
8054	Freeport, Butler	West Pennsylvania Division Pennsylvania.	Butler and Freeport ...	M. R. M.	21
8055	Wilmington, Reading.	Wilmington and Northern ..	Reading and Wilmington.	M. R. M.	72
8056	Pittsburgh, Washington.	Chartiers Division Pennsylvania Central and St. Louis.	Pittsburgh and Washington.	M. R. M.	31
8057	Perkioman Junction, Emaus.	Philadelphia and Reading ..	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 ...	Towanda and Bernice.	M. R. M.	29
8063	Cumberland, Pittsburgh.	Pittsburgh Division Baltimore and Ohio.	Cumberland and Pittsburgh.	R. A.	148
8064	Carbondale, Susquehanna Depot.	New York, Lake Erie and Western.	Nineveh and Carbondale.	M. R. M.	60
8031	Nineveh Junction, Jefferson Junction.	Delaware and Hudson Canal Company.			
8065	Lawrenceville, Elkland.	Corning, Cowanesque and Antrim.	Lawrenceville and Elkland.	M. R. M.	15
8067	Lewisburgh, Spring Mills.	Lewisburgh, C. and Spruce Creek Branch Pennsylvania.	Lewisburgh and Laurelton.	M. R. M.	43
8071	Marion Junction, Richmond Furnace.	Southern Pennsylvania Branch Cumberland Valley.	Chambersburgh and Richmond Furnace.	M. R. M.	25
8075	Allentown, Harrisburgh.	East Pennsylvania and Lebanon Valley Branch Philadelphia and Reading.	Allentown and Harrisburgh.	R. A.	90
8078	Red Bank Furnace, Driftwood.	Low Grade Division Allegheny Valley.	Driftwood and Red Bank Furnace.	R. A.	110
8080	Tunkhannock, Montrose.	Montrose	Montrose and Tunkhannock.	M. R. M.	28
8081	Pittsburgh, Monongahela City.	Pittsburgh, Virginia and Charleston Division Pennsylvania.	Pittsburgh and Monongahela City.	M. R. M.	31
8086	Pollock, Butler	Parker and Karns City	Pollock and Butler	M. R. M.	35

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
			<i>Ft. In.</i>	<i>Ft. In.</i>			
15, 650	6	1	16 0	8 0	Day		6, Carrollton to Custer City.
31, 300	6	2	12 0	6 0	do		6, Carrollton to Bradford.
28, 170	6	3	12 0	6 0	Reserve		12, Oil City to Corry.
58, 844	6	1	14 0	8 4	Day		3, Irvine to Oil City.
		1	8 4	8 2	Reserve		6, Harrisburgh to Greencastle.
28, 796	6	1	6 5	6 0	Day	12	6, Harrisburgh to Chambersburgh.
		1	7 4	6 5			
43, 194	6	1	11 0	8 0	Day		3, Lancaster to Hanover.
37, 560	12	2	11 10	6 0	Day	3	6, Berlin Junction to Hanover.
47, 576	6	1	7 10	6 5	do		6, Huntingdon to Bedford.
		2	8 10	6 8	Reserve		
25, 666	6	1	10 9	8 1	Day		6, Osceola Mills to Tyrone.
34, 430	6	1	11 0	8 2	do		6, Lock Haven to Bellefonte.
40, 690	6	1	11 4	8 8	do		
		1	11 4	8 8	Reserve		
20, 032	6	1	9 2	8 2	Day	6	
82, 632	6	1	16 0	8 4	do	12	
		1	15 0	8 4			
48, 072	6	1	18 0	6 6	Day	6	
92, 648	6	2	12 9	9 9	do	6	
		2	12 0	9 0	Reserve		
29, 422	6	1	13 0	7 0	Day		6, Greenville to Mercer.
		1	11 3	6 10			
26, 292	12	1	5 3	8 7	do		
45, 072	6	1	7 8	6 10	do		
		1	7 6	6 10			
		1	7 6	6 10	Shop		
38, 812	12	1	14 0	6 0		6	
27, 544	6	1	10 6	3 7	Day		6, Collegeville to Perkiomen Junction.
		1	11 2	3 10	Reserve		
		1	7 8	3 8	do		
27, 544	6	2	6 6	6 6	Day		6, Lebanon to Tremont.
18, 154	6	1	6 0	8 0	do		3, Pine Grove to Tremont.
92, 648	6	3	9 0	8 1	do	6	
37, 560	6	1	6 9	6 2	do		6, Susquehanna to Jefferson Junction.
		1	9 0	6 6	Reserve		
9, 390	6	1	11	7 5	Day		
26, 918	6	1	9	8 6	do		6, Montandon to Mifflinburgh.
15, 650	6	1	7 7	8 1	do		6, Chambersburgh to South Pennsylvania Junction.
56, 340	6	1	11 7	8 6	do		
		1	15 10	8 6			
		1	10 8	8 6	Shop		
68, 860	6	1	14 0	8 6	Day		6, Red Bank Furnace to Reynoldsville.
		1	14 8	8 8			
		1	14 8	8 5	Shop		
17, 528	6	1	4 9	6 5	Day		
19, 406	6	1	10 4	8 9	do	6	
		1	11 0	8 7			
		1	10 4	8 9	Reserve		
21, 910	6	1	9 0	4 6	Day		6, Parker Junction to Millers-town.
		1	8 0	5 1			

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office route-agent, or mail-route messenger.	Distance.
8091	Reading, Slatington...	Berke and Lehigh Branch Philadelphia and Reading.	Slatington and Reading.	M. R. M.	43
8093	Larabee, Clermont...	McKean and Buffalo...	Larabee and Clermont.	M. R. M.	23
8094	York, Delta...	Peach Bottom...	York and Delta...	M. R. M.	35
8098	New Castle, Stoneboro.	New Castle and Franklin...	Stoneboro and New Castle.	M. R. M.	36
8105	Clarion, Foxburgh...	Foxburgh, St. Petersburg and Clarion.	Clarion and Foxburgh...	M. R. M.	31
8107	Southwest Junction, Uniontown.	Southwest Pennsylvania...	Greensburg and Oil-phunt Furnace.	R. A....	40
8108	Lewistown Junction, Selins Grove Junction.	Lewistown Division of Pennsylvania.	Sunbury and Lewistown.	R. A....	54
9501	Wilmington, Delmar.	{ Delaware Division, Philadelphia, Wilmington and Baltimore, and Eastern Shore.	Philadelphia and Crisfield.	R. A....	135
9502	Delmar, Crisfield.....				
9503	Clayton, Easton.....		Clayton and Easton....	R. A....	44
9504	Harrington, Lewes...		Harrington and Lewes	R. A....	40
9505	Wilmington, Pomeroy.		Wilmington and Pomeroy.	R. A....	38
9506	Georgetown, Selbyville.	{ Breakwater, Frankfort and Worcester.	Georgetown and Franklin City.	R. A....	56
10016	Selbyville, Franklin City.				
10001	Baltimore, Philadelphia.	Philadelphia, Wilmington and Baltimore.	Philadelphia and Baltimore.	R. A....	98
10008	Cambridge, Seaford...	Dorchester and Delaware.	Seaford and Cambridge.	R. A....	33
10009	Salisbury, Ocean City.	Wicomico and Pocomoke.	Ocean City and Salisbury.	R. A....	30
10010	Townsend, Centreville.	Queen Ann and Kent.....	Townsend and Centreville.	R. A....	36
10012	Clayton, Chestertown.	Kent County.....	Clayton and Chestertown.	R. A....	34
10003	Baltimore, Wheeling..	Baltimore and Ohio.....	Baltimore and Grafton.	R. P. O..	294
10005	Weverton, Hagerstown.	Washington County Branch Baltimore and Ohio.	Grafton and Wheeling. Hagerstown and Weverton.	R. A....	99
10006	Baltimore, Williamsport.	Western Maryland.....	Baltimore and Williamsport.	R. A....	24
10007	Annapolis, Annapolis Junction.	Annapolis and Elk Ridge...	Annapolis and Annapolis Junction.	R. A....	93
10011	Cumberland, Piedmont	Cumberland and Piedmont.	Cumberland and Piedmont.	R. A....	21
10013	Bay View, Washington.	Baltimore and Potomac....	Baltimore and Washington.	R. A....	33
10014	Bowie, Pope's Creek..	Bowie and Pope's Creek Division, Baltimore and Potomac.	Bowie and Pope's Creek.	R. A....	46
10017	St. Denis, Point of Rocks.	Baltimore and Ohio.....	Baltimore and Harper's Ferry.	R. A....	48
10018	Lake Roland, Western Maryland Railroad Junction.	Western Maryland.....	Lake Roland and Western Maryland Railroad Junction.	R. A....	81
11001	Washington, Richmond	Richmond, Fredericksburg and Potomac.	Washington and Petersburg.	R. P. O..	84
11008	Richmond, Petersburg.	Richmond and Petersburg.	.....do.....	R. P. O..	116
11002	Washington, Danville.	Washington City, Virginia Midland and Great Southern.	Washington and Danville.	R. P. O..	24
	Branch, Owl Run, Warrenton.	.....do.....	Warrenton and Warrenton Junction.	M. R. M.	243
11003	Manassas, Strasburgh.	Manassas Division Virginia Midland and Great Southern.	Alexandria and Strasburgh.	R. A....	9
11004	Alexandria, Round Hill	Washington and Ohio.....	Alexandria and Round Hill.	R. A....	90
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operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips per week with clerks or agents.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
26, 918	6	1	<i>Ft. In.</i> 8 0	6 8	Day		
14, 398	6	1	8 7	6 8	do		
21, 910	6	1	8 10	7 0	do		
		1	13 8	7 4	Reserve		
22, 536	6	1	8 8	5 3	Day		6, New Wilmington to New Castle.
19, 406	6	2	8 4	7 0	do		6, Elensburg to Clarion; 6, Foxburgh to Elensburg; 6, Foxburgh to St. Petersburg.
25, 040	6	1	7 9	8 4	do	6	
33, 804	6	1	6 6	6 6	do		9, Selins Grove to Selins Grove Junction.
84, 510	6	1	18 6	6 8	do		6, Philadelphia to Wyoming.
		1	25 0	8 0			9, Philadelphia to Wilmington.
		1	22 6	8 4			3, Wilmington to New Castle.
		1	22 6	7 10	Reserve		
27, 544	6	1	10 0	6 0	Day		
25, 040	6	1	7 0	7 0	do		6, Georgetown to Harrington.
23, 788	6	2	6 6	6 10	do		
35, 056	6	1	6 0	6 6	do	3	
61, 348	6	2	24 0	8 6	do		12, Philadelphia to Wilmington;
20, 658	6	1	11 8	8 7	do		8, Philadelphia to Lamokin.
18, 780	6	1	9 1	8 7	do	3	
22, 536	6	1	20 0	6 4	do		
21, 284	6	1	8 3	6 8	do		
429, 240	14	8	51 0	8 9	Day and night.	7	6, Washington to Harper's Ferry.
61, 974	6	2	17 0	8 7	do	7	18, Washington to Baltimore.
30, 048	12	2	8 6	8 0	Day		
58, 218	6	2	11 0	8 2	do		6, Baltimore to Hagerstown.
13, 146	6	1	9 4	8 5	do		
20, 658	6	1	10 8	6 8	do		
20, 658	6	4	14 6	8 6	do		26, Baltimore to Washington;
30, 048	6	1	9 4	8 5	do		12, Washington to Baltimore.
50, 706	6	2	14 0	8 4	Day		6, St. Denis to Araby.
169, 360	14	3	50 0		Day and night.		
35, 040	14	2	50 0		do		
354, 780	14	5	42 0	9 6	do		
11, 268	12				do		
56, 340	6	2	10 0	8 6	do		
32, 552	6	1	11 0	6 2	do		6, Alexandria to Leesburgh.

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, terminal of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					<i>Miles.</i>
11005	Richmond, Huntington	Chesapeake and Ohio.....	Richmond and Covington.	R. A.	205
			Covington and Huntington.	R. A.	216
11006	Richmond, Danville ..	Richmond and Danville.....	Richmond and Danville.	R. A.	140
11007	Richmond, West Point	Richmond, York River and Chesapeake.	West Point and Richmond.	R. A.	38
11009	Petersburgh, Weldon	Petersburgh.....	Petersburgh and Weldon.	R. P. O.	66
11011	Petersburgh, Norfolk	Norfolk and Petersburgh Division, Atlantic, Mississippi and Ohio.			
11012	Petersburgh, Lynchburgh.	South Side Division, Atlantic, Mississippi and Ohio.	Norfolk and Lynchburgh.	R. A.	205
11013	Lynchburgh, Bristol ..	Virginia and Tennessee Division, Atlantic, Mississippi and Ohio.	Lynchburgh and Bristol.	R. P. O.	204
11015	Portsmouth, Weldon	Seaboard and Roanoke.....	Norfolk and Raleigh...	R. A.	176
13001	Raleigh, Weldon.....	Raleigh and Gaston.....			
11102	Fredericksburgh, Orange Court-House.	Royal Land Company.....	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
13002	Weldon, Wilmington ..	Wilmington and Weldon ..	Weldon and Wilmington.	R. A.	163
13003	Wilmington, Charlotte	Carolina Central.....	Wilmington and Charlotte.	R. A.	196
13004	Goldsboro', Greensboro', Danville, Greensboro', Charlotte.	Richmond and Danville..	Goldsboro' and Greensboro'.	R. A.	130
			Danville and Charlotte.	R. A.	141
13005	Goldsboro', Morehead City.	Atlantic and North Carolina	Goldsboro' and Beaufort.	R. A.	94
13006	Salisbury, Henry's.....	Western North Carolina...	Salisbury and Henry's	R. A.	117
13007	Charlotte, Augusta ..	Charlotte, Columbia and Augusta.	Charlotte and Augusta.	R. A.	196
13008	Charlotte, Shelby	Carolina Central.....	Charlotte and Shelby ..	R. A.	55
13009	Charlotte, Statesville ..	Atlantic, Tennessee and Ohio.	Statesville and Charlotte.	M. R. M.	49
13010	Raleigh, Hamlet	Raleigh and Augusta Air-Line.	Raleigh and Hamlet....	R. A.	97
13011	Fayetteville, Gulf	Western.....	Egypt Depot and Fayetteville.	R. A.	45
13012	Greensboro', Salem ..	Northwestern North Carolina.	Greensboro' and Salem.	M. R. M.	29
14001	Columbia, Greenville ..	Greenville and Columbia...	Greenville and Columbia.	R. A.	144
14002	Columbia, Wilmington	Wilmington, Columbia and Augusta.	Wilmington and Columbia.	R. A.	192
14003	Kingsville, Augusta ..	South Carolina.....	Columbia and Charleston.	R. A.	203
	Kingsville, Columbia ..		Charleston and Augusta.		
	Branchville, Charleston.				
14004	Charleston, Savannah ..	Savannah and Charleston...	Charleston and Savannah.	R. A.	115
14005	Charleston, Florence ..	Northeastern.....	Florence and Charleston.	R. A.	103
14006	Florence, Cheraw	Cheraw and Darlington....	Cheraw and Florence ..	R. A.	41
14007	Chester, Dallas	Chester and Lenoir Narrow Gauge.	Dallas and Chester	R. A.	51
14008	Alston, Spartanburgh ..	Spartanburgh, Union and Columbia.			
14011	Spartanburgh C. H., Coleman.	Spartanburgh and Asheville.	Lynn and Alston	R. A.	111

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route and between what points.
			Length.	Width.			
123,330	6	7	Ft. In. 18 0	Ft. In. 8 0	Day	7	
157,680	7				do	6	
102,200	7	6	25 0	8 9	do	6	
23,788	6	1	10 6	6 9	do		
96,360	14	2	50 0		do		
123,330	6	4	21 0	9 0	do		
148,920	7	4	41 0	8 7	do		
110,176	6	5	10 0	8 0	do		
23,788	6	1	15 7	6 0	do		
78,876	6	2	14 10	8 7	do		
118,990	7	1	23 0	9 0	do	6	
		1	28 0	8 0	do		
		1	22 0	8 9	do		
122,696	6	2	15 0	8 9	Night		
		1	14 0	8 6	do		
		1	14 0	7 10	do		
94,900	7	2	15 0	8 0	Day		6, Raleigh and Goldsboro'.
		1	14 0	7 10	do		
102,930	7	2	25 0	9 0	Day and night	7	
		1	25 0	8 6	do		
		1	25 0	8 11	do		
58,844	6	2	9 10	6 8	Day and night		
85,410	7	2	12 6	8 4	Night		
143,080	7	1	19 9	8 6	Day and night		
		1	25 4	9 0	do		
		1	18 8	8 0	Reserve		
34,430	6	1	9 0	6 7	Day		
30,674	6	1	9 4	7 8	Day and night		
60,722	6	1	14 0	6 0	do		
28,170	6	1	10 7	6 0	Day		
18,154	6	1	14 0	8 8	do		
90,144	6	1	12 4	8 2	do		
		1	14 0	8 2	do		
		1	11 10	9 0	do		
140,160	7	3	22 7	8 9	Night		7, Wilmington and Florence.
		1	10 5	8 3	Day		
127,078	6	1	9 9	8 0	do	7	13, Branchville to Charleston;
		1	9 6	8 0	Day		7, Branchville to Augusta; 6,
		1	9 11	8 0	do		Branchville to Columbia.
83,950	7	1	21 0	9 0	Day		
		1	17 0	8 11	do		
75,190	7	2	11 1	8 3	Day	7	
		1	10 1	8 5	do		
		1	11 3	8 4	do		
25,666	6	1	13 3	8 5	Day		
31,926	6	1	9 6	6 10	do		
					do		
69,436	6	1	7 1	6 6	do		
		1	7 4	6 2	do		

K.—*Railway post-office lines, route-agents, and mail-route messenger service in*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					Miles.
14009	Anderson C. H., Wal- halla.	} Greenville and Columbia ..	Belton and Walhalla ..	M. R. M.	45
	Branch, Belton, An- derson C. H.				
14010	Port Royal, Augusta..	Port Royal and Augusta ..	Augusta and Port Royal.	R. A.	112
15001	Atlanta, Charlotte	Atlanta and Charlotte Air- Line.	Charlotte and Atlanta ..	R. A.	266
15002	Atlanta, Chattanooga.	Western and Atlantic	Chattanooga and At- lanta.	R. P. O.	138
15003	Atlanta, West Point ..	Atlanta and West Point	Atlanta and Montgom- ery.	R. A.	87
15004	Augusta, Atlanta	Georgia	Augusta and Atlanta ..	R. P. O.	172
15005	Millen, Augusta	Central Railroad and Bank- ing Company.	Augusta and Macon ...	R. A.	53
15007	Union Point, Athens..	Georgia	Athens and Union Point	M. R. M.	40
15009	Savannah, Live Oak ..	} Atlantic and Gulf	Savannah and Live Oak	R. A.	179
	Dupont, Thomasville, branch.		Dupont and Albany	R. A.	130
15018	Thomasville, Albany..	} Central Railroad and Bank- ing Company.	Augusta and Macon . }	R. A.	192
15010	Savannah, Macon		Savannah and Millen. }	R. A.	101
15011	Macon, Columbus	Southwestern	Macon and Columbus..	R. A.	101
15012	Macon, Atlanta	Central Railroad and Bank- ing Company.	Atlanta and Macon	R. A.	104
15013	Macon, Brunswick	Macon and Brunswick	Macon and Brunswick..	R. A.	188
15016	Macon, Eufaula	Southwestern	Macon and Clayton ...	R. A.	145
15021	Camak, Macon	Macon and Augusta	Camak and Macon	M. R. M.	81
15022	Griffin, Carrollton ..	Savannah, Griffin and North Alabama.	Griffin and Carrollton ..	R. A.	60
15023	Brunswick, Albany..	Brunswick and Albany	Brunswick and Albany.	R. A.	173
16001	Fernandina, Cedar Keys.	Atlantic, Gulf, and West India Transit.	Fernandina and Cedar Keys.	R. A.	154
16002	Lake City, Chattahoo- chee.	Jacksonville, Pensacola and Mobile.	Jacksonville and Chat- tahoochee.	M. R. M.	147
16003	Pensacola, Whiting Junction.	Pensacola	Whiting Junction and Pensacola.	M. R. M.	44
16006	Jacksonville, Lake City.	Florida Central	Jacksonville and Chat- tahoochee.	M. R. M.	59
17001	Montgomery, West Point.	} Western, of Alabama	} Atlanta and Montgom- ery.	R. A.	88
17002	Montgomery, Selma ..			R. A.	50
17003	Montgomery, Eufaula.	Montgomery and Eufaula..	Eufaula and Montgomery	M. R. M.	81
17004	Montgomery, Decatur	South and North Alabama..	Decatur and Montgom- ery.	R. A.	183
17006	Marion Junction, Greensborough.	Selma, Marion and Memphis	Marion Junction and Greensborough.	M. R. M.	37
17007	Opelika, Columbus....	Western, of Alabama	Columbus and Opelika.	R. A.	28
17008	Columbus, Troy	Mobile and Girard	Columbus and Troy	R. A.	90
17009	Selma, Meridian	Alabama Central	Selma and Meridian	R. A.	113
17010	Selma, Dalton	Selma, Rome and Dalton....	Dalton and Selma	R. A.	237
17012	Mobile, Montgomery.	Mobile and Montgomery...	Montgomery and Mobile	R. A.	179
17013	Mobile, New Orleans..	New Orleans and Mobile	Mobile and New Orleans	R. A.	140

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
			<i>Ft. In.</i>	<i>Ft. In.</i>			
28,170	6	1	11 3	8 1	Day		
81,760	7	2	10 6	6 10	Night		
194,180	7	2	25 0	9 0	Day and night	7	
		1	25 0	8 10	Reserve		
201,480	14	1	25 0	9 0	Day and night		
		2	39 4	8 7	Reserve		
		2	25 0	8 5	Day and night		
63,510	7	1	35 6	7 10	Reserve		
		1	26 0	8 9	Day		
125,560	7	2	25 0	8 8	do	7	
		1	21 0	8 8	do		
33,178	6	1	9 3	6 8	Day	7	
25,040	6	1	10 8	6 4	Day		
130,670	7	3	16 10	9 2	Day and night		
94,800	7	2	12 9	8 4	Night and day		
120,192	6	2	9 2	7 0	Day	7	
		1	9 2	7 0	Reserve		
73,730	7	1	10 6	8 4	Day		
		1	11 0	8 7	do		
65,104	6	2	22 0	8 4	Day	8	
137,240	7	2	15 0	9 3	Day and night		6, Macon to Jessup.
		2	19 8	8 10	do		
		1	21 8	8 10	do		
105,850	7	1	14 8	8 8	Day		
		1	11 0	6 8	do		
		1	11 9	6 3	do		
50,706	6	2	10 8	6 3	Day		
37,580	6	1	9 0	6 6	do		
54,149	3	1	9 10	5 10	do		
96,404	6	1	11 0	5 4	do		
		1	10 0	5 3	do		
		1	10 6	5 6	Reserve		
107,310	7	1	12 0	7 0	Day and night		
		1	10 6	7 0	do		
		1	10 0	6 0	Reserve		
		1	10 6	5 6	do		
32,120	7	1	8 1	7 4	Night		
43,070	7	1	11 0	5 4	Day		7, Jacksonville to Baldwin.
		1	10 0	5 3	do		
		1	10 6	5 6	Reserve		
64,240	7	1	23 3	8 9	Day		
36,500	7	2	10 10	7 10	do		
		1	12 0	8 0	do		
58,130	7	2	11 0	8 9	Day		6, Montgomery to Union Springs.
133,590	7	5	14 6	9 5	do	7	
23,162	6	1	8 5	6 6	do		
35,056	12	2	12 5	7 0	do		
56,340	6	1	11 7	6 5	Day and night		
		1	12 9	6 10	do		
82,490	7	2	12 0	7 0	Day and night		
		1	12 0	7 0	Reserve		
173,010	7	3	12 0	7 6	Day		
		3	16 6	7 6	Reserve		
130,670	7	2	25 0	8 7	Night		
		3	13 3	8 10	Reserve		
204,400	14	4	17 0	7 6	Day and night		

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office route-agent or mail-route messenger.	Distance.
17015	Chattanooga, Meridian	Alabama and Great Southern	Chattanooga and Meridian.	R. A	Miles. 295
17016	Opelika, Goodwater...	Savannah and Memphis.....	Goodwater and Opelika.	R. A	60
17017	Selma, Pine Apple	Selma and Gulf	Selma and Pine Apple ..	M. R. M.	43
17021	Eufaula, Clayton	Vicksburgh and Brunswick.	Macon and Clayton	R. A	22
18001	Canton, Cairo	Chicago, Saint Louis and New Orleans.	Cairo and New Orleans.	R. P. O. .	344
18002	Memphis, Grenada....	Mississippi and Tennessee..	Memphis and Grenada.	R. A	101
18003	Vicksburgh, Meridian.	Vicksburgh and Meridian...	Meridian and Vicksburgh.	R. A	140
18004	Mobile, Columbus....	Mobile and Ohio	Columbus and Corinth } Corinth and Meridian } Meridian and Mobile.. }	R. A	{ 143 193 135
17005	Memphis, Stevenson ..	Memphis and Charleston..	Chattanooga and	R. A	{ 272 39
19004	Nashville, Chattanooga (part).	Nashville, Chattanooga and Saint Louis.	Memphis.		
19001	Nashville, Lebanon ..	Tennessee and Pacific	Lebanon and Nashville.	M. R. M.	32
19004	Nashville, Chattanooga	Nashville, Chattanooga and Saint Louis.	Nashville and Chattanooga.	R. A	153
19002	Bristol, Chattanooga ..	East Tennessee, Virginia and Georgia.	Bristol and Chattanooga	R. P. O. .	243
19005	Fayetteville, Decherd	Memphis and Charleston	Decherd and Fayetteville.	M. R. M.	40
19006	Nashville, Decatur....	} Louisville, Nashville and Great Southern.	Bowling Green and Decatur.	R. A . . .	{ 122 73
20005	Bowling Green, Nashville				
19007	Nashville, Hickman...	Nashville, Chattanooga and Saint Louis.	Nashville and Hickman	R. A	171
19008	Guthrie, Nashville....	} Saint Louis and South-eastern.	Evansville and Nash-	R. A	{ 48 111
20010	Evansville, Guthrie ..		ville.		
19009	Guthrie, Paris	} Louisville, Nashville and Great Southern.	Louisville and Mem-	R. P. O. .	{ 82 44 51
19010	Paris, Milan (part)....		phis.		
20008	Bowling Green, Guthrie				
19012	Morristown, Wolf Creek.	East Tennessee, Virginia and Georgia.	Morristown and Wolf Creek	M. R. M.	40
19014	Memphis, Covington...	Paducah and Memphis.....	Covington and Memphis	M. R. M.	38
19011	Knoxville, Careyville	Knoxville and Ohio	Careyville and Knoxville.	M. R. M.	39
19016	Tulahoma, McMinnville.	Nashville, Chattanooga and Saint Louis.	McMinnville and Tulahoma.	M. R. M.	35
20002	Covington, Lexington	} Kentucky Central	Maysville and Lexington.	R. A . . .	{ 19 50
20016	Maysville, Paris				
20003	LaGrange, Lexington	} Louisville, Cincinnati and Lexington.	Louisville and Lexington.	R. A . . .	{ 66 28
20004	Cincinnati, Louisville (part).				
20005	Louisville, Nashville..	} Louisville, Nashville and Great Southern.	Louisville and Fish Point.	R. A	30
20007	Lebanon Junction, Fish Point.				
	Branch, Richmond Junction, Richmond.	} Paducah and Memphis.....	Richmond and Stanford.	M. R. M.	{ 110 39
20009	Paducah, Trimble		Paducah and Trimble ..	R. A . . .	76
20005	Louisville, Nashville..	Louisville, Nashville and Great Southern.	Louisville and Nashville	R. P. O. .	187
20002	Covington, Lexington.	Kentucky Central	Cincinnati and Lexington.	R. A	99
20004	Cincinnati, Louisville.	Louisville, Cincinnati and Lexington.	Cincinnati and Louisville.	R. P. O. .	110
20018	Cincinnati Junction, Louisville and Nashville Junction.		do	R. A . . .	110
			do	R. P. O. .	4

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
215,350	7	1	<i>Ft. In.</i> 10 0	<i>Ft. In.</i> 8 0	Day		
		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		
37,560	6	1	6 6	6 0	Day		
17,888	4	1	6 9	5 6	do		
		1	12 4	7 3	Reserve		
16,080	7	1	14 8	8 8	Day		
		1	11 0	6 8	do		
		1	11 9	6 3	do		
251,120	7	4	43 6	8 9	Day and night		
		1	48 0	9 0	do		
		1	43 6	8 9	Reserve		
73,730	7	2	12 6	6 10	Day		
		1	12 6	6 10	Reserve		
102,200	7	1	9 0	6 11	Night		
		1	8 7	8 0	do		
		1	8 0	7 3	do		
104,390	7	3	21 0	9 0	Day and night		
140,890	7	2	21 6	7 6	do		
88,550	7	1	21 6	7 6	Reserve		
198,560	7	2	24 0	9 0	Day		
28,470							
20,032	6	1	8 0	7 0	Day	6	
111,690	7	2	20 0	8 0	do	7	
177,390	7	3	38 6	9 0	do		
25,040	6	1	8 0	6 0	do		
89,080	7	3	14 9	9 0	do		
53,290	7				do	7	
107,048	6	3	12 0	8 6	do	6	
30,048	6	3	11 6	7 6	do	6	
69,486	6						
59,860	7						
32,120	7	3	45 0	9 0	Night	7	
37,230	7						
25,040	6	1	9 10	6 7	Day		
23,788	6	1	8 0	6 6	do		
24,414	6	1	5 0	4 4	do		
21,910	6				do		
11,894	6	2	12 0	6 0	do	6	
31,300							
41,316	6	3	8 9	6 1	Day	6	
17,528							
18,780	6	2	14 0	7 4	Day		
93,274							
	6	1	14 0	7 4	Day		
47,576	6	1	9 0	6 4	do		
136,510	7	2	45 0	9 0	do		
61,974	6	3	6 0	12 0	do	6	
160,600	14	2	45 0	9 0	Day and night		
149,160	13	2	10 0	7 3	Day		
5,840	14	2	45 0	9 0	Day and night		
		2	2 9	6 8			

K.—*Railway post-office lines, route-agents, and mail-route messenger service in*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					Miles.
20011	Elizabethtown, Paducah.	Paducah and Elizabeth-	Louisville and Paducah.	R. A.	136
20019	Louisville, Cecilian ...	town. Louisville, Nashville and Great Southern.			48
20017	Mount Sterling, Lexington.	Louisville, Cincinnati and Lexington.	Mount Sterling and Lexington.	M. R. M.	34
20015	Owensboro', Owensboro' Junction.	Evansville, Owensboro' and Nashville.	Owensboro' and Owensboro' Junction.	M. R. M.	36
20014	Willard, Greenup	Eastern Kentucky	Greenup and Willard ..	M. R. M.	35
21002	Pittsburgh, Chicago ..	Pittsburgh, Fort Wayne and Chicago.	Pittsburgh and Chicago	R. P. O.	468
21003	Pittsburgh, Bellaire (part).	Cleveland and Pittsburgh.	Cleveland and Pittsburgh.	R. A.	48
21006	Cleveland, Wellsville				102
21006	Cleveland, Hudson (part).	Cleveland and Pittsburgh.	Cleveland, Hudson and Columbus.	R. A.	26
21004	Hudson, Columbus ...	Cleveland, Mount Vernon and Columbus.			146
21001	Benwood, Newark	Baltimore and Ohio	Grafton and Chicago.	R. P. O.	105
21010	Newark, Chicago Junction.				88
21047	Chicago Junction, Chicago.				271
10003	Baltimore, Wheeling (part).	Pittsburgh, Fort Wayne and Chicago.	Cresline and Chicago ..	R. A.	95
21002	Pittsburgh, Chicago (part).				280
21013	Delaware, Columbus ..	Cleveland, Columbus, Cincinnati and Indianapolis.	Delaware and Columbus.	M. R. M.	25
21014	Columbus, Xenia	Pittsburgh, Cincinnati and Saint Louis.	Columbus and Cincinnati.	R. A.	35
21027	Xenia, Cincinnati				66
21015	Xenia, Cincinnati (part)	do	Dresden and Cincinnati.	R. A.	36
21029	Dresden, Morrow				149
21011	Xenia, Dayton	do	Xenia and Richmond.	R. A.	17
21030	Dayton, Richmond				42
21012	Sandusky, Springfield.	Cincinnati, Sandusky and Cleveland.	Sandusky and Cincinnati.	R. A.	131
21042	Springfield, Cincinnati (part).	Cleveland, Columbus, Cincinnati and Indianapolis.	Sandusky and Newark.	R. A.	80
21010	Sandusky, Newark	Baltimore and Ohio			116
21020	Fremont, Celina	Lake Erie and Louisville.	Fremont and Celina.	R. A.	103
21018	Hamden, Portsmouth ..	Marietta and Cincinnati ..	Hamden & Portsmouth.	R. A.	56
21019	Toledo, La Fayette	Wabash	Toledo and La Fayette	R. P. O.	198
21014	Columbus, Xenia	Pittsburgh, Cincinnati and Saint Louis.	Pittsburgh and Cincinnati.	R. P. O.	55
21027	Xenia, Cincinnati				66
21032	Pittsburgh, Columbus.	Marietta and Cincinnati ..	Grafton and Cincinnati.	R. P. O.	193
21028	Parkersburg, Cincinnati.				195
12002	Grafton, Parkersburg	Baltimore and Ohio	Kalamazoo and Cincinnati.	R. A.	105
21025	Richmond, Hamilton ..	Cincinnati, Richmond and Chicago.			45
21026	Hamilton, Cincinnati ..	Cincinnati, Hamilton and Dayton.	Kalamazoo and Cincinnati.	R. A.	27
22021	Richmond, Fort Wayne	Grand Rapids and Indianapolis.			91
24018	Fort Wayne, Kalamazoo (part).	do	Fort Wayne and Cincinnati.	R. A.	93
21031	Hagerstown, North Bend.	White Water Valley			73
22003	Indianapolis, Cincinnati (part).	Indianapolis, Cincinnati and La Fayette.	Fort Wayne and Cincinnati.	R. A.	15
22020	Fort Wayne, Connersville.	Fort Wayne, Muncie and Cincinnati.			109
21036	Columbus, Athens	Columbus & Hocking Valley	Columbus and Athens ..	R. A.	77
21015	Columbus, Indianapolis.	Pittsburgh, Cincinnati and Saint Louis.			188
21032	Pittsburgh, Columbus.	Saint Louis, Vandalia, Terre Haute and Indianapolis.	Pittsburgh and Saint Louis.	R. P. O.	193
22002	Indianapolis, Terre Haute.				73
23031	Terre Haute, East Saint Louis.				165

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of serv- ice.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apart- ments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
			<i>Ft. In.</i>	<i>Ft. In.</i>			
125,780	7	3	11 6	7 6	Day .....	.....
35,040							
21,284	6	1	11 6	7 6	Day .....	.....
22,536	6	1	9 0	6 0	....do .....	.....
21,910	6	1	10 0	5 0	....do .....	.....
241,640	7	5	50 0	8 4	Day and night	.....
30,048	6	5	13 0	9 0	Day	6	
63,852	6						
16,276	6	3	13 0	9 0	Day	6	
91,396	6						
78,650	7	5	51 8	9 4	Day	6	
64,240	7						
197,880	7						
69,350	7						
175,280	6	3	24 3	8 11	Day	6	
15,650	6	1	10 3	8 9	....do	7	
21,910	6	1	20 1	8 5	....do	6	
41,316	6	1	15 8	8 7			
45,072	12	4	14 0	7 0	Day		6, Washington C. H. to Morrow.
186,548	12						
10,642	6	1	19 6	8 6	Day	6	
26,292	6						
62,006	6	2	14 0	9 0	Day	7	
50,080	6						
72,616	6	1	18 3	8 6	Day		
		1	17 1	8 10			
64,478	6	2	12 1	7 0	Day		6, Saint Mary's to Minster.
85,056	6	1	14 6	9 6	....do	6	
123,948	6	2	38 0	10 0	Day	7	
		1	45 0	8 4			
80,300	14	22	60 0	8 0	Day and night		22 cars between New York,
96,360	14	22	60 0	8 0	....do		Cincinnati, and Saint Louis.
281,780	14	22	60 0	8 0			
142,850	7	2	51 8	9 4	Day	7	
78,650	7						
28,170	6	3	13 2	7 0	Day	6	
16,902	6						
56,966	6						
58,218	6						
45,698	6	3	12 0	7 8	Day		6, Cincinnati to Brookville.
9,390	6						
68,234	6						
48,202	6	3	15 11	9 3	Day	6	
274,480	14	22	60 0	8 4	Day and night	6	
281,780	14				....do	6	
106,580	14						
240,900	14						

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office route-agent or mail-route messenger.	Distance, Miles.
21013	Pittsburgh, Bellaire (part)	Cleveland and Pittsburgh ..	Pittsburgh and Bellaire.	R. A.	95
21008	Bayard, New Philadelphia.	.....do	Bayard and New Philadelphia.	M. R. M.	32
21016	Gallion, Indianapolis.	} Cleveland, Columbus, Cincinnati and Indianapolis.	Cleveland and Indianapolis.	R. P. O.	204
21042	Cleveland, Cincinnati (part).				
21042	Cleveland, Cincinnati ..	.....do	Cleveland and Cincinnati.	R. P. O.	245
21035	Youngstown, Cross Cut	} Pittsburgh, Fort Wayne and Chicago.	Ashtabula and New Castle.	R. A.	23
21044	Harbor, Youngstown ..				
*21040	Canal Dover, Marietta.	Marietta, Pittsburgh and Cleveland.	Canal Dover and Marietta.	R. A.	100
21042	Cleveland, Cincinnati (part).	} Cleveland, Columbus, Cincinnati and Indianapolis.	Kent and Cincinnati..	R. A.	56
22034	Salamanca, Dayton (part).				
22033	Frankfort, Kokomo ..	Frankfort and Kokomo ..	Kokomo and Frankfort.	M. R. M.	25
21041	Loraine, Uhricksville ..	Cleveland, Tuscarawas Valley and Wheeling.	Loraine and Uhricksville.	R. A.	102
21038	Newark, Shawnee ..	Baltimore and Ohio ..	Newark and Shawnee..	M. R. M.	44
21021	Cincinnati, Somerset..	Cincinnati Southern ..	Cincinnati and Chattanooga.	R. A.	158
21025	Richmond, Hamilton..	Cincinnati, Richmond and Chicago.	Chicago, Richmond and Cincinnati.	R. A.	45
21026	Hamilton, Cincinnati (part).	Cincinnati, Hamilton and Dayton.			
22009	Chicago, Richmond ..	Pittsburgh, Cincinnati and Saint Louis.	Cincinnati, Hamilton and Indianapolis.	R. A.	27
21024	Hamilton, Indianapolis	Cincinnati, Hamilton and Indianapolis.			
21026	Cincinnati, Hamilton (part).	Cincinnati, Hamilton and Dayton.	Cincinnati, Hamilton and Indianapolis.	R. A.	94
21033	Columbus, Springfield	Cincinnati, Sandusky and Cleveland.	Cincinnati, Hamilton and Indianapolis.	R. A.	27
21037	Niles, New Lisbon ..	Atlantic and Great Western	Columbus and Springfield.	M. R. M.	46
21040	Canal Dover, Marietta	Marietta, Pittsburgh and Cleveland.	Cleveland and New Lisbon.	R. A.	90
21022	Union City, Dayton ..	Dayton and Union ..	Canal Dover and Marietta.	R. A.	100
21023	Toledo, Dayton ..	Dayton and Michigan ..	Union City and Dayton.	M. R. M.	48
21026	Dayton, Cincinnati ..	Cincinnati, Hamilton and Dayton.	Toledo and Cincinnati.	R. A.	143
21046	Painesville, Youngstown.	Painesville and Youngstown	Toledo and Cincinnati.	R. A.	60
21034	Salamanca, Dayton (part).	Atlantic and Great Western.	Painesville and Youngstown.	R. A.	60
21043	Toledo, Mansfield ..	Pennsylvania ..	Salamanca and Kent ..	R. A.	192
21047	Chicago Junction, Chicago.	Baltimore and Ohio ..	Toledo and Mansfield ..	R. A.	88
21052	Cincinnati, Scott ..	Cincinnati and Eastern ..	Chicago Junction and Chicago.	R. A.	271
21035	Cleveland, Sharpsville	Atlantic and Great Western.	Cincinnati, Batavia and Portsmouth.	R. A.	48
	Branch, Cleveland, Dalton.	East Tennessee, Virginia and Georgia.	Cleveland and Sharpsville.	R. A.	84
21058	Jackson, Springfield ..	Springfield, Jackson and Pomeroy.	Cleveland and Dalton ..	M. R. M.	29
21051	Columbus, Portsmouth	Scioto Valley ..	Springfield and Jackson	R. A.	82
21054	Dayton, Musselman's	Dayton and Southeastern ..	Columbus and Portsmouth.	R. A.	100
22002	Indianapolis, Terre Haute.	} Saint Louis, Vandalia, Terre Haute and Indianapolis.	Dayton and Jackson..	M. R. M.	46
23031	Terre Haute, East Saint Louis.		Indianapolis, Vandalia and Saint Louis.	R. A.	73
22002	Indianapolis, Terre Haute.	.....do	Indianapolis and Terre Haute.	R. A.	165
					73

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
58,470	6	3	<i>Ft. In.</i> 13 0	<i>Ft. In.</i> 9 0	Day	6	
20,032	6	1	14 8	8 11	...do		
148,920	7	2	39 2	9 3	...do	7	
57,670	7						
332,220	13	3	39 2	9 2	Day and night.	6	
14,398	6	2	24 3	8 11	Day		6, Ashtabula to Youngstown.
38,812	6				.....	
62,600	6	1	8 2	6 11	Day		
35,056	6	6	14 4	7 10	...do	7	
143,810	6				.....	
15,850	6	1	10 0	8 0	Day		
63,852	6	2	14 0	7 9	...do		6, Grafton to Massillon.
27,544	6	2	12 0	8 6	Day	6	
96,908	6	2	15 0	7 6	...do		6, Cincinnati to Danville, Ky.
28,170	6				.....	
16,902	6	4	13 0	9 0	Day	7	
140,850	6				.....	
58,844	6	4	10 6	7 2	Day	7	
16,902	6				.....	
23,796	6	1	13 4	6 8	Day	6	
56,340	6	2	15 2	7 3	...do		
62,600	6	1	8 2	6 11	...do		
30,048	6	1	11 0	7 3	...do	6	
89,518	6	2	19 9	7 2	...do	7	
37,560	6	1	17 9	6 4	.....	
37,560	6	1	12 0	6 0	Day	6	
120,192	6	6	14 4	7 10	...do	7	
55,088	6	2	24 3	8 11	...do	6	
169,648	6	3	22 0	8 6	...do	7	
30,048	6	2	12 0	6 2	...do	6	
52,584	6	1	14 4	7 10	...do		6, Cleveland to Sharon.
21,170	7	2	11 10	6 11	...do	7	
59,880					...do	6	
62,600	6	2	9 5	6 9	...do	6	
30,048	6	1	8 2	7 6	...do		
45,698	6	4	19 0	7 5	...do		
103,290	6				.....	
45,698	6	1	10 4	6 10	Day		

K.—*Railway post-office lines, route-agents, and mail-route messenger service in*

Number of route.	Contract designation, terminal of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
22001	Indianapolis, Vincennes.	Indianapolis and Vincennes.	Indianapolis and Vincennes.	R. A.	Miles. 116
22003	Indianapolis, Cincinnati.	Indianapolis, Cincinnati and La Fayette.	Chicago and Cincinnati.	R. P. O.	113
22005	La Fayette, Indianapolis.	.....do			66
22029	Kankakee, La Fayette.	Cincinnati, La Fayette and Chicago.			76
23020	Chicago, Kankakee....	Illinois Central			55
22004	Peru, Indianapolis....	Indianapolis, Peru and Chicago.	Michigan City and Indianapolis.	R. A.	78
22015	La Porte, Peru.....	Chicago, Cincinnati and Louisville.			73
22026	Michigan City, La Porte.	Indianapolis, Peru and Chicago.			12
22006	Columbus, Madison...	Jefferson, Madison and Indianapolis.			46
22007	Indianapolis, New Albany.	.....do	Indianapolis and Louisville.	R. A.	114
22011	Cambridge City, Columbus.	.....do	Cambridge City and Columbus.	R. A.	68
22010	Cincinnati, East Saint Louis.	Ohio and Mississippi.....	Cincinnati and Saint Louis.	R. P. O.	341
22027	Butler, Logansport...	Kel River and Illinois.	Butler and Logansport.	R. A.	95
22008	Michigan City, New Albany (part).	Louisville, New Albany and Chicago.	La Fayette and Louisville.	R. A.	198
22008	.....do .....	.....do	Michigan City and La Fayette.	R. A.	90
22018	Indianapolis, Peoria...	Indianapolis, Bloomington and Western.	Indianapolis and Peoria.	R. A.	212
22016	Fairland, Martinsville.	Fairland, Franklin and Martinsville.	Fairland and Martinsville.	M. R. M.	38
22017	Logansport, Bradford.	Pittsburgh, Cincinnati and Saint Louis.	Logansport and Bradford.	R. A.	115
22019	North Vernon, Jeffersonville.	Ohio and Mississippi.....	Cincinnati, North Vernon and Louisville.	R. A.	128
22012	Terre Haute, Evansville.	Evansville and Terre Haute.	Terre Haute and Evansville.	R. A.	110
22024	Danville, Terre Haute.	Evansville, Terre Haute and Chicago.	Danville and Terre Haute.	M. R. M.	57
22022	Goshen, Anderson...	Cincinnati, Wabash and Michigan.	Goshen and Anderson..	R. A.	114
22025	Indianapolis, Terre Haute.	Indianapolis and Saint Louis.	Indianapolis and Saint Louis.	R. P. O.	72
22028	Terre Haute, East Saint Louis.				189
22024	Logansport, Rockville.	Logansport, Crawfordsville and Southwestern.	Logansport and Terre Haute.	R. A.	92
22018	Rockville, Terre Haute.	Cincinnati, Rockport and Southwestern.	Jasper and Rockport..	M. R. M.	38
22034	Rockport, Huntingburg.	La Fayette, Muncie and Bloomington.	Muncie and Bloomington.	R. A.	115
22035	Muncie, La Fayette...	La Fayette, Bloomington and Mississippi.	.....do	R. A.	106
22026	La Fayette, Bloomington.	Indianapolis, Delphi and Chicago.	Rensselaer and Delphi	M. R. M.	29
22028	Rensselaer, Delphi....	Cincinnati and Terre Haute.	Terre Haute and Martz	M. R. M.	26
22030	Terre Haute, Martz...	Bedford Springs, Owensville and Bloomington.	Switz City and Bedford	M. R. M.	41
22036	Switz City, Bedford...	Columbus and Toledo.....	Toledo and Columbus..	R. A.	125
21053	Toledo, Columbus....	Wabash	La Fayette and Quincy	R. P. O.	270
21019	Toledo, Quincy.....		Bluffs and Hannibal...	R. A.	4
	Branch, Bluffs, Naples		Keokuk and Clayton...	R. A.	43
	Branch, Clayton, Keokuk.				
22014	State Line, Logansport	Pittsburgh, Cincinnati and Saint Louis.	Logansport and Warsaw.	R. A.	61
28001	Chicago, Milwaukee...	Chicago and Northwestern.	Milwaukee and Chicago.	R. A.	85
23002	Chicago, Freeport....	.....do	Chicago and Dubuque.	R. P. O.	121
23003	Chicago, Union Pacific Transfer.	.....do	Chicago and Cedar Rapids.	R. P. O.	219
	.....do .....	.....do	Cedar Rapids and Council Bluffs.	R. A.	270

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of serv. 100.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apart- ments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
72, 616	6	1	11 5	9 1	Day	6	6, Indianapolis to Cincinnati. 6, La Fayette to Indianapolis.
153, 228	13	1	12 10	6 10	.....	.....
89, 496	13	3	40 0	9 5	Day and night	.....
103, 056	13	3	50 0	9 5	do .....	.....
74, 580	13				.....	.....
48, 828	6				.....	.....
45, 698	6	3	12 0	7 0	Day	6	
7, 512	6				.....	.....
28, 796	6	2	11 0	6 0	Day	6	
166, 440	14	3	13 0	7 0	Day and night	6	
42, 568	6	1	11 0	6 0	Day	6	6, Cincinnati to North Vernon.
213, 466	6	1	45 0	9 9	do	7	
59, 470	6	2	50 0	9 9	.....	.....
123, 948	6	2	11 3	7 3	Day	6	
56, 340	6	2	9 6	6 3	do	6	
132, 712	6	4	12 0	8 10	do	7	
23, 788	6	1	11 0	7 0	do .....	.....
71, 990	6	2	11 10	8 9	do	6	
80, 128	6	1	13 0	8 7	do	6	
68, 860	6	2	12 6	8 0	do	7	
35, 682	6	2	9 6	6 6	do	6	6, Wabash to Anderson.
71, 364	6	2	10 0	6 6	do .....	.....
45, 072	6	3	40 0	9 0	do	6	
118, 314	6				.....	.....
57, 592	6	3	11 0	7 3	Day	6	
14, 398	6				.....	.....
23, 788	6	1	10 0	8 0	Day .....	.....
71, 990	6	3	14 0	7 5	do	6	
66, 356	6				.....	.....
18, 154	6				Day .....	.....
16, 276	6				do	6, Tolono to Decatur. 6, State Line to Kentland. 6, Chicago to Elgin. 6, Chicago to Courtland station. 3, Clarence to Cedar Rapids.
25, 668	6	1	10 0	6 6	do .....	.....
78, 250	6	4	15 11	9 3	do .....	.....
169, 020	6	3	50 8	10 0	do	7	
2, 504	6	1	12 0	9 0	do	7	
26, 292	6	1	20 0	9 4	do	6	
38, 186	6	3	18 0	8 7	do .....	.....
106, 420	12	2	35 4	9 3	do	14	
75, 746	6	2	35 8	9 5	do	6	
247, 188	12	2	50 0	9 5	Day and night	.....
9, 020	6	3	35 0	9 4	do	6	3, Clarence to Cedar Rapids.
		3	35 0	9 4	Day .....	.....

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway m ^c service, designation.	Railway post-office, route-agent or mail-route messenger.	Distance.
					<i>Miles.</i>
23004	Elgin, Geneva	Chicago and Northwestern	Geneva and Elgin	R. A.	44
23005	Sterling, East Saint Louis.	Chicago, Burlington and Quincy.	Sterling and Rock Island.	M. R. M.	52
			Rock Island and Saint Louis.	R. A.	247
23007	Chicago, Burlington	do	Chicago and Burlington	R. P. O.	207
			Chicago, Foreston, and Dubuque.	R. P. O.	39
	Branch, Galva, Sagetown.	do	Chicago and Streator ..	R. A.	38
			Galva and Burlington ..	R. A.	71
23008	Rushville, Yates City	do	Yates City and Rushville.	R. A.	63
	Branch, Elmwood, Buda.	do	Buda and Lewiston	R. A.	30
			do	R. A.	44
23009	Peoria, Galesburgh	do	Peoria and Galesburgh	R. A.	53
			Buda and Lewiston	R. A.	3
23010	Galesburgh, Quincy	do	Galesburgh and Quincy	R. P. O.	100
23011	Burlington, Quincy	do	Burlington and Quincy	R. A.	72
23012	Streator, Aurora	do	Chicago and Streator ..	R. A.	61
	Branch, Aurora, Batavia.	do			9
23013	Mendota, Clinton	do	Mendota and Clinton ..	R. A.	64
23014	Rock Falls, Shabbona	do	Shabbona and Rock Falls.	M. R. M.	46
23015	Chicago, Davenport ..	Chicago, Rock Island and Pacific.	Chicago and Iowa City.	R. P. O.	183
			Chicago and Davenport	R. P. O.	183
23016	Bureau Junction, Peoria.	do	Burlington Junction and Peoria.	R. A.	46
23017	Chicago, East Saint Louis.	Chicago and Alton	Chicago and Saint Louis.	R. P. O.	282
			Bloomington and Mexico.	R. P. O.	34
			Chicago and Peoria	R. A.	37
23018	Bloomington, East Saint Louis.	do	Bloomington and Mexico.	R. P. O.	110
			Quincy and Saint Louis	R. A.	70
23019	Washington, Dwight	do	Dwight and Washington.	R. A.	70
	Branch, Varna, Lacon.	do			10
23020	Chicago, Cairo	Illinois Central	Chicago and Centralia	R. P. O.	252
			Chicago and Tolono	R. P. O.	137
			Chicago and Cincinnati	R. P. O.	56
			Centralia and Cairo	R. P. O.	113
			Chicago and Dubuque ..	R. P. O.	69
23021	Dubuque, Centralia	do	Chicago, Foreston and Dubuque.	R. P. O.	82
			Freeport and Centralia.	R. A.	275
23022	Joliet, Lake Station ..	Michigan Central	Lake Station, Indianapolis and Joliet ..	M. R. M.	45
23023	Decatur, East Saint Louis.	Wabash	Decatur and Saint Louis	R. A.	113
23024	Peoria, Decatur	Pekin, Lincoln and Decatur.	Peoria and Decatur	R. A.	77
23025	Hannibal, Naples	Wabash	Bluffs and Hannibal	R. A.	46
	Branch, Mayaville, Pittsfield.	do		None	6
23027	State Line, Warsaw ..	Toledo, Peoria and Warsaw.	Logansport and Warsaw.	R. A.	228
	Branch, La Harpe, Burlington.	do		None	20
23029	Urbana, Havana	Indianapolis, Bloomington and Western Extension.	Urbana and Havana	R. A.	102
	Branch, White Heath, Decatur.	do	White Heath and Decatur.	None	30
23030	East Saint Louis, Du Quoin.	Saint Louis, Alton and Terre Haute.	Saint Louis and Du Quoin.	R. A.	72
23032	East Saint Louis, Nashville.	Saint Louis and South Eastern.	Evansville and Saint Louis.	R. A.	162

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
27,544	6	1	9 6	9 5	Day		
32,552	6	2	8 11	4 10	do		
154,622	6	2	14 8	9 0	do	6	
259,184	12	4	54 8	8 6	Day and night	6	6, Galesburgh to Burlington.
24,414	6	3	35 0	8 6	Night	6	
23,788	6	1	22 5	8 6	Day	6	
44,446	6	1	6 10	6 10	do		6, Galva to Aledo; 12, New Boston to Sagotown.
39,438	6	1	14 0	6 10	Day		
18,780	6	1	13 4	6 6	do		
27,544	6	1	13 4	6 6	do		
33,178	6	1	14 2	6 6	do	6	6, Galesburgh to Yates City.
1,878	6	1	13 4	6 6	do		
125,200	12	3	43 10	8 6	Day and night		
90,144	6	1	19 8	8 6	Day		
38,186	6	1	22 5	8 6	do	6	
						6	
40,064	6	1	10 1	7 0	Day		6, Mendota to Denrock.
28,796	6	1	6 10	6 6	do		
120,818	6	2	50 0	9 6	do		6, Chicago to Washington Heights.
120,818	6	2	42 0	9 6	Night		
28,796	6	1	20 0	9 6	Day	6	
176,532	6	2	44 0	8 0	do	7	6, Chicago to Pontiac.
21,284	6	3	25 6	8 0	do		6, Springfield to Virden.
23,162	6				do		
68,860	6	3	25 6	8 0	Night		6, Roodhouse to Saint Louis.
43,820	6	2	17 6	8 8	Day		
43,820	6	1	13 9	9 5	do		
157,753	6	3	44 4	9 0	Day	6	3, Chicago to Tolono.
100,010	7	2	41 5	9 1 1/2	Night	6	6, Chicago to Hyde Park.
75,986	13	4	49 4	9 0	Day and night		
70,738	6	1	44 4	9 0	Day		
43,184	6	2	35 8	9 5	do	7	
51,332	6	3	35 0	8 6	Night		
172,150	6	3	19 3	9 0	} Day		6, Foreston to Centralla.
28,170	6	2	16 9	9 0			
		1	7 1	6 3	Day		
70,738	6	1	20 0	9 4	do	9	
		1	12 0	9 10	do		
48,202	6	2	10 0	7 6	do	3	
28,796	6	1	12 0	9 10	do	7	
						24	
142,728	6	3	18 0	8 7	Day	6	4, Sheldon to Peoria; 3, Peoria to La Harpe.
		1	17 10	9 4	do	6	
63,852	6	2	9 9	7 2	do		
		1	10 5	6 10	do	6	
45,072	6	2	18 0	7 0	do	7	12, East Saint Louis to Belleville.
101,412	6	4	11 10	9 0	do	7	

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					Miles.
23033	Branch, McLeansborough, Shawneetown. Beardstown, Shawneetown.	Saint Louis and Southeastern Ohio and Mississippi	McLeansborough and Shawneetown. Beardstown and Shawneetown.	M. R. M. R. A.	40 228
23034	Springfield, Gilman ..	Illinois Central	Gilman and Springfield.	R. A.	112
23035	Chicago, Milwaukee ..	Chicago, Milwaukee and Saint Paul.	Chicago and La Crosse.	R. P. O.	85
23036	Aurora, Foreston	Chicago and Iowa	Foreston and Aurora .. Chicago, Foreston and Dubuque.	R. A. R. P. O.	81 81
23037	Vincennes, Cairo	Cairo, Vincennes	Vincennes and Cairo ..	R. A.	158
23038	Peoria, Jacksonville ..	Peoria, Pekin and Jacksonville.	Peoria and Jacksonville.	R. A.	83
23040	Peoria, Rock Island ..	Rock Island and Peoria ..	Rock Island and Peoria.	R. A.	91
23041	Quincy, Hannibal	Chicago, Burlington and Quincy.	Quincy and Saint Louis.	R. A.	13
	Branch, Fall Creek, Louisiana.	.....do .....	.....do	R. A.	30
23042	Chicago, Danville	Chicago and Eastern	Chicago and Danville ..	R. A.	128
23043	Streator, Altamont	Chicago and Paducah	Streator and Altamont.	R. A.	157
23044	Mattoon, Decatur	Decatur, Mattoon and Southern.	Mattoon and Decatur ..	M. R. M.	40 None
23045	Carbondale, Marion ..	Carbondale and Shawneetown.	.....	None ..	17
23046	Jacksonville, Virden ..	Jacksonville, Northwestern and Southeastern.	Virden and Jacksonville.	M. R. M.	31 47
23047	Chester, Tamaroa	Wabash, Chester and Western.	Tamaroa and Chester ..	M. R. M.	41 176
23048	Terre Haute, Peoria ..	Illinois Midland	Peoria and Terre Haute.	R. A.	176
23049	Springfield, Havana ..	Springfield and Northwestern.	Havana and Springfield.	R. A.	47
23050	Vincennes, Danville ..	Paris and Danville	Vincennes and Danville.	R. A.	113
23051	Joliet, Peoria	Chicago, Pekin and Western.	Chicago and Peoria ..	R. A.	124
23053	East Saint Louis, Cairo	Cairo and Saint Louis	Saint Louis and Cairo ..	R. A.	147
23054	Chicago, Byron	Chicago and Pacific	Chicago and Byron	R. A.	88
23055	Decatur, Bruin Junction.	Indianapolis, Decatur and Springfield.	Gulon and Decatur	R. A.	101
23060	Parkersburg, Mattoon	Grayville and Mattoon	Mattoon and Parkersburg.	R. A.	73
24031	Fort Howard, Ishpeming.	Chicago and Northwestern.	Ishpeming and Fort Howard.	R. A.	179
24041	Marquette, L'Ance ..	Marquette, Houghton and Ontonagon.	Marquette and L'Ance.	R. A.	63
24001	Toledo, Detroit	Detroit branch, Lake Shore and Michigan Southern.	Detroit and Toledo	R. P. O.	65
		.....do .....	.....do	R. A.	26
24002	Monroe, Adrian	Monroe branch, Lake Shore and Michigan Southern.	Monroe and Adrian	M. R. M.	33 46
24003	Adrian, Jackson	Jackson branch Lake Shore and Michigan Southern.	Jackson and Adrian	R. A.	46
			Bay City, Wayne and Detroit.	R. A.	18
24005	Detroit, Chicago	Michigan Central	Detroit and Chicago ..	R. P. O.	284
			do	R. A.	76
			do	R. A.	94
			Detroit, Jackson and Grand Rapids.	R. A.	78
24004	White Pigeon, Grand Rapids.	Kalamazoo Division, Lake Shore and Michigan Southern.	Grand Rapids and Elkhart.	R. A.	94
24006	Detroit, Grand Haven.	Detroit, Grand Haven, and Milwaukee.	Detroit and Grand Haven.	R. A.	189
24008	Jackson, Fort Wayne.	Fort Wayne, Jackson, and Saginaw.	Jackson and Fort Wayne.	R. A.	100
24007	Detroit, Fort Huron ..	Grand Trunk	Fort Huron and Detroit.	M. R. M.	62 122
24009	Jackson, Gaylord	Mackinaw Division Michigan Central Railroad.	Gaylord and Bay City ..	R. A.	122
		Saginaw Division Michigan Central Railroad.	Bay City and Jackson ..	R. A.	116
24010	Jackson, Grand Rapids	Grand Rapids Division Michigan Central.	Detroit, Jackson and Grand Rapids.	R. A.	94

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Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-offices or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
25,040	6	1	6 4	3 0	Day	6	6, Beardstown to Pana; 6, Flora to Fairfield. 6, Gilman to Gibson City. 3, Wadsworth to Milwaukee; 12, Western Union to Milwaukee.
142,728	6	3	12 8	8 1	do		
70,112	6	2	11 9	9 4	do		
115,260	13	5	50 0	9 2	Day and night.	3	
50,706	6	3			Day		
50,706	6	3	35 0	8 6	Night		
98,908	6	3	11 9	6 9	Day		
51,958	6	2	13 0	7 6½	do	3	
56,966	6	2	9 9	8 0	do	6	
8,138	6	1	10 11½	7 0	do	12	
18,780	6	1	10 11½	7 0	do		
80,128	6	2	17 0	6 6	do	7	
98,282	6	4	11 0	7 0	do		
25,040	6	1	12 0	7 4	do		
						12	
19,466	6	1	7 0	6 5	Day		6, Marquette to Negaunee.
25,666	6	1	12 0	6 3	do		
110,176	6	2	20 9	9 0	do		
29,422	6	1	12 6	6 3	do		
70,738	6	2	12 0	7 0	do		
77,624	6	2	10 0	7 5	do		
92,022	6	3	10 0	6 6	do		
55,088	6	1	10 6	6 10	do		
63,226	6	2	16 8½	7 3	do		
45,696	6	1	10 0	7 0	do		
130,670	7	2	19 0	7 0	do		
39,438	6	2	12 0	7 2	do		
23,725	3½	1	29 7	8 5	Day and night		
16,276	6	1	16 0	9 3	Day		
20,658	6	1	13 0	9 0	do		
28,796	6	1	12 0	8 4	Day and night		6, Detroit to Jackson. 6, Niles to Chicago. 6, Detroit to Jackson. 6, White Pigeon to Elkhart.
11,268	6	1	15 0	9 0	Day		
177,784	6	2	44 6	9 2	Day and night.	12	
47,576	6	1	10 8	8 8	Day		
58,844	6	1	10 10	7 0	do		
47,576	6	1	11 6	7 0	do		
58,844	6	1	10 10	8 0	do		
			16 0	9 0	do	6	
118,314	6	1	21 0	9 2	Day and night		
			23 0	9 2			
62,600	6	1	10 6	7 6	Day		
38,812	6	1	24 0	6 0	Day and night.	9½	
76,872	6	1	10 7	8 4	Day		
72,616	6	1	10 10	8 4			
56,844	6	2	10 16	8 8	Day	13	
		1	13 6	8 8			6, Bay City and Jackson.

K.—*Railway post-office lines, route-agents, and mail-route messenger service in*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					<i>Miles.</i>
24013	Detroit, Bay City	Detroit and Bay City	Bay City and Detroit...	R. A.	110
24015	Toledo, Ludington... {	Flint and Pere Marquette... {	Bay City, Wayne, and Detroit.	R. A.	91
	Branch, East Saginaw, Bay City. {	Bay City Division Flint and Pere Marquette. {	.....do	R. A.	13
		Flint and Pere Marquette... {	Ludington and Toledo.	R. A.	278
24018	Fort Wayne, Walton.. {	Grand Rapids and Indiana {	Cadillac and Kalamazoo.	R. A.	147
			Petoskey and Grand Rapids.	R. A.	119
24017	Detroit, Howard City..	Detroit, Lansing and Northern.	.....do	R. A.	160
24020	Lansing, Fort Wayne Junction.	Chicago and Lake Huron ...	Port Huron and Valparaiso.	R. A.	168
24019	Kalamazoo, South Haven.	South Haven Division Lake Shore and Michigan Southern.	Kalamazoo and South Haven.	M. R. M.	40
24021	New Buffalo, Pentwater.	Chicago and West Michigan	Pentwater and Nunica.	R. A.	60
			Grand Rapids and New Buffalo.	R. A.	90
			Big Rapids and Holland	R. A.	36
24022	Port Huron, Flint.....	Chicago and Lake Huron ...	Port Huron and Valparaiso.	R. A.	66
24021	Branch, Holland, Grand Rapids.	Chicago and West Michigan	Grand Rapids and New Buffalo.	R. A.	25
24023	Allegan, Muskegon	Grand Haven	Muskegon and Allegan.	M. R. M.	58
24024	Ypsilanti, Bankers	Detroit, Hillsdale and Southwestern.	Ypsilanti and Bankers	M. R. M.	65
24026	Grand Rapids, White Cloud.	Grand Rapids, Newaygo, and Lake Shore.	White Cloud and Grand Rapids.	M. R. M.	46
24028	Jonesville, Lansing ...	Lansing Division Lake Shore and Michigan Southern.	Lansing and Jonesville.	R. A.	60
24025	Jackson, Niles	Air Line Division Michigan Central.	Detroit and Chicago ...	R. A.	103
24030	East Saginaw, Saint Louis.	Saginaw Valley and Saint Louis.	East Saginaw and Edmore.	R. A.	35
24033	Ionia, Blanchard	Stanton Branch Detroit, Lansing and Northern.	Blanchard and Ionia...	M. R. M.	42
24032	Muskegon, Big Rapids	Big Rapids Branch Chicago and West Michigan.	Big Rapids and Holland	R. A.	55
24035	Toledo, Detroit	Toledo, Canada Southern, and Detroit.	Detroit and Fayette ...	M. R. M.	17
24036	Grosse Isle, Fayette...	Chicago and Canada Southern.	.....do	M. R. M.	67
24038	Walton, Petoskey.....	Grand Rapids and Indiana..	Petoskey and Grand Rapids.	R. A.	72
24039	Flint, Lansing	Chicago and Northeastern ..	Port Huron and Valparaiso.	R. A.	51
24040	Saint Louis, Edmore ..	Chicago, Saginaw and Canada.	East Saginaw and Edmore.	R. A.	34
21007	Elyra, Millbury	See No. 6052.			
21045	Toledo, Elkhart				
25001	Milwaukee, North McGregor.		Milwaukee and Prairie du Chien.	R. A.	193
25002	Milwaukee, La Crosse.	.....do	Chicago and La Crosse.	R. P. O.	196
25003	Milwaukee, Berlin .....	.....do	Oshkosh and Milwaukee	R. A.	96
25004	Milton Junction, Monroe.	.....do	Melton Junction and Monroe.	R. A.	42
25005	Watertown, Madison...	.....do	Watertown and Madison.	M. R. M.	36
25006	Horicon, Portage .....	.....do	Horicon and Portage...	M. R. M.	44
25008	Oshkosh, Ripon .....	.....do	Oshkosh and Milwaukee	R. A.	20
25009	Chicago, Green Bay...	Chicago and Northwestern..	Fort Howard and Chicago.	R. P. O.	242

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
68,860	6	1	<i>Ft. In.</i>	<i>Ft. In.</i>	Day and night.	12	6, East Saginaw and Wayne Junction.
56,966	6	1	14 4	9 0	Day		
8,138	6	1	15 0	9 0	Day and night.	15	6, Cadillac and Kalamazoo. 6, Walton and Grand Rapids.
174,028	6	2	20 11	8 11	...do		
92,022	6	1	14 5	6 9	Day		
74,494	6	2	13 0	7 0	...do		
100,180	6	1	12 0	9 3	Day and night		6, Muskegon and Holland.
		1	13 0	9 3	...do		
105,168	6	1	12 6	7 6	Day		
		1	13 6	6 6	...do		
25,040	6	1	12 7	6 6	Day		6, Milwaukee to Melton Junction.
37,560	6	1	12 8	8 10	...do		
56,340	6	1	13 3	9 0	Day and night.		
22,536	6	1	12 8	9 5	...do		
41,316	6	1	10 3	6 7	Day		6, Ripon to Berlin. 12, Milton Junction to Janesville.
		1	12 6	7 6	...do		
15,650	6	1	13 6	6 6	Day and night.	6	
		1	13 3	9 1	...do		
36,308	6	1	12 8	9 5	Day		6, Detroit to Slocum Junction.
23,725	6	1	12 6	9 3	...do		
		1	8 9	7 0	...do		
28,796	6	1	8 9	7 0	...do	6	
37,560	6	1	17 8	9 4	...do		6, Slocum Junction to Fayette.
64,478	6	2	10 8	8 8	...do		
21,910	6	1	8 0	5 9	...do	6	
26,292	6	1	10 4	6 8	...do		
34,430	6	1	10 3	6 10	...do		14, Chicago to Harvard. 1, Harvard to Clinton. 7, Clinton to Watertown. 7, Fond du Lac to Green Bay.
10,642	6	1	16 0	9 3	Day and night.		
41,942	6	1	16 0	9 3	...do		
45,072	6	2	13 0	7 0	Day		
31,026	6	1	12 6	7 6	...do		6, Milwaukee to Melton Junction.
		1	13 6	6 6	...do		
21,284	6	1	8 0	5 9	Day	6	
		1	13 6	6 6	...do		
120,818	6	2	19 6	9 2	Day	6	6, Milwaukee to Melton Junction.
265,776	12	5	50 0	9 2	Day and night		
60,096	6	1	18 9	9 2	Day	6	
26,292	6	1	13 4	7 8	...do		
22,536	6	1	13 7	7 5	...do		14, Chicago to Harvard. 1, Harvard to Clinton. 7, Clinton to Watertown. 7, Fond du Lac to Green Bay.
27,544	6	1	20 0	7 6	...do		
12,520	6	1	12 0	7 2	...do	6	
151,492	6	2	50 0	10 0	...do		

K.—*Railway post-office lines, route-agents, and mail-route messenger service in*

Number of route.	Contract designation, terminus of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					<i>Miles.</i>
25010	Caledonia Station, Winona Junction.	Chicago and Northwestern.	Elroy and Harvard.	R. A.	135
25011	Kenosha, Rockford.	do	Elroy and Sleepy Eye.	R. A.	55
25012	Winona, Winona Junction.	do	Kenosha and Rockford.	R. A.	72
25013	Milwaukee, Fond du Lac.	Chicago and Northwestern.	Elroy and Harvard.	R. A.	15
25014	Elroy, Saint Paul.	do	Elroy and Sleepy Eye.	R. A.	30
25015	Green Bay, Winona.	do	Fond du Lac and Milwaukee.	R. A.	64
25016	Milwaukee, Green Bay Branch, Hilbert, Menasha.	Chicago, Saint Paul and Minneapolis.	Saint Paul and Elroy.	R. A.	198
25017	Menasha, Ashland.	Green Bay and Minnesota.	Green Bay and Winona.	R. A.	214
25018	Milwaukee, Two Rivers.	Wisconsin Central.	Menasha and Milwaukee.	R. A.	113
25019	Branch, Manitowoc, Clintonville.	do	do	R. A.	16
25020	Sheboygan, Princeton.	do	Phillips and Menasha.	R. A.	172
25021	Tomah, Wausau.	Milwaukee, Lake Shore and Western.	New London and Milwaukee.	R. A.	77
25022	Madison, Portage.	do	do	R. A.	63
25023	Racine, Rock Island.	Sheboygan and Fond du Lac.	Sheboygan and Princeton.	R. A.	78
25024	Stevens Point, Portage.	Wisconsin Valley.	Wausau and Tomah.	R. A.	89
25025	Hudson, Cumberland.	Chicago, Milwaukee and Saint Paul.	Portage and Madison.	M. R. M.	39
26001	Duluth, Bismarck.	Western Union.	Racine and Rock Island.	R. A.	197
26002	Saint Paul, Breckenridge.	Wisconsin Central.	Stevens Point and Portage.	R. A.	71
26003	Saint Paul, Sauk Rapids.	North Wisconsin.	Cumberland and Hudson.	R. A.	59
26004	East Saint Cloud, Alexandria.	do	Saint Paul and Bismarck.	R. A.	333
26005	Saint Paul, Saint James.	Northern Pacific.	Saint Vincent and Saint Paul.	R. A.	217
26006	White Bear Lake, Albert Lea.	Saint Paul, Minneapolis and Manitoba.	Saint Paul and Bismarck.	R. A.	76
26007	Saint Paul, Duluth.	do	Sauk Rapids and Alexandria.	R. A.	141
26008	Mendota, McGregor.	do	Saint Paul, Minneapolis and Sioux City.	R. A.	122
26009	Hastings, Montevideo.	Minneapolis and Saint Louis.	Minneapolis and Albert Lea.	R. A.	108
26010	Minneapolis, La Crosse.	Saint Paul and Duluth.	Duluth and Saint Paul.	R. A.	155
26011	Anstin, Mason City.	Chicago, Milwaukee and Saint Paul.	Saint Paul and McGregor.	R. A.	207
26012	Saint Peter, Gary.	do	Hastings and Montevideo.	R. A.	157
26013	Winona, Saint Peter.	do	Minneapolis and La Crosse.	R. A.	146
26014	La Crosse, Jackson.	do	Saint Paul and McGregor.	R. A.	7
26015	Mankato, Wells.	do	Austin and Mason City.	M. R. M.	40
26016	Saint James, Sioux City.	Chicago and Northwestern.	Elroy and Sleepy Eye.	R. A.	43
26017	Worthington, Sioux Falls.	do	Sleepy Eye and Gary.	R. A.	105
26018	Sauk Rapids, Brainerd.	do	Elroy and Sleepy Eye.	R. A.	139
26019	Burlington, Albert Lea.	Southern Minnesota.	La Crosse and Jackson.	R. A.	216
26020	Cedar Rapids, Postville.	Central of Minnesota.	Mankato and Wells.	M. R. M.	40
26021	Cedar Rapids, Holland.	Sioux City and Saint Paul.	Saint Paul and Sioux City.	R. A.	148
26022	Muscataine, Riverside.	Worthington and Sioux Falls.	Worthington and Sioux Falls.	R. A.	63
27001		Northern Pacific.	Saint Paul and Bismarck.	R. A.	60
27002		Burlington, Cedar Rapids and Northern.	Albert Lea and Burlington.	R. A.	253
27003		do	Postville and Cedar Rapids.	R. A.	98
27004		do	Cedar Rapids and Holland.	R. A.	71
27005		do	Muscataine and Riverside.	M. R. M.	31

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-offices cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail or other route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
84,510	6	3	<i>Ft. In.</i> 36 0	<i>Ft. In.</i> 9 6	Day	7	
84,430	6	3	15 3	7 6	do	6	
45,072	6	3	12 6	7 2	do		
9,900	6	3	50 0	9 6	do	7	
18,780	6	2	15 3	7 6	Day	6	
40,064	6	1	15 3	7 6	do	7	
123,948	6	3	34 3	9 2	do	7	12, Stillwater Junction to Saint Paul.
133,984	6	3	12 0	7 6	do	7	6, Hilbert to Green Bay.
70,738	6	2	13 3	7 3	do	7	
10,016	6	2	13 3	7 3	do	7	
107,672	6	3	13 2	6 9	do		6, Phillips to Ashland.
48,202	6	3	13 10	7 8	do		6, Manitowoc to Two Rivers.
39,438	6	3	13 10	7 8	do		12, New London to Clintonville.
48,828	6	2	10 0	7 3	do		
55,714	6	2	11 6	8 6	do		
24,414	6	1	13 7	7 5	do		
123,322	6	3	16 2	9 4	do	6	
45,046	6	1	13 2	6 9	do		
36,934	6	1	6 0	3 6	do		
208,458	6	5	20 2	9 0	do	6	
135,842	6	3	17 9	8 9	do	6	6, Saint Paul to Wilmar.
47,576	6	2	12 0	8 11	Day	6	
88,266	6	1	9 0	7 4	do	6	
76,372	6	2	22 6	9 4	Night	6	
67,608	6	1	22 0	9 3	Day	6	
97,030	6	2	22 0	8 6	do		
129,582	6	2	23 6	9 2	do		12, Mendota to Austin; 6, Conover to Calmar.
98,282	6	2	13 6	9 2	do		
91,396	6	3	40 0	9 2	do	6	6, Fort Snelling to Saint Paul.
4,382	6	2	23 6	9 2	do		12, Minneapolis to Mendota.
25,040	6	1	12 2	9 5	do	6	6, Mendota to Saint Paul.
28,918	6	2	15 3	7 6	do	6	
65,730	6	2	13 3	7 4	do		
87,014	6	2	15 3	7 6	do	6	
135,216	6	3	20 0	9 2	do		
			22 0	9 2	do		
			13 0	8 10	Reserve		
25,040	6	1	8 2	7 0	Day		
92,648	6	1	22 6	9 4	Night		
39,438	6	1	11 11	9 3	Day	6	
87,560	6	2	20 2	9 0	do		
158,378	6	3	20 0	9 4	do	6	6, Cedar Rapids to Cedar Falls.
61,348	6	1	10 4	7 8	do		3, West Union to Postville.
44,446	6	1	10 2	9 3	do		
19,406	6	1	10 4	7 8	do		

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					Miles.
27005	Burlington, Council Bluffs.	Chicago, Burlington and Quincy.	Burlington and Council Bluffs.	R. A.	291
	Red Oak, Eastport	do	Red Oak and Eastport	R. A.	50
27006	Charlton, Leon	do	Charlton and Leon	M. R. M.	37
27008	Burlington, La Ciede	Burlington and Southwestern	Burlington and La Ciede	R. A.	181
27010	Ottumwa, Mason City	Central Iowa	Mason City and Ottumwa	R. A.	172
27011	Keokuk, Burlington	Chicago, Burlington and Quincy.	Burlington and Keokuk	R. A.	43
27012	Clinton, La Crescent Junction.	Chicago, Clinton, Dubuque and Minneapolis.	La Crosse and Dubuque	R. A.	118
	do	do	Dubuque and Clinton	R. A.	60
27014	Davenport, Missouri River.	Chicago, Rock Island and Pacific.	Chicago and Iowa City	R. P. O.	55
	do	do	Davenport and Council Bluffs.	R. A.	317
27015	Des Moines, Indianola Branch, Somerset Junction, Winterset.	do	Des Moines and Winterset.	R. A.	16
	do	do	do	R. A.	27
27016	Washington, Knoxville	do	Washington and Knoxville.	R. A.	77
27017	Wilton Junction, Leavenworth.	Chicago, Rock Island and Pacific.	Wilton Junction and Trenton.	R. A.	220
	do	do	Trenton and Atchison	R. A.	111
27018	Davenport, Maquoketa.	Davenport and Northwestern.	Maquoketa and Davenport.	M. R. M.	44
27019	Keokuk, Des Moines	Chicago, Rock Island and Pacific.	Des Moines and Keokuk	R. A.	162
27020	Farley, Cedar Rapids.	Chicago, Milwaukee and Saint Paul.	Farley and Cedar Rapids	R. A.	58
	do	do	Sabula and Cedar Rapids	R. A.	6
27021	Dubuque, Sioux City	Illinois Central	Dubuque and Fort Dodge.	R. A.	192
	do	do	Fort Dodge and Sioux City.	R. A.	135
27022	Waterloo, Mona	do	Mona and Waterloo	R. A.	80
27024	Clinton, Anamosa	Chicago and Northwestern	Clinton and Anamosa	R. A.	71
27025	Calmar, Pattersonville	Chicago, Milwaukee and Saint Paul.	Calmar and Sheldon	R. A.	211
27027	Davenport, Fayette	Davenport and Northwestern	Fayette and Davenport	R. A.	128
27028	Savannah, Marion	Chicago, Milwaukee and Saint Paul.	Sabula and Cedar Rapids	R. A.	87
27029	Missouri Valley, Sioux City.	do	Sioux City and Missouri Valley.	R. A.	76
	Branch, California Junction, Tremont.	Sioux City and Pacific	Wisner and Blair	R. A.	8
27030	Des Moines, Callanan	Des Moines and Minneapolis	Callanan and Des Moines	R. A.	58
27031	Des Moines, Fort Dodge.	Des Moines and Fort Dodge.	Fort Dodge and Des Moines.	R. A.	87
27033	Albia, Knoxville	Chicago, Burlington and Quincy.	Knoxville and Albia	R. A.	33
27038	Maple River Junction, Mapleton.	Chicago and Northwestern	Maple River Junction and Mapleton.	R. A.	60
28022	Roodhouse, Mexico	Chicago and Alton	Bloomington and Mexico	R. P. O.	89
	do	do	Quincy and Saint Louis	R. A.	38
28001	Saint Louis, Atchison.	Missouri Pacific	Saint Louis and Atchison.	R. P. O.	283
	do	do	do	do	47
28002	Saint Louis, Bismarck	Saint Louis, Iron Mountain and Southern.	Saint Louis, Little Rock and Texarkana.	R. P. O.	75
	do	do	Saint Louis and Columbus.	R. A.	75
28003	Saint Louis, Vinita	Saint Louis and San Francisco.	Saint Louis and Vinita	R. A.	363
28004	Saint Louis, Kansas City.	Saint Louis, Kansas City and Northern.	Saint Louis, Mobile and Kansas City.	R. A.	276
28005	Quincy, Saint Joseph	Hannibal and Saint Joseph	Quincy and Kansas City	R. P. O.	171
	do	do	Cameron and Atchison.	R. A.	34
28008	Kansas City, Union Pacific Transfer.	Kansas City, Saint Joseph and Council Bluffs.	Council Bluffs and Kansas City.	R. A.	197
28007	Moberly, Ottumwa	Saint Louis, Kansas City and Northern.	Ottumwa and Moberly	R. A.	131

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of serv. lee.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apart- ments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
182, 166	6	2	51 0	8 6	Day	6	
31, 300	6	1	20 9	8 8	do		
23, 162	6	1	16 7	8 10	do		
113, 306	6	3	14 10	9 0	do		
107, 672	6	3	22 0	9 6	do	6	
26, 918	6	2	15 3	8 6	do	6	
73, 868	6	2	18 4	8 10	do		
87, 560	6	2	12 0	7 6	do	6	
34, 430	6	2	50 0	9 6	Night		
198, 442	6	2	40 0	9 6	Day		6, Davenport to Wilton Junc- tion; 6, Iowa City to Missouri River.
10, 016	6	1	9 0	7 0	do	6	12, Somerset Junction to In- dianola.
16, 902	6	1	9 0	7 0	do	6	
48, 202	6	1	10 0	9 0	do		6, Knoxville Junction to Knox- ville.
137, 720	6	2	18 6	9 6	Day	6	
81, 030	7	2	18 6	9 6	Day and night		
27, 544	6	1	11 6	6 6	do		
101, 412	6	2	17 0	9 0	do	6	
36, 308	6	1	10 0	9 0	do		
3, 756	6	2	10 7	9 6	do		
120, 192	6	3	16 9	9 0	do	6	
84, 510	6	2	18 10	9 0	do	6	
50, 080	6	2	16 6	8 11	do	6	
44, 446	6	1	10 2	6 10	do		
132, 086	6	2	19 6	9 2	do		
80, 128	6	2	10 6	6 11	do		
54, 462	6	2	10 7	9 6	do		
47, 576	6	2	17 4	9 0	do	7	
5, 008	6	2	18 5	9 0	do		6, California to Blair.
36, 308	6	1	11 0	5 2	do		12, Des Moines to Ames.
54, 462	6	1	16 6	7 0	do		6, Grand Junction to Fort Dodge.
20, 658	6	1	6 9	5 11½	do		
37, 560	6	1	12 3	7 4	do		
55, 714	6	3	25 6	8 0	Night		
23, 788	6	2	17 6	8 8	Day	6	
413, 180	14	5	50 0	9 0	Day and night		7, Kansas City to Atchison.
29, 422	6					6	6, Kansas City to Lear.
54, 750	7	5	40 0	9 0	Day and night	6	6, Saint Louis to Kirkwood.
46, 950	6	2	15 0	10 0	Day	7	6, Saint Louis to De Soto.
264, 990	7	5	21 11	7 3	Day and night		6, Pacific to Rolla.
172, 776	6	4	25 6	8 6	Day	7	6, Saint Louis to Wright City.
107, 046	6	4	38 11	9 0	do	7	
21, 284	6		18 0	9 0	do		
123, 322	6	3	40 0	9 0	do	7	6, Saint Joe to Winthrop.
86, 680	7	2	21 11	7 5	Night		

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					Miles.
28010	Kansas City, Cameron.	Hannibal and Saint Joseph..	Quincy and Kansas City	R. P. O. .	54
28011	Sedalia, Denison	Missouri, Kansas and Texas.	Hannibal and Denison	R. P. O. .	447
28012	Saint Joseph, Lexington.	Saint Louis, Kansas City and Northern.	Sedalia and Parsons....	R. A.	159
28013	Brunswick, Pattonsburg.	Brunswick and Chillicothe, and Saint Louis, Council Bluffs and Omaha.	Lexington and Saint Joseph.	R. A.	77
28014	Hannibal, Sedalia	Missouri, Kansas and Texas	Brunswick and Pattonsburg.	R. A.	80
28015	Keokuk, Centreville ..	Missouri, Iowa and Nebraska	Hannibal and Denison..	R. P. O. .	142
28017	Sedalia, Lexington....	Missouri Pacific	Keokuk and Centreville	R. A.	85
28018	Keokuk, Clarksville ..	Saint Louis, Keokuk and Northwestern.	Sedalia and Lexington	R. A.	56
28019	Quincy, Novinger	Quincy, Missouri and Pacific	Keokuk and Louisiana.	R. A.	86
28020	Pierce City, Osawego ..	Missouri and Western	Quincy and Kirksville	R. A.	71
28021	Mexico, Cedar City	Chicago and Alton	Pierce City and Osawego	R. A.	73
28022	Roodhouse, Mexico	do	Mexico and Jefferson City.	R. A.	50
28023	Cuba, Salem	Saint Louis, Salem and Little Rock.	Bloomington and Mexico	R. P. O. .	90
28024	Holden, Paola	Missouri, Kansas and Texas	Cuba and Salem	M. R. M.	40
28026	Bismarck, Texarkana.	Saint Louis, Iron Mountain and Southern.	Holden and Paola	R. A.	55
28027	Cairo, Poplar Bluff ...	Kansas City, Saint Joseph and Council Bluffs.	Saint Louis, Little Rock and Texarkana.	R. P. O. .	414
28028	Saint Joseph, Hopkins.	Saint Louis, Hannibal and Keokuk.	Cairo and Poplar Bluff	R. A.	73
28029	Hannibal, Prairieville.	Hannibal and Saint Joseph	Creston and Saint Joseph.	R. A.	61
28030	Saint Joseph, Atchison	Wyandotte, Kansas City and Northwestern.	Hannibal and Prairieville.	M. R. M.	47
28033	Kansas City, Lexington.	Saint Louis, Iron Mountain and Southern.	Cameron and Atchison	R. A.	22
28034	Bismarck, Columbus..	Memphis and Little Rock...	Lexington and Kansas City.	R. A.	42
29001	Hopefield, Little Rock	Arkansas Central	Saint Louis and Columbus.	R. A.	120
29002	Helena, Clarendon	Little Rock and Fort Smith.	Memphis and Little Rock.	R. A.	134
29003	Argenta, Fort Smith ..	Little Rock, Mississippi River and Texas.	Helena and Clarendon..	R. A.	48
29004	Pine Bluff, Collins.....	Chicago, Saint Louis and New Orleans.	Little Rock and Fort Smith.	R. A.	169
30001	New Orleans, Canton..	New Orleans and Texas.....	Pine Bluff and Collins..	R. A.	100
30002	New Orleans, Donaldsonville.	Morgan's Louisiana and Texas.	Cairo and New Orleans.	R. P. O. .	206
30003	New Orleans, Morgan City.	Vicksburg, Shreveport and Texas.	New Orleans and Donaldsonville.	R. A.	64
30008	Vicksburg, Monroe...	Houston, Galveston and Henderson.	New Orleans and Texas	R. A.	83
31001	Houston, Galveston...	Galveston, Harrisburgh and San Antonio.	Vicksburgh and Monroe	M. R. M.	75
31002	Houston, San Antonio	Houston and Texas Central.	Houston and Galveston	R. A.	51
31003	Houston, Denison	do	Houston and San Antonio.	R. A.	214
31004	Hempstead, Austin	do	Denison and Houston ..	R. A.	337
31005	Bremond, Waco	do	Hempstead and Austin ..	R. A.	118
31006	Longview, Houston...	International and Great Northern.	Bremond and Waco	R. A.	44
	Branch, Mineola, Troup.	do	Longview and Houston	R. A.	236
31007	Palestine, Austin	do	Mineola and Troup	R. A.	44
	{ Shreveport, Fort Worth. }	Texas Pacific	Palestine and Austin ..	R. A.	183
31009	{ do }	do	{ Shreveport and Marshall. }	R. A.	40
31010	Marshall, Texarkana..	do	{ Texarkana and Fort Worth. }	R. A.	179
			do	R. A.	7

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents, per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
32,552	6	4	<i>Ft. In.</i>	<i>Ft. In.</i>	Day	7	
326,810	7	5	38 11	9 0	Day and night		5, Parsons to Denison.
99,534	6	2	50 0	9 0	Day		
48,202	6	2	16 8	9 2	do		
			19 5	7 5	do		
50,080	6	1	8 2	6 10	do		6, Brunswick to Chillicothe.
103,660	7		50 0	9 0	do	5	
53,210	6	2	12 9	8 10	do		
35,056	6	1	8 0	6 8	do	1	
53,836	6	2	18 0	8 11	do	6	6, Louisiana to Clarksville.
44,446	6	1	11 0	4 7	do		6, Kirksville to Novinger.
53,290	7		12 8	6 10	do		7, Carthage to Oronogo.
31,300	6	1	17 0	6 9	do		
12,520	3	1	11 6	6 6	Day		See 28022, above.
34,430	6	1	13 3	7 3	do		
302,220	7		40 0	9 0	Day and night		
45,698	6	1	13 6	6 8	do	1	
38,186	6		15 3	7 4	Day	6	
	6	In baggage car.			do		
13,772	6		13 0	9 0	do	7	
26,292	6	1	8 0	5 1	do		
75,120	6	1	15 0	10 0	do	7	
97,820	7	2	23 0	8 6	Day and night		
30,048	6	1	9 4	6 5	Day		
105,794	6	2	12 3	7 3	do		
31,300	3	1	6 9	2 9	do		
150,380	7	(*)					
40,064	6	1	9 0	6 6	Day		
		1	11 0	7 6	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		
54,750	7	1	15 4	6 6	do		
		1	11 0	7 0	Day		
		1	8 6	7 1	do		
69,156	13	1	8 0	7 0	Reserve		
			15 2	6 10	Day and night		
156,220	6		12 0	9 0	Day	6	
246,010	7		18 0	9 3	Day and night	6	
73,868	6		14 8	9 1	Day		
27,544	6	1	11 6	9 0	do	7	
172,280	7		14 0	7 9	Day and night		
27,544	6		7 8	7 2	do		
133,590	7		13 0	7 2	do		
25,040	6		13 10	7 8	Day		
130,670	7		16 10	7 6	Day and night		
54,020	7		16 10	7 6	do		

*See No. 18001.

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger.	Distance.
					Miles.
31011	Sherman, Texarkana..	Texas Pacific	Texarkana and Sherman.	R. A.	134
31012	Houston, Orange.....	Texas and New Orleans.....	Houston and Orange...	R. A.	106
31013	Jefferson, Sulphur Springs.	East Line and Red River....	Jefferson and Sulphur Springs.	M. R. M.	93
33001	Kansas City, Denver..	Kansas Pacific.....	Kansas City and Denver.	R. A.	638
33002	Lawrence, Leavenworth.	.....do	Leavenworth and Burlington.	R. A.	33
33003	Atchison, Waterville.	Central Branch Union Pacific.	Atchison and Cawker City.	R. A.	101
33004	Lawrence, Coffeyville.	Kansas City, Lawrence and Southern.	Leavenworth and Burlington.	R. A.	27
		.....do	Kansas City and Independence.	R. A.	97
33005	Cherry Vale, Independence.	.....do	do	R. A.	10
33006	Kansas City, Ottawa.	.....do	do	R. A.	54
33007	Elwood, Hastings.....	Saint Joseph and Denver City.	Saint Joseph and Hastings.	R. A.	227
33008	Kansas City, Baxter Springs.	Kansas City, Fort Scott and Gulf.	Kansas City and Baxter Springs.	R. A.	160
33009	Junction City, Parsons	Missouri, Kansas and Texas.	Junction City and Parsons.	R. A.	156
33010	Atchison, Pueblo	{ Atchison, Topeka and Santa Fé. }	{ Atchison and Wichita } Newton and Pueblo. }	R. A.	618
33011	Newton, Wichita	do	Atchison and Wichita	R. A.	27
33012	Atchison, Lincoln	Atchison and Nebraska	Lincoln and Atchison	R. A.	152
33013	Leavenworth, Onaga	Kansas Central	Leavenworth and Onaga.	R. A.	84
33015	Junction City, Clyde..	Junction City and Fort Kearney.	Clyde and Junction City.	R. A.	55
33016	Topeka, Kansas City..	Atchison, Topeka and Santa Fé.	Kansas City and Topeka.	R. A.	68
33017	Florence, Eldorado....	Florence, Eldorado and Walnut Valley.	Florence and Eldorado.	M. R. M.	30
33019	Ottawa, Burlington ..	Kansas City, Burlington and Santa Fé.	Leavenworth and Burlington.	R. A.	46
33020	Girard, Joplin City....	Joplin	Girard and Joplin	M. R. M.	34
33021	Waterville, Washington.	Waterville and Washington.	Atchison and Cawker City.	R. A.	13
33022	Greenleaf, Concordia..	Republican Valley.....	Atchison and Cawker City.	R. A.	42
33024	Parsons, Messer	Memphis, Kansas & Colorado	Messer and Parsons.....	M. R. M.	43
33026	Concordia, Cawker City.	Atchison, Solomon Valley and Denver.	Atchison and Cawker City.	R. A.	49
34001	Council Bluffs, Ogden.	Union Pacific	Omaha and Ogden	R. P. O.	1,034
34002	Plattsmouth, Kearney	Burlington and Missouri River in Nebraska.	Omaha and Bloomington.	R. A.	190
34003	Omaha, Tekamah	Omaha and Northwestern	Tekamah and Omaha ..	R. A.	47
34004	Omaha, Osceola	Burlington and Missouri River in Nebraska.	Omaha and Bloomington.	R. A.	17
34005	Nemaha City, York	do	York and Nemaha City	R. A.	136
34006	Crete, Beatrice	do	Crete and Beatrice	M. R. M.	30
34008	Valley, Rising City ..	Omaha and Republican Valley.	Valley and Rising City	R. A.	71
34009	Hastings, Bloomington	Burlington and Missouri River in Nebraska.	Omaha and Bloomington.	R. A.	70
34010	Fremont, Wianer	Sioux City and Pacific	Wianer and Blair	R. A.	51
35001	Sioux City, Yankton..	Dakota Southern	Sioux City and Yankton.	R. A.	61
38001	Denver, El Moro Branch, Pueblo, Cañon City.	Denver and Rio Grande.....	Denver and Alamosa ..	R. A.	170
		.....do	Pueblo and Cañon City.	R. A.	40
38003	Denver, Colorado Junction.	Union Pacific (Colorado division).	Cheyenne, Boulder and Denver.	R. A.	131
	Branch, Golden, Georgetown.	.....do	Golden and Georgetown.	R. A.	35
38004	Cucharas, La Veta....	Denver and Rio Grande.....	Denver and Alamosa ..	R. A.	22
38005	Denver, Webster	Denver and South Park and Pacific.	Denver and Webster ..	R. A.	70

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
83,884	6		<i>Ft. In.</i> 13 4	<i>Ft. In.</i> 7 8	Day and night.		
66,356	6		10 0	7 9	Day		
58,218	6		9 6	6 6	do		
465,740	7	8	30 0	9 6	Day and night		6, Kansas City to Ellis.
20,658	6		18 0	8 6	Day		
63,226	6		14 0	7 6	do		
16,902	6		18 2	8 7	do		6, Cherry Vale to Coffeyville.
60,722	6		18 2	8 7	do		
6,260	6		18 2	8 7	do		
33,804	6		18 2	8 7	do		
142,102	6	3	12 0	7 3	do		
100,160	6		18 1	8 7	do		7, Kansas City to Fort Scott.
97,656	6	2	15 1	7 4	do		
451,140	7		23 2	9 4	Day and night.		6, Topeka to Dodge City.
19,710	7		14 0	8 0	Day		6, Newton to Wichita.
95,152	6		10 9	9 2	do		
52,584	6	1	7 2	4 8	do		
34,430	6	1	10 0	7 10	do		
49,640	7		13 0	8 6	do		
18,780	6	1	13 6	9 3	do		
28,706	6		18 2	8 7	do		
21,284	6						
8,138	6		14 0	7 6	Day		
26,292	6		14 0	7 6	do		
26,918	6	1	10 0	6 0	do		
30,674	6		14 0	7 6	do		
754,820	7	10	47 6	9 0	do		
118,940	6	3	18 5	8 10	do		
29,422	6	1	9 6	7 6	do		
10,642	6	3	18 5	8 10	do		6
85,136	6	2	9 6	6 8	do		
18,780	6	1	5 0	8 0	do		
44,446	6	2	10 0	8 0	do		
43,820	6	2	18 5	8 10	do		
31,926	6	2	13 5	9 0	do		
38,186	6	1	16 9	9 6	do		
124,100	7	2	17 9	7 4	do		7, Cucharas to El Moro.
29,200	7	1	12 4	6 5	do		
95,630	7	2			do		6, Denver to Boulder.
25,550	7				do		
16,060	7		17 9	7 4	do		
51,100	7				do		6, Denver to Bear Creek Junction.

K.—Railway post-office lines, route-agents, and mail-route messenger service in

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service, designation.	Railway post-office, route-agent, or mail-route messenger	Dist Miles.
38007	Denver, Cheyenne	Denver Pacific.....	Cheyenne, Hughes and Denver.	R. A	106
41001	Salt Lake City, Ogden.	Utah Central	Ogden and Salt Lake ...	R. A	37
41002	Salt Lake City, York...	Utah Southern	Salt Lake and York	R. A	75
41003	Ogden, Franklin	Utah and Northern	Franklin and Ogden	M. R. M.	80
43001	Kalama, Wilkerson ...	Northern Pacific	Tacoma and Portland ...	R. A	105
44001	Portland, Roseburg ...	Oregon and California	Portland and Roseburg ..	R. A	200
44002	Portland, Saint Joseph	Oregon Central	Portland and Saint Joseph.	R. A	43
45001	Virginia City, Reno...	Virginia and Truckee.....	Reno and Virginia City	R. A	52
46001	San Francisco, Ogden.	Central Pacific.....	Ogden and San Francisco.	R. P. O.	895
46002	San Francisco, Soledad	Southern Pacific	San Francisco and Soledad.	R. A	143
46003	Roseville, Redding ...	California and Oregon	Redding and Sacramento.	R. A	170
46006	Sacramento, San Francisco.	California Pacific	Sacramento and San Francisco.	R. A	86
46008	Napa Junction, Calistoga.	.....do	Calistoga and San Francisco.	R. A	68
46010	Lathrop, Goshen	Central Pacific.....	Lathrop and Los Angeles.	R. A	482
46014	Huron, Yuma	Southern Pacific.....			
46011	San Francisco, Cloverdale.	San Francisco and Northern Pacific.	Cloverdale and San Francisco.	R. A	90
46012	Stockton, Milton	Stockton and Copperopolis..	Milton and Stockton...	M. R. M.	30
46014	Huron, Yuma	Southern Pacific.....	Yuma and Los Angeles	R. A	249
46016	San Francisco, Duncan Mills.	North Pacific Coast.....	Duncan Mills and San Francisco.	M. R. M.	80
46017	Los Angeles, Santa Ana.	Southern Pacific.....	Los Angeles and Santa Ana.	M. R. M.	34
46022	Woodland, Willows ...	Northern	Willows and Woodland	R. A	65
46026	San Francisco, Alameda.	Central Pacific.....	Alameda and San Francisco.	R. A	13
46028	San Francisco, Tracy ..	.....do	Tracy and San Francisco.	R. A	71
Total annual miles..					.....

operation in the United States on the 30th of June, 1879—Continued.

Annual miles of service.	Number of round trips with clerks or agents per week.	Number of railway post-office cars or cars in which there are mail apartments.	Dimension of cars or apartments.		Day or night service.	Number of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, and between what points.
			Length.	Width.			
77,880	7	2	<i>Ft. In.</i> 12 0	<i>Ft. In.</i> 7 0	Day		7, Denver to Hughes.
54,020	14	1	14 2	8 8	...do		
54,750	7	2	15 0	9 0	...do		
58,400	7	2	15 0	6 11	...do		
65,730	6	2	9 0	7 8	...do		
125,200	6	2	22 6	9 0	...do		
30,048	6	1	9 6	7 0	...do		
37,960	7	1	12 0	9 0	Night		
653,350	7	7	55 2	9 6	Day and night		6, Sacramento to Reno.
							7, San Francisco to Stockton.
104,380	7	2	17 0	9 0	Day		6, San Francisco to San José.
		1	17 0	9 0	Reserve		6, San Francisco to Pajaro.
124,100	7	1	23 6	8 10	Day and night		6, Sacramento to Marysville.
62,780	7	1	10 0	8 10	Day	6	6, Sacramento to Davisville.
42,568	6	1	10 0	8 10	...do		
351,880	7	2	23 6	8 10	Day and night		
		2	31 6	8 11	...do		
		1	31 6	8 11	Reserve		
56,340	6	1	12 3	8 11	Day	1	6, San Francisco to Santa Rosa.
18,780	6	1	10 0	8 9	...do		6, Stockton to Peter's.
181,770	7	2	11 9	8 5	Day and night		
		1	24 7	8 10	...do		
18,780	6	2	8 0	6 0	Day		6, San Francisco to San Rafael.
24,820	7	1	8 4	6 11	...do		
40,690	6	1	8 9	7 4	Day and night		
35,256	26	3	10 8	9 1	Day		
51,830	7	1	10 0	8 9	...do		
52,419,773							

REPORT
OF THE
SUPERINTENDENT OF RAILWAY MAIL SERVICE.

REPORT

OF THE

ATTENDANCE 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, 1879.

SIR: The appropriation for

RAILWAY POST-OFFICE CLERKS

for the fiscal year ending June 30, 1880, is \$1,350,000.

From the tables accompanying these estimates the increase and decrease 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.

The registration of third-class mail has largely increased the work on the postal cars, and, in my opinion, there should be placed on all the great through post-office lines clerks whose only duty should be to receive, receipt for, and take sole charge of the registered mail. This class of mail-matter is growing rapidly and it is an important part of the service. The value and importance of this mail demand that on the great lines one clerk should be assigned to its care and safety. It is too much to require a clerk to do full distribution, then impose on him a further duty of taking the charge and responsibility of the registered mail, where he must receipt for each package, enter it in his register-book, and obtain in turn a receipt for it; this is no small amount of work to say nothing of the great responsibility.

I desire to call attention to the fact that the railway post-office lines from Danville, Va., to New Orleans, La. (double daily); Petersburg, Va., to Savannah, Ga. (double daily); Savannah, Ga., to Jacksonville, Fla. (single daily); Kansas City, Mo., to Pueblo, Colo. (single daily); Saint Louis, Mo., to Texarkana, Texas (single daily); and the La Fayette, Ind., and Saint Louis, Mo. (single daily), are only provided with route-agents to perform the railway post-office service on the above-named lines. So long as the four classes of employés are retained, the appropriation should be made so that it will not be necessary to assign route-agents exclusively to railway post-office work.

When the estimates for the present fiscal year were made, the above-named lines, excepting the Saint Louis and Texarkana railway post-office, were not in operation, consequently no provision was made in the last appropriation for this additional service, yet it was thought advisable to establish the service at that time on the best footing possible and bring the matter to the attention of Congress.

Railway post-office clerks were not appointed on these lines, but the route-agents that were on the lines at the time of the establishment of the railway post-office service were retained as such, and a few more appointed; at the same time there is still a lack of force to properly perform the necessary requirements of the service.

I desire also to call attention to the fact that there have been very few promotions made during the past fiscal year, nor can there be with the present appropriation for this fiscal year. There are a great number of very worthy, competent, and deserving men that should be promoted, and I would therefore, in view of these facts, respectfully recommend that you ask for an appropriation of \$1,450,000 for the fiscal year ending June 30, 1881.

ROUTE-AGENTS.

The appropriation for route-agents for the fiscal year ending June 30, 1880, is \$1,125,000. Section 4024 of the Revised Statutes provides that the Postmaster-General may employ route-agents at a salary of not less than nine hundred nor more than twelve hundred dollars per annum. Heretofore the pay of these agents has been graded according to the average number of miles run daily, but during the past year it became an absolute necessity to reduce nearly all of them to the minimum under the law, to prevent there being a deficiency in the appropriation. This reduction was a great injustice to the route-agents, many of whom are assigned to duty on railway post-office lines to perform the way or local work, and quite a number actually perform or make the same distribution as railway post office clerks. It was also great injustice to the agents that run on the larger route-agent lines, where there is a large amount of work to perform. These agents are required to, and cheerfully perform their work in such a manner that all way and through connections are made, thus giving the mail practically the same rapidity in transit as a passenger could attain.

There is a growing need and a pressing demand for double daily route-agent service on the more important lines of that class. Having given this matter mature consideration, I have to respectfully recommend that you ask for an appropriation of \$1,225,000 for the fiscal year ending June 30, 1881.

MAIL-ROUTE MESSENGERS.

The appropriation for mail-route messengers for the present fiscal year is \$175,000. This amount is not sufficient to meet the demands of the service. Railroads are being built in all parts of the country, and the mileage is increasing more rapidly than was anticipated, and in view of the increasing prosperity of the country will doubtless continue to gain in a much larger ratio in the immediate future.

Where there is a railroad in operation the public very properly demand that it shall have the benefits of an agent upon it, if not more than thirty or forty miles in length. Railroad service without an agent is not as good for the general public on its line as star service. The first agents appointed on a new road are almost invariably mail-route messengers, which increases the demands on this appropriation. It is respectfully recommended that you ask for an appropriation of \$200,000 for the fiscal year ending June 30, 1881.

LOCAL MAIL-AGENTS.

The appropriation for local mail-agents for the present fiscal year is \$120,000. There is great need for an increase in this appropriation.

These agents are now required to receipt for and transfer registered mail in addition to their other duties, which greatly increases their work, and requires them to assume a heavy responsibility, for which a large percentage of them do not receive an adequate remuneration for the labor performed. There are many railroad junctions which the good of the service demands should be provided with local agents.

There is no branch of the service more important than this, yet its merits have in a measure been overlooked. It neutralizes the good effects of close distribution if the transfers are not made at railroad junctions promptly and with dispatch, and there is no certainty that this will be done unless there is some one to attend to it who is only responsible to the department. If the transfer is intrusted to railroad employes it very frequently happens that the connection is missed, this being to them a secondary consideration, and for the performance of which they think they receive no pecuniary compensation.

I have carefully examined the requirements of this service and respectfully recommend that you ask for an appropriation of \$150,000 for the fiscal year ending June 30, 1881.

SALARIES OF EMPLOYÉS OF THE RAILWAY MAIL SERVICE.

I desire to call attention to my predecessor's last annual report on this subject. Experience has taught me that his recommendation was a good one, and I fully indorse and earnestly recommend its adoption :

"In my last annual report I called attention to the present salaries of the employes of this service.

"If this salary represented the net amount received by these employes 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 employe 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 have 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 2,605 employes 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 employes on the line, it has been necessary to detail employes 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 employe 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 five classes, designating them as postal clerks, and allowing, say, five classes," whose salaries shall not exceed the following rates per annum: First class, \$800; second class, \$900; third class, \$1,000; fourth class, \$1,200, and fifth class, \$1,400. If this recommendation is adopted the first, second, and third classes would be employed on the lighter and shorter lines. The fourth and fifth classes where railway post-office cars are required. The reclassification and making the appropriation in gross will in no way increase the expenditure. In the event of the adoption by Congress of this classification, the appropriation for railway postal clerks should be \$3,025,000.

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

TABLE A.—Statement for the years 1870 to 1879, 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.	Increase per cent. of annual compensation.	Number of route-agents in service at end of each fiscal year.	Increase in route-agents.	Decrease in route-agents.	Increase, per cent.	Decrease, per cent.	Annual compensation.	Increase of annual compensation.	Increase of annual compensation.	Decrease of annual compensation.	Decrease, per cent.	Increase, per cent.	Decrease, per cent.
1870.	375	138	36.8	\$442,600 00	\$208,900 30	46.72	587	97	16.52	10	00.87	\$574,600 00	\$94,880 00	\$12,900 00	\$48,230 00	24.24	16.83	36.89
1871.	513	138	25.15	649,400 00	172,200 00	26.53	684	80	11.69	16	24.24	671,280 00	\$66,540 00	10,786 00	58,430 00	15.85	8.91	18.46
1872.	642	129	20.25	851,600 00	172,200 00	20.25	764	80	10.47	13	15.79	737,820 00	\$66,540 00	10,786 00	58,430 00	14.76	12.25	16.78
1873.	752	110	17.13	941,000 00	19,400 00	2.36	862	98	12.83	13	15.79	828,240 00	\$90,420 00	13,690 00	84,710 00	13.69	8.28	14.25
1874.	850	98	13.03	1,058,200 00	117,200 00	12.45	936	74	8.58	14	16.83	896,680 00	\$68,440 00	11,814 00	88,680 70	12.51	4.88	4.99
1875.	901	51	6.00	1,163,400 16	105,400 16	9.06	987	51	5.45	30	2.95	896,390 52	\$43,761 45	\$289 48	101,813 27	11.53	4.88	4.99
1876.	1,042	141	15.65	1,223,750 19	60,150 03	5.16	1,017	30	2.95	48	4.72	940,151 97	19,508 89	34,150 65	105,718 70	11.53	2.07	3.82
1877.	1,051	9	0.86	1,223,569 41	14,725 30	1.20	1,065	48	4.72	78	7.32	959,660 86	19,508 89	34,150 65	105,718 70	11.53	3.55	3.14
1878.	1,081	30	2.85	1,238,292 71	103,101 43	8.32	1,143	78	7.32	10	00.87	993,811 51	34,150 65	42,050 40	109,041 64	10.92	4.23	6.54
1879.	1,091	10	0.92	1,341,394 14	103,101 43	8.32	1,133	78	7.32	10	00.87	1,035,861 91	42,050 40	42,050 40	116,177 88	11.53	4.23	6.54

TABLE B.—Statement for the years 1870 to 1879 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 route.	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.	Miles of railroad service.	Increase of miles of railroad service.	Decrease of miles of railroad service.	Increase, per cent.	Decrease, per cent.	Miles of annual service on railroad routes.	Increase in miles of annual service on railroad routes.	Decrease in miles of annual service on railroad routes.	Increase, per cent.	Decrease, per cent.
1870.	20,885					4,122,385					13.64	6,727	43			47,551,970	3,005,078			
1871.	20,334			1.74		4,084,778	562,393	376,342	8.03		13.96	6,107	49,884			55,557,048	5,057,048			
1872.	18,860			7.25		4,308,436		390,651	8.37		16.21	8,077	57,911			62,491,749	6,934,701			
1873.	16,762			11.12		3,947,785			8.37		9.49	5,546	63,457			66,621,445	3,128,696			
1874.	18,634					4,078,725	130,940		3.32		3.47	4,277	67,734			72,460,545	5,839,100			
1875.	15,788			15.27		3,953,852		119,873	2.94		3.23	2,349	70,083			75,154,910	2,694,365			
1876.	14,883			5.73		3,704,533	333,705	254,319	5.14		3.04	2,265	72,348			77,741,172	2,589,262			
1877.	17,685					4,038,238	591,060		9.01		3.04	2,573	74,546			85,358,710	7,617,538			
1878.	18,072					4,629,298			14.63		3.72	2,573	77,119			92,120,395	6,761,685			
1879.	21,240					5,091,474	462,176		9.98			2,872	78,991			93,092,992	6,972,597			

Year.	Miles of route on which there is railway post-office service.	Increase of miles of railway post-office service.	Decrease of miles 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.	Decrease of miles of annual service by railway post-office.	Increase, per cent.	Decrease, per cent.	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.	Decrease of miles of annual service on railroad and steamboat routes.	Increase, per cent.	Decrease, per cent.
1870.	8,232					6,500,000					64,423	5,746				51,674,355	3,507,471			
1871.	11,709			35.82		10,072,540	3,572,540		54.96		70,168	5,746				60,241,626	8,735,271			
1872.	14,749			25.85		12,256,850	2,224,310		22.08		76,213	5,746				68,960,185	8,718,559			
1873.	14,866			0.80		12,747,625	4,560,775		3.46		80,268	5,746				68,960,230	2,973,045			
1874.	1,546			10.41		14,307,635	1,560,010		12.93		86,268	5,746				76,533,270	7,570,040			
1875.	16,832			3.16		15,639,785	1,352,150		2.32		89,871	1,360				79,113,702	2,574,422			
1876.	17,713			4.61		15,209,915	570,130		3.89		87,231	1,360				81,445,705	2,231,443			
1877.	17,701					16,825,050	1,715,135		11.27		82,231	2,000				89,396,948	7,851,243			
1878.	19,860			60.21		17,833,910	1,008,860		5.96		95,231	2,000				96,749,666	7,352,743			
1879.	17,540			4.30		17,968,210			65.700		101,231	2,000				98,184,466	1,434,773			

The increase in the miles of railroad routes in operation June 30, 1879, over that in operation June 30, 1878, was 3.72 per cent.; the increase in miles of annual service performed over the same was 1.06 per cent.; the increase in the total miles of railroad and steamboat routes was 6.34 per cent.; the increase in miles of annual service performed over the same was 1.48 per cent.

The miles of route on which there were railway post-offices was increased 2.12 per cent., while the annual service performed on these routes was decreased 00.37 per cent. This decrease is more apparent than real, as it arises from corrections in the length and frequency of service on routes.

EXTENSION OF POSTAL-CAR SERVICE IN THE SOUTH.

During the past fiscal year the Washington, D. C., and Lynchburgh, Va., railway post-office was extended to Danville, Va., and a second daily line established, making double daily service between Washington, D. C., and Danville, Va. There was a pressing need for this service, and it has proved of great benefit to the public on that line. To make this line of more importance the second daily line should be established between Lynchburgh, Va., and Chattanooga, Tenn. The line passes through a rich, populous section that demands and ought to have this increased service. Efforts have been made to secure such additional service, but thus far all our exertions have been unsuccessful; but I still have hopes that in the near future such service may be secured.

There was one line of forty-foot postal cars running on the New York and Chicago Railway post-office, which were found inadequate for the service to be performed. These have been substituted with sixty-foot cars, which greatly facilitates the work of distribution to be made between the two important commercial centers of New York and Chicago.

During the past fiscal year arrangements were made to establish single daily railway post-office service between Richmond and Danville, Va., and double daily service between Danville, Va., and New Orleans, La., via Charlotte, Atlanta, Montgomery, and Mobile; double daily service between Petersburg, Va., and Savannah, Ga.; single daily service between Savannah, Ga., and Jacksonville, Fla.; single daily between Kansas City, Mo., and Pueblo, Colo. There was no provision made in the last appropriation to pay these employes, yet the special fund placed at the disposal of the Postmaster-General enabled him to procure this service, and it was thought best to secure it when it could be obtained. The special fund placed at the disposal of the Postmaster-General has proved to be of incalculable benefit to the service, and enabled him to continue harmonious relations with the railroad companies, and secure the additional facilities with greatly improved schedules. It is hoped that Congress will make some provision so that the present facilities may be continued.

MAIL DISTRIBUTED, ERRORS MADE, ETC.

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 fiscal year ending June 30, 1879.

Division.	Number of letter-packages distributed.	Whole number of letters distributed.	Number of sacks of paper-mail distributed.	Whole number of pieces of paper-mail distributed.	Whole number of letters and pieces of paper-mail distributed.	Number of packages, pouches and cases of registered mail-matter.
First	2,934,159	146,707,950	369,351	73,870,200	220,578,150	815,656
Second	4,447,438	222,371,900	664,694	132,938,800	355,310,700	1,607,589
Third	1,172,660	58,633,000	193,461	38,632,200	97,325,200	534,283
Fourth*	1,213,818	60,690,900	259,649	51,929,800	112,620,700	1,061,172
Fifth	5,948,000	297,400,000	1,035,620	207,124,000	504,524,000	1,644,662
Sixth	8,475,047	423,752,350	1,043,663	208,732,600	632,484,950	2,348,274
Seventh	3,691,630	184,581,500	597,316	119,483,200	364,044,700	1,276,033
Eighth	1,016,281	50,814,050	160,387	32,077,400	82,891,450	307,636
Ninth	4,480,602	224,030,100	574,258	114,851,600	338,881,700	800,885
Total	33,379,635	1,668,981,750	4,898,399	979,679,800	2,648,661,550	10,395,990

* The decrease in mail distributed in the fourth division during the fiscal year is due to the yellow-fever epidemic during the summer and fall months of 1878.

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 fiscal year ending June 30, 1879.

Division.	Number of incorrect slips returned.	Number of errors on incorrect slips.	Missent.			Misdirected.			Number of errors checked against other employees.
			Number of packages.	Number of pouches.	Number of sacks.	Number of packages.	Number of pouches.	Number of sacks.	
First	14,760	24,554	953	71	39	21	15	11	28,761
Second	33,234	62,219	376	38	66	110	4	20	124,012
Third	13,757	22,862	289	4	10	31	2	10	47,286
Fourth	16,425	24,599	463	57	36	117	24	17	85,148
Fifth	115,539	219,723	1,260	114	87	247	43	196	424,129
Sixth	68,947	145,334	1,555	133	90	329	46	196	355,797
Seventh	68,880	110,914	1,242	122	147	104	4	15	228,214
Eighth	2,882	3,994	95	1	.....	34	2	.....	17,871
Ninth	73,323	149,312	791	51	19	16	9	32	136,146
	427,655	763,511	7,024	571	494	1,109	149	439	1,447,364

RECAPITULATION.

Number of letters and pieces of paper-mail distributed during the year..... 2,648,661,550
 Number of errors made in the distribution of same 763,511
 Number of letters and pieces of paper-mail distributed to each error 3,469

The report shows an increase of over 400,000,000 pieces of mail handled on the postal cars, or nearly 20 per cent. This amount would have been still larger but for the yellow-fever epidemic in some of the States comprised in the fourth division during the summer and fall of 1878.

The record shows that while the equivalent of 2,648,661,550 separate and individual pieces of mail was distributed by the clerks and route-agents, 763,511 pieces were missent, or one piece in each 3,469 distributed.

ERRORS IN DISTRIBUTION, ETC., MADE BY POST-OFFICE EMPLOYEES.

Attention is invited to Table E.

TABLE E.—Statement of errors in the distribution and forwarding of mails made by post-offices during the fiscal year ending June 30, 1879.

Division.]	State.	Class.	Office.	Number of incorrect slips.		Number of errors on in- correct slips.	Missent.			Misdirected.			Remarks.
				Number of incorrect slips.	Number of errors on in- correct slips.		Number of letter- packages.	Number of pouches.	Number of canvas bags.	Number of regis- tered packages.	Number of letter- packages.	Number of pouches.		Number of canvas bags.
First	Maine	First	Bangor	1,862	2,142	15				9	3	27	No slips used.
	do	do	Portland	87	639								
	do	Second	Augusta	57	81								
	do	do	Auburn	27	27								
	do	do	Bath	48	63								
	do	do	Biddeford	198	153								
	do	do	Lewiston	3	3								
	do	do	Rockland	69	117	6						3	
	New Hampshire	do	Concord	12	15								
	do	do	Dover	42	72								
	do	do	Keene	83	33								
	do	do	Manchester	18	27								
	do	do	Nashua	15	27								
	do	do	Portsmouth	27	54								
	Vermont	do	Brattleboro	3	15								
	do	do	Montpelier	42	60								
	do	do	Rutland	6,771	7,971	138						24	
	Massachusetts	First	Boston	216	278	3						6	
	do	do	Fall River	63	75							6	
	do	do	Lawrence	642	1,263	18						9	
	do	do	Lowell	54	117								
	do	do	Springfield	252	366	24						15	
	do	do	Worcester	6	6								
	do	do	Amherst	12	48	3						6	
	do	Second	Brocton	12	18								
	do	do	Canton	24	48							3	
	do	do	Fitchburg	93	105	3							
	do	do	Gloucester	27	42							3	
	do	do	Haverhill	6	9								
	do	do	Holyoke	27	42								
	do	do	Leominster	3	3								
	do	do	Lynn	159	195	9							
	do	do	Milford	6	6							9	
	do	do	New Bedford	87	105							6	

TABLE E.—Statement of errors in the distribution and forwarding of mails made by post-offices, &c.—Continued.

Division.	State.	Class.	Office.	Number of incorrect slips.	Number of errors on incorrect slips.	Missent.			Misdirected.			Remarks.
						Number of letter-packets.	Number of pouches.	Number of registered packages.	Number of letter-packets.	Number of pouches.	Number of canvas bags.	
First	Massachusetts.	Second.	Newton.	24	33	
	do	do	Norhampton.	15	18	.....	.....	.....	.....	.....	.....
	do	do	Pittsfield.	9	9	.....	.....	.....	.....	.....	.....
	do	do	Plymouth.	69	177	.....	6	3	.....	.....	.....
	do	do	Taunton.	75	90	.....	18	.....	.....	.....	.....
	do	do	Waltham.	174	246	.....	12	.....	.....	.....	.....
	do	do	Westham.	81	114	.....	.....	3	.....	.....	.....
	do	do	Westfield.	54	63	.....	.....	3	.....	.....	.....
	do	do	Woburn.	369	567	.....	9	.....	.....	.....	.....
	Rhode Island.	First.	Providence.	9	24	.....	.....	6	.....	.....	.....
	do	Second.	Newport.	30	60	.....	.....	.....	.....	.....	.....
	do	do	Pawtucket.	12	18	.....	.....	.....	.....	.....	.....
	do	do	Woonsocket.	126	174	.....	9	.....	.....	.....	.....
	Connecticut.	First.	Hartford.	132	174	.....	.....	6	.....	.....	.....
	do	do	New Haven.	57	72	.....	12	.....	.....	.....	.....
	do	Second.	Bridgport.	9	15	.....	.....	3	.....	.....	.....
	do	do	Danbury.	6	6	.....	.....	.....	.....	.....	.....
	do	do	Middletown.	9	21	.....	.....	.....	.....	.....	.....
	do	do	New London.	12	12	.....	3	.....	.....	.....	.....
	do	do	Norwalk.	30	51	.....	.....	.....	.....	.....	.....
	do	do	Norwich.	24	33	.....	6	.....	.....	.....	.....
	do	do	Waterbury.	12	24	.....	.....	.....	.....	.....	.....
	do	do	West Meriden.	1, 170	3, 489	.....	66	9	.....	18	6
	do	do	Remaining offices in first division.	13, 734	19, 874	.....	3	9	27	114	33
	do	do	Total.	721	1, 667	.....	7	.....	.....	.....	.....
Second.	New York.	First.	Albany.	125	1, 238	.....	1	.....	.....	.....	.....
	do	do	Brooklyn.	762	1, 196	.....	6	.....	.....	.....	.....
	do	do	Buffalo.	43, 006	76, 232	.....	267	10	8	374	2
	do	do	New York.	106	224	.....	.....	.....	.....	.....	.....
	do	do	Poughkeepsie.	1, 343	2, 468	.....	17	.....	.....	.....	.....
	do	do	Rochester.	175	.....	.....	9	.....	.....	.....	.....
	do	do	Syracuse.	.....	.....	.....	.....	.....	.....	.....	.....

do	do	Troy	291	406	4	
do	do	Utica	359	475	2	
do	do	Albion	30	35		
do	Second	Amsterdam	127	215	2	
do	do	Auburn	136	173	1	
do	do	Batavia	5	6		
do	do	Binghamton	53	70	1	
do	do	Canandaigua	5	13		
do	do	Coloes	5	5	1	
do	do	Corning	55	87		
do	do	Dunkirk	5	11		
do	do	Elmira	129	197	1	
do	do	Geneva	71	85	2	
do	do	Gloversville	18	21	1	
do	do	Hornellsville				
do	do	Hudson	127	222	1	
do	do	Ithaca	29	71	1	
do	do	Jamestown	26	73	1	
do	do	Kingston	25	32	1	
do	do	Le Roy	11	19		
do	do	Little Falls	38	58	1	
do	do	Lockport	15	48		
do	do	Madison	18	27	1	
do	do	Madison	17	23	1	
do	do	Newburgh	1	1		
do	do	Norwich	252	289	1	
do	do	Oswego	296	389	2	
do	do	Owego	1	1		
do	do	Penn Yan	16	28		
do	do	Rome	32	40		
do	do	Rondout	245	295	8	
do	do	Saratoga Springs	94	139	1	
do	do	Schenectady	15	16		
do	do	Seneca Falls	38	65		
do	do	Watertown	13	16		
do	do	Watertown	98	128		
do	do	Yonkers	1	1	1	
do	do	Elizabeth	35	45	3	
do	First	Newark	294	296	3	
do	do	Camden	10	14	2	
do	Second	Hoboken	3	3		
do	do	Jersey City	157	213	1	
do	do	Morristown	14	15		
do	do	New Brunswick	30	40	3	
do	do	Orange	8	11	1	
do	do	Paterson	4	9		
do	do	Plainfield	28	44	1	
do	do	Princeton	3	7		
do	do	Railway	11	17	1	
do	do	Trenton	46	51	1	
do	do	Harrisburgh	173	438	2	
Pennsylvania	First					

TABLE E.—Statement of errors in the distribution and forwarding of mails made by post-offices, &c.—Continued.

Division.	State.	Class.	Office.	Number of incorrect slips.	Number of errors on incorrect slips.	Misdirected.				Remarks.
						Number of letter-packages.	Number of pouches.	Number of canvas bags.	Number of letter-packages.	
Second.	Pennsylvania.	First.	Philadelphia.	4,877	14,073	26	26	2	36	Not given.
	do	do	Pittsburgh.	2,314	3,716	21	21	1	1	Not given.
	do	do	Allegheny.	25	54	1	1	1	1	Not given.
	do	Second.	Allentown.	38	202	9	9	1	1	Not given.
	do	do	Altoona.	107	180	2	2	1	1	Not given.
	do	do	Barnhart's Mills.	26	31	1	1	1	1	Not given.
	do	do	Bradford.	43	56	1	1	1	1	Not given.
	do	do	Chester.	53	74	1	1	1	1	Not given.
	do	do	Corry.	161	214	1	1	1	1	Not given.
	do	do	Easton.	162	222	1	1	1	1	Not given.
	do	do	Erie.	42	61	1	1	1	1	Not given.
	do	do	Franklin.	10	51	1	1	1	1	Not given.
	do	do	Johnstown.	4	4	1	1	1	1	Not given.
	do	do	Knox.	78	112	1	1	1	1	Not given.
	do	do	Lancaster.	26	41	1	1	1	1	Not given.
	do	do	Lock Haven.	18	31	1	1	1	1	Not given.
	do	do	Meadville.	136	225	3	3	1	1	Not given.
	do	do	New Castle.	87	69	1	1	1	1	Not given.
	do	do	Oil City.	8	18	1	1	1	1	Not given.
	do	do	Parker's Landing.	3	4	1	1	1	1	Not given.
	do	do	Petrolia.	29	74	1	1	1	1	Not given.
	do	do	Pittston.	45	78	1	1	1	1	Not given.
	do	do	Pottsville.	8	69	1	1	1	1	Not given.
	do	do	Reading.	12	17	1	1	1	1	Not given.
	do	do	Saint Petersburg.	2	2	1	1	1	1	Not given.
	do	do	Scranton.	26	30	1	1	1	1	Not given.
	do	do	Sharon.	42	68	1	1	1	1	Not given.
	do	do	Titusville.	8	18	1	1	1	1	Not given.
	do	do	Towanda.	6	6	1	1	1	1	Not given.
	do	do	Warren.	80	103	1	1	1	1	Not given.
	do	do	Wilkesbarre.	62	75	1	1	1	1	Not given.
	do	do	Williamsport.							Not given.
	do	do	York.							Not given.

Delaware	do	Wilmington	178	231	12	2	9	27	1
		Remaining offices in second division	8,205	5,744	40	2			
		Total	61,529	113,347	459	13	9	21	538
Maryland, ex. E. Shore	First	Baltimore	2,424	3,611	10				
do	Second	Cumberland	13	24					22
District of Columbia	First	Washington	8,100	4,557	34	10	12		1
Virginia	do	Petersburgh	35	48	2				87
do	do	Norfolk	146	198	1				1
do	do	Richmond	513	663	13				2
do	Second	Alexandria	176	240	24				4
do	do	Danville	33	39					
do	do	Lynchburgh	103	149					
do	do	Staunton	188	247					2
do	do	Winchester	11	19					
West Virginia	do	Wheeling	142	199	7				3
		Remaining offices in third division	480	625	6				
		Total	7,344	10,613	106	10	12		71
North Carolina	Second	Charlotte	49	93	9	1	2		1
do	do	Raleigh	92	120	1				
do	do	Wilmington	45	57		1			
South Carolina	First	Charleston	624	907	14	1	1		11
do	Second	Columbia	285	455	7	1		5	4
Georgia	First	Atlanta	271	395					2
do	do	Savannah	629	772	11			1	4
do	do	Augusta	405	580	13	2	3		2
do	Second	Columbus	141	172					1
do	do	Macon	329	440	32	7	1		5
Florida	do	Jacksonville	188	253	3				2
do	do	Pensacola							3
Alabama	First	Mobile	78	92	4				
do	do	Eufaula							
do	Second	Montgomery	157	264	2	6	1		2
do	do	Selma	76	113		1			1
Mississippi	do	Jackson	60	81	1				
do	do	Natchez	17	23					60
do	do	Vicksburgh	65	106	2				81
do	do	New Orleans	753	1,036	6	2	1		2
Louisiana	First	Shreveport	214	312	7				6
do	Second	Remaining offices in fourth division	661	1,052	6	2			6
		Total	5,189	7,331	121	24	9	7	55
Indiana	First	Evansville	666	1,068	3	1	1		9
do	do	Fort Wayne	89	132					1
do	do	Indianapolis	8,384	5,845	45	2	1		18
do	do	La Fayette	140	233	11	1	1		8
do	Second	Crawfordsville	182	237					1
do	do	Elkhart	10	16					

TABLE E.—Statement of errors in the distribution and forwarding of mails made by post-offices, &c.—Continued.

Division.	State.	Class.	Office.	Number of incorrect slips.	Number of errors on incorrect slips.	Miscellaneous.			Misdirected.			Remarks.
						Number of letter packages.	Number of pouches.	Number of registered packages.	Number of letter packages.	Number of pouches.	Number of canvas bags.	
Fifth	Indiana	First	Greencastle	37	43	2						
	do	do	La Porte	10	13							
	do	do	Logansport	112	150	11	1					
	do	do	Madison	105	198	2						
	do	do	New Albany	279	376							
	do	do	Peru	3	5							
	do	do	Richmond	381	548	8	1			3		
	do	do	South Bend	14	14							
	do	do	Terre Haute	243	351	5				2		
	do	do	Vincennes	132	263	226				1		
	do	do	Cincinnati	16,784	34,726	3	4	8		2	30	
	do	do	Cleveland	3,384	6,862	11				25	2	
	do	do	Columbus	2,119	4,068	33				21	2	
	do	do	Dayton	779	1,213	6	1			40	10	
	do	do	Akron	140	237	3				1	1	
	do	Second	Ashtabula	20	23	1						
	do	do	Canton	69	110							
	do	do	Chillicothe	50	84	1						
	do	do	Delaware	32	57							
	do	do	Elyria	30	62	1						
	do	do	Fremont	34	36							
	do	do	Hamilton	135	224	3	2			2	1	
	do	do	Mansfield	166	267	5						
	do	do	Massillon	25	77							
	do	do	Mount Vernon	16	23							
	do	do	Newark	308	476	8						
	do	do	Norwalk	12	19							
	do	do	Oberlin	14	18							
	do	do	Painesville	76	115	1						
	do	do	Piqua	36	85		1			2		
	do	do	Portsmouth	143	165	5						
	do	do	Sandusky	77	171	2						
	do	do	Springfield	292	773	1	1			7		
	do	do	Steubenville	1	1						1	

[illegible]

TABLE E.—Statement of errors in the distribution and forwarding of mails made by post-offices, &c.—Continued.

Division.	State.	Class.	Office.	Number of incorrect slips.		Number of errors on incorrect slips.	Misdirected.			Remarks.
							Number of letter-packages.	Number of pouches.	Number of canvass bags.	
Sixth	Illinois	Second.	Pekin	58	103	1				
		do	Princeton	4	4					
		do	Rockford	603	997	3			3	
		do	Rock Island	18	41	1				
		do	Shelbyville	2	2					
		do	Sterling							
		do	Streator			1				
		do	Sycamore	1	1					
		First	Burlington	357	561	7		3		
		do	Davenport	363	536	1		3		
		do	Des Moines	129	177	6		1		
		do	Dubuque	130	174	1				
		Second	Atlantic					1		
		do	Cedar Falls	10	10					
		do	Cedar Rapids	24	43	19		3		
		do	Clinton	80	140					
		do	Council Bluffs	276	493	14		4		
		do	Decorah	8	4					
		do	Independence	12	12	7				
		do	Iowa City	49	63	20				
		do	Kennett	70	77	1		1		
		do	Marshalltown							
		do	Mount Pleasant							
		do	Muscatine	163	297	7		8	1	
		do	Newton							
		do	Oskaloosa	1	1					
		do	Ottumwa	181	260	7				
		do	Red Oak	58	19			1		
		do	Sioux City	54	34			3		
		Second	Vinton							
		do	Waverlo	71	123					
		do	Waterloo			1		1		
	Wisconsin	First	Milwaukee	1,304	1,913	10		21	1	
		do	Appleton			3		2	1	
		Second.	Beaver Dam	147	199					

State	Division	Post-Office	79	99	1	4	7	1	19	475	19	7
Missouri	Seventh	Beloit	79	99	1							
		Chippewa Falls										
		Eau Claire	1	1								
		Fond du Lac	238	452	7							
		Green Bay	59	80	2							
		Janesville	2	2								
		Kenosha	3	3								
		La Crosse	8	9	1							
		Madison	90	105								
		Oaklath	121	218	4							
		Portage										
		Racine	34	34								
		Ripon										
		Sparta										
		Watertown	11	18	1							
		White Water										
		Minneapolis	224	280	1							
		Saint Paul	200	344	15							
		Lake City										
		Mankato	2	2								
		Red Wing	52	83								
		Rochester										
		Stillwater	15	21								
		Winona	52	65								
		Omaha	304	484	16							
		Lincoln	99	139	2							
		Nebraska City	124	207	6							
		Deadwood										
		Yankton	24	26								
		Cheyenne City	191	250	4							
		Laramie										
		Calumet										
		Isabeping										
		Marquette	7	46								
		Remaining offices in sixth division	1,054	1,784	75							
		Total	62,362	87,260	319							
Missouri	Seventh	Kansas City	1,336	2,059	53							
		Saint Joseph	535	741	45							
		Saint Louis	8,809	12,378	75							
		Hannibal	566	887	13							
		Jefferson City	146	213	8							
		Sedalia	163	247	1							
		Springfield	110	155	1							
		Leavenworth	698	1,177	8							
		Atchison	228	308	10							
		Emporia	10	14								
		Fort Scott	118	181	1							
		Lawrence	420	575	16							
		Topeka	396	579	4							
		Total	1,336	2,059	53							
		Remaining offices in sixth division	1,054	1,784	75							
		Total	62,362	87,260	319							

TABLE E.—Statement of errors in the distribution and forwarding of mails made by post-offices, &c.—Continued.

Division.	State.	Class.	Office.	Number of incorrect slips.	Number of errors on incorrect slips.	Missent.			Misdirected.			Remarks.
						Number of letter-packets.	Number of pouches.	Number of canvas bags.	Number of letter-packets.	Number of pouches.	Number of canvas bags.	
Seventh	Kansas	Second.	Wichita	294	396	2						
	do	do	Wyandotte	46	74							
	Arkansas	do	Corsicana	42	64							
	do	do	Hot Springs	505	757	6			3			
	do	do	Little Rock	189	229	2						
	Texas	do	Austin	481	680		1	1	1			
	do	do	Dallas	558	711	5						
	do	do	Denison	32	51	1						
	do	do	Fort Worth	1,185	1,706	3						
	do	do	Galveston	704	1,136	10	1		2			
	do	do	Houston	324	551	2						
	do	do	Marshall	194	384		1		2			
	do	do	San Antonio	287	400							
	do	do	Sherman	674	880				1			
	do	do	Waco	1,053	1,853	3			4			
	Colorado	do	Black Hawk	17	29							
	do	do	Boulder	127	247	2						
	do	do	Denver	765	1,239	14	1	5	1			
	do	do	Georgetown	6	14				6			
	do	do	Leadville	56	286				8			
	do	do	Remaining offices in seventh division	2,557	4,287	87	2					
			Total	23,411	35,488	368	13	30	42			
Eighth	California	First.	San Francisco		1,139	40		28				Incorrect slips in this division not given.
	do	Second	Grass Valley		32							
	do	do	Los Angeles		25							
	do	do	Marysville		12							
	do	do	Oakland		248							
	do	do	Sacramento		64	4						
	do	do	San José		196							
	Oregon	do	Portland		172	4						
	Utah	do	Salt Lake City		72							

[illegible]

RECAPITULATION.

Errors by divisions.	Number of incor- rect slips.	Number of errors on incorrect slips.	Missent.				Misdirected.		
			Number of letter-pack- ages.	Number of pouches.	Number of cans and bags.	Number of registered packages.	Number of letter-pack- ages.	Number of pouches.	Number of cans and bags.
First.....	13,734	19,874	366	9	9	27	114	83	83
Second.....	61,529	113,347	459	13	9	21	538	3	114
Third.....	7,344	10,613	106	10	12	7	71	1	2
Fourth.....	5,139	7,331	121	24	9	7	55	9	4
Fifth.....	41,990	78,706	536	29	14	8	286	17	61
Sixth.....	63,362	87,260	319	7	1	1	475	10	7
Seventh.....	23,411	35,488	868	13	30	.....	42	.....	.....
Eighth.....	2,452	35,453	.....	28	.....	.....	.....	.....	.....
Ninth.....	6,694	9,604	275	15	20	.....	8	1	9
Total.....	224,655	362,076	2,550	142	104	58	1,569	83	230

The gross amount of errors in this table seems large, yet in comparison with the amount of mail distributed, or the number of errors per thousand pieces handled, it is very light.

CASE EXAMINATIONS.

Attention is called to the report of case examinations, Table F.

TABLE F.—Statement of case examinations of railway post-office clerks and route agents in the several divisions of the railway mail service for the year ended June 30, 1879.

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.
First.....	173	87,547	77,483	6,406	3,658	88.54
Second*.....	1,306	2,406,464	1,120,458	1,134,788	161,238	48.55
Third.....	131	89,863	88,061	1,706	96	98.00
Fourth.....	415	236,036	216,985	1,312	4,739	91.92
Fifth.....	1,702	1,467,427	1,201,044	79,370	97,013	87.38
Sixth.....	443	485,946	432,284	14,484	39,176	88.05
Seventh.....	316	241,959	216,029	17,010	8,920	89.28
Eighth.....	86	33,397	32,719	306	372	97.97
Ninth.....	615	814,125	620,816	40,200	153,019	76.25

* 613 employes examined on 2,800 cards and over; 131 employes made 90 per cent. and over.

RECAPITULATION.

Total number of examinations	5,137
Total number of cards handled	5,862,764
Total number of cards correct	4,095,879
Total number of cards incorrect	1,308,652
Total number of cards not known	458,233
Average per cent. correct of all divisions	69.86

It will be seen that the proficiency has been maintained, notwithstanding the employes have handled two million more cards than were shown in the last annual report.

CASUALTIES.

It will be seen from the following list of casualties, Table G, the great risk of life and limb the employes of this service run in the performance of their duties.

During the year four clerks were killed, and a large number seriously injured and maimed—in some cases being unable to perform duty for months. There is no provision made for filling their places while thus incapacitated, consequently their work devolves upon their fellow-clerks, who have to perform it in addition to their own already onerous duties. I fully concur with the recommendation of my predecessor, that some method should be adopted, either by allowing pay for a certain period to the killed in service or pensioning the wounded in proportion to their disabilities and length of time in which they are incapacitated from service.

I can hardly think that any other appeal than the list of casualties in question is necessary to impress upon Congress the justice of this.

TABLE G.—*Statement of casualties in the railway mail service during the fiscal year ended June 30, 1879.*

1878.

July 2.—Steamer Capitol City, of the Saint Louis and Memphis Anchor Line Company, was burned about two o'clock in the morning and was totally destroyed. Two passengers were burned to death, about twenty bags of mail were destroyed, and of the entire contents only about thirty or forty packages were rescued in anything like a good condition.

July 28.—New York and Pittsburgh Railway Post-Office. The paper-car on train No. 1 west, when near Germantown Junction, Pa., was discovered to be on fire, supposed to have caught from sparks from the engine; the train was stopped and the fire, which was confined to Kentucky State papers, was in a few moments extinguished. On examination it was found that six sacks of Kentucky mail were more or less damaged by fire; all but about half a sackful was, however, forwarded to destination.

August 7.—Pittsburgh, Cincinnati and Saint Louis Railway Post-Office. Train No. 6, due to leave Pittsburgh at 11.25 p. m., left that point about thirty minutes late. When near Mingo Junction at two o'clock in the morning, ran into an east-bound freight-train which was running on the time of the passenger-train. The conductor of the freight-train stated that his watch lost twenty minutes in running twenty-seven miles, and he supposed he had ample time to clear the track for the passenger-train. Eleven persons were killed, and between twenty-five and thirty injured. There were two postal cars on the train—one for Cincinnati and one for Saint Louis, the Cincinnati car being ahead of the Saint Louis car. There were four men in the Cincinnati car and three men in the Saint Louis car. Of the four men in the Cincinnati car three were killed, viz, F. D. Graham, head clerk; A. W. Andrews, assistant local agent, and W. H. Johnson, assistant clerk; and Geo. L. Moreau, clerk, was so badly injured that he was unable to perform duty for four months. The clerks in the Saint Louis car were quite seriously injured, and two of them were unable for duty for some days. The Cincinnati postal car was a complete wreck, and was afterwards burned up. Nearly all the mail was saved, except such as was ground up in the wreck.

September 30.—Louisville and Nashville Railway Post-Office. Train No. 3 on this line, with postal car attached, was thrown from the track at Smith's Grove, Ky., by a misplaced switch and badly wrecked. Mr. R. A. Murray, clerk railway post-office, had his leg broken in the accident. None of the other clerks were seriously injured. The postal car was considerably damaged, but the damage to the mail was only trifling.

October 12.—Kelton and The Dalles Railroad. The whole of the mail that left Kelton on the morning of the 11th of October was destroyed by fire at Rattlesnake Station.

October 31.—Scioto Valley Railroad, Columbus and Portsmouth Route. Train on this line, when between Piketon and Wetmore, Ohio, left the track at Big Run Station, supposed to be caused by unknown person having misplaced the switch. No person was hurt seriously and no mail was injured or lost.

November 15.—Portland and Ogdensburg Railroad, Portland and Swanton Route. The train on this route, when near South Malden, Vt., was thrown from the track (by a broken rail) down an embankment, the

mail-car turning upside down. Route Agent F. A. Leland was severely injured. No mail, however, was lost.

November 27.—New York and Hornellsville Railway Post-Office. An accident occurred to train No. 1 on this line about one and a half miles east of Hornellsville, caused by a misplaced switch, throwing the mail-car down an embankment some twenty-five feet and totally wrecking the same. Head Clerk Ira Dorrance and Clerk R. S. Bartlett escaped with severe bruises, and Assistant Clerk B. S. Sweet escaped through the roof without injury. The mails, all being locked, were got out in good order and forwarded to their respective destinations.

December 3.—New York, New Haven and Hartford Railroad, Boston Springfield, and New York Railway Post-Office. In catching the mail at Stratford, Conn., William H. Sanders, assistant clerk, had his hand thrust through the glass of a swinging door, cutting it severely.

December 9.—Saint Louis and Southeastern Railroad. The mail-train bound east on this route was ditched near Belleville, Ill. No mail was lost or injured in the accident, but Route Agent W. D. Slade was somewhat bruised.

December 19.—Lake Shore and Michigan Southern Railroad, New York and Chicago Railway Post-Office. The train on this line, leaving New York at 10.30 a. m., of the 18th, when approaching Erie, Pa., ran into a freight-train, wrecking the engine and considerably damaging postal car No. 611, resulting in a delay of twelve hours to all letter-mail for points west and south of this point. None of the employes were injured and no mail lost or destroyed.

December 21.—Pawling and New York Route. The mail-apartment car on this route, while standing on the track at Pawling, N. Y., was totally destroyed by fire. The fire caught from the stove in the apartment used by the express-messenger, and as the wind was blowing strongly at the time nothing could be saved from the car. Twelve catcher pouches, ten letter pouches, ten iron locks, &c., were destroyed. No mail-matter was, however, destroyed.

December 27.—North Vernon and Louisville Route. Train ran off the track, smashing engine. All mail was saved and delivered as usual.

December 31.—Lake Shore and Michigan Southern Railroad, New York and Chicago Railway Post-Office. Postal car Governor Andrews (paper-car) when nearing Girard, Pa., was observed to be on fire, and was, with its contents, about one hundred sacks of paper-mail (principally for points west of Chicago), almost wholly destroyed. About ten sacks (more or less damaged) were recovered from the debris and turned over to the postmaster at Cleveland, Ohio.

1879.

January 3.—New York Central and Hudson River Railroad. Train No. 8 on this road, coming east, was thrown from the track at Canastota, N. Y., and the express-car containing mail was burned, together with all its contents. It occurred during the storm, when the trains were all blockaded, and this train was made up at Syracuse, N. Y. It is believed that the amount destroyed, however, was not very large and of no very great importance.

January 6.—Savannah and Jacksonville Route.—Train from the east on this route jumped the track one mile west of Reppard's Mill, owing to a broken axle. Five cars were thrown from the track. The ends of the mail and express cars were torn off, but the mail was not injured.

Route Agent C. P. Craft, in charge of the mail, was thrown across the edge of the stove, striking his spine, which disabled him for duty for some days.

January 23.—Dupont and Albany Route. Car No. 6 and two others on train going west on this route, when about two miles west of Pelham, while moving at the rate of about 40 miles an hour, down a heavy grade, was thrown from the track, literally demolishing the trucks and underwork of three cars and slightly injuring Mail-Route Messenger Hardaway. The mail was all gathered together and taken in a box-car to Albany, without any loss whatever.

January 31.—Belton and Walhalla Route. While *en route*, bound west, train was thrown from the track and the mail-car was wrecked, but no loss or damage occurred to the mail or contents.

February 3.—Dupont and Albany Route. Train going east, when 12½ miles west of Thomasville, Ga., car No. 154 ran off the track along with four other cars, turning over and slightly injuring Mail-Route Messenger Few. The mail was somewhat damaged by water and mud, but all was recovered and taken to Thomasville on the engine, in charge of the mail-route messenger.

February 3.—Rochester and Niagara Falls. Mail-train on this route, moving west, collided at Spencerport, N. Y., with a freight-train; the tender and postal car No. 4 telescoped and were thrown down an embankment twenty feet deep, completely wrecking the mail-car, which took fire and was partially burned. Route Agent C. E. Steele escaped with slight bruises. No mail or post-office property was destroyed.

February 3.—De Ruyter and Elmira Route. The mail-train on this route, moving east, was thrown from the track at Cortland, N. Y., and the mail-apartment car was badly wrecked. Route Agent J. K. Holly escaped without injury, and showed good judgment in the transfer of the mails. No mail or post-office property was injured or destroyed.

February 18.—Selma, Rome and Dalton Railroad. The north-bound mail-train on this road fell through a bridge at Mulberry Creek, 13 miles north of Selma, killing and injuring a number of persons and burning mail-car and entire mail. Route Agent N. Y. Hunter in charge of the mail, was badly hurt and burned by coming in contact with the stove in the mail-car, which broke loose from its fastenings and fell upon him, from which injuries he died on March 3, 1879.

February 21.—New York and Dunkirk Railway Post-Office. The postal car on night line when near Cameron, N. Y., was discovered to be on fire in one of the ventilators. The fire was soon extinguished and the car sustained but slight injury. Two empty mail-sacks were burned, which was all the damage done to government property.

February 24.—Atchison, Topeka and Santa Fé. While mail-car on this road was being switched into the yard at Topeka, Kans., it came into contact with another car with such force as to throw J. L. Daugherty, mail-route messenger, who was on duty, violently under the table of the mail-car, thereby causing him to be incapacitated for duty for several days.

March 1.—Pittsburgh, Fort Wayne and Chicago Railroad. Train No. 2, bound east on this road, collided with a freight-train at Valparaiso, Ind., badly smashing the mail-car. The mail was left at the wreck until the arrival of the railway post-office on train No. 6.

March 10.—Detroit and Toledo Railway Post-Office. Train No. 52, when nearing Trenton, Mich., was overtaken and run into by second section of said train, telescoping the caboose and mail-car. No mails, however, were injured or destroyed.

March 27.—Charleston, S. C. In making transfer of mails across the

Ashley River, near Charleston (during temporary repairs to bridge), pouch supposed to be empty fell into the river and was lost. The Charleston and Savannah Railroad Company offered a reward for it, and it was ultimately recovered.

March 28.—Hastings and Montevideo Route. Mail-train No. 2 bound east on this route was wrecked at or near Bougard, Minn., and Route Agent T. D. Strait was somewhat bruised. No mail was lost.

March 31.—Chicago, Clinton, Dubuque and Minnesota Railroad. Lamp in postal car on train on this road bound north, when near Green Island, Iowa, fell down through being insecurely fastened. The flames from the burning lamp set fire to the mail, almost entirely destroying one sack and slightly injuring three other sacks of paper-mail. No letter-mail was injured.

April 3.—Cairo and New Orleans Railway Post-Office. The postal car on train No. 3, on the night of the 3d, coming north from New Orleans, when within two miles of Hazlehurst, Miss., was thrown from the track down an embankment and completely demolished. The end of the car in which is situated the letter-case ran into the tender of the engine, and the mail-matter was badly damaged by steam, water, and dirt. All mail-matter was carefully collected and carried into the Jackson office for adjustment.

April 7.—Central Railroad of New Jersey. Train on this road collided with a freight-train at Asbury, N. J., wrecking mail-car and injuring Route Agent George Mallison to such an extent as to unfit him for duty for some days. No damage was sustained by the mails, which were promptly forwarded.

April 20.—Lake Shore and Michigan Southern Railroad. New York and Chicago Railway Post-Office train No. 21, when near Berea, Ohio, left the track, ditching postal cars Governors Brough and Andrews, both of which were more or less damaged, the Governor Brough being thrown over on its side. Mails were all secured and transferred, causing no delay except to Toledo and Wabash connections. Assistant Clerk August Rees received slight injuries in left arm, and Clerks A. W. Crane, James Baldwin, R. H. Austin, and F. H. Marion were somewhat bruised.

May 22.—Grand Rapids and Elkhart. W. D. Ballou, route-agent on this route, on trip north, in attempting to deliver the mail at Dorr Station while train was in motion, fell from the car-door, receiving slight scalp and bodily bruises. A fainting fit, caused by an injury to a finger received in stamping letters, was the cause of his falling.

June 9.—Dunkirk and Titusville. Train on this route, when near North Warren, Pa., collided with a freight-train, demolishing the mail-car so completely that it was burned by the company. Route Agent Frew jumped from the car and escaped injury. The mail was all saved, some of it in a damaged condition. It was taken to the office of Chief Head Clerk Miller, at Dunkirk, N. Y., put in shape, and forwarded to destination. No government property was destroyed.

June 14.—Indianapolis and Terre Haute. Train No. 8 on this route, bound west, when 3 miles west of Fillmore, Ind., encountered a storm of wind and rain, which felled a tree across the track, into which the train ran, doing considerable damage and throwing Route Agent John A. Bryan forward on the edge of the letter-case table, injuring him very badly, incapacitating him from duty for nearly three weeks.

UNIFORMS.

The employés were notified that on and after July 1, 1879, they would not be required to wear the uniform, but that such as desired to wear it

were requested to continue its use. The department prescribed a uniform cap, with a wreath encircling the letters R. M. S., to be worn by all employés of this service as a badge while on duty. The words "on duty" were and are intended to mean from the time the employé records his departure until he records his arrival.

CONCLUSION.

In conclusion, I desire to say that some words of commendation should be given to all the employés of this service, from the highest to the lowest, for the untiring zeal and energy displayed by them in the execution of their arduous duties. On their promptness, care, and watchfulness are dependent interests of great magnitude, and I can safely say that the trust reposed in them has not been betrayed.

W. B. THOMPSON,
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, D. C., November 8, 1879.

EXPLANATION OF ACCOMPANYING TABLES.

SIR: I have the honor to submit the following report of the operations of this office for the fiscal year ending June 30, 1879, and to call especial attention to the subjoined tables, forming part of the same, numbered from 1 to 19, inclusive, viz:

No. 1. Estimates of the appropriations required by the Post-Office Department for the service of the fiscal year ending June 30, 1881.

No. 2. Statement showing appropriations for the fiscal year ending June 30, 1879, and the expenditures made, by items, out of such appropriations, up to September 30, 1879.

No. 3. Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, for the fiscal year ending June 30, 1879, compared with the fiscal years ending June 30, 1878, and June 30, 1877.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1879.

No. 5. Statement showing receipts and disbursements at depository post-offices on account of the fiscal year ending June 30, 1879.

Nos. 6 and 7. Statements showing the number and value of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ending June 30, 1879.

No. 8. Statement showing the number and value of official postage-stamps and stamped envelopes furnished each of the executive departments during the fiscal year ending June 30, 1879.

No. 9. Statement showing the increase in the issues of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards for the fiscal year ending June 30, 1879, over those of the preceding year.

No. 10. Statement showing the amount of dead mail-matter treated in the division of dead letters during the fiscal year ending June 30, 1879.

No. 11. Statement showing the disposition of letters opened in the division of dead letters during the fiscal year ending June 30, 1879.

No. 12. Statement showing the amount, classification, and disposition of unmailable matter received by the division of dead letters during the fiscal year ending June 30, 1879.

No. 13. Statement showing the number of foreign dead letters received and disposed of during the fiscal year ending June 30, 1879.

No. 14. Statement showing the number, classification, and disposition of dead registered letters during the fiscal year ending June 30, 1879.

No. 15. Statement showing the number of registered letters and par-

cels transmitted through the mails from each State and Territory in the United States during the fiscal year ending June 30, 1879.

No. 16. Statement showing the number of packages dispatched in registered through pouches from the post-office at New York to other through-pouch offices, by months, during the fiscal year ending June 30, 1879.

No. 17. Statement showing the number and value of registered packages forwarded during the fiscal year ending June 30, 1879, for the Post-Office and Treasury Departments.

No. 18. Statement showing the operations of the registered-letter system in the cities of New York, Chicago, and Washington during the fiscal year ending June 30, 1879.

No. 19. Statement showing the increase in the amount collected as fees on registered matter at 25 leading post-offices during the fiscal year ending June 30, 1879, over the amount collected during the preceding year.

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 herewith presented, as follows :

DIVISION OF FINANCE.

The appropriations for the service of this office during the fiscal year amounted to \$822,700, and the expenditures to \$714,279.61, leaving an unexpended balance of \$108,420.39, or 13 per cent. of the appropriations. This saving is due to the fact that on the 1st of October, 1878, a new contract for stamped envelopes was entered into at a considerable reduction from the old contract rates, on which the appropriation was based.

The estimated amount of appropriations required to conduct the service of this office for the coming fiscal year is \$882,400, a decrease of \$2,000 from 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.

DEPARTMENT RECEIPTS AND EXPENDITURES.

The receipts and expenditures of the department during the fiscal year ended June 30, 1879, as shown by the books of this division, were as follows :

Receipts.

Letter-postage paid in money.....	\$254,901 41
Box-rents and branch offices.....	1,381,162 51
Fines and penalties.....	9,080 12
Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards.....	28,145,074 99
Dead letters.....	3,323 39
Revenue from money-order business.....	219,226 83
Miscellaneous.....	29,213 61
Total.....	30,041,982 86

Expenditures.

The total expenditures for the service of the year were.....	\$33,073,437 82
An excess over the receipts appertaining to and for the last fiscal year, supplied out of appropriations from the Treasury, of.....	3,031,454 96

The expenditures given above do not include the sum of \$376,461.63 paid on liabilities incurred during previous fiscal years.

The total receipts for the year were \$764,465.91 (or 2.6+ per cent.) more than those of the preceding year, and \$1,007,884.58 (or 3.4+ per cent.) more than the estimates therefor. The increase of receipts over the amount estimated is largely attributable to the revival of business, and the consequent increased demand for postage-stamps, postal cards, &c., the sales of which amounted to \$769,481.87 more than for last year, and \$2,387,559.23 more than for 1877.

Excluding official postage-stamps and money-order receipts from both fiscal years, there is an increase of ordinary receipts over past fiscal year of \$671,703.27, or 2.3+ per cent.

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

An exhibit of the condition of accounts of the last fiscal year on the 30th of September, 1879, 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 \$3,297,965.25, as follows:

To supply deficiencies in the revenues for the year ended June 30, 1879, act of June 17, 1878.....	\$3,000,000 00
For transportation of the mails, railroads, for 1878 and previous years, act of March 3, 1879.....	166,392 27
For transportation of the mails, deficiency, 1876 and previous years, act of March 3, 1879:	
Railroad routes.....	\$21,775 73
Star routes.....	4,481 29
Steamboat routes.....	750 00
Mail-messenger service.....	1,508 58
Foreign mail transportation.....	17,357 71
	45,873 31
To pay Geo. H. Giddings, late contractor, deficiency, 1876 and previous years, act of March 3, 1879.....	14,583 33
To pay H. G. Boardman, postmaster at Milton, Vt., act of June 19, 1878.....	116 34
For payment of increased salary to letter-carriers, &c., act of June 28, 1879.....	71,000 00
	<u>3,297,965 25</u>

ESTIMATES.

The estimated expenditures for the fiscal year ending June 30, 1881, are.	\$39,920,900 00
The estimated revenue for the same year is.....	32,210,000 00
Leaving a deficiency to be appropriated out of the general Treasury of	7,710,900 00

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

In estimating the revenue for 1880-'81 the item for official postage-stamps was not stated separately, for the reason that official (or penalty) envelopes are, in a large measure, taking the place of official stamps, and the estimated revenue from this source is included in ordinary receipts.

CONDITION OF 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, 1877, the amount unexpended

was \$167,498.00, which, by operation of law, was carried into the surplus fund of the Treasury on the 30th June, 1879, leaving no means available for the payment of unsettled liabilities incurred prior to July 1, 1877.

2. For the fiscal year ended June 30, 1878, an additional deficiency appropriation of \$166,392.27 was made, which amount was drawn from the Treasury and placed to the credit of the Post-Office Department for the payment of indebtedness on account of said fiscal year.

3. For the fiscal year ended June 30, 1879, the amount appropriated from the Treasury to supply deficiencies in the revenues was \$4,222,274.72, of which \$1,222,274.72 remains unexpended and available for unadjusted liabilities for said fiscal year.

The unpaid indebtedness of the department for the fiscal year ended June 30, 1879, is estimated at \$713,344.45, for the payment of which there is available, as above stated, the sum of \$1,222,274.72.

RECEIPTS AND DISBURSEMENTS FOR 1879.

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, 1878.....	\$1,780,280 09
Outstanding warrants, June 30, 1878.....	43,646 15
Aggregate receipts during the year ended June 30, 1879.....	10,745,715 60
Total.....	12,569,641 84
Amount of warrants paid during the year.....	9,896,823 48
Balance at depositories June 30, 1879.....	2,672,818 36
Outstanding warrants, June 30, 1879.....	52,484 13
Balance subject to draft June 30, 1879.....	2,620,334 23

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

At Post-Office depositories:	
Balance subject to draft June 30, 1878.....	\$530,747 47
Deduct credit balance June 30, 1878.....	2,753 94
	527,993 53
Aggregate receipts during the year ended June 30, 1879.....	3,901,798 04
Total.....	4,429,791 57
Disbursements during the year.....	3,729,096 51
Amount subject to draft June 30, 1879.....	700,695 06

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

CONTRACTS ENTERED AND ACCOUNTS KEPT.

During the year there were 3,895 contracts for mail service (including 1,150 sub-contracts) received from the Second Assistant Postmaster-General, and 12,700 orders of the Postmaster-General recognizing mail service not under contract, curtailing or extending service or modifying previous orders; being an increase of 1,224 contracts and of 3,764 orders, as compared with the previous year. These contracts 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 33,950, (an increase of 4,650 over the previous year.)

Accounts were kept with the Treasury, 9 sub-treasuries, and 40 designated depositories, involving the sum of \$10,745,715.60, against which 12,718 warrants were issued.

Accounts were also kept with 99 Post-Office depositories, involving the sum of \$3,901,798.04, of which \$2,890,896.17 arose from the proceeds of the depository offices themselves; \$924,782.49 from deposits by other offices; and \$86,119.38 from collection drafts. Against the accumulations in the depository offices 21,916 drafts were issued, amounting to \$2,510,922.73. In addition to the amount paid out by draft, the sum of \$1,218,173.78 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 10,847 depositing offices was kept (an increase of 8,066 over previous year); 23,712 certificates of deposit were received and entered (an increase of 12,588 over previous year); 13,323 circulars of instruction and inquiry, with Auditor's statements of account, were forwarded to postmasters; and 3,283 letters from postmasters relative to balances due were received, noted upon the books, and properly referred or answered.

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

The operations of this division during the year may be summarized as follows: The number of ordinary postage-stamps issued to postmasters for sale to the public was 774,358,780, of the value of \$20,117,259; of special stamps for the collection of postage due (issued in anticipation of the wants of postmasters), 15,667,600, of the value of \$365,957; of newspaper and periodical stamps, 1,552,172, of the value of \$1,088,412.16; of postal cards, 221,797,000, of the value of \$2,217,970; of ordinary stamped envelopes, 80,806,700, of the value of \$2,160,417.92; of stamped envelopes bearing a request to return, 67,058,250, of the value of \$2,139,704.10; of newspaper wrappers, 29,697,000, of the value of \$355,218.90; of official postage-stamps issued to the several executive departments for official use, 14,201,822, of the value of \$624,999.95; of official stamped envelopes and wrappers, 17,209,150, of the value of \$469,011.90; making a total number of 1,222,348,474 and a total value of \$29,538,950.93.

These issues show an increase in value over those of the preceding year as follows: Of ordinary stamps, \$648,641, or 3.33 per cent.; of newspaper wrappers, \$50,573.30, or 16.6 per cent.; of postal cards, \$211,670, or 10.55 per cent.; and of official postage-stamps, \$6,905.35, or 1.11 per cent. They show, also, a decrease in the value of the following: Of newspaper and periodical stamps, \$5,433.14, or .04 per cent.; of ordinary stamped envelopes, \$257,684.99, or 10.65 per cent.; of special-request stamped envelopes, \$43,321.15, or 1.98 per cent.; and of official stamped envelopes, \$5,541.20, or 1.16 per cent.

The total increase in the value of the ordinary issues (including postage-due stamps, which were issued for the first time on the 9th of May last) was \$970,402.02, or 3.53 per cent.; of the ordinary and official issues combined, \$971,766.17, or 3.40 per cent.

In addition to the foregoing articles there were issued 5,529,000 registered-package envelopes, 19,917,950 post-office envelopes (including

the free (penalty) envelopes), and 1,505,000 dead-letter envelopes, making a total of 26,951,950; also, 2,529 receipt-books used in the collection of postage on newspaper and periodical matter sent through the mails.

The following shows the number of postmasters' requisitions filed during the year:

For ordinary postage-stamps.....	110,959
For postage-due stamps	40,344
For newspaper and periodical stamps	6,949
For ordinary stamped envelopes and wrappers, plain	50,946
For special-request stamped envelopes	67,500
For postal cards	58,602
For official postage-stamps	28,432
For official stamped envelopes and wrappers	2,866
For registered package envelopes	44,173
For post-office envelopes	39,393
For newspaper and periodical receipt-books	2,529
Total	452,693

The increase in this total over the total of requisitions filed during the preceding year is 34,391, or 8.2 per cent.

To fill these requisitions the following number of packages was made up and forwarded:

Of ordinary stamps	112,467
Of postage-due stamps	40,344
Of newspaper and periodical stamps	6,949
Of ordinary stamped envelopes	73,702
Of special-request stamped envelopes	52,636
Of postal cards	61,803
Of official postage-stamps	28,455
Of official stamped envelopes	5,633
Of registered package envelopes	44,356
Of post-office envelopes	66,627
Of newspaper and periodical receipt-books	2,529
Total	495,501

This shows an increase over the preceding year of 34,814 packages.

The number of packages lost during the year was five, and in each case the loss was from causes over which the department had no control.

Besides the business represented by the foregoing figures, a large amount of work was done in keeping the accounts of postmasters, in the preparation of the permanent records of the department, in correspondence, in the auditing of claims for losses by fire, in the examination of newspaper receipt-books returned to the department, and in a number of other matters which it would be difficult to enumerate.

POSTAGE COLLECTED ON SECOND-CLASS MATTER.

The amount of postage collected during the year on newspaper and periodical matter mailed from regular offices of publication to subscribers is as follows:

On 42,958,033 pounds, at 2 cents per pound	\$859,160 66
On 8,167,467 pounds, at 3 cents per pound	245,024 01
Total	1,104,184 67

This total shows an increase over the amount collected during the previous fiscal year of \$79,003.69, which is very gratifying, in view of the fact that since the 1st day of May last the rate of postage on newspaper and periodical matter has been reduced to a uniform rate of two cents per pound, under the act of Congress approved March 3, 1879.

The whole number of post-offices at which newspaper and periodical postage is collected is 4,188, being 241 more than during the previous year.

WEIGHT OF SECOND-CLASS MATTER MAILED.

The following table shows the number of pounds of newspaper and periodical matter mailed, and the amount of postage collected on the same, at six of the principal post-offices in the United States:

Post-offices.	Matter mailed weekly and of tenor, two cents per pound.	Other matter, three cents per pound.	Amount of postage.	Per cent. of total amount collected in United States.
Boston	2,867,892	370,482	\$68,472 30	6.2
Chicago	3,716,198	548,888	90,790 60	8.2
Cincinnati	1,829,139	237,210	43,699 08	4.0
New York	13,262,246	2,619,416	343,827 40	31.1
Philadelphia	1,656,636	868,340	59,182 92	5.4
Saint Louis	2,071,634	185,593	47,000 47	4.2
Total	25,403,745	4,829,929	652,972 77	59.1

POSTAGE-DUE STAMPS.

Under a provision in the act of Congress approved March 3, 1879, authorizing a change in the mode of collecting postage due on matter arriving at destination through the mails, the department began issuing on the 9th of May special stamps, called postage-due stamps, of the denominations of 1, 2, 3, and 5 cents, and subsequently of the additional denominations of 10, 30, and 50 cents.

Before the 1st of July every office in the country was provided with a supply of these stamps, and the new system of collecting short-paid postage is now fairly in operation. It is expected to result in an increase of revenue to the department from that source. The stamps may be described as follows: Large figures, representing the denominations, are placed in the center of the stamp, and are surrounded by an oval of very delicate lathe work. On the upper border of this oval the words "Postage Due" are printed in white letters; on the lower border is the denomination, in letters of the same kind. On either side of the oval are the letters "U. S." in small white shields. Around the oval is a form of complex character, described upon an oblong tablet. The general design is the same for all the stamps, the only difference being in the figures and lettering for the several denominations. The color of all is the same—a reddish-brown.

INTERNATIONAL POSTAL CARDS.

The department has not yet begun the issue of the 2-cent international postal card, authorized by the act above referred to, the plates for the same having only recently been completed by the Treasury Department. The contractors, however, are making preparations to begin manufacturing at an early date, and it is expected that they will be in use before the 1st of January next.

DIVISION OF REGISTRATION.

The total number of letters and parcels registered during the year was 5,429,022, of which 4,227,079 were domestic letters, 203,497 domestic

parcels of third and fourth class matter, 163,684 letters registered to foreign countries, 3,097 parcels of third and fourth class matter registered to foreign countries, and 831,665 letters and parcels of official matter forwarded for the government, and by law exempted from the payment of registry fees. The amount of registry fees collected during the year was \$459,735.70, an increase over the preceding year of \$44,736.40. The increase in the number of letters and parcels forwarded was 530,218. The actual losses of registered matter during the year were small, consisting of only 989 letters and parcels, or, say, one out of every seven thousand forwarded.

Table No. 15 accompanying this report shows in detail, by quarters, the number of domestic, foreign, and free letters and parcels that were registered in each State and Territory during the year, the amount of fees collected, and the increase over the preceding year.

Table No. 16 exhibits the number of packages dispatched in registered through pouches from the New York office during the year.

In table No. 17 will be found an exhibit of registered matter forwarded for the Post Office and Treasury Departments during the year. It will be observed that the value of this matter aggregates the enormous sum of \$1,031,517,445.10.

Table No. 18 contains a statement of the registry business done during the year at the post-offices at New York, Chicago, and Washington.

In table No. 19 are some interesting statistics, showing the amount of fees collected (excluding free matter) at the twenty-five leading offices of the country. The fees at these offices amounted to \$78,467.90, or 17.07 per cent. of the total amount collected, and an increase over the previous year of \$20,998, or 36.25 per cent. The remaining offices collected \$381,267.80, or 82.93 per cent. of the total amount, and an increase over the previous year of \$24,189.70, or 6.77 per cent. The New York post-office collected \$27,737.50, or 6.03 per cent. of the total amount, and an increase over the previous year of \$8,789.80, or 46.04 per cent.

REGISTRATION OF THIRD AND FOURTH CLASS MATTER.

In the annual report of last year brief mention was made of the extension on the 1st October, 1878, of the registry system to third-class matter, since then by law subdivided into two classes designated as the third and fourth classes. The step was taken after careful consideration. The law provided generally for the registration of valuable matter, but the system had been confined to letters or matter chargeable with first-class rates of postage. There appeared to be no good reason for the limitation.

The law required the admission into the mails of samples of merchandise and other small articles, and it seemed to be only the duty of the department to extend to this class of matter the additional security afforded by registration, especially since that portion of the work could be done at a profit. The success of the measure has been amply demonstrated. No serious difficulties have been experienced in carrying it into practical operation, and as public attention has become directed to its advantages the business has steadily and rapidly increased.

The postmaster at New York, in reporting the operations of the registry division of his office during the fiscal year, refers as follows to the registration of third and fourth class matter:

The extension of the registry system on October 1, 1878, to include third and fourth class matter, has been the great event of the year.

From the beginning it was regarded by the public with great favor, and the amount of such matter registered has steadily increased and will continue. * * *

Of the 69,644 parcels of third and fourth class matter sent registered from this office there have been but five complaints of loss, and these are on stage-routes in the far Western Territories, and may prove after investigation to be delays through carelessness. It speaks well for the efficiency of the registry system that such an immense amount of heavy matter can be suddenly thrown into it, and the only effect be that of showing the perfection of the system. There have been scarcely any complaints of losses of contents of any of the parcels sent, and most of those investigated show mistakes on the part of the sender. A larger amount of sample and merchandise parcels, formerly sent in ordinary mail, now go forward registered; consequently there is a great diminution in the ordinary mail complaints respecting such parcels. It could not well be otherwise, as the registered matter being inspected before it is registered, all imperfections as to address, insecure wrapping, &c., are corrected by the sender, the evidence of their being mailed is positive, and the parcels are carefully secured before dispatch. This cannot be obtained where they are dropped into the ordinary mails.

REVISION OF THE REGISTRY SYSTEM.

The registry system was given much attention during the year. The rules governing its conduct were thoroughly revised in preparing the new edition of the Postal Laws and Regulations, and the methods greatly simplified. Useless details were dispensed with, and valuable improvements added. The work of conducting the system has been greatly lessened, without detracting from its security.

The principal changes may be noted as follows:

1. *Abolition of distributing offices.*—By this change all registered matter is mailed direct to the office of destination without the intervention of the distributing offices, which are thus saved the labor of making up new invoices and keeping records of registered packages in transit.

2. *Extension of through-pouch system.*—As a result of the change noted above, the through-pouch system, the operations of which have been explained in previous reports, has been largely extended by the addition of many new through-pouch offices, and the multiplication of exchanges between offices authorized to use the through pouches. These changes have greatly facilitated the dispatch of registered matter, and at the same time increased its security.

3. *Abolition of the return-registered-letter bill.*—The registered-letter bill and the return-registered-letter bill were in effect duplicate invoices as between postmasters, the former being retained at the receiving office, and the latter returned to the dispatching office as a voucher. The registered-letter bill has been made to serve both purposes by requiring the receiving postmaster to return it with his acknowledgment to the dispatching postmaster, and a considerable saving of clerical labor was accordingly effected by dispensing with the one bill. The single bill now in use has been designated as the Registry Bill.

4. *Combination of records.*—The "Registered-Receipt Book" and "Account of Registered Letters Sent," two separate records kept at the mailing office of matter received from the public and forwarded, have been combined into one book designated as the "Registration Book, or Account of Matter Registered and Dispatched." At the office of destination, the two separate records, of "Registered Letters Received for Delivery," and "Account of Registered Letters Delivered," have been united in one book, called the "Record of Registered Matter Received and Delivered." Duplicate entries of registered matter handled have been avoided at both the mailing and dispatching offices, leading to a very material reduction of labor.

5. *Adoption of blanks on card form.*—The registry-return receipt (the receipt which by law the sender of a registered parcel is entitled to from the addressee) has been placed on cardboard of the size, form, and quality of the postal card in public use, and forwarded through the mails without inclosure in envelopes. The plan is really that of adapting the

postal card to official purposes. On one side of the card is a form for the signature of the addressee, and on the other the name and residence of the sender so arranged as to constitute a return address. Less writing is required on the card than on the paper form it superseded; and as each card takes the place of a paper form and two envelopes, the great economy of clerical labor and material will be readily apparent in view of the volume of registry business transacted.

The registry bill previously referred to has also been put on card form, with equally beneficial results. This improvement has been the subject of warm commendation from postmasters. As there can be no doubt that this improvement, so advantageously begun in the registry system, is equally well adapted to other branches of postal business, I respectfully recommend that it be at once put into operation wherever it is applicable.

DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and other inclosures received, opened, and examined during the year was 1,231,350, an increase over the previous year of 45,785.

Among the inclosures were 374 containing money, and 4,894 containing stamps and stamped envelopes.

Of the letters received 22,492 were briefed and recorded, and filed after final action had been taken on them, and 7,731 letters written in the bureau were copied, enveloped, and mailed.

DIVISION OF DEAD LETTERS.

The whole number of dead letters and packages received and disposed of during the year was 2,996,513, a decrease of 190,292 from last year's receipts.

The fact that while there has been an increased number of letters mailed annually in this country, a reduced number has been sent to the department as dead, presents an anomaly which can be explained only upon the theory of increasing efficiency of the delivery service and the growing popularity of the return-request system.

The extent of the latter will be illustrated by the statement that of the 533,934 letters mailed in a single day at Baltimore, Boston, New York, and Philadelphia 287,835* bore upon the envelope some clew by which they could be restored to the writer if undelivered, without the intervention of the Dead-Letter Office.

Of the letters opened 16,007 contained \$31,591.49½; 13,755 contained drafts, checks, notes, money-orders, &c., to the value of \$1,105,762.07; 47,797 contained postage-stamps to the value of \$2,387.53; 24,372 contained receipts, certificates, paid notes, &c.; 24,024 contained photographs; and in 38,306 letters and parcels were found jewelry, books, clothing, merchandise, and miscellaneous articles in endless variety, from a small bottle of choice perfumery to a large box of Limburger cheese.

The increase in the number of letters containing money orders and postage-stamps, and the decrease of those containing money, is attributable to the retirement of fractional currency, which formerly furnished a convenient means of making small remittances by mail.

The mode of treating insufficiently prepaid letters has been slightly modified during the past year, and the present system seems to be the most satisfactory of any which has yet been devised for disposing of that unfortunate class of correspondence. It is as follows: Those that

* These figures are based upon the results of an actual count during the first seven days in November, 1879.

bear a name and address, or a business card, post-office box, or other designation by which the writer can be identified, are immediately restored to the owner, or his attention invited to the deficiency of postage by the postmaster at the mailing office. Of the balance, all "local" or "drop" letters are delivered by the postmasters to the persons addressed, upon payment by them of the necessary postage, after due notice of the fact and cause of detention. The remainder are sent to the Dead-Letter Office, and are at once examined by an expert, who, taking into consideration the places of origin and destination of each letter, determines whether it can be returned to the writer in less time than would be required to collect the postage from the addressee and forward the letter to destination. And each letter is then treated in the way decided to be the quicker. Wherever a doubt exists, or where the difference is very small, the postage is collected and the letter forwarded, thus preserving the seal intact.

The amount of money deposited to the credit of the Post-Office Department from letters which could not be restored to the owners was \$3,323.39.

The value of stamps received for postage on unpaid and short-paid matter forwarded to address, and upon unclaimed third and fourth class matter returned to senders, was \$4,471.70.

Of the whole number (5,262,241) of registered letters and packages mailed in this country during the year, but 2,193 found their way into the Dead-Letter Office; and of these 1,982 were successfully restored to the owners, 177 were filed subject to identification, and 34 are outstanding; that is, opened and sent to postmasters for delivery, and the result not yet reported.

The number of undelivered foreign registered letters was 3,685, which were all returned unopened to the countries of origin and receipt acknowledged.

The number of ordinary foreign dead letters was 147,886, while those mailed in the United States and returned unclaimed by foreign governments was 94,669. This difference is accounted for by the migratory habits of foreigners, who upon reaching this country either fail to furnish a correct post-office address to their kinsmen in the old country or do not profit by their privilege to have mail-matter forwarded from one place to another without additional postage charge.

Tables Nos. 10 to 14 inclusive, herewith submitted, contain minute details of the work accomplished in this division during the year.

COMPENSATION OF POSTMASTERS.

In the annual report for the fiscal year ending June 30, 1877, a large share of attention was given to the abuse in the sale of postage-stamps by reason of the inducements offered postmasters by the large commissions then forming the basis of their compensation, and it was recommended that the law be changed to compensate postmasters at fourth-class offices by commissions on stamps canceled on matter deposited for mailing.

This recommendation was favorably acted upon by Congress, and the new system went into effect on the 1st July, 1878. The beneficial effects of the change have already been made apparent. Estimating the increase in compensation at the same rate as the increase in the sale of stamps (2.8 per cent.) would give the amount required for that purpose under the old system at \$8,201,231.57, or \$1,015,691.82 more than the amount actually expended under the new system. This latter amount

may accordingly be taken as the annual saving by the change. Aside from the pecuniary advantages to the department, the most inestimable benefits have resulted from curing the demoralization wrought among postmasters by speculations in stamps to which they were tempted by the old method of compensation.

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, 1881, 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	35,000 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	50,000 00
Miscellaneous items in the Office of the Postmaster-General	3,500 00

OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL.

Compensation to postmasters	7,550,000 00
Clerks in post-offices	3,650,000 00
Letter-carriers	2,500,000 00
Wrapping-paper	20,000 00
Wrapping-twine	50,000 00
Marking and rating stamps	15,000 00
Letter balances, scales, and test weights	10,000 00
Rent, fuel, and light	450,000 00
Office furniture	20,000 00
Stationery	50,000 00
Miscellaneous and incidental items	90,000 00

OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

Inland transportation, railroad routes	10,000,000 00
Inland transportation, steamboat routes	900,000 00
Inland transportation, star routes	7,375,000 00
Railway post-office car service	1,350,000 00
For proper facilities on trunk lines	400,000 00
Railway post-office clerks	1,450,000 00
Route-agents	1,225,000 00
Mail-route messengers	200,000 00
Local agents	150,000 00
Mail messengers	725,000 00
Mail locks and keys	150,000 00
Mail bags and mail-bag catchers	200,000 00

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL.

Postage-stamps	97,000 00
Expenses of agency	8,100 00
Stamped envelopes and newspaper-wrappers	437,000 00
Expenses of agency	16,000 00
Postal cards	211,000 00
Expenses of agency	7,300 00
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes	100,000 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	\$225,000 00
Balances due foreign countries, including the United States portion of the expenses of the International Bureau at Berne, Switzerland, under the provisions of the Universal Postal Union Convention concluded at Paris, France, June 1, 1878	45,000 00

39,920,900 00

Estimated amount which will be provided by the department from its own revenue accruing from postages and other sources, viz:

Ordinary revenues	\$32,000,000 00
Money-order receipts	210,000 00
	32,210,000 00

Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the general Treasury	7,710,900 00
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A. D. HAZEN,

Third Assistant Postmaster-General.

OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
October 15, 1879.

No. 1 a.

POST-OFFICE DEPARTMENT,
OFFICE OF THE CHIEF CLERK TO THE POSTMASTER-GENERAL,
Washington, D. C., September 22, 1879.

SIR: In compliance with the request contained in your letter of the 25th ultimo, I have the honor to submit the following estimates of appropriations necessary for the fiscal year ending June 30, 1881, viz:

For mail depredations and special agents	\$150,000
For preparation and publication of post-route maps	50,000
For advertising	35,000
For miscellaneous items in office of Postmaster-General	3,500

Letters from the chief special agent and the topographer, explanatory of the estimates for their respective branches, are herewith transmitted. For the item of advertising, it will be observed that the estimate is less by \$25,000 than the amount appropriated for the current year.

For miscellaneous items in the office of the Postmaster-General the estimate has been increased \$2,000, for the following reason:

Prior to the fiscal year 1878 it was customary to use unexpended balances of appropriations for the different items of the contingent expenses in the payment of other items not specifically appropriated for, or for which the appropriations were insufficient. Under existing law such balances cannot be used, but must be covered back into the Treasury.

The demands upon the appropriation for "miscellaneous items" have therefore greatly increased, and during the past year the department has frequently been embarrassed by the lack of any available fund from which to pay expenses that were absolutely necessary.

Inasmuch as there is a *net* decrease of \$23,000 in the above estimates, it is hoped that there will be no objection to the slight increase in the item referred to.

Very respectfully, your obedient servant,

W. A. KNAPP,
Chief Clerk.

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

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No. 1 b.

POST-OFFICE DEPARTMENT,
DIVISION OF MAIL DEPREDACTIONS,
OFFICE OF CHIEF SPECIAL AGENT,
Washington, D. C., September 19, 1879.

SIR: I am directed by the Postmaster General to request that an appropriation corresponding with that for the current fiscal year be asked of Congress in the estimate to be furnished for next year for special agents and mail depredations, viz: One hundred and fifty thousand dollars. The amounts now paid to agents as salaries, although low, together with the large disbursements as rewards and expenses incurred in securing arrests of highwaymen on the frontier, consume the full amount, and more could be profitably expended. Still it has been decided not to ask any increase.

Very respectfully,

DAVID B. PARKER,
Chief Special Agent.

General W. A. KNAPP,
Chief Clerk Post-Office Department.

No. 1 c.

POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,
Washington, D. C., September 12, 1879.

SIR: I have the honor to submit, for insertion in the estimates of appropriations required for the fiscal year ending June 30, 1881, this item, with the usual attached clause authorizing the sale of maps:

For preparation and publication of post-route maps, and miscellaneous expenses of topographer's office, including revision of former editions, and furnishing maps, diagrams, and other information, 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 photo-lithographing; 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.

This estimate is the same in amount as that I had the honor to present last year as being then necessary to meet the ever-increasing demands for the work of this office. But that estimate being reduced before submission from the department to the figures of the preceding year, in conformity with the requisition for all possible economy, the appropriation allowed was \$35,000, whereas during said preceding year there was not only allowed the sum of \$35,000, but an additional \$5,000 was granted in the general deficiency bill.

In view of the constantly-expanding nature of the work required from this office, much of which has been in past years delayed and even laid aside for want of adequate appropriations, and the desirability that its

maps should be much more widely disseminated among the postal employes, I earnestly hope that the moderate increase now applied for may be granted. The support of this office is in the interest of proper economy itself, to be derived from an intelligent study of the postal service represented on its maps.

The proceeds of sales of maps during the fiscal year ending June 30, 1879, were \$1,097.75.

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.

Very respectfully,

W. L. NICHOLSON,
Topographer Post-Office Department.

W. A. KNAPP, Esq.,
Chief Clerk to the Postmaster-General.

No. 1 d.

POST-OFFICE DEPARTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 1, 1879.

SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the fiscal year ending June 30, 1881, under the following heads, viz:

For compensation to postmasters	\$7, 550, 000
For clerks in post-offices	3, 650, 000
For letter-carriers	2, 500, 000
For wrapping-paper	20, 000
For wrapping-twine	50, 000
For marking and rating stamps	15, 000
For letter-balances, scales, and test weights	10, 000
For rent, fuel, and light	450, 000
For office furniture	20, 000
For stationery	50, 000
For miscellaneous items	90, 000
	<hr/>
	14, 405, 000

The total amount appropriated for the above items for the fiscal year ending June 30, 1880, is \$14,235,500, and the total amount estimated for above (\$14,405,000) is, therefore, but \$169,500 in excess of the appropriation for the current fiscal year.

The estimate for each item, except that for letter-balances, scales, and test weights, is made solely with a view to meet the rapid expansion of the service, and is not considered excessive in any particular. The necessity for the purchase of test weights, to be used in determining the exactness of the scales in the different post-offices, together with the increase in the contract price of the ordinary letter-balance, has made necessary an estimate for this item of \$10,000, which is \$6,500 more than the appropriation for the same for the present fiscal year.

In connection with the above estimates will be found a table, marked A, giving further information upon the subject.

Very respectfully, &c.,

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

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

No. 1c.—Statement showing the increase or decrease per centum, for the items named below, of the appropriations for the fiscal years ending June 30, 1879, and June 30, 1880, as compared with the estimates for the fiscal year ending June 30, 1881; also the increase or decrease per centum, for the same items, of the expenditures for the fiscal year ending June 30, 1879, as compared with the estimates for the fiscal year ending June 30, 1881.

Items.	Appropriation for the fiscal year ended June 30, 1879.	Estimate for the fiscal year ending June 30, 1881.	Per centum of increase or decrease of estimates for 1880-81 over appropriations for 1878-79.		Appropriation for the fiscal year ended June 30, 1880.	Estimate for the fiscal year ending June 30, 1881.	Per centum of increase or decrease of estimates for 1880-81 over appropriations for 1878-79.		Expended during the fiscal year ended June 30, 1879.	Per centum of increase or decrease of estimates for 1880-81 over expenditures for 1878-79.	
			Increase.	Decrease.			Increase.	Decrease.		Increase.	Decrease.
For compensation to postmasters.....	\$7,250,000	\$7,550,000	4.13	\$7,550,000	\$7,550,000	\$7,182,239 27	5.12
For clerks in post offices.....	3,465,000	3,650,000	5.33	3,600,000	3,650,000	1.38	3,413,295 90	6.94
For letter-carriers.....	*1,946,000	2,500,000	28.46	12,415,000	2,500,000	3.51	1,947,706 61	28.35
For wrapping-paper.....	20,000	20,000	20,000	20,000	18,877 71	5.94
For printing.....	45,000	50,000	11.11	50,000	50,000	45,375 89	10.19
For marking and rating stamps.....	12,000	15,000	25	12,000	15,000	25	11,997 45	26.7
For letter-balances, scales, and test weights.....	3,500	10,000	185.71	3,500	10,000	185.71	3,501 25	185.61
For rent, fuel, and light.....	390,000	450,000	18.42	425,000	450,000	5.88	364,093 87	23.62
For office furniture.....	20,000	20,000	20,000	20,000	11,375 51	75.81
For stationery.....	50,000	50,000	50,000	50,000	43,420 56	15.17
For miscellaneous and incidental items.....	80,000	90,000	12.5	90,000	90,000	75,890 51	18.71
	13,271,500	14,405,000	8.54	14,235,500	14,405,000	1.18	13,117,774 53	9.81
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No. 1 *f*.POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 10, 1879.

SIR: I have the honor 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, 1881.

The amount required is \$24,125,000, made up as follows, viz: For transportation by railroad routes, \$10,000,000, this sum being \$1,000,000 more than the \$9,000,000 appropriated for the current fiscal year.

This increase is believed to be necessary because of the rapid extension of the railroad system, the amount of which, from present indications, for the year ending June 30, 1881, will be more than 4,000 miles; and, too, for the reason that the volume of mail-matter is increasing in consequence of the superior arrangements for its safety in transit, and other changes that have served to make postal service more useful to the public than it has been in the past. In comparing this estimate with the cost on the 30th June, 1879, consideration must be given to the fact that the pay for that year for the weight of mails was decreased \$400,000 by the act of June 17, 1878, requiring a deduction of 5 per centum to be made from the pay for weight of mails.

The appropriation for railway post-office-car service, made a separate item for the first time for the fiscal year ending June 30, 1880, is \$1,250,000, and the estimate therefor for 1881 is set down at \$1,350,000, which is \$100,000 over the appropriation for the current fiscal year. The amount asked for is small compared with the pressure existing for the extension of this service; but as the Postmaster-General can control the expenditure in this direction, the estimate is placed at a sum that it is believed will cover the additional service for which there may be the most urgent need.

The estimate for a fund for proper facilities on trunk lines is placed at \$400,000, or \$250,000 above the \$150,000 appropriated for that object for the current fiscal year. The use of this fund has secured facilities of great moment to the public; but as the amount provided has been small, the special benefits have been correspondingly limited. And the present state of values renders the use of such a fund more reasonable and necessary than it has been in past years.

The amount appropriated for service on steamboat routes for the year ending June 30, 1880, is \$900,000, and the same amount will probably be sufficient for the year ending June 30, 1881.

The appropriation for service on star routes for 1880 is \$5,900,000. The estimate for 1881, \$7,375,000. This increase is asked for because the service in the Southern States and in Indiana and Ohio is to be let for a new contract term of four years, commencing on the first of July, 1880, and in the advertisement inviting proposals for the service, now in the hands of the printer, a general improvement in this service is contemplated; and for the greater reason that the low rates for carrying the mails on star routes which have obtained for several years cannot possibly be continued under the present advance in the cost of every item that contributes to the expense of performing the service.

The appropriation for railway post-office clerks for 1880 is \$1,350,000. The estimate for 1881 is \$1,450,000.

The increase in this item, in addition to the usual reason of the ordinary development of the service, is to enable the department to place railway

post-office clerks in charge of service on the new through lines from Richmond to Charleston, Savannah, and Jacksonville; and from Richmond, via Danville and Charlotte, to New Orleans, as is the case in other parts of the country.

The appropriation for route-agents for 1880 is \$1,125,000. The estimate for 1881 is \$1,225,000. The increase in this item is called for by the increase in the work to be done on the old lines, and for the care of the mails on new roads.

The appropriation for mail-route messengers for 1880 is \$175,000; the estimate for 1881, \$200,000.

The appropriation for local agents for 1880 is \$120,000; the estimate for 1881, \$150,000.

The appropriation for mail messengers for 1880 is \$675,000; the estimate for 1881 is \$725,000.

This service increases with the service established on new railroads, to which reference has already been made.

The appropriation for mail locks and keys for 1880 is \$15,000; the estimate for 1881 is \$150,000.

The appropriation for 1880 is only for the ordinary wear and breakage of locks and keys; the locks and keys now in use are well worn, and the estimate of \$150,000 is with the view of substituting for these old locks and keys, new ones of improved pattern.

The appropriation for mail-bags and mail-bag catchers for 1880 \$185,000; the estimate for 1881 is \$200,000.

Very respectfully, &c.,

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

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

No. 19.—Cost of inland transportation, and the items incident thereto, for the years 1878 and 1879, with the appropriation for 1880 and the estimates of the amounts necessary to be appropriated for 1881, 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 1878.	Cost for 1879.	Per centum increase or decrease of 1879 as to 1878.		Appropriation for 1880.	Per centum increase or decrease of appropriation of 1880 as to cost of 1879.		Estimate for 1881.	Per centum increase or decrease as to appropriation for 1880.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, railroad routes.....	\$9,566,595 00	\$9,567,589 00	.009	.....	\$9,000,000 00	.....	4.36	\$10,000,000 00	11.11	.....
Railway post-office car service.....	.....	.....	.....	.....	1,250,000 00	.....	.....	1,350,000 00	8.00	.....
For proper facilities on trunk lines.....	.....	.....	.....	.....	1,500,000 00	.....	.....	1,400,000 00	166.67	.....
Inland transportation, steamboat routes.....	752,453 00	754,390 00	.25	.....	900,000 00	19.30	.....	900,000 00	.....	.....
Inland transportation, star routes.....	5,714,943 00	6,491,790 00	13.59	.....	5,900,000 00	.....	9.11	7,375,000 00	25.00	.....
Railway post-office clerks.....	1,290,590 00	1,272,290 00	9	.....	1,350,000 00	5.52	.....	1,450,000 00	7.40	.....
Route-agents.....	1,045,990 00	1,072,420 00	2.52	.....	1,125,000 00	49.00	.....	1,225,000 00	8.88	.....
Mail-accounts.....	162,086 00	167,649 00	3.43	.....	175,000 00	4.38	.....	200,000 00	14.28	.....
Mail-route messengers.....	105,530 00	112,531 00	6.63	.....	120,000 00	6.63	.....	150,000 00	25.00	.....
Local agents.....	659,497 00	664,173 92	.7	.....	675,000 00	1.54	.....	725,000 00	7.40	.....
Mail-messengers.....	13,475 00	12,780 55	5.15	.....	15,000 00	17.37	.....	150,000 00	900.00	.....
Mail locks and keys.....	.....	.....	.....	.....	185,000 00	8.65	.....	200,000 00	8.10	.....
Mail-bags and mail-bag catchers.....	165,641 29	170,266 26	2.79	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	20,845,000 00	.....	.....	24,125,000 00	15.73	.....

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 ordinary postage-stamps, of official stamps, of newspaper and periodical stamps, and of postage-due stamps	\$97,000 00
The number of ordinary postage-stamps and of postage-due stamps issued during the fiscal year ending June 30, 1879, was	790,026,380
Add 10 per cent. for increase	79,002,638
Gives estimated issue for fiscal year ending June 30, 1880	869,029,018
Add 10 per cent. for increase, as before	86,902,901
Gives estimated issue for fiscal year ending June 30, 1881	955,931,919
Cost of manufacturing that number at present contract price, 9.98 cents per thousand	\$95,402 00
Add estimated cost of manufacturing official and newspaper and periodical stamps	2,000 00
Gives estimated total cost of manufacturing adhesive stamps during the fiscal year ending June 30, 1881	97,402 00

In the foregoing calculation it is assumed that the rate of increase in the issue of stamps for the next two years will be 10 per cent., which is greater than the actual rate of increase of the present over the past year. It is not considered safe, however, to depend entirely upon past rates for future wants. A general return to business prosperity throughout the country, the coming Presidential election, and other causes may tend to vastly increase postal issues. It must be considered, too, that large numbers of postage-due stamps, provided by law for the collection of short-paid postages, must be manufactured, which will be additional to the customary issues for previous years.

The cost of manufacturing official and newspaper stamps during the past year was \$1,810.23. For the next year it is not unreasonable to expect a small increase; the estimate is therefore fixed at \$2,000, which is \$500 less than the estimate made last year. The whole estimate in even numbers may be put at \$97,000.

The contract for manufacturing postage-stamps will end on the 1st of May, 1881, two months before the expiration of the fiscal year; but it is expected that the price of manufacture under a new contract will be quite as reasonable as those under the present.

II.—POSTAGE-STAMP AGENCY.

For pay of agent and assistants to distribute stamps, and for expenses of the agency	\$8,100 00
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This amount is the same as the existing appropriation, which is barely enough to pay 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	\$437,000 00
The cost of manufacturing stamped envelopes (not including official stamped envelopes) during the fiscal year ending June 30, 1879, was ..	361,375 51
Add 10 per cent. for estimated increase	36,137 55
Gives estimated cost for fiscal year ending June 30, 1880	397,513 06
Add 10 per cent. for increase, as before	39,751 30
Gives estimated cost for fiscal year ending June 30, 1881	437,264 36

The same rate of increase is assumed in this calculation as in that of the estimate for postage-stamps, and similar reasons exist for believing it to be a reasonable one. The estimate may be fixed in even numbers at \$437,000, which is \$52,000 less than the present appropriation. It is considered not unsafe to put the estimate at this reduced amount, inasmuch as the issue of official stamped envelopes, the cost of which has heretofore been paid out of the item of appropriation for the manufacture of stamped envelopes, has been almost discontinued on account of the substitution under the law of free post-office envelopes. The issue of post-office envelopes will of course be correspondingly increased.

IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper wrappers and for expenses of the agency \$16,000 00

This estimate agrees with the present appropriation, which is just sufficient to cover actual expenses.

V.—POSTAL CARDS.

For manufacture of postal cards \$211,000 00

The number of postal cards issued during the fiscal year ending June 30, 1879, was 221,807,000
Add 17 per cent., for increase 37,707,190

Gives estimated issue for fiscal year ending June 30, 1880 259,514,190
Add 17 per cent. for increase as before 44,117,412

Gives estimated issue for fiscal year ending June 30, 1881 303,631,602

Cost of manufacturing that number at present contract price of 69.56 cents per thousand \$211,206 14

As in the case of postage-stamps and stamped envelopes, the rate of increase fixed above is somewhat greater than the actual rate of increase during the past year; the average increase, however, during the last five years has been more than that now assumed, and there is no reason for supposing that during the next two years it will be materially less. The present contract will not expire until the close of the fiscal year ending June 30, 1881, so that no increase of price is to be expected. The estimate is put in even figures at \$211,000.

VI.—POSTAL-CARD AGENCY.

For pay of agent and assistants to distribute postal cards and for expenses of the agency \$7,300 00

This estimate agrees with the present appropriation and is intended to provide for only the necessities of the agency.

VII.—REGISTERED-PACKAGE ENVELOPES, LOCKS AND SEALS, AND POST-OFFICE AND DEAD-LETTER ENVELOPES.

For registered-package envelopes, locks and seals, and for post-office and dead-letter envelopes \$100,000 00

This estimate is just \$35,000 greater than the existing appropriation. It is absolutely necessary to make it so for the following reason: Heretofore the cost of manufacturing official stamped envelopes has been borne out of the appropriation for stamped envelopes and newspaper wrappers. Now, under the law providing for the use of free envelopes, the issue of official stamped envelopes has ceased, and the cost of the free envelopes used in their stead must be borne out of the appropriation for post-office envelopes. As the cost of manufacturing official stamped

envelopes during the ten months of the last fiscal year (during which time they were issued) amounted to \$37,196.63, it will be seen that the present estimate is not any too great. It is to be remembered, too, that since the admission of third-class matter to the privileges of registration the use of registered-package envelopes has largely increased and is still increasing. The popularity of this feature of the registry system is so great that there can be no doubt of a considerable increase in the issue of registered-package envelopes during the coming two years, which, of course, is considered in the present estimate.

VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

For ship, steamboat, and way letters \$4,500 00

By law (sections 3913, 3976, 3977, 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 \$4,500.

IX.—ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

For engraving, printing, and binding drafts and warrants..... \$1,500 00

This amount is for the blank drafts and warrants used in paying contractors and others, and is the same as the current appropriation.

Comparison of estimates with present appropriations.

Items.	Estimate for fiscal year ending June 30, 1881.	Appropriations for fiscal year ending June 30, 1880.	Increase of estimates—amount.
For manufacture of ordinary and postage-due stamps, of official and of newspaper and periodical stamps	\$97, 000	\$92, 000	\$5, 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	437, 000	490, 000	*53, 000
For pay of agent and assistants to distribute stamped envelopes and newspaper-wrappers and expenses of the agency	16, 000	16, 000	.....
For manufacture of postal cards	211, 000	200, 000	11, 000
For pay of agent and assistants to distribute postal cards, and expenses of the agency	7, 300	7, 300	.....
For registered-package envelopes, locks and seals, and for post-office and dead-letter envelopes	100, 000	65, 000	35, 000
For ship, steamboat, and way letters	4, 500	4, 500	.....
For engraving, printing, and binding drafts and warrants	1, 500	1, 500	.....
Totals	882, 400	884, 400	*2, 000

* Decrease.

It will be seen from the above table that while on some of the items of estimates there is an increase over existing appropriations, on the whole there is a decrease of \$2,000.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 1 i.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., September 9, 1879.

SIR: I transmit herewith, agreeably to the request made in your letter of the 25th ultimo, an estimate of the amounts required to be appropriated for the foreign mail service during the fiscal year ending June 30, 1881, as follows, viz:

For foreign mail transportation	\$225,000
For balances due foreign countries, including the United States portion of the expenses of the International Bureau of the Universal Postal Union.	45,000

I am, very respectfully, your obedient servant,
JOSEPH H. BLACKFAN,
Superintendent of Foreign Mails.

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

No. 1 k.

POST-OFFICE DEPARTMENT,
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,
Washington, D. C., October 4, 1879.

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, 1881, will, in my opinion, amount to two hundred and ten thousand dollars (\$210,000).

I am, respectfully, your obedient servant,
D. HAYNES,
Acting Superintendent.

Hon. A. D. HAZEN,
Third Assistant Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

No. 2.—Statement showing appropriations for the fiscal year ended June 30, 1879, and the expenditures made, by items, up to September 30, 1879, out of said appropriations.

Title of appropriations.	Amount of appropriation, including special acts.	Expended.	Balance unexpended.	Excess of expenditures.
Compensation of postmasters.....	\$7,250,000 00	\$7,182,239 27	\$67,760 73	.....
Compensation of clerks for post-offices.....	3,463,000 00	3,413,285 80	51,704 10	.....
Compensation of letter-carriers and incidental expenses.....	1,046,000 00	1,047,706 61	\$1,706 61	.....
Wrapping paper.....	20,000 00	18,877 71	1,122 29	.....
Twine.....	45,000 00	45,375 89	375 89	.....
Postmarking and cancelling stamps.....	12,000 00	11,997 45	2 55	.....
Letter-balances.....	3,500 00	3,501 25	1 25	.....
Rent, light and fuel for post-offices.....	380,000 00	384,093 87	15,906 13	.....
Stationery.....	50,000 00	43,420 56	6,579 44	.....
Furniture for post-offices.....	20,000 00	11,375 51	8,624 49	.....
Miscellaneous, Office of First Assistant Postmaster-General.....	80,000 00	75,890 51	4,109 49	.....
Inland mail transportation, railroad.....	80,000 00	75,890 51	4,109 49	.....
Inland mail transportation, star.....	9,550,000 00	9,100,706 87	449,293 33	.....
Inland mail transportation, steamboat.....	5,390,673 00	5,137,245 29	253,427 71	.....
Compensation of railway post-office clerks.....	700,000 00	665,107 84	34,892 16	.....
Compensation of mail-route messengers.....	1,342,000 00	1,241,364 14	60,635 86	.....
Compensation of local agents.....	1,036,500 00	1,035,861 81	638 09	.....
Compensation of mail-messengers.....	171,000 00	171,241 32	241 32	.....
Mail locks and keys.....	116,500 00	116,177 88	322 12	.....
Mail bags and catchers.....	675,000 00	654,874 04	18,125 96	.....
Post-route maps.....	15,000 00	13,180 55	1,819 45	.....
Mail depredations and special agents, including rewards, and fees to United States marshals, attorneys, clerks of courts, and counsel.....	185,000 00	136,614 86	48,385 14	.....
Postage-stamps.....	41,097 75	41,097 23	54 52	.....
Distribution of postage-stamps.....	150,000 00	145,122 64	4,877 36	.....
Stamped envelopes and newspaper-wrappers.....	80,000 00	78,534 88	1,465 12	.....
Distribution of stamped envelopes and newspaper-wrappers.....	8,100 00	7,503 54	596 46	.....
Postal cards.....	470,000 00	402,152 64	67,847 36	.....
Distribution of postal cards.....	16,000 00	15,259 37	740 63	.....
Registered-package envelopes, locks and seals.....	170,000 00	154,281 96	15,718 04	.....
Official and dead-letter envelopes.....	6,100 00	5,713 55	386 45	.....
Ship, steamboat, and way letters.....	40,000 00	18,259 83	21,740 17	.....
Engraving, printing and binding drafts and warrants.....	25,000 00	29,762 80	4,762 80	.....
	6,000 00	1,820 43	4,179 57	.....
	1,500 00	1,960 00	459 40	.....

Advertising	60,000 00	25,354 25	34,645 75	.....
Miscellaneous, Office of Postmaster-General	1,500 00	1,452 82	47 18	.....
Foreign mail transportation	240,000 00	203,917 03	36,082 97	.....
Balance due foreign countries	40,000 00	31,832 72	8,167 28	.....
Laws and regulations Post-Office Department, edition of 1879	20,000 00	18,202 51	1,797 49	.....
Total	33,828,470 75	33,073,437 82	908,723 08	153,690 15

Deducting excess of expenditures (\$153,690.15) from the above "balance unexpended" (\$908,723.08), the actual balance of unexpended appropriations will be \$755,032.93.

A. D. HAZEN.

Third Assistant Postmaster-General.

OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
DIVISION OF FINANCE, November 1, 1879.

No. 3.—Statement exhibiting receipts and expenditures, under appropriate heads, by quarters
RECEIPTS.

	Quarter ended September 30, 1878.	Quarter ended December 31, 1878.	Quarter ended March 31, 1879.	Quarter ended June 30, 1879.
Letter-postage paid in money.....	\$56,898 42	\$53,571 14	\$75,710 61	\$68,721 24
Box-rents and branch offices.....	346,692 04	343,849 83	345,498 55	345,622 09
Fines and penalties.....	3,789 04	1,107 39	1,605 34	2,578 35
Postage-stamps, stamped envelopes, news- paper-wrappers, and postal cards.....	6,642,842 02	6,961,539 49	7,500,809 29	7,039,884 19
Dead letters.....	957 30	575 95	514 53	1,275 61
Revenue from money-order business.....				219,226 83
Revenue from money-order business, inter- national, June 30, 1875.....				
Miscellaneous.....	6,864 17	4,058 25	5,929 77	12,361 42
	7,058,042 99	7,364,202 05	7,930,068 09	7,689,669 73

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

Increase of receipts over year ended June 30, 1878, \$764,465.91, or 2.6+ per cent.
Increase of receipts over year ended June 30, 1877, \$2,510,397.80, or 8.3+ per cent.

EXPENDITURES.

Compensation of postmasters.....	1,721,338 22	1,775,548 89	1,853,762 50	1,831,589 66
Compensation of clerks for post-offices.....	837,757 95	844,975 78	856,089 60	874,472 57
Compensation of letter-carriers, and inciden- tal expenses.....	461,435 20	469,758 97	469,929 49	546,582 95
Wrapping-paper.....	4,259 00	3,278 00	3,731 43	7,609 28
Twine.....	9,488 00	12,570 00	11,059 60	12,260 29
Post-marking and canceling stamps.....	3,672 75	3,055 70	2,690 25	2,578 75
Letter-balances.....	1,541 00	35 25	296 00	1,629 00
Rent, light, and fuel for post-offices.....	86,523 61	97,722 83	89,089 89	90,747 54
Stationery.....	8,469 87	9,864 86	12,903 59	12,182 24
Furniture for post-offices.....	2,223 55	1,928 32	2,262 00	4,961 64
Miscellaneous—Office of First Assistant Postmaster-General.....	19,131 12	20,767 02	20,940 42	15,051 95
Inland mail transportation—railroad.....	2,325,608 11	2,363,447 68	2,162,235 85	2,249,415 03
Inland mail transportation—steamboat.....	161,145 38	167,058 67	153,869 04	183,034 75
Inland mail transportation—star.....	1,242,055 03	1,319,767 59	1,450,216 89	1,525,205 77
Compensation of railway post-office clerks.....	341,257 05	346,874 77	332,493 90	320,768 42
Compensation of route-agents.....	261,223 63	265,682 14	254,987 33	253,998 81
Compensation of mail-route messengers.....	40,235 72	42,572 49	45,981 06	42,452 08
Compensation of local agents.....	29,851 21	30,250 45	28,922 69	27,153 53
Compensation of mail-messengers.....	161,910 11	161,577 00	163,481 26	169,905 67
Mail-locks and keys.....		17 30	130 00	13,033 25
Mail-bags and catchers.....	32,702 66	24,355 12	30,968 20	48,588 88
Post-route maps.....	8,840 62	8,989 14		23,267 47
Mail depredations and special agents, includ- ing rewards.....	34,240 73	34,052 78	35,819 48	36,197 26
Postage-stamps.....	18,195 24	19,707 48	19,170 13	21,462 03
Distribution of postage-stamps.....	1,857 00	1,837 87	1,821 00	1,987 67
Stamped envelopes and newspaper-wrappers.....	107,874 88	105,150 72	116,094 29	72,432 75
Distribution of stamped envelopes and news- paper-wrappers.....	3,910 00	3,740 00	5,112 22	2,497 15
Postal cards.....	33,899 02	40,563 90	40,548 25	39,270 79
Distribution of postal cards.....	1,373 75	1,362 30	1,851 96	1,125 54
Registered-package envelopes, locks, and seals.....	1,635 00	4,479 90	7,151 64	4,993 29
Official envelopes for postmasters and dead- letter envelopes.....	3,341 40	4,261 85	4,893 59	17,295 96
Dead-letter envelopes.....				
Ship, steamboat, and way letters.....	514 10	522 28	373 83	410 22
Fees to United States marshals, attorneys, clerks of courts, and counsel.....	557 90	1,869 55	614 04	1,770 90
Engraving, printing, and binding drafts and warrants.....	239 70	283 80	437 10	
Advertising.....	4,651 73	3,982 82	5,347 40	11,372 30
Miscellaneous—Office of Postmaster-General.....	100 66	530 20	390 30	431 66
Foreign mail transportation.....	44,252 68	58,578 07	56,058 38	45,027 90
Balances due foreign countries.....	20 00	11,041 89	10,886 91	9,883 92
Laws and regulations, Post-Office Depart- ment, edition of 1879.....			1,155 77	17,046 74
Special commission on railroad transportation Delegates to International Postal Con- vention, Paris, France.....				
Official postal guides.....				
Subsidy—San Francisco, Japan and China line.....				
	8,017,331 58	8,262,063 35	8,254,377 28	8,539,665 61

for fiscal year ended June 30, '79, compared with fiscal years ended June 30, '78, and June 30, '77
RECEIPTS.

Total year ended June 30, 1879.	Total ex- penditures on account of previous fiscal years.	Total year ended June 30, 1878.	Compared with year ended June 30, 1878.		Total year ended June 30, 1877.	Compared with year ended June 30, 1877.	
			Increase.	Decrease.		Increase.	Decrease.
\$254,901 41		\$284,035 40		\$29,133 99	\$241,358 26	\$13,543 15	
1,381,162 51		1,358,448 39	\$22,714 12		1,321,968 08	59,194 43	
9,080 12		6,442 87	2,637 25		7,541 62	1,538 50	
28,145,074 99		27,375,593 12	769,481 87		25,757,515 76	2,387,559 23	
3,323 39		8,937 01	5,613 62		4,945 50	\$1,622 11	
219,226 83		209,647 89	9,578 94		109,148 01	110,078 82	
					63,261 84	63,261 84	
29,213 61		34,412 27		5,198 66	25,846 19	3,367 42	
30,041,982 86		29,277,516 95	804,412 18	39,946 27	27,531,585 26	2,575,281 55	64,883 95
29,277,516 95			39,946 27		30,041,982 86	64,883 95	
764,465 91			764,465 91		2,510,397 60	2,510,397 60	

Comparison, excluding revenue from money-order business and official stamps:
Increase of receipts over year ended June 30, 1878, \$671,703.27, or 2.3+ per cent.
Increase of receipts over year ended June 30, 1877, \$2,446,203.49, or 8.3+ per cent.

EXPENDITURES.

7,182,239 27	\$3,300 48	7,966,921 37		7,284,283 36	
3,413,295 90	3,825 90	3,325,498 02		3,233,151 60	
1,947,706 61		1,824,044 07		1,893,595 58	
18,877 71		16,509 00		17,207 50	
45,375 89		42,163 47		38,771 17	
11,997 45		8,999 85		9,994 98	
3,501 25	1,518 00	3,142 00		2,773 50	
364,093 87	497 02	376,898 85		373,694 54	
43,420 56	88 92	37,574 56		43,427 46	
11,375 51	10 00	10,717 92		7,067 09	
75,890 51	106 81	73,611 63		64,266 64	
9,100,706*67	276,306 11	9,324,139 09		8,701,033 11	
665,107 84					
5,537,245 28	44,957 60	6,400,671 69		5,839,847 24	
1,341,394 14	549 86	1,236,524 39		1,223,569 41	
1,035,861 91	1,292 57	996,254 82		959,660 86	
171,241 32	222 83	154,592 97		147,598 61	
116,177 88	125 00	109,291 64		105,718 70	
656,874 04	5,156 04	644,620 36		659,190 65	
13,180 55		890 00		15,387 50	
136,614 86	40	140,261 74		166,030 76	
41,097 23		30,855 80		20,666 58	
140,310 25	200 00	131,115 92		138,602 27	
78,534 88	300 00	76,037 35		110,189 59	
7,503 54		6,697 48		6,428 76	
402,152 64		474,131 64		428,224 63	
15,259 37	90 85	13,813 47		12,081 14	
154,281 96		133,579 56		226,463 94	
5,713 55	98 90	5,690 34		4,264 10	
18,259 83		23,224 25		35,878 04	
29,792 80		14,365 48		16,112 77	
1,820 43		1,774 80		513 30	
4,812 39		2,388 14		3,905 24	
960 60		3,883 93		2,659 02	
25,354 25	646 08	529 50		1,245 32	
1,452 82		15,854 54		22,831 15	
203,917 03	19,439 55	1,074 48		180 70	
31,832 72	17,728 71	207,683 70		213,534 78	
18,202 51		28,619 79		22,739 89	
		6,000 00			
		4,000 00			
				19,912 68	
				250,000 00	
33,073,437 82	376,461 63	33,874,647 59		32,322,504 24	

A. D. HAZEN, Third Assistant Postmaster-General.

No. 4.—Receipts and disbursements at Treasury deposit

Depositories.	Deposits.	Grants from Treasury.
Treasurer United States, Washington, D. C.	\$76, 130 26	\$40 00
Assistant treasurer United States, Baltimore, Md.	178, 269 53	
Assistant treasurer United States, Boston, Mass.	678, 249 81	
Assistant treasurer United States, Chicago, Ill.	395, 022 01	
Assistant treasurer United States, Cincinnati, Ohio.	203, 179 42	
Assistant treasurer United States, New Orleans, La.	88, 627 01	
Assistant treasurer United States, New York, N. Y.	2, 478, 579 07	5, 150, 866 28
Assistant treasurer United States, Philadelphia, Pa.	607, 221 16	
Assistant treasurer United States, San Francisco, Cal.	600, 580 54	
Assistant treasurer United States, Saint Louis, Mo.	223, 794 40	
First National Bank, Denver, Colo.	4, 478 78	
First National Bank, Galveston, Tex.	408 60	
First National Bank, Leavenworth, Kans.	168 00	
First National Bank, Madison, Wis.	291 00	
First National Bank, Memphis, Tenn.		
First National Bank, Milwaukee, Wis.	25 00	
First National Bank, Nashville, Tenn.	336 00	
First National Bank, Omaha, Nebr.	293 16	
First National Bank, Portland, Oreg.	24, 925 39	
First National Bank, Providence, R. I.		
First National Bank, Santa Fé, N. Mex.	298 50	
First National Bank, Springfield, Ill.	5, 050 88	
First National Bank, Trenton, N. J.	200 00	
First National Bank, Walla-Walla, Wash.	2, 381 78	
First National Bank, Wilmington, Del.	2, 926 13	
First National Bank, Yankton, Dak.	180 97	
Second National Bank, Detroit, Mich.		
Second National Bank, Saint Paul, Minn.		
Merchants' National Bank, Cleveland, Ohio.	550 85	
Merchants' National Bank, Little Rock, Ark.	7, 207 69	
Merchants' National Bank, Portland, Me.	25 00	
Merchants' National Bank, Savannah, Ga.	180 00	
Atlanta National Bank, Atlanta, Ga.	1, 250 10	
Charter Oak National Bank, Hartford, Conn.	407 58	
City National Bank, Grand Rapids, Mich.	861 00	
Davenport National Bank, Davenport, Iowa.	5 00	
Deseret National Bank, Salt Lake City, Utah.	5, 589 22	
East Tennessee National Bank, Knoxville, Tenn.		
Exchange National Bank, Norfolk, Va.	423 44	
Farmers and Mechanics' National Bank, Buffalo, N. Y.	1, 600 00	
Indianapolis National Bank, Indianapolis, Ind.	904 71	
Kentucky National Bank, Louisville, Ky.	100 00	
Lynchburg National Bank, Lynchburg, Va.		
Nassau National Bank, Brooklyn, N. Y.	214 29	
National Valley Bank, Staunton, Va.	205 03	
Omaha National Bank, Omaha, Nebr.		
People's National Bank, Charleston, S. C.		
Planters' National Bank, Richmond, Va.	1, 978 46	
Raleigh National Bank of North Carolina, Raleigh, N. C.	251 55	
San Antonio National Bank, San Antonio, Tex.	1, 500 00	
Total.....	5, 594, 809 32	5, 150, 906 28

TREASURY DEPOSITORIES.

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tories during the fiscal year ended June 30, 1879.

By transfer.	Aggregate accumulation.	Aggregate receipts.	Increase of receipts over 1878.	Decrease of receipts from 1878.	Warrants drawn.
\$1,126,955 11	\$1,203,125 37	\$76,170 26		\$69,192 68	\$1,135,723 16
	178,269 53	178,269 53	\$29,354 66		158,479 17
	678,249 81	678,249 81	107,484 69		333,457 42
500,000 00	895,022 01	395,022 01	74,248 91		910,918 34
100,000 00	303,179 42	203,179 42		1,080 08	276,343 08
450,000 00	538,627 01	88,627 01		10,043 69	497,587 66
	7,629,445 35	7,629,445 35	609,430 25		4,443,311 20
100,000 00	707,221 16	607,221 16	65,585 77		660,409 22
	600,580 54	600,580 54	247,442 22		364,647 39
950,000 00	1,173,794 40	223,794 40		40,702 27	1,130,006 32
	4,478 78	4,478 78	4,473 78		
	408 60	408 60		2,309 04	
	168 00	168 00		1,050 00	
	291 00	291 00		49 00	
				615 75	
	25 00	25 00		93 40	
	336 00	336 00		502 50	
	233 16	233 16	233 16		
	24,925 89	24,925 39	11,561 78		
				25 00	
	298 50	298 50		814 96	
	5,050 88	5,050 88	2,550 88		
	200 00	200 00		1,352 98	
	2,381 78	2,381 78	2,381 78		
	2,926 13	2,926 13	2,926 13		
	180 97	180 97			
				189 32	
				29 25	
				254 46	
				2,528 60	
	550 85	550 85			
	7,207 69	7,207 69	6,900 12		
	25 00	25 00		73 90	
	180 00	180 00			
	1,250 10	1,250 10	31 85		
	407 58	407 58	1,250 10		
	861 00	861 00		856 04	
	5 00	5 00	861 00		
	5,589 22	5,589 22	5 00		
			5,589 22		
				92 33	
	423 44	423 44	423 44		
	1,600 00	1,600 00	1,225 00		
	904 71	904 71	540 96		
	100 00	100 00		107 86	
				173 00	
	214 29	214 29	214 29		
	205 03	205 03	120 63		
				528 56	
	1,976 46	1,976 46		57 68	
	251 55	251 55	251 55	3,495 95	
	1,500 00	1,500 00	1,450 18		
3,226,955 11	13,972,670 71	10,745,715 60	1,236,537 35	136,198 30	9,910,882 96
			136,198 30		
			1,100,339 05		

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No. 4.—Receipts and disbursements at Treasury depositories

Depositories.	Increase over 1878.	Decrease from 1878.
Treasurer United States, Washington, D. C.....		\$189, 175 78
Assistant treasurer United States, Baltimore, Md.....		37, 934 13
Assistant treasurer United States, Boston, Mass.....		73, 648 68
Assistant treasurer United States, Chicago, Ill.....		88, 796 45
Assistant treasurer United States, Cincinnati, Ohio.....		108, 865 05
Assistant treasurer United States, New Orleans, La.....	\$91, 508 32	
Assistant treasurer United States, New York, N. Y.....	308, 470 84	
Assistant treasurer United States, Philadelphia, Pa.....	18, 934 08	
Assistant treasurer United States, San Francisco, Cal.....	13, 126 30	
Assistant treasurer United States, Saint Louis, Mo.....	52, 807 59	
First National Bank, Denver, Colo.....		
First National Bank, Galveston, Tex.....		
First National Bank, Leavenworth, Kans.....		
First National Bank, Madison, Wis.....		
First National Bank, Memphis, Tenn.....		
First National Bank, Milwaukee, Wis.....		
First National Bank, Nashville, Tenn.....		
First National Bank, Omaha, Nebr.....		
First National Bank, Portland, Oreg.....		
First National Bank, Providence, R. I.....		
First National Bank, Santa Fé, N. Mex.....		
First National Bank, Springfield, Ill.....		
First National Bank, Trenton, N. J.....		
First National Bank, Walla Walla, Wash.....		
First National Bank, Wilmington, Del.....		
First National Bank, Yankton, Dak.....		
Second National Bank, Detroit, Mich.....		
Second National Bank, Saint Paul, Minn.....		
Merchants' National Bank, Cleveland, Ohio.....		
Merchants' National Bank, Little Rock, Ark.....		
Merchants' National Bank, Portland, Me.....		
Merchants' National Bank, Savannah, Ga.....		
Atlanta National Bank, Atlanta, Ga.....		
Charter Oak National Bank, Hartford, Conn.....		
City National Bank, Grand Rapids, Mich.....		
Davenport National Bank, Davenport, Iowa.....		
Deseret National Bank, Salt Lake City, Utah.....		
East Tennessee National Bank, Knoxville, Tenn.....		
Exchange National Bank, Norfolk, Va.....		
Farmers and Mechanics' National Bank, Buffalo, N. Y.....		
Indianapolis National Bank, Indianapolis, Ind.....		
Kentucky National Bank, Louisville, Ky.....		
Lynchburg National Bank, Lynchburg, Va.....		
Nassau National Bank, Brooklyn, N. Y.....		
National Valley Bank, Staunton, Va.....		
Omaha National Bank, Omaha, Nebr.....		
Peoples' National Bank, Charleston, S. C.....		
Planters' National Bank, Richmond, Va.....		
Raleigh National Bank of North Carolina, Raleigh, N. C.....		
San Antonio National Bank, San Antonio, Tex.....		
Total.....	484, 847 13	498, 420 09 484, 847 13 13, 572 96

during the fiscal year ended June 30, 1879—Continued.

Transfer account.		Warrants paid.	Balance subject to draft June 30, 1879.	Outstanding warrants June 30, 1878.	Balance as per transcripts June 30, 1879.
From—	To—				
	\$1,126,955 11	\$1,135,997 42	\$98,204 48	\$1,465 34	\$99,341 25
		158,342 62	78,367 99	391 90	78,886 54
\$300,000 00		333,628 19	181,932 69	233 74	191,995 66
	500,000 00	910,288 06	80,801 89	225 99	81,340 25
	100,000 00	279,474 88	79,967 05	6,350 71	83,055 50
	450,000 00	497,551 41	62,543 11	3,966 83	65,897 76
2,775,000 00		4,436,210 87	1,621,705 10	13,216 35	1,640,856 89
	100,000 00	664,632 21	124,516 31	4,329 33	124,581 75
100,000 00		353,094 89	186,217 87	9,357 23	205,126 32
	950,000 00	1,127,602 93	86,875 24	4,108 41	92,533 94
			4,230 70		4,230 70
253 08					
442 24					
168 00					
431 00					
615 75					
118 40					
398 00					
233 18					
23,055 11			4,949 11		4,949 11
			298 50		298 50
5,050 88					
200 00					
2,881 78					
			2,926 13		2,926 13
551 26					
			50 00		50 00
697 50			620 68		620 68
6,706 34					
25 00					
180 00			5 00		5 00
1,245 10					
917 31			5 00		5 00
801 00			5,589 22		5,589 22
423 44					
1,700 00			85 00		85 00
824 71					
100 00					
			214 29		214 29
289 43					
499 16					
			32	32	32
2,126 46					
23 00			228 55		228 55
1,500 00					
3,226,955 11	3,226,955 11	9,896,823 46	2,620,334 23	43,646 15	2,672,818 36

Comparative statement between fiscal years of 1878 and 1879 at Treasury depositories.

Deposits for fiscal year of 1879	\$5,504,809 32	
Deposits for fiscal year of 1878	4,494,470 27	
Increase in deposits for 1879	1,100,339 05	
Grants from the Treasury for 1878	\$6,128,870 02	
Grants from the Treasury for 1879	5,150,906 28	
Decrease in grants for 1879	977,963 74	
Increase in deposits for 1879	1,100,339 05	
Deduct increase of aggregate receipts for 1879	122,875 31	
	977,963 74	
Aggregate receipts for 1879	10,745,715 60	
Aggregate receipts for 1878	10,623,340 29	
Increase of aggregate receipts for 1879	122,375 31	
Increase of receipts for 1879	1,236,537 35	
Deduct decrease of receipts for 1879	136,198 30	
Increase for 1879, as shown above	1,100,339 05	
Warrants drawn for 1878	9,924,455 92	
Warrants drawn for 1879	9,910,882 96	
Decrease of warrants for 1879	498,420 09	
Deduct increase of warrants for 1879	484,847 13	
Decrease for 1879	13,572 96	13,572 96
Balance subject to draft June 30, 1879	2,620,334 23	
Balance subject to draft June 30, 1878	1,780,280 09	
Increase for 1879	840,054 14	
Total number of warrants issued during fiscal year 1879	12,718	
Total number of warrants issued during fiscal year 1878	11,406	
Increase for 1879	1,252	

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, 1879.

Offices.	State.	Proce- da.	Deposits.	Collections.	Aggregate ac- cumulations.	Amount subject to draft June 30, 1878.	Credit balances June 30, 1878.	Total	Disbursements.	Amount subject to draft June 30, 1879.
Adrian	Michigan	\$5,726 02	\$137 03	\$28 43	\$5,691 48	\$1,916 58		\$7,808 06	\$5,196 50	\$2,611 56
Albany	New York	90,046 15	39,936 95	3,089 95	133,072 80	21,464 40		154,537 20	130,080 74	24,456 46
Albia	Iowa	1,652 72	235 21	131 50	2,059 43	260 41		2,319 84	1,685 16	634 68
Atlanta	Georgia	34,183 83	11,047 30	2,111 87	47,343 10		\$2,623 14	44,719 96	41,313 96	3,406 00
Auburn	New York	19,501 95	2,151 32	961 50	23,044 77			32,640 27	28,646 63	3,994 64
Augsburg	Maine	42,419 79	4,588 49		47,008 28	9,595 50		56,261 41	42,698 50	13,562 91
Austin	Texas	16,916 64	4,270 45	2,177 73	23,364 82	1,232 54		24,597 36	21,180 14	3,417 22
Bangor	Maine	13,785 07	7,987 17	1,189 02	21,961 26	1,868 34		23,829 60	19,885 97	3,943 63
Batavia	New York	4,921 97	2,769 18		7,711 15	3,208 70		10,919 85	7,918 19	2,901 66
Bay City	Michigan	8,682 79	1,081 81	1,468 27	11,232 87	864 63		12,217 50	10,913 15	1,304 35
Binghamton	New York	18,390 43	7,860 03	242 27	26,452 73	8,657 23		35,139 99	28,924 41	6,215 58
Burlington	Vermont	13,175 73	320 79	24 56	13,521 08	3,653 63		17,174 71	12,087 34	4,487 37
Charleston	South Carolina	1,478 81	402 08	53 92	1,934 81	664 03		2,598 84	1,743 16	855 68
Cleveland	Ohio	34,535 31	3,042 76	571 49	38,149 56	2,016 58		40,166 14	34,673 18	5,492 96
Columbus	do	59,384 60	9,806 60	296 13	69,590 33	20,371 24		201,304 30	188,117 04	13,277 26
Concord	New Hampshire	18,685 59	20,585 91		39,271 50	11,963 16		51,234 66	39,609 03	11,625 63
Decorah	Iowa	3,536 02	402 66	312 47	4,251 15	2,135 04		6,386 19	5,311 97	1,074 22
Denver	Colorado	45,841 55	17,268 34	4,400 69	67,510 58	376 74		68,047 32	41,406 89	26,640 43
Des Moines	Iowa	31,549 55	9,187 85	974 18	41,711 98	6,756 68		48,468 56	38,308 52	10,160 04
Detroit	Michigan	147,109 92	30,691 48	52 05	186,853 45	23,439 91		210,293 36	155,259 19	55,034 17
Dubuque	Iowa	22,502 92	4,037 85	45 46	26,586 23	3,629 44		30,215 67	27,174 87	3,040 80
East Segunaw	Michigan	10,892 96	1,723 43		12,616 39	3,626 79		16,243 18	12,715 36	3,527 82
Elmira	New York	19,015 97	4,811 76	861 55	24,689 28	1,026 80		25,716 08	20,431 23	5,284 85
Evansville	Indiana	18,501 52	2,324 00	81 89	20,907 41	1,894 79		22,802 20	19,202 24	3,599 96
Fort Dodge	Iowa	3,359 21	466 48	173 67	3,999 56	145 19		4,144 75	3,171 32	973 43
Fort Wayne	Indiana	17,482 25	3,601 57	2 56	21,086 37	3,702 06		24,789 03	19,626 79	5,162 24
Grand Rapids	Michigan	35,230 15	10,446 95		45,677 10	5,146 60		50,823 70	41,560 00	9,263 70
Harrisburg	Pennsylvania	42,498 66	16,357 72		58,856 38	6,838 26		65,694 64	57,063 97	8,630 67
Hartford	Connecticut	75,702 84	25,462 39	106 21	101,361 44	12,139 95		113,501 39	100,117 93	13,383 46
Houghton	Michigan	915 17	3,371 36	111 81	4,398 34	494 90		4,893 24	3,672 45	1,220 79
Houston	Texas	14,577 79	49,009 15	39 02	63,625 96		130 80	63,485 16	55,372 45	8,112 71
Huntsville	Alabama	2,344 59	592 35	463 06	3,399 95	1,104 65		4,504 60	3,944 07	559 53
Indianapolis	Indiana	87,602 86	5,395 31	430 26	93,428 43	6,815 85		99,444 28	88,542 51	10,901 77
Iowa City	Iowa	7,218 32	4,373 24	2,324 53	10,870 90	4,165 03		15,035 93	11,294 46	3,741 47
Jacksonville	Florida	8,215 82	4,773 20	73 20	12,064 76	236 21		12,900 97	10,951 59	1,949 38
Jamestown	New York	1,269 39	2,167 23	24 63	9,165 78	3,572 28		12,738 06	8,507 78	4,230 28
Kalamazoo	Michigan	12,370 01	2,167 23	441 53	15,178 82	7,595 51		22,774 33	17,482 10	5,292 23
Keene	New Hampshire	5,868 79	2,658 93	1,273 82	9,821 54	4,349 71		14,171 25	10,747 05	3,424 20

No. 5.—Receipts and disbursements at depository post-offices, &c.—Continued.

Office.	State.	Proceeds.	Deposits.	Collections.	Aggregate accu- mulations.	Amount subject to draft June 30, 1878.	Credit balances June 30, 1878.	Total.	Disbursements.	Amount subject to draft June 30, 1879.
Keokuk.....	Iowa.....	\$13,184 64	\$3,204 06	\$267 27	\$16,388 70	\$1,363 87		\$17,752 57	\$14,656 30	\$3,096 27
Knoxville.....	Tennessee.....	12,574 76	2,619 61	2,072 27	15,401 64	1,645 53		17,107 17	14,895 70	2,211 47
Lansing.....	Michigan.....	14,503 29	3,016 91	1,527 72	17,672 92	2,725 51		20,398 43	14,392 76	6,005 67
Leavenworth.....	Kansas.....	15,791 17	61,597 36	2,217 51	79,546 04	5,565 51		85,111 55	74,545 44	10,566 11
Lexington.....	Kentucky.....	13,711 37	5,109 62	2,210 29	19,031 28	1,735 76		20,767 04	18,335 72	2,431 32
Lima.....	Ohio.....	5,577 18	2,433 76	116 26	8,127 18	3,330 71		11,457 89	8,328 56	3,129 33
Louisville.....	Kentucky.....	130,342 28	7,194 72	465 71	138,002 71	5,148 83		143,151 54	137,916 69	5,234 85
Madison.....	Wisconsin.....	16,201 07	5,491 17	499 03	22,191 27	2,662 24		24,853 51	13,402 27	3,451 24
Malone.....	New York.....	3,219 75	844 52	109 31	4,173 58	2,740 54		6,914 12	5,996 47	917 65
Marquette.....	Michigan.....	2,470 64	476 01	386 26	3,333 11	1,560 79		4,893 90	4,405 74	488 16
Marshalltown.....	Iowa.....	7,171 75	62 28	698 81	7,932 84	2,582 80		10,515 64	7,725 91	2,789 73
Meadville.....	Pennsylvania.....	9,118 10	40,661 95	230 58	50,010 63	22,204 05		72,214 68	55,030 58	17,184 10
Memphis.....	Tennessee.....	24,703 53	6,660 63	887 47	42,231 63	294 35		42,525 98	38,499 89	4,026 09
Milwaukee.....	Wisconsin.....	137,518 28	15,970 87	171 00	153,661 15	11,771 47		165,431 62	143,108 31	22,323 31
Mobile.....	Alabama.....	23,766 23	7,255 81	223 81	31,245 84	4,206 84		35,452 68	34,408 63	1,044 05
Montgomery.....	Alabama.....	9,018 30	9,895 35	691 31	19,604 96			19,604 96	16,792 11	2,812 85
Montpelier.....	Vermont.....	5,694 40	4,146 93		9,841 33	3,586 62		13,427 95	9,567 35	3,860 60
Mount Pleasant.....	Iowa.....	3,661 11	236 45	700 00	4,597 56	1,749 39		6,346 95	5,136 50	1,210 45
Nashville.....	Tennessee.....	44,302 31	4,446 08		48,748 39	3,725 89		52,474 23	48,348 20	4,128 08
Newark.....	New Jersey.....	79,111 41	31,097 34	2,534 88	112,713 63	2,917 02		115,630 65	81,830 80	33,799 85
New Bedford.....	Massachusetts.....	21,729 09	1,887 99		23,617 08	9,084 38		32,702 96	21,855 62	10,846 44
New Haven.....	Connecticut.....	65,745 45	46,128 39	1,579 25	113,453 09	15,440 70		128,893 79	116,595 40	12,298 39
Norwich.....	New York.....	3,618 06	1,812 40	1,190 64	5,620 10	8,920 05		9,546 75	3,245 94	6,300 81
Ogdensburg.....	do.....	6,550 12	4,875 53		11,425 65	2,210 65		13,636 30	11,905 67	1,730 63
Olean.....	do.....	5,739 92	3,340 56		9,080 48	4,076 05		13,156 53	7,943 43	5,213 10
Omaha.....	Nebraska.....	32,741 78	38,751 24	491 27	73,984 29	1,162 14		75,146 43	74,054 70	5,549 61
Peoria.....	Illinois.....	31,423 39	2,285 28	5,950 15	34,161 07	5,250 96		39,412 03	33,099 77	6,312 26
Pittsburgh.....	Pennsylvania.....	161,103 15	17,431 52	2,759 17	181,293 84	13,170 21		194,464 05	178,115 52	18,348 53
Pittsburg.....	New York.....	4,503 20	3,850 94	158 59	8,512 73	7,171 46		15,684 19	12,028 60	3,657 59
Portland.....	Maine.....	18,249 72	11,349 72		29,599 44	11,737 36		41,336 80	31,076 42	6,401 52
Portsmouth.....	New Hampshire.....	7,348 92	11,235 65	36 60	18,771 07	3,433 21		22,204 28	13,518 96	8,687 32
Portsmouth.....	Ohio.....	7,947 41	1,096 33	7 92	9,051 66	959 27		10,010 93	6,518 52	3,492 41
Providence.....	Rhode Island.....	105,762 42	36,050 11	263 39	142,075 92	14,577 42		156,653 34	112,668 97	43,986 37
Raleigh.....	North Carolina.....	14,000 96	7,260 37	828 27	22,089 30	1,649 06		23,738 36	21,252 02	2,486 34
Richmond.....	Virginia.....	99,382 67	10,569 18	1,097 38	71,249 23	4,681 51		75,930 74	66,491 06	9,439 68
Rochester.....	New York.....	99,704 87	34,751 87	2,179 74	136,636 06	14,459 12		151,095 18	144,921 04	6,174 14
Rutland.....	Vermont.....	6,673 25	5,153 30	207 80	12,034 35	2,754 99		14,789 34	11,994 23	2,795 11
Saint Albans.....	do.....	5,071 12	3,642 38		8,713 50	1,101 21		9,814 71	6,637 89	3,176 82
Saint Johnsbury.....	do.....	5,071 12	3,642 38		8,713 50	1,101 21		9,814 71	6,637 89	3,176 82

Saint Paul.....	55,897 50	17,928 29	180 67	73,806 46	3,653 89	77,460 28	67,756 37	9,703 91
Sandusky.....	9,281 37	1,626 08	757 69	10,907 40	8,362 35	19,289 75	17,044 50	2,241 25
Savannah.....	27,581 09	2,503 89	757 69	30,842 87	1,969 84	32,812 51	30,079 85	2,732 66
Serauton.....	11,281 24	7,986 49	285 97	19,563 70	5,996 82	25,560 82	18,966 64	6,573 68
Springfield.....	20,573 71	1,164 60	568 33	22,306 64	1,870 71	24,177 35	17,845 69	6,331 68
Springfield.....	45,827 36	20,175 67	.....	65,803 03	14,558 56	80,361 59	75,896 71	4,464 88
Steuernville.....	7,461 15	1,145 42	.....	8,606 57	5,773 07	14,379 64	74,807 09	3,854 96
Syracuse.....	58,187 07	7,102 43	7,500 00	72,789 50	5,134 92	77,924 42	74,807 09	3,117 33
Taunton.....	10,740 19	4,387 57	.....	15,127 76	8,649 64	23,777 40	20,780 00	2,987 40
Terre Haute.....	17,169 44	1,711 83	1,646 81	20,528 06	2,166 73	22,694 81	19,532 92	3,161 89
Towanda.....	3,525 59	3,184 41	15 19	6,725 22	1,949 38	8,674 60	7,296 82	1,377 78
Towanda.....	5,201 09	1,030 46	.....	6,231 57	5,524 92	11,756 49	8,490 17	3,266 32
Utica.....	39,019 02	12,968 96	100 00	52,088 01	10,719 65	62,807 66	45,416 68	17,390 98
Watertown.....	11,330 83	2,442 96	16 18	13,789 97	5,189 74	18,979 71	15,825 50	3,154 21
Wellborough.....	1,826 78	1,042 53	5 51	2,874 82	1,957 91	4,832 61	3,365 96	1,566 77
Wheeling.....	21,042 58	3,060 54	.....	24,103 12	4,458 49	28,561 61	23,844 53	4,717 08
Williamsport.....	14,948 85	2,472 98	709 20	18,130 65	4,818 99	22,949 64	18,941 64	4,008 00
Winona.....	7,290 29	12,142 08	75 66	19,508 03	4,819 79	24,327 82	19,227 32	5,100 50
Winoona.....	6,063 01	1,765 10	618 39	7,876 50	2,336 57	10,213 07	7,824 70	2,368 37
Worcester.....	56,797 36	14,482 07	.....	71,279 43	17,309 29	88,588 72	64,471 01	24,117 91
Zanesville.....	10,517 31	3,062 68	231 95	13,811 94	5,452 58	19,464 62	15,332 61	4,131 91
Total.....	2,890,896 17	924,762 49	86,119 38	3,901,798 04	530,747 47	4,429,791 57	3,729,096 51	700,695 06

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 6.—*Postage-stamps, newspaper-wrappers, and postal cards issued during the fiscal year ended June 30, 1879.*

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, 1878	36,379,400	15,842,600	115,957,700	2,143,860	1,382,600	1,767,690	200,660	71,180	4,026	\$4,582,476
December 31, 1878	47,287,000	18,654,800	122,577,100	2,375,320	1,430,600	2,065,890	239,160	97,240	5,004	5,004,556
March 31, 1879	48,958,600	21,576,300	129,875,600	3,138,800	1,896,200	2,615,130	382,040	128,170	6,270	5,432,405
June 30, 1879	47,405,400	18,309,900	125,633,600	2,545,640	1,254,000	2,274,380	178,500	92,550	4,580	5,697,822
Total	180,030,400	74,383,600	493,854,000	10,203,620	5,753,400	8,723,090	1,000,360	388,940	21,370	20,117,259

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, 1878.....	75,335	29,190	40,380	38,185	21,545	6,750	50,615	25,310	22,210	11,710	9,165	10,065	5,105
December 31, 1878.....	75,450	30,240	39,115	30,905	23,295	6,280	49,565	25,095	22,195	12,180	9,660	10,950	5,655
March 31, 1879.....	84,980	29,530	43,385	34,455	22,990	6,230	52,390	26,190	23,815	12,730	9,770	11,015	6,365
June 30, 1879.....	87,600	13,730	46,900	33,810	24,020	2,340	52,135	26,240	24,600	11,985	9,895	10,180	4,995
Total.....	323,365	102,690	169,780	135,355	91,850	21,580	204,705	102,835	92,820	48,605	38,490	42,210	22,120

Quarter ended—	NUMBER AND DENOMINATIONS OF STAMPS—Continued.											Value.
	84-cent.	96-cent.	\$1.02.	\$3.	\$6.	\$9.	\$12.	\$24.	\$36.	\$48.	\$60.	
September 30, 1878.....	4,545	12,820	6,775	6,566	3,142	1,962	2,131	896	663	455	1,148	\$285,823 30
December 31, 1878.....	3,825	8,835	6,055	5,931	2,538	1,756	1,570	665	320	274	1,927	228,577 20
March 31, 1879.....	5,105	11,350	7,115	7,583	3,634	2,416	2,819	1,231	781	528	1,167	325,343 70
June 30, 1879.....	5,465	11,240	6,408	6,662	2,583	1,680	1,752	849	846	196	1,098	248,667 96
Total.....	18,940	44,245	26,353	26,742	11,917	7,814	8,272	3,581	2,110	1,453	4,340	1,088,412 16

POSTAGE-DUE STAMPS.

Quarter ended—	NUMBER AND DENOMINATIONS OF STAMPS.				Value.
	1-cent.	2-cent.	3-cent.	5-cent.	
September 30, 1878					
December 31, 1878					
March 31, 1879					
June 30, 1879					
Total	5,755,400	642,900	8,396,000	873,300	\$865,957
	5,755,400	642,900	8,396,000	873,300	365,957

ORDINARY STAMPED ENVELOPES AND WRAPPERS.

Quarter ended—	NUMBER AND DENOMINATIONS OF ENVELOPES.										Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	90-cent.	1-cent.	2-cent.	
September 30, 1878	4,790,750	611,000	12,953,800	22,000	31,150	500	1,500		5,896,250	492,500	\$576,178 82
December 31, 1878	3,387,750	440,000	7,976,800	2,250	24,350	100	600		5,867,500	449,500	390,143 78
March 31, 1879	7,724,500	1,150,000	20,532,150	14,000	32,650		2,550	100	8,141,500	672,000	886,297 45
June 30, 1879	5,382,500	839,000	14,801,600	31,350	53,700		250		7,560,500	677,250	663,016 77
Total	21,285,500	3,040,000	56,264,150	69,600	141,850	600	4,900	100	27,435,750	2,261,250	2,515,636 82

STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Quarter ended—	NUMBER AND DENOMINATIONS OF ENVELOPES.					Value.
	1-cent.	2-cent.	3-cent.	5-cent.	15-cent.	
September 30, 1878	422,500	510,000	14,999,500	7,000	42,000	\$515,103 65
December 31, 1878	872,000	532,500	14,210,500	3,500	30,000	488,123 20
March 31, 1879	516,000	662,000	17,609,500	7,500	1,000	594,835 25
June 30, 1879	382,500	680,500	15,955,250	8,500	65,500	541,642 00
Total	1,693,000	2,385,000	62,774,750	26,500	178,000	2,139,704 10

RECAPITULATION.

Articles.	Number.	Amount.
Ordinary postage-stamps	774,358,790	\$90,117,250 00
Newspaper and periodical stamps	1,552,172	1,088,412 16
Postage-due stamps	15,607,606	365,937 09
Ordinary stamped envelopes—plain	80,906,700	2,160,417 92
Ordinary stamped envelopes—request	67,058,250	2,138,704 10
Newspaper wrappers	29,697,000	355,218 80
Postal cards	221,797,000	2,217,570 80
Official postage-stamps	14,201,822	634,999 95
Official stamped envelopes and wrappers	17,209,150	468,011 80
Aggregate	1,222,348,474	29,538,950 93

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 7.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ending June 30, 1879.*

Description.	Quarter ended Septem- ber 30, 1878.	Quarter ended Decem- ber 31, 1878.	Quarter ended March 31, 1879.	Quarter ended June 30, 1879.	Total.
<i>Ordinary postage-stamps.</i>					
One-cent	36, 379, 400	47, 287, 000	48, 958, 600	47, 405, 400	180, 030, 400
Two-cent	15, 842, 600	18, 654, 800	21, 576, 300	18, 309, 900	74, 383, 600
Three-cent	115, 967, 700	122, 577, 100	129, 675, 600	125, 633, 600	493, 854, 000
Five-cent	2, 143, 800	2, 375, 320	3, 138, 800	2, 545, 640	10, 203, 620
Six-cent	1, 382, 600	1, 430, 600	1, 686, 200	1, 254, 000	5, 753, 400
Ten-cent	1, 767, 690	2, 065, 890	2, 615, 130	2, 274, 380	8, 723, 090
Fifteen-cent	200, 660	239, 160	382, 040	178, 500	1, 000, 360
Thirty-cent	71, 180	97, 240	128, 170	92, 350	388, 940
Ninety-cent	4, 920	5, 600	6, 270	4, 580	21, 370
Value	\$4, 582, 476 00	\$5, 004, 556 00	\$5, 432, 405 00	\$5, 087, 822 00	\$20, 117, 259 00
<i>Newspaper and periodical stamps.</i>					
Two-cent	75, 335	75, 450	84, 980	87, 600	323, 365
Three-cent	29, 190	30, 240	29, 530	13, 730	102, 890
Four-cent	40, 380	39, 115	43, 385	46, 900	169, 780
Six-cent	36, 185	30, 905	34, 455	33, 810	135, 355
Eight-cent	21, 545	23, 295	22, 990	24, 020	91, 850
Nine-cent	6, 750	6, 260	6, 230	2, 340	21, 580
Ten-cent	50, 615	49, 565	52, 390	52, 135	204, 705
Twelve-cent	25, 310	25, 095	26, 190	26, 240	102, 835
Twenty-four-cent	22, 210	22, 195	23, 815	24, 600	92, 820
Thirty-six-cent	11, 710	12, 180	12, 730	11, 985	48, 605
Forty-eight-cent	9, 165	9, 660	9, 770	9, 895	38, 490
Sixty-cent	10, 065	10, 950	11, 015	10, 180	42, 210
Seventy-two-cent	5, 105	5, 655	6, 365	4, 995	22, 120
Eighty-four-cent	4, 545	3, 825	5, 105	5, 465	18, 940
Ninety-six-cent	12, 820	8, 835	11, 350	11, 240	44, 245
One dollar and ninety-two cent	6, 775	6, 055	7, 115	6, 408	26, 353
Three-dollar	6, 566	5, 931	7, 583	6, 662	26, 742
Six-dollar	3, 142	2, 558	3, 034	2, 583	11, 917
Nine-dollar	1, 902	1, 756	2, 416	1, 680	7, 814
Twelve-dollar	2, 131	1, 570	2, 819	1, 752	8, 272
Twenty-four-dollar	836	665	1, 231	849	3, 581
Thirty-six-dollar	663	320	781	346	2, 110
Forty-eight-dollar	455	274	528	196	1, 453
Sixty-dollar	1, 148	927	1, 167	1, 098	4, 340
Value	\$285, 823 30	\$228, 577 20	\$325, 343 70	\$248, 667 96	\$1, 088, 412 16
<i>Postage-due stamps.</i>					
One-cent .....	.....	.....	.....	5, 755, 400	5, 755, 400
Two-cent .....	.....	.....	.....	642, 900	642, 900
Three-cent .....	.....	.....	.....	8, 396, 000	8, 396, 000
Five-cent .....	.....	.....	.....	873, 300	873, 300
Value .....	.....	.....	.....	\$365, 957 00	\$365, 957 00
<i>Ordinary stamped envelopes.</i>					
One-cent	4, 790, 750	3, 387, 750	7, 724, 500	5, 382, 500	21, 285, 500
Two-cent	611, 000	440, 000	1, 150, 000	839, 000	3, 040, 000
Three-cent	12, 933, 800	7, 976, 600	20, 532, 150	14, 801, 600	56, 264, 150
Five-cent	22, 000	2, 250	14, 000	31, 350	69, 600
Six-cent	31, 150	24, 350	32, 650	53, 700	141, 850
Ten-cent	500	100	.....	.....	600
Fifteen-cent	1, 500	600	2, 550	250	4, 900
Ninety-cent .....	.....	.....	100	.....	100
One-cent wrappers	5, 868, 250	5, 867, 500	8, 141, 500	7, 560, 500	27, 435, 750
Two-cent wrappers	462, 500	449, 500	672, 000	677, 250	2, 261, 250
Value	\$576, 178 82	\$390, 143 78	\$886, 297 45	\$663, 016 77	\$2, 515, 636 82
<i>Stamped envelopes bearing a request to return.</i>					
One-cent	422, 500	372, 000	516, 000	382, 500	1, 693, 000
Two-cent	510, 000	532, 500	662, 000	690, 500	2, 395, 000
Three-cent	14, 999, 500	14, 210, 500	17, 609, 500	15, 955, 250	62, 774, 750
Five-cent	7, 000	3, 500	7, 500	8, 500	26, 500
Six-cent	42, 000	30, 000	40, 500	65, 500	178, 000
Fifteen-cent .....	.....	.....	1, 000	.....	1, 000
Value	\$515, 103 65	\$488, 123 20	\$594, 835 25	\$541, 642 00	\$2, 139, 704 10

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

Description.	Quarter ended Septem- ber 30, 1878.	Quarter ended Decem- ber 31, 1878.	Quarter ended March 31, 1879.	Quarter ended June 30, 1879.	Total.
<i>Postal cards.</i>					
One-cent	48, 733, 500	58, 315, 000	58, 292, 500	56, 456, 000	221, 797, 000
Value	\$487, 335 00	\$583, 150 00	\$582, 925 00	\$564, 560 00	\$2, 217, 970 00
<i>Official postage-stamps.</i>					
One-cent	130, 150	24, 900	278, 300	72, 200	505, 550
Two-cent	291, 250	81, 200	88, 300	35, 100	445, 850
Three-cent	5, 646, 500	1, 799, 700	3, 003, 600	568, 700	11, 018, 500
Six-cent	721, 850	51, 750	434, 050	153, 450	1, 361, 100
Seven-cent	3, 400	2, 200	2, 200	4, 000	9, 600
Ten-cent	65, 500	6, 000	55, 018	8, 400	134, 918
Twelve-cent	129, 150	8, 900	99, 680	35, 000	272, 710
Fifteen-cent	72, 185	7, 080	50, 200	72, 400	201, 865
Twenty-four-cent	13, 925	5, 450	9, 165	4, 250	32, 790
Thirty-cent	77, 825	4, 300	45, 970	10, 700	138, 795
Ninety-cent	52, 550	1, 700	23, 812	2, 082	80, 144
Value	\$326, 930 75	\$64, 827 00	\$183, 266 40	\$49, 975 80	\$624, 999 95
<i>Official stamped envelopes.</i>					
Two-cent	268, 750	238, 500	257, 500	184, 500	949, 250
Three-cent	3, 588, 200	3, 180, 650	4, 303, 000	2, 308, 700	13, 380, 550
Six-cent	71, 500	50, 900	106, 100	100, 850	329, 350
One-cent wrappers	650, 000	600, 000	500, 000	800, 000	2, 550, 000
Value	\$124, 673 80	\$110, 161 50	\$146, 214 80	\$87, 962 00	\$469, 011 90

RECAPITULATION.

Description.	Number.	Value.
Ordinary postage-stamps	774, 358, 780	\$20, 117, 259 00
Newspaper and periodical stamps	1, 552, 172	1, 088, 412 16
Postage-due stamps	15, 667, 600	365, 937 00
Ordinary stamped envelopes, plain	80, 806, 700	2, 160, 417 92
Ordinary stamped envelopes, request	67, 058, 250	2, 139, 704 10
Total stamped envelopes	147, 864, 950	4, 300, 122 02
Newspaper-wrappers	29, 697, 000	355, 218 90
Postal cards	221, 797, 000	2, 217, 970 00
Official postage-stamps	14, 201, 822	624, 999 95
Official stamped envelopes	17, 209, 150	469, 011 90
Whole number and value of stamps, stamped envelopes, and wrappers	1, 222, 348, 474	29, 538, 950 93

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 9.—Table showing the increase in the issue of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards, including the issues for official use, for the fiscal year ending June 30, 1879, over those of the preceding year.

Articles issued.	1878.		1879.		Increase.		Per cent. Increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps.....	742,461,940	\$19,468,618 00	774,353,780	\$20,117,259 00	31,896,840	\$648,641 00	4.29	3.33
Newspaper and periodical stamps.....	1,608,578	1,093,845 30	1,532,172	1,088,412 16	77,406	\$5,433 14	+3.56	+ .04
Ordinary stamped envelopes, plain.....	88,314,900	2,183,102 21	80,806,700	2,160,417 92	+7,508,200	\$227,684 99	+8.47	+10.65
Ordinary stamped envelopes, request.....	67,843,250	2,183,023 23	67,038,230	2,139,704 10	+807,000	\$43,321 13	+1.19	+1.98
Newspaper-wrappers.....	27,200,500	304,645 60	28,697,000	333,216 80	2,496,500	\$49,573 30	9.18	16.60
Postage-due stamps.....	.....	.....	15,667,600	363,857 00	15,667,600	\$33,977 00	.....	.....
Postal cards.....	200,630,000	2,006,300 00	221,797,000	2,217,970 00	21,167,000	\$211,670 00	10.55	10.55
Total issues for sale to the public.....	1,128,261,868	27,474,537 06	1,190,837,502	28,444,939 08	62,575,634	\$970,402 02	5.55	3.53
Add official postage-stamps.....	13,551,600	618,894 00	14,201,822	624,899 83	+650,222	\$6,005 35	+8.67	+1.11
Add official stamped envelopes.....	16,783,125	474,568 10	17,209,130	469,011 90	426,005	\$5,541 20	2.53	+1.16
Total of all issues.....	1,160,596,653	28,567,184 76	1,222,348,474	29,538,950 93	61,751,821	\$971,766 17	5.32	3.40

* Decrease.

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, 1879.

CLASSIFICATION AND AMOUNT OF MAIL TREATED.		MODE OF TREATMENT.			
Class.	Amount.	Class.	Delivered unopened.	Opened.	On hand.
Domestic mailed letters: Unopened from last fiscal year..... Received during the year.....	17,000 2,401,359	Domestic mailed letters.....	*23,339	2,371,020	24,000
Domestic unmailable letters: Held for postage— On hand from last fiscal year..... Received during the year.....	*10,984 306,344	Domestic unmailable letters: Held for postage..... Containing unmailable articles..... Misdirected..... Blank.....	*136,521 1,221 45,918	175,692 1,221 52,836 7,944	*5,115
Containing unmailable articles received during the year..... Misdirected, received during the year..... Blank (without address), received during the year.....	317,328 1,221 58,754 7,944				
Domestic third and fourth class matter (packages) received during the year.....	385,247	Domestic third and fourth class matter.....		28,684	
Foreign matter: Letters on hand from last fiscal year..... Letters received during the year..... Printed matter, samples, &c., returnable to country of origin, received during the year.....	3,140 153,390 7,693	Foreign matter: Letters..... Printed matter, samples, &c..... Total.....	151,576 7,693 325,047		4,954
Total.....	2,996,513			2,637,397	34,069

* Including—ordinary mail, 1,876,702; drop or local, 392,100; returned from hotels, 47,166; fictitious address, 17,544; returned from foreign countries (domestic origin), 91,121; ship and steamboat letters, brought by sea outside the mails, 1,518; and registered, 2,208.
 † Including—ordinary, 100,400; registered, 3,768.
 ‡ Address corrected and letters forwarded.

* Card and request letters.

A. D. HAZEN,

Third Assistant Postmaster-General.

No. 11.—Statement showing the disposition of letters opened in the Division of Dead Letters during the fiscal year ended June 30, 1879.

LETTERS OPENED.			MANNER IN WHICH DISPOSED OF.									
Containing—			Number.	Value.	Containing—	Delivered.		Filed.		Outstanding.		Destroyed.
						Number.	Value.	Number.	Value.	Number.	Value.	
Money:												
Outstanding from last fiscal year.....	2,920 =	\$5,530 96										
Received during the year 16,007 =		31,591 49½										
Minors, (drafts, checks, notes, &c.):												
Outstanding from last fiscal year.....	291 =	20,557 26	18,927	\$37,122 45½	Money.....	13,291	\$27,156 11		\$3,863 70	2,864	\$6,102 64½	
Received during the year.....	13,755 =	1,105,762 07										
Property (merchandise, books, &c.) received during the year.....			14,046	1,126,319 33	Minors.....	12,790	974,072 43		593	663	85,141 01	
Subminors (receipts, paid notes, &c.) received during the year.....			38,306		Property.....	18,276			20,030			
Subminors.....			24,372		Subminors.....	22,406						
Photographs received during the year.....			24,024		Photographs.....	19,359						
Postage-stamps received during the year.....			47,797		Postage-stamps.....	42,724						
Nothing of value.....			2,473,136		Nothing of value.....	726,245						
Total.....			2,640,608	1,163,441 78½	Total.....	855,091	1,001,228 54	35,069	70,969 59	3,527	91,243 65½	1,746,921

* Including 76,300 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, &c.—Continued.

A.—Disposition of letters treated with circulars.		Total.	B.—Contents and disposition of letters opened.		Total.
Awaiting reply to circular at beginning of year.....		10,984	Money.....		4,820
Treated with circular during the year:			Drafts, checks, &c.....		4,237
Unopened.....		136,490	Valuable papers.....		4,019
Resealed.....		30,100	Valuable articles.....		2,146
Foreign address.....		13,660	Photographs.....		3,658
Forwarded upon reply to circular:		191,234	Stamps.....		6,730
Unopened.....		104,341	Nothing of value.....		251,092
Resealed.....		19,651	Total number.....		275,102
Foreign address.....		10,780	Containing inclosures turned over to different branches.....		24,010
Turned over to opening branch:		134,772	Without inclosures—returned to writers.....		113,781
Unopened.....		44,809	Without inclosures—destroyed.....		107,211
Resealed.....		6,538	Without inclosures—resealed and notice of detention sent (A).....		30,100
Awaiting reply to circular at close of the year.....		51,347	Total.....		275,102
		186,119			
		5,115			

Value of stamps received in reply to circulars, \$3,649.62.

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, 1879.

ORIGINATING IN FOREIGN COUNTRIES.

RECEIVED.		DISPOSITION.			
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressees.	On hand.
Registered letters— On hand July 1, 1878.....	76	Registered letters.....	3,599	46	123
Received during the year (including 7 erroneously reported last year).....	3,692	Ordinary letters.....	147,886	45	4,831
Ordinary letters— On hand July 1, 1878.....	8,064	Printed matter, sam- ples, &c.....	7,693	.....	.....
Received during year.....	149,698	Total.....	159,178	91	4,954
Printed matter, samples, &c.....	152,762 7,693				
Total.....	164,223				

ORIGINATING IN THE UNITED STATES AND RETURNED BY FOREIGN COUNTRIES.

RECEIVED.	
Class.	Number.
Registered letters.....	424
Ordinary letters.....	94,669
Printed matter, samples, &c.....	8,026
Total.....	103,119

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.....	577	2,903	921	4,401	.....	.....	.....	.....
Argentine Republic.....	2	98	8	108	.....	.....	.....	.....
Belgium.....	29	643	283	955	.....	.....	.....	.....
Bermuda.....	1	128	.....	129	.....	143	.....	143
Brazil.....	7	409	11	427	.....	485	.....	485
British India.....	6	244	4	254	.....	.....	.....	.....
British Guiana.....	.....	45	.....	45	.....	63	7	70
Canada.....	590	46,090	59	46,739	155	38,780	562	39,497
Cuba.....	11	999	3	1,013	.....	.....	.....	.....
Denmark.....	16	1,506	26	1,548	.....	.....	.....	.....
Danish West Indies.....	1	140	3	144	.....	244	.....	244
Egypt.....	1	51	2	54	.....	.....	.....	.....
Ecuador.....	.....	14	.....	14	.....	.....	.....	.....
France.....	101	4,729	2,957	7,787	.....	.....	.....	.....
French West Indies.....	.....	60	.....	60	.....	.....	.....	.....
Great Britain.....	629	43,186	1,856	45,671	237	29,270	4	29,511
Germany.....	1,060	20,259	213	21,552	.....	.....	.....	.....
Greece.....	8	65	40	113	.....	.....	.....	.....
Guatemala.....	.....	47	.....	47	.....	.....	.....	.....
Hong-Kong.....	2	134	.....	136	.....	131	.....	131
Hawaii.....	1	212	.....	213	.....	298	.....	298
Italy.....	173	7,637	614	8,424	.....	.....	.....	.....
Jamaica.....	3	164	.....	167	4	384	.....	388
Japan.....	7	292	4	303	3	134	.....	137
Luxemburg.....	7	191	3	201	.....	.....	.....	.....
Mexico.....	.....	719	3	722	.....	.....	.....	.....

Statement of undelivered correspondence returned to and received from, &c.—Continued.

Country.	Returned to—				Received from—			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
Norway	39	3,244	31	3,314				
Netherlands	14	828	252	1,094				
Netherland West Indies		18		18				
Newfoundland	5	180		185	1	266		267
New South Wales	10	405		415	14	534		548
New Zealand	3	350	3	356	3	349		352
Peru	1	210		211				
Portugal	7	1,988	13	2,008				
Porto Rico		147		147				
Queensland	5	77		82		181		181
Roumania	10	29	1	40				
Russia	103	1,823	32	1,958				
Servia	2	7	1	10				
Spain	11	409	215	635				
Sweden	57	5,118	114	5,289				
Switzerland	73	1,619	10	1,702				
Salvador		12		12				
Trinidad		33		33				
Turkey	1	44	2	47				
Venezuela		31		31				
Victoria	6	349	9	364	1	252		253
Miscellaneous					4	3,756	1	3,761
Postal Union					2	19,399	7,452	26,853
Total	3,599	147,886	7,693	159,178	424	94,669	8,026	103,119

Foreign postage reclaimed by the United States, 978 francs 25 centimes; by foreign countries, 214 francs 48 centimes.

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 14.—Statement showing the number, classification, and disposition of dead registered letters during the year ended June 30, 1879.

Number and class of letters received.		Mode of treatment.	
Domestic:		Delivered without being opened:	
Official	5	Returned to foreign countries	3,685
Ordinary	2,173	Forwarded to Executive Departments	5
Request	30	Returned to writer as per card and request on envelope	30
Foreign	3,685	Opened	3,720
Total	5,893	Total	2,173
			5,893

Number and contents of letters opened.		Disposition of opened letters.				
		Delivered.	At once.	Filed.	Outstanding.	Total.
				Returned and filed.		
Drafts, notes, money-orders, &c	214	191	1	16	6	214
Money (including fifteen on hand July 1, 1878)	963	908	2	26	27	963
Photographs, receipts, certificates, &c	177	164		13		177
Property	118	108	6	3	1	118
Nothing of value	701	591	70	40		701
Total	2,173	1,962	79	98	34	2,173

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 15.—*Number of registered letters and parcels transmitted through the mails from each State and Territory in the United States during the fiscal year ended June 30, 1879.*

States.	Quarter ended September 30, 1878.			Quarter ended December 31, 1878.					
	Domestic.	Foreign.	Free.	Domestic third class.	Foreign third class.			Free.	
Alabama.....	12,052	42	1,619	14,741	212	61	.....	1,567	
Arkansas.....	8,248	72	1,599	12,467	175	52	.....	1,649	
California.....	20,654	3,467	1,606	26,240	7,664	4,508	27	1,678	
Colorado.....	10,293	143	572	12,788	1,104	260	4	686	
Connecticut.....	11,956	511	33,763	14,446	795	744	2	33,881	
Delaware.....	1,577	14	92	1,733	36	23	.....	122	
Florida.....	6,362	64	692	7,587	220	64	.....	731	
Georgia.....	14,868	81	1,948	19,554	373	149	.....	2,280	
Illinois.....	37,389	2,089	8,606	70,472	5,089	2,667	222	9,478	
Indiana.....	35,993	237	4,180	42,920	621	199	6	4,590	
Iowa.....	34,079	296	4,000	44,060	922	510	18	5,875	
Kansas.....	24,026	178	3,013	31,136	750	268	2	3,331	
Kentucky.....	15,978	135	1,333	17,470	369	101	.....	1,000	
Louisiana.....	12,844	467	1,049	15,320	463	632	.....	1,209	
Maine.....	17,530	495	1,166	20,893	762	495	.....	972	
Maryland.....	10,914	323	540	11,744	410	473	7	702	
Massachusetts.....	30,473	3,273	15,895	35,652	3,007	4,086	2	16,217	
Michigan.....	35,889	1,890	3,825	40,881	1,187	2,067	.....	3,889	
Minnesota.....	20,916	441	2,153	28,767	493	674	.....	1,677	
Mississippi.....	10,179	26	549	11,478	116	80	4	1,047	
Missouri.....	37,567	466	2,670	45,564	3,479	811	2	2,913	
Nebraska.....	12,515	227	1,103	17,471	253	261	4	1,400	
Nevada.....	5,038	597	351	6,443	479	767	.....	421	
New Hampshire.....	9,082	475	690	10,590	200	646	.....	748	
New Jersey.....	14,774	693	577	14,653	979	1,115	18	775	
New York.....	98,896	13,303	58,411	112,704	21,057	14,679	391	55,896	
North Carolina.....	16,441	43	986	19,273	301	42	.....	1,263	
Ohio.....	50,551	1,063	3,570	62,830	2,613	1,275	5	5,404	
Oregon.....	5,434	65	584	7,220	325	298	.....	759	
Pennsylvania.....	63,758	2,303	3,471	74,548	3,231	2,690	32	4,212	
Rhode Island.....	3,989	413	104	4,004	175	414	1	126	
South Carolina.....	9,855	77	830	13,442	160	118	.....	1,038	
Tennessee.....	14,537	76	1,602	16,620	236	77	1	1,631	
Texas.....	22,788	423	3,738	31,114	1,047	546	3	4,026	
Vermont.....	9,801	458	771	12,394	322	513	.....	844	
Virginia.....	20,317	143	1,715	23,454	669	189	.....	1,850	
West Virginia.....	9,609	50	640	11,271	116	36	.....	720	
Wisconsin.....	32,823	637	3,948	44,003	917	801	23	4,133	
Alaska Territory.....	20	.....	.....	10	.....	.....	.....	.....
Arizona Territory.....	2,054	9	92	2,478	88	26	.....	128	
Dakota Territory.....	4,958	217	287	7,717	109	238	.....	400	
District of Columbia.....	10,922	502	12,339	10,609	569	486	10	13,445	
Idaho Territory.....	2,906	26	68	4,214	195	50	1	53	
Indian Territory.....	1,826	13	177	1,970	43	9	.....	210	
Montana Territory.....	3,193	17	240	4,859	93	51	.....	84	
New Mexico Territory.....	1,975	12	64	2,470	161	33	.....	67	
Utah Territory.....	4,801	118	227	6,208	207	116	1	267	
Washington Territory.....	2,601	70	329	3,988	201	64	.....	331	
Wyoming Territory.....	2,381	31	421	3,009	292	41	.....	336	
Total.....	866,612	36,765	188,185	1,055,429	63,285	44,485	786	195,751	

No. 15.—Number of registered letters, &c., transmitted through the mails, &c.—Continued.

States.	Quarter ended March 31, 1879.						Quarter ended June 30, 1879.					
	Domestic third class.		Foreign third class.		Free.		Domestic third class.		Foreign third class.		Free.	
Alabama.....	19,049	279	107	2	1,829		18,080	198	83	4	1,985	
Arkansas.....	16,183	215	54	4	1,792		15,783	262	68		1,797	
California.....	25,595	5,121	3,750	108	1,604		24,237	5,316	3,455	112	1,886	
Colorado.....	12,709	777	267	11	1,726		16,130	826	288	10	796	
Connecticut.....	15,825	569	680	5	33,923		14,954	642	602	14	33,978	
Delaware.....	1,743	21	12	3	151		1,868	35	9		145	
Florida.....	9,295	268	81	9	668		8,694	310	145		774	
Georgia.....	21,938	341	169		2,361		20,050	430	107	3	2,260	
Illinois.....	78,268	5,139	2,789	83	9,453		69,352	5,721	2,735	87	8,935	
Indiana.....	49,731	367	354	11	4,733		44,725	538	260	7	4,851	
Iowa.....	51,431	650	589	11	5,931		46,944	560	494	9	5,912	
Kansas.....	36,316	549	308	2	3,214		35,613	712	286		3,292	
Kentucky.....	21,056	509	179		1,311		21,771	1,205	107	2	1,739	
Louisiana.....	19,802	566	780	1	1,390		21,081	802	701	15	3,117	
Maine.....	22,149	821	323	2	980		22,566	940	535		1,163	
Maryland.....	12,979	489	378	17	528		12,052	784	398	17	870	
Massachusetts.....	36,815	2,736	1,133	2	18,146		36,534	3,625	3,496	2	17,548	
Michigan.....	43,895	728	1,583	25	3,367		40,699	819	2,169	5	3,889	
Minnesota.....	29,721	374	682		1,834		30,111	468	646		1,899	
Mississippi.....	17,960	147	65		1,152		17,164	361	49	4	1,788	
Missouri.....	54,708	3,482	709	11	2,442		49,968	5,466	745	6	3,864	
Nebraska.....	18,846	182	310	2	1,209		18,366	279	326	5	1,502	
Nevada.....	5,730	306	576	6	491		5,593	606	510	8	540	
New Hampshire.....	11,725	103	510		745		11,342	138	338		971	
New Jersey.....	15,228	623	460	73	712		16,016	717	947	21	982	
New York.....	115,440	21,955	15,204	506	64,905		115,440	34,692	14,550	551	89,715	
North Carolina.....	22,412	172	61		1,574		21,259	258	50	2	1,875	
Ohio.....	71,693	2,203	1,365	18	6,848		68,163	2,387	1,173	35	7,069	
Oregon.....	8,621	246	260		734		6,957	810	257		859	
Pennsylvania.....	82,021	3,625	2,642	109	4,230		83,991	4,650	2,518	142	2,674	
Rhode Island.....	4,123	216	469	6	145		3,904	240	428	14	136	
South Carolina.....	13,945	186	96		1,151		13,850	139	80	7	1,119	
Tennessee.....	20,925	300	118	2	1,895		19,839	469	108	2	2,066	
Texas.....	39,786	1,375	691	11	4,219		34,410	1,682	622	19	4,457	
Vermont.....	12,432	222	528	13	941		12,015	201	644	13	940	
Virginia.....	24,725	554	229	13	1,832		24,091	661	139	14	1,932	
West Virginia.....	12,156	119	31		715		12,329	126	30		796	
Wisconsin.....	45,258	630	862	11	4,248		41,972	747	851	14	4,263	
Alaska Territory.....	9		1				5					
Arizona Territory.....	2,713	140	25	2	183		3,927	188	30		150	
Dakota Territory.....	7,249	164	271	1	459		8,825	248	264	1	554	
District of Columbia.....	11,077	478	301	15	14,824		14,530	630	345	34	10,106	
Idaho Territory.....	4,291	182	56	2	71		4,329	168	44	1	71	
Indian Territory.....	2,494	44	9		213		2,270	54	11	1	211	
Montana Territory.....	5,056	157	73	1	164		4,908	222	108	8	138	
New Mexico Territory.....	2,777	201	30		79		3,346	236	23		85	
Utah Territory.....	6,428	354	134	10	220		6,228	810	119	12	222	
Washington Territory.....	4,326	208	73		280		3,613	205	61		392	
Wyoming Territory.....	2,831	258	46	1	371		2,809	278	47	1	413	
Total.....	1,172,385	59,351	40,433	1,109	211,053		1,132,653	80,861	42,001	1,202	236,676	

No. 15.—Number of registered letters, &c., transmitted through the mails, &c.—Continued.

States.	Total.			Grand total of letters registered for year ending June 30, 1878.	Fees received.	Increase of letters and parcels over the year 1878.	Increase of fees over 1878.
	Domestic third class.	Foreign third class.	Free.				
Alabama	64,772	689	293	6,950	72,710	\$6,576 00	9,919
Arkansas	53,681	652	246	4,837	61,420	5,458 30	3,172
California	96,726	18,101	15,180	6,834	137,088	13,025 40	28,888
Colorado	51,920	2,707	958	2,780	58,390	5,561 00	17,298
Connecticut	57,181	2,006	2,537	21,135	197,290	6,174 50	-3,633
Delaware	6,921	92	58	3,510	7,584	707 40	*-6
Florida	31,888	798	364	9,285	35,924	3,805 90	3,163
Georgia	76,410	1,144	506	3,849	86,912	7,806 30	10,178
Illinois	275,481	15,949	10,280	392,36,472	338,574	30,210 20	28,225
Indiana	173,369	1,526	1,050	24,18,354	194,323	17,596 90	14,378
Iowa	176,514	2,132	1,889	38,21,718	202,291	18,057 30	10,218
Kansas	127,091	2,011	1,038	4,12,850	142,994	13,014 40	34,440
Kentucky	76,275	2,063	522	2,5,983	84,265	7,888 20	9,648
Louisiana	69,047	1,831	2,580	16,6,765	80,239	7,347 40	*-187
Maine	83,138	2,523	1,448	2,4,281	91,792	8,751 10	4,863
Maryland	47,689	1,683	1,572	41,2,640	53,625	5,098 50	*-19
Massachusetts	139,474	9,368	11,988	6,67,806	228,642	16,083 60	23,190
Michigan	159,364	2,734	7,709	30,14,970	184,807	16,983 70	13,680
Minnesota	109,515	1,335	2,443	7,743	121,036	11,329 30	5,579
Mississippi	56,781	624	222	8,4,536	62,171	5,763 50	*-2,964
Missouri	187,807	12,427	2,731	19,11,889	214,873	20,296 40	15,556
Nebraska	67,198	714	1,124	11,5,214	74,261	6,994 70	13,782
Nevada	22,804	1,391	2,450	14,1,803	28,462	2,665 90	2,965
New Hampshire	42,739	441	1,069	3,154	48,303	4,514 90	4,403
New Jersey	60,671	2,819	3,215	112,3,046	69,363	6,631 70	4,903
New York	442,460	77,704	57,736	1,448,268,427	847,795	57,936 60	125,429
North Carolina	79,385	731	196	2,5,688	86,002	8,031 40	4,794
Ohio	253,237	7,203	4,876	58,22,891	268,265	26,537 40	31,582
Oregon	28,232	881	880	2,936	32,929	2,969 30	6,059
Pennsylvania	304,318	11,506	10,153	283,14,587	340,847	32,628 00	24,037
Rhode Island	16,000	631	1,724	21,511	18,687	1,637 60	1,274
South Carolina	51,092	485	371	7,4,138	56,093	5,195 50	8,615
Tennessee	71,921	1,005	878	5,7,194	80,503	7,330 90	1,309
Texas	128,098	4,104	2,282	33,16,440	150,957	13,451 70	10,946
Vermont	46,642	745	2,138	26,3,496	53,047	4,955 10	*-562
Virginia	92,587	1,884	700	27,7,329	102,527	9,519 80	12,218
West Virginia	45,365	361	147	2,871	48,744	4,587 30	2,936
Wisconsin	164,056	2,294	3,151	48,16,592	186,141	16,954 90	5,551
Alaska Territory	44	1	1	45	45	4 50	6
Arizona Territory	11,172	416	90	2,553	12,233	1,168 00	2,844
Dakota Territory	28,749	521	990	2,1,700	31,962	3,026 20	9,595
District of Columbia	47,138	1,677	1,614	59,50,714	101,202	5,048 80	11,860
Idaho Territory	15,740	545	176	4,263	16,728	1,646 50	4,736
Indian Territory	8,560	141	42	1,811	9,555	874 40	903
Montana Territory	18,016	472	249	9,826	19,372	1,874 60	4,498
New Mexico Territory	10,568	598	98	295	11,559	1,126 40	2,708
Utah Territory	23,665	871	487	23,936	25,982	2,504 60	3,184
Washington Territory	14,528	614	268	2,1,332	16,742	1,541 00	4,142
Wyoming Territory	11,030	828	165	2,1,541	13,566	1,202 50	436
Decrease							537,589 45
Increase							7,371
Total	4,227,079	203,497	163,684	3,097,831,665	5,429,022	459,735 70	530,218 44

RECAPITULATION.

Total domestic letters	4,227,079	4,430,576	434,575
Total domestic third class	203,497		
Total foreign letters	163,684	166,781	12,788
Total foreign third class	3,097		
Total free	831,665		82,855
Grand total	5,429,022		530,218
Total fees received		\$459,735 70	44,736 30

A. D. HAZEN,
Third Assistant Postmaster-General.

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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, 1879, for the Post-Office and Treasury Departments.

Description.	Number of packages.	Value.
Postage-stamps from New York agency	188, 215	\$22, 196, 628 11
Stamped envelopes and newspaper-wrappers from Hartford agency	131, 571	5, 124, 352 82
Postal cards from New York and Holyoke agencies	61, 803	2, 218, 070 00
Superintendent money-order system, drafts		807, 871 00
Money-order branch Washington city post-office	241	916, 546 00
Total for the Post-Office Department	381, 830	31, 263, 467 93
Increase over previous year	8, 817	2, 896, 280 17
Secretary of the Treasury received and sent	12, 681	271, 005, 215 88
Register of the Treasury received and sent	12, 580	219, 051, 850 00
United States Treasurer received—		
Bonds and coupons	342	4, 458, 089 00
Silver certificates	5	3, 400, 000 00
Currency, including legal-tenders, national-bank notes, and fractional currency	3, 140	170, 928 32
Coins	66	1, 270 12
United States Treasurer sent	3, 006	2, 445, 054 45
United States bonds, incomplete currency, and national-bank notes sent from Treasury Department (Comptroller of Currency)	1, 350	371, 248, 500 00
Internal-revenue stamps	17, 430	128, 140, 794 42
Documentary and proprietary stamps from New York agency	687	334, 275 18
Total for the Treasury Department	51, 237	1, 000, 253, 977 17
Aggregate	433, 067	1, 031, 517, 445 10

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 18.—Statement showing the operations of the registered-letter system at the cities of New York, N. Y., Chicago, Ill., and Washington, D. C., during the fiscal year ended June 30, 1879.

Description.	New York.	Chicago.	Washington.	Total.
Number of letters registered	453, 332	48, 542	99, 294	601, 168
Number of registered letters received for delivery	540, 509	277, 223	95, 239	912, 971
Number of registered letters received for distribution	265, 887	280, 762	12, 000	538, 649
Number of parcels of third and fourth class registered	69, 644	12, 730	1, 736	84, 110
Number of registered parcels of third and fourth class received for delivery	28, 875	3, 049	1, 512	33, 536
Number of registered parcels of third and fourth class received for distribution	5, 000	21, 257	21	26, 278
Number of registered packages received	363, 096	365, 379	76, 042	804, 517
Number of registered packages in transit	195, 600	325, 698	27, 500	548, 798
Number of registered packages made up and mailed	292, 949	157, 592	38, 661	489, 202
Number of through registered pouches received	9, 811	8, 580	3, 515	21, 906
Number of through registered pouches in transit	4, 291	509	1, 000	5, 800
Number of through registered pouches made up and dispatched	14, 309	7, 756	3, 397	25, 462
Total number of registered letters, parcels, packages, and pouches handled	2, 243, 403	1, 489, 077	359, 917	4, 092, 397
Value of gold coin received in registered mail	\$11, 754, 000			
Value of bullion received in registered mail	821, 800			

A. D. HAZEN,
Third Assistant Postmaster-General.

No. 19.—Statement showing the increase in the amount of fees collected on registered matter at twenty-five leading offices of the country during the fiscal year ended June 30, 1879, over the amount for preceding year.

Name of office.	State.	Amount collected in 1878.	Amount collected in 1879.	Increase.	
				Amount.	Per cent.
New York	New York	\$18,947 70	\$27,737 50	\$8,789 80	46.04
Philadelphia	Pennsylvania	4,348 00	5,706 60	1,358 60	31.24
Brooklyn	New York	1,716 60	2,175 00	458 40	26.7
Saint Louis	Missouri	2,255 20	3,410 50	1,155 30	50.1
Chicago	Illinois	3,850 30	5,654 50	1,804 20	46.85
Baltimore	Maryland	1,602 80	1,862 40	259 60	16.12
Boston	Massachusetts	4,295 30	5,895 00	1,599 70	37.24
Cincinnati	Ohio	1,602 50	1,742 60	140 10	8.74
New Orleans	Louisiana	3,120 90	2,669 50	*451 40	*14.46
San Francisco	California	3,886 50	5,330 40	1,443 90	37.15
Buffalo	New York	753 20	836 90	83 70	11.11
Washington	Dist. of Columbia	3,243 20	5,031 60	1,788 40	55.14
Newark	New Jersey	739 60	993 60	254 00	34.35
Louisville	Kentucky	957 90	1,250 20	292 30	30.52
Cleveland	Ohio	998 80	1,230 60	231 80	23.20
Pittsburgh	Pennsylvania	895 60	1,270 50	374 90	41.86
Jersey City	New Jersey	296 50	355 00	58 50	19.73
Detroit	Michigan	613 20	773 50	160 30	25.98
Milwaukee	Wisconsin	879 70	833 90	154 20	22.68
Albany	New York	640 60	696 30	55 70	8.69
Providence	Rhode Island	631 10	644 40	13 30	2.10
Rochester	New York	549 40	804 20	254 80	46.37
Allegheny	Pennsylvania	287 60	310 60	23 00	8.02
Richmond	Virginia	546 30	712 90	166 60	30.5
New Haven	Connecticut	512 80	629 70	116 90	22.79
Total		57,921 30	78,467 90	20,546 60	35.47

* Decrease.

A. D. HAZEN,
Third Assistant Postmaster-General.

OCEAN MAILS.

OCEAN MAILS.

Statement showing the amounts recognized in payment of ocean-mail transportation performed during the fiscal year ended June 30, 1879.

TRANSATLANTIC MAILS.

By Cunard Line, 52 trips from New York.....	\$34,648 16	
By Cunard Line, 33 trips from Boston	1,194 42	
		\$35,842 58
By Hamburg Line, 52 trips from New York		21,968 49
By Liverpool and Great Western Line, 37 trips from New York		23,620 09
By North German Lloyd Line, 52 trips from New York	21,226 07	
By North German Lloyd Line, 24 trips from Bal- timore	13 68	
		21,239 75
By White Star Line, 51 trips from New York		22,120 68
By Inman Line, 52 trips from New New York		21,434 97
By Anchor Line, 47 trips from New York		2,227 86
By Canadian Line, 51 trips from New York		803 50
By American Line, 44 trips to Philadelphia		1,531 09
By General Transatlantic French line		2,983 63
		<u>\$153,749 64</u>

TRANSPACIFIC MAILS.

To Japan and Hong-Kong, China:		
By Pacific Mail Line	\$809 18	
By Occidental and Oriental Line	1,156 73	
		1,965 91
To Shanghai, China:		
By Pacific Mail Line	308 20	
By Occidental and Oriental Line	272 80	
		581 00
To New South Wales, other Australian col- onies, New Zealand, Fiji Islands, and the Sandwich Islands:		
By Pacific Mail Line	8,457 48	
		<u>11,004 39</u>

MISCELLANEOUS.

To and from the Isthmus of Panama, Cen- tral America, and South Pacific:		
Outward mails	\$8,644 44	
Inward mails	7,181 85	
		15,826 29
To Mexico		4,931 34
To Cuba		5,366 22
To and from other West India Islands:		
Outward mails	3,131 15	
Inward mails	710 76	
		3,841 91
To Brazil		3,061 64
From Uruguay		44 90
To Venezuela		744 09
To Canada		337 64
		<u>34,154 03</u>
Total		<u>198,908 06</u>

REPORT
UPON THE
POSTAL SERVICE OF ENGLAND AND FRANCE.

BY
W. A. KNAPP,
CHIEF CLERK OF THE POST-OFFICE DEPARTMENT.

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REPORT
UPON THE
POSTAL SERVICE OF ENGLAND AND FRANCE,

BY
W. A. KNAPP, CHIEF CLERK POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,
Washington, D. C., August 20, 1879.

SIR: In compliance with the instructions contained in your letter of April 18, 1879, I left New York on the following day per steamship City of Berlin, arriving at Liverpool on the 28th April and in London on the 29th.

THE BRITISH POSTAL SERVICE.

As soon as practicable I called upon our minister, Mr. Welsh, and, upon making known to him the object of my visit, was furnished with a letter of introduction to Lord John Manners, Postmaster-General, which secured for me a very cordial reception from the British postal authorities, and the assurance on their part that all possible facilities should be afforded me in the prosecution of my investigations—an assurance which was carried out with a heartiness and good will which left no doubt as to its genuineness.

Every inquiry was promptly answered, and I have been furnished with many reports, documents, blank forms, &c., relating to the different branches of the service, and in several instances officers of the department gave themselves the trouble to write out at length details of special subjects inquired into.

To Mr. Lewin Hill, of the Secretary's office, and Mr. Grey, of the Registration Branch, I am specially indebted for favors of this kind.

It required but a day or two to convince me that with the limited time at my disposal it would be impossible to familiarize myself with *all* the details of the postal service, and I therefore endeavored only to gain as full a knowledge as possible, first, of the general plan of organization, and second, of such salient points as correspond with similar features in our own service.

DEPARTMENTAL ORGANIZATION.

In studying departmental and bureau organization I was met at the outset by the apparent absence of any dividing line between the Department proper, as we understand it, and the local organization.

The London post-office is the great center of postal business, and its operations, as well as those of other local offices, are controlled directly by the officers of the Department proper, who also supervise many details that in our service are left to local officers. In fact, the "Department" seems to be entirely merged in the London office, but, of course,

with full control over all other offices and over all branches of the service.

As a matter of convenience, therefore, I shall hereafter designate as the "Central Office" that part of the Postmaster-General's staff which has the supervision of the general service.

The Postmaster-General is *ex-officio* a member of the Cabinet, and is consequently liable to removal with every change of the Cabinet.

The permanent head of the Department is, therefore, the Secretary, who, like all other officers and employés, is appointed for life or during good behavior. There is also a Financial Secretary, who has charge of all financial operations and accounts of the Department, and three Assistant Secretaries, one in charge of home mails, whose duties are similar to those of the Second Assistant Postmaster-General in the United States; one in charge of foreign and colonial mails, with duties corresponding to those of the Superintendent of Foreign Mails in our service, and one in charge of the telegraph system.

Under the direct supervision of the Secretary are the following branches or divisions, viz: Appointment, which makes up all cases for appointments and promotions; Discipline, which takes cognizance of all delinquencies on the part of officers and employés; Provincial Post-Offices and Buildings, which fixes allowances of postmasters, provides proper office-room, and has charge of street letter-boxes; General Correspondence, the duties of which are sufficiently indicated by the name; Registry, which receives and registers correspondence, and has charge of files and records; also the Money Order and Savings Bank Branches.

Attached to the Financial Secretary's office is the office of the Accountant-General, to whom all accounts are sent for audit, and by whom they are submitted to the Auditor-General for revision. Neither of these two auditing officers is connected with the Treasury Department, the latter making his report directly to Parliament.

The dispatch, distribution, and delivery of mails throughout the kingdom are in charge of an officer whose functions would seem to be a combination of duties which in the United States are distributed among the Second Assistant Postmaster-General, the Superintendent of Railway Mail Service, and the Superintendent of Free Delivery.

It seems to me worth considering whether the creation of such an office in our own service, having a general supervision of carrier and "Star," as well as railway and steamboat routes, would not be beneficial. Such an arrangement would have the effect of consolidating under one head many details which now require the co-operation of at least three separate branches of the service.

LOCAL ORGANIZATION.

The United Kingdom is divided into fifteen districts, each in charge of a Surveyor, who is the representative of the Central Office, and who is the superior of all the postmasters in his district. In Liverpool, Manchester, and Glasgow the postmasters are *ex-officio* surveyors of their respective districts. Each Surveyor is required to personally inspect and report upon every office in his district at intervals of not less than three years, and as much oftener as circumstances may require. He is responsible for the proper management of the offices within his district, and through him all business between the postmasters and the Central Office is conducted.

To the Surveyor are addressed all the applications for promotion, all

requests by postmasters for increased allowances, and in fact all matters pertaining to the management of post-offices. He decides nearly all questions involving the construction of rules and the details of the service within his district, thus relieving the Central Office from the consideration of many trivial matters.

To fill such a position requires a full and accurate knowledge of postal laws and regulations united to great executive ability, and consequently the Surveyors are selected from among the ablest and most experienced officers of the Department.

APPOINTMENTS.

Where the annual income of a postmaster amounts to £120 in England, or £100 in Scotland or Ireland, the appointment (in case of a vacancy) is made by the Postmaster-General from persons in the postal service. In such cases an advertisement is published announcing the vacancy, and inviting applications from subordinate officers and clerks, which must be sent through their superior officers, who indorse upon the application their opinion as to the qualifications of the applicant. The record of each applicant is carefully examined, and the appointment is given to the one who seems to be best fitted for the place to be filled. The effect of this system is that an assistant postmaster or clerk in one office may be appointed postmaster at another office, or the vacancy may be filled by an officer or clerk in the general service. The object is to find the man best qualified for the place, and the *residence* of the applicant is not considered.

To illustrate: If the postmastership at Manchester should become vacant, an officer or clerk in the general service, or in the post-office at London, York, Liverpool, or Birmingham would be quite as eligible as any person in the Manchester office. Of this class of officers there are about four hundred.

In case of a vacancy in any office of which the salary is less than £100 or £120 the appointment is made by the Treasury upon the recommendation of the member of Parliament representing the borough or district in which the vacancy exists.

In the general service, in which term I include all officers, clerks, and employes of all grades, except postmasters, original appointments with a few special exceptions are made upon the recommendation of the Civil Service Commission of the Treasury, and only to the lower grades. For such appointments competitive examinations are required, but for promotions no examination is necessary, except in the grade of "sorting clerks," it being understood that more reliance is to be placed upon the record of an applicant for promotion as reported by his immediate superiors, than upon the results of a general examination.

In regard to the "sorting clerks" the examination is confined to the practical details of the work required of them, such as the dispatch and distribution of mails, &c.

In case of disability resulting from old age or injuries received in the service, employes are retired upon a pension, the amount of which is determined according to salary and the length and value of service rendered. In other words, the civil service is organized upon the same plan as the military and naval services; all civil servants are certain that so long as they perform their duties faithfully they are secure in their positions, and that when incapacitated, from old age or other causes incident to the service, they will be provided for.

SALARIES OF OFFICERS.

There is no law fixing salaries. They are adjusted by the Treasury, and the only legal restriction upon the amounts paid is that the expenditures in any one year cannot exceed the gross amount appropriated by Parliament for the service of the post-office. This rule holds good in regard to all other expenditures of the post-office. The salaries of the officers and higher grades of clerks are much higher than in our service. Thus, in the General Post-Office at London, which is substantially the same as the Post-Office Department of the United States, there is a Secretary with a maximum salary of £2,000; one Financial Secretary, maximum salary, £1,500; three Assistant Secretaries, with a maximum salary of £1,200; one Chief Clerk, salary £900; five principal clerks, salary £800; four principal clerks, salary £600; a Solicitor, at £2,000; Receiver and Accountant-General, at £1,000; Controller of Money-Order Business at £900; Controller of Circulation, at £1,000; Surveyor of Traveling Post-Offices, at £700.

In addition to the ordinary salaries, several officers and clerks of the Central Office, as well as of some other large post-offices, receive extra allowances for special services, ranging from two shillings per week to £100 per annum. As an illustration, the Chief Clerk of the Secretary's office in London, in addition to his salary of £900 per annum, receives an allowance of £80 per annum as a "clerk in waiting," and a per diem of ten shillings for "table money" while on duty out of office hours. In the London office there are six "clerks in waiting" whose extra duty consists in remaining at the office during the nights to attend to urgent matters which are presented at other times than during the regular office hours. The salaries of subordinate clerks and employés are much lower than in the United States, ranging from seven shillings a week for boy messengers up to £200 per annum for third-class clerks (the lowest grade).

The total number of officers and employés of all grades in the British service, exclusive of such as are employed in the colonial post-office establishments, was, for the year ended December 31, 1878, 45,506, of which number 11,473 were engaged in the postal telegraph service, leaving 34,033 in the postal service proper. Of the total number there are 13,763 postmasters, 10,000 clerks, and 21,000 letter-carriers, sorters, and messengers. The number employed in London alone is 10,665, of which 5,800 are attached to the Central Office, and the rest to the various district offices.

SALARIES OF POSTMASTERS.

For head postmasters there is no fixed scale of remuneration, but the following scale is used as a rough means of testing the reasonableness of the postmasters' claims, and of comparing the proposed expense of a given office with others of similar magnitude:

	Per annum.		
	£	s.	d.
Letters, &c., for delivery, for each 100 per week		22	0
Forwarded letters, &c., for each 100 per week		10	0
Money-order transactions, for each 1,000 per annum	4	0	0
Savings-bank transactions, for each 1,000 per annum	5	0	0
Mail-bags (received and dispatched), one a day (counting as one a bag in each direction)	1	0	0
Night duty, for single hour daily	9	2	6
Private boxes and bags, each		5	0

Head postmasters are required to devote their entire time to the service. With one or two exceptions, which will be rectified upon the

retirement of the present incumbents, the highest salary of any postmaster is that paid at Liverpool and Glasgow, viz, one thousand pounds. At the smaller offices, to which appointments are made by the Treasury, the postmaster is generally engaged in some private business, and is not expected to give his whole time to the service. He is paid partly by salary, partly by percentage on stamps sold, and partly by fees on private boxes and bags. He receives such allowance for assistance as is thought necessary, but has no separate allowance for office-rent or expenses.

The following comparative statement shows the net income of postmasters of various grades :

Name of office.	Net income.	Average number of letters delivered weekly.	Average number of forwarded letters weekly.	Number of money-order and savings-bank transactions yearly.	Number of single hours of duty between 10 p.m. and 5 a.m.	Mean number of sealed bags received and dispatched.	Number of telegrams yearly.
Broadway	£250	4, 400	.....	1, 900	.....	8	1, 200
Shepton Mallet	75	6, 800	.....	10, 500	1	7	6, 800
Tadcaster	100	10, 200	.....	6, 800	2½	15	7, 000
Maldon	125	11, 600	.....	15, 000	1	15	14, 500
St. Albans	150	15, 900	.....	18, 700	.....	18	18, 000
Newcastle Staff	175	19, 500	.....	23, 200	6	22	23, 000
Haverfordwest	200	23, 500	.....	20, 500	.....	39	32, 000
Stamford	225	22, 900	.....	28, 500	1	41	37, 200
Carmarthen	250	45, 000	4, 200	25, 800	.....	70	44, 300
Boston	275	31, 100	8, 900	39, 000	10	52	62, 000
Rochdale	300	55, 800	.....	42, 900	.....	41	69, 500
Yarmouth	350	54, 500	2, 000	61, 200	10	77	84, 600
Croydon	400	63, 000	.....	67, 800	9	39	53, 000
Bolton	450	79, 700	.....	69, 600	16	94	102, 400
Wolverhampton	500	108, 200	2, 000	100, 000	40	118	170, 400
Plymouth	550	94, 300	48, 300	121, 800	63	119	376, 100
Nottingham	600	178, 700	41, 700	159, 600	55½	179	280, 100
Sheffield	650	215, 600	54, 700	149, 500	79	225	441, 700
Newcastle-on-Tyne	700	247, 000	82, 800	204, 000	82½	243	1, 255, 700
Liverpool	1, 000	747, 700	244, 000	563, 700	257	864	3, 198, 000
Glasgow	1, 000	696, 150	152, 000	454, 800	242	649	2, 279, 800

UNIFORMS.

The uniforms of carriers and such other employés as are required to wear uniforms are paid for by the government. The amount expended for this purpose last year was £54,900, or about \$265,360.

DISCIPLINE BRANCH

This branch of the Central Office takes cognizance of all derelictions of duty on the part of employés in the entire service. A record is kept of all infractions of regulations, so that when an officer or employé applies for promotion, his standing is fully known.

At the Central Office, as well as in the larger post-offices, an "attendance book" is kept, in which all officers and employés are required to register the time of their arrival at the office. Loss of time is punished by extra duty, and repeated tardiness subjects the offender to a loss of eligibility to promotion, or, when chronic, to discharge from the service.

On Christmas it is customary for carriers to receive presents from persons supplied by them, and this custom has the full sanction of the department. In case a carrier is frequently reported for carelessness, insubordination, or other dereliction, he is punished by being transferred a few days before Christmas to a new route, where, as a matter of course, he will receive but few or no gratuities.

LEAVES OF ABSENCE.

In the Central Office each officer and employé is granted leave of absence during the year amounting to twenty-eight working days. In the other offices the period of leave varies from fourteen to twenty-eight days, except in Ireland the rural letter-carriers have no leave. Any other absence is punished either by extra duty or forfeiture of pay. In case of absence caused by sickness, from one-third to one-half of the pay is deducted.

TRANSPORTATION OF MAILS.

An act of Parliament requires all railway and packet companies to carry the mails upon any train or boat which may be designated by the Postmaster-General, who has the right to prescribe schedules.

There is no fixed basis of compensation to railway companies, nor is there any legal restriction upon the amount to be paid. It is entirely a matter of agreement and contract between the Postmaster-General and the railway companies, the law simply providing that in case of disagreement the rate shall be fixed by arbitration.

In the adjustment of railway pay the chief elements which enter into the calculation are the space furnished, the speed of the trains, the hours of departure and arrival, and the number of stops made. Weight is of course considered, but is not so important as space, speed, &c. With a view of arriving at the cost of transportation as compared with the same item in our own service, I endeavored to ascertain the weight of the mails carried, and the mileage of the mail trains, but was informed that no such data could be furnished. I am unable, therefore, to compare the cost per pound per mile as I had hoped to do; but taking as a basis the total cost of conveyance, viz, £703,043, or nearly \$3,500,000, as given in the report for the year 1878-'9, and considering the comparatively small mileage, I am convinced that the proportionate cost of transportation is considerably greater than in the United States.

STAR SERVICE.

Service other than by railway and packets is also a matter of agreement and contract, but the contracts instead of being made for a definite period are terminable whenever in the opinion of the Postmaster-General the interests of the service will be advanced thereby. As a matter of justice to contractors, three months' notice is generally given in case of annulment. When from any cause it is desired to make a new contract, an advertisement is published inviting proposals, and from those received the one is selected which from all points of view seems the most advantageous to the government. There is no obligation to award a contract to the lowest bidder, and if the Postmaster-General is satisfied that a bidder is not thoroughly able and willing to faithfully execute his contract his proposal is simply ignored. Bonds are required and penalties are strictly enforced when occasion arises, but I was informed that "failures" of contractors were extremely rare.

Except on a few coach routes, and those on which foot messengers are employed, the mails are always carried in covered carts or wagons of a uniform design prescribed by the department.

TRAVELING POST-OFFICES.

The system of distributing mails on the trains is substantially the same as in the United States; but owing to the shorter distances run

and the greater speed of the trains, viz, from forty-five to sixty miles an hour, it cannot be carried to the same extent as in railway post-offices. For most of the larger cities and towns "direct bags" are used, and most of the mails for offices not on the railway lines are sent to head offices for distribution.

There is very little distribution of registered matter on the trains, as the "direct pouch" system is used to a much greater extent than in our service.

REGISTRATION.

My attention was at the outset attracted to the almost absolute safety of registered matter, the loss since the adoption of the present system being only one in four million, while in our service the loss during the last year was one in a little less than ten thousand. I have therefore devoted more time and study to the registration system than to any other branch of the service.

I cannot do better than to submit as part of this report a memorandum furnished me by Mr. Grey, of the British office, and which is accompanied by all the forms in use. I copy from his notes.

The accompanying patterns of the books used in the process of registration (1, 2, and 3) will best explain the process by which a record of each registered letter is obtained, either in duplicate, triplicate, or quadruplicate, as may be required.

Between each of the sheets is placed one of carbonic paper, and by copying the address of the letter on the top sheet with a hard black-lead pencil an exact *fac-simile* of the entry is transferred by means of the carbonic paper to each of the under sheets, and thus at one operation either two, three, or four copies of the address are produced.

To insure clear impressions in quadruplicate, a metallic plate is placed underneath the last sheet, in order to afford an increased resistance to the point of the pencil. Each of the entries is numbered consecutively in the space provided for the purpose, and the corresponding number is marked on the letter with a red-chalk pencil.

An impression of the dated stamp of the office at which the book is used is then affixed to the letters, and to each of the entries on each of the sheets, as well as on each of the right-hand portion of the last sheet. It is found necessary to stamp each sheet separately with stamping ink, as, the type of the stamp not being so sharp as the point of the pencil, a clear impression cannot be obtained from the carbonic paper.

The mode of dealing with each different class of registered letters and the use made of the three different kinds of manifold books are as follows:

When a letter is presented for registration at a receiving house, either in London or the Provinces, the receiver copies the address into a book of which pattern 4 is a specimen, and gives the formprinted in black to the sender as a receipt for the letter and retains the red sheet in the book. He then crosses the letter with a blue pencil and copies the address on the letter bill (No. 6) which accompanies his next dispatch of letters to his head office, the registered letter being folded in the bill and then tied up with the ordinary correspondence, after having been checked by and signed for by the collecting letter-carriers.

At the window, however, of the head office in London, at the Lombard street and Charing Cross branch offices, and (for the night mails) at several of the receiving houses in the East Central District, where the number of letters presented for registration is very large, the quadruple manifold book (No. 3) is used instead of the ordinary receipt-book, the first sheets forming the receipts for the public, the second the record to be retained, and the third and fourth the lists to be forwarded to the head office with the letters, the total number of letters being advised immediately below the last entry. (See No. 7.)

In all cases when the manifold form of entry is adopted; the registered letters are dispatched in a separate scaled bag, which is advised on the letter bill (No. 8) as "one registered bag" and forwarded inside the ordinary bag. An officer of the branch collects these registered letter-bags as soon as they reach the head office, and signs for each on the letter-bill. They are then ticked off in the arrival book, which contains a daily record of all the registered letter-bags due and their time of arrival. The bags are then distributed to and signed for by the officers at the opening tables, each of whom is furnished with a list (No. 9) of those which it is his duty to deal with. To facilitate this distribution each bag is marked with the "letter" of the table to which it belongs.

Each of the officers at the opening tables is provided with a dating stamp, a table-stamp, and with a blue-chalk pencil. As the bags are placed before him, he ticks them off on the list by his side, and then proceeds to open each separately—taking care to check the contents of one before opening another.

Having turned the bag inside out, to make sure that it is empty, he first looks to the advice of the total number at the foot of the counterfoil list, and ascertains by counting the letters that he has the full number advised. He next compares the address of each with its entry on the accompanying sheets. He then stamps the letters with the dated stamp and each entry on the sheets with his table-stamp. He also numbers each letter consecutively with his blue-chalk pencil, disregarding the red-chalk numbers of the dispatching office, and commencing with No. 1 for the first letter in the first bag he opens, and continuing the series unbroken to the last letter in his last bag, taking care to arrange the letters on his table in this order. He then marks the same number against the entry of the letter on each of the two sheets, which are designated respectively the "counterfoil" and "receipt" forms, and having recorded the total number of letters on his table-list, he retains the counterfoil sheets, and passes the receipt-forms to the stamping-table, when a dated stamp is affixed to them, and each sheet is separated into the eight separate portions of which it consists.

Any discrepancy or irregularity discovered by the opening officers is at once reported on forms No. 9, to the superintendent, and if there is any ground for supposing that a letter is missing, a telegram is at once sent to the dispatching office.

From the stamping-tables the receipt-forms are placed before the sorters, whose duty it is to sort them for the forty separate Divisions at which the letters are made up for dispatch. These Divisions consist of boxes for a certain number of towns, varying from two or three to thirty or forty (see Division list No. 10), according to the average number of letters for each place, and one officer takes charge of and dispatches all the letters for each Division. As the receipt-forms are sorted they are transferred to the officers at the respective Divisions, and each then proceeds to collect in his letters for dispatch. He first of all arranges his receipt forms according to the "table-letter" stamped on each, and signs the right-hand portion of each form, which is called the "tab." He then goes to the opening-tables, which are labeled in alphabetical succession, calls out the address of each letter he requires and its blue-chalk number, receives it from the opening officer, compares the address with the entry on the receipt, and hands him the tab in exchange for it—still retaining possession of the receipt-form. He places the letters in a wooden tray which he carries with him, and returns to his Division. Having sorted the letters, he enters those for each of the towns he makes up on a separate slip (Nos. 11 and 12) in his dispatch-book, places them in the proper partition of his Division, and alternately collects again and enters until he has ascertained that all the bags due have arrived and that there are no more letters for him. Whilst he is collecting he secures his letters at his Division by pulling down a movable shutter fitted in front of the boxes.

Having completed his entries, he totals and checks the letters for each town with them, detaches the duplicate list from his book, ties it up with the letters, and incloses them in a sealed bag. As soon as all his bags are made up he conveys them to the Inland Branch, where he obtains a signature for each from the officer who dispatches the ordinary correspondence for the respective towns, and who places it inside the ordinary bag, and advises it on the letter-bill.

He then returns to his Division, compares the entries in his book with those on the receipt-forms which he retained when he gave up the tabs in exchange for the letters, and having satisfied himself that he has an entry for each, he initials and ties up the receipts, and hands them to one of the superintending officers to be transferred to the checking officers.

The officers at the opening-tables having opened all their bags and given out all their letters, which the consecutive blue-chalk number enables them to do very rapidly, they proceed to check their tabs with their counterfoil, in order to make sure that they have obtained a discharge for every letter, and then tie them up inside the counterfoils they belong to, and the bundles, with their table-list, are passed to the officers employed to check and examine the vouchers.

The receipts for the letters for delivery in the East Central District are sent to that office to be sorted to the letter carriers attached to the respective walks, who then come into the registered-letter branch and collect their letters from the opening-tables, in the same way as the dispatching officers, leaving the tabs in exchange for the letters, and when they have obtained the signatures of the addresses to the receipt-forms, they deposit them in a locked box provided for the purpose, from whence they are transferred to the checking officers, to be examined and put away with the records of the letters.

At the Metropolitan District offices the letters registered at the various suboffices arrive entered on the postmaster's letter bills in the same manner as from the East Central receiving houses, and are re-entered for dispatch to the chief office, in one of the triplicate books (No. 2), in order to procure a record at the District office and the counterfoil and receipt-forms, for dispatch at one operation. The triplicate-book is for the same reason used at the Provincial head offices for all letters dispatched to the head office, London.

For those forwarded direct to the Metropolitan District Offices another book, of which

specimen No. 13 is a pattern, is used; those sent to the traveling post-offices and those dispatched by cross-post, or to the suboffices, are entered upon the ordinary letter-bill (No. 8).

For the re-entry of letters arriving for delivery the Metropolitan and Provincial head offices are furnished with the duplicate manifold-book (No. 1).

Letters received in the traveling post-offices for cross-post are entered on the letter bill (No. 8) and those for London are entered in triplicate as those from Provincial towns.

The arrangements for dealing with the letters for twenty-two of the principal London bankers and mercantile firms and the official remittances from the postmasters for the Receiver and Accountant-General are as follows:

Four officers are employed to collect the letters for bankers and business firms from the opening-tables, each taking only those for the firms allotted to him. The origin of each letter is then entered on a duplicate list (specimen No. 14), and one copy of the list is inclosed with the letters for each firm in a sealed bag. The bags are then signed for by two messengers, specially selected for the duty, and conveyed by them in mail-carts to their destination. A record-messenger accompanies each of the carts, to guard the remaining bags while the other is delivering them one by one.

A clerk is in attendance at each banking-house to receive the bag from the messenger and to give him a receipt for it on his way-bill (specimen 15). When the messengers have completed their rounds they wait at the last house until the contents of the bag delivered there has been checked, when the list accompanying them is signed by the clerk and given back to the messenger, who then returns on foot, calling at each of the other banks and firms for their lists, and brings them all back with his way-bill to the registered-letter branch, where they are at once examined and put away. No charge is made to bankers for this special delivery.

The official remittances, which average about three hundred daily, are collected by one officer, who is furnished with printed lists (No. 16), containing the names of all the offices having an account with the Department in alphabetical order. Against each office from which there is a remittance the officer places his initials on the lists, and then incloses them in a sealed bag with the lists pertaining to them, and advises the total number at the foot of the lists. The bags are then transferred to an officer who distributes the other official correspondence, and entered by him in his dispatch-book, after which the bags are taken by him to the Receiver and Accountant General's Office and a signature obtained for them on the receipt-form detached from the book.

The official remittances from the Receiver and Accountant General to the postmasters and letter-receivers are sent to this branch in a sealed bag, accompanied by counterfoils and receipt-forms for each, and are checked and dealt with in the same manner as the contents of any other registered-letter bag.

The letters for dispatch to places abroad are collected by the proper officers from the opening-tables and entered in the respective dispatch-books, which for all the principal colonial and foreign offices are constructed in duplicate (specimen No. 17), so that by inserting carbonic paper between the sheets one serves as a record to be retained and the other as the list to accompany the letters. Each officer collects only those letters which he dispatches; and for places to which the mails are not forwarded daily, the letters, after being entered, are accumulated in iron safes, to which the dispatching officers alone have access, until the date arrives for making them up.

The registered letters from places abroad arrive entered on the letter-bills or on lists. In either case, after being checked with the original entry by the officer who opens the bag, they have to be crossed with a blue pencil and re-entered in books prepared for the purpose (No. 18) in order to obtain a proper record of them and receipt-forms for their disposal.

The receipt of foreign and colonial registered letters, both inwards and outwards, except between countries in the Postal Union, is acknowledged, as regards the total number, on the back of the next list dispatched after their arrival (see back of form No. 17), and as regards those dispatched from this branch to the Metropolitan and Provincial offices, by the signature of the receiving officer across the entry of the registered bag on the letter-bill forwarded with the ordinary letters; the receipts taken on the delivery of the letters being retained at the delivering offices, and any discrepancy between the addresses of the letters and the entries on the list accompanying them being at once reported and rectified.

The checking officers' duties consist in examining the whole of the receipt-forms and "tabs" of the previous day to ascertain that they are properly signed and that a discharge has been obtained for every letter recorded on the counterfoils. To enable them to do this, all the counterfoils bearing the same table-stamp are fastened together in the order in which they have been numbered by the opening officer with his blue-chalk pencil, and the receipts and tabs are sorted in similar rotation. The checking officers then proceed to compare the receipts and tabs one by one with their counterfoils, noticing at the same time that each of the former bears a legible signature; and, if so, he marks them off by noting the date in the column provided in the counterfoil for

the purpose. If he misses a receipt, he records the particulars in a book and also on a printed form (No. 19), which is referred to the office from which the missing vouchers should be forthcoming; and when it is obtained, he records the date of its arrival and puts it away in the proper bundle. If he discovers any other irregularity, he reports it in writing, and the officer in fault is duly called to account.

When all the counterfoils have been checked they are tied up with the receipts and tabs belonging to them, and carefully labeled and put away, in order of date, being so arranged that in the event of any inquiry for a letter, the particular bundle in which a record of it should be found can be at once selected and referred to. The presses in which these records are stored are kept carefully locked, and no one is allowed access to them, except under the direction of one of the superintending officers of the branch. These vouchers are kept for three entire years and then destroyed.

It will thus be seen that, as regards the letters passing through the London head office, a thorough and complete hand-to-hand check exists for every letter, and that with the exception of foreign letters inwards, and those dispatched at the smaller receiving houses, this is effectually secured without the necessity for any re-entry simply by recording the addresses at the originating office either in duplicate, triplicate, or quadruplicate, by means of the manifold-books, as may be required to facilitate the disposal of the letters; also that at the Metropolitan and Provincial head offices the use of the duplicate and triplicate manifolds not only very considerably diminishes the necessity for re-entry, but at the same time provides a more reliable record than if the addresses were recopied each time the letters changed hands.

TELEGRAPHS.

I have inquired into the postal telegraph system only so far as to learn that the officers of the department, while expressing opinions cautiously, seem to think that although the control of the telegraph lines by the government has been beneficial to the public, it does not produce a satisfactory result from a financial point of view. The charge for transmitting messages has been reduced to one shilling for twenty words between any two points in the United Kingdom, and I believe that a further reduction is contemplated. So far as the public are concerned this is a great convenience and a great benefit, but the receipts do not pay a fair dividend upon the original cost of the lines added to the working expenses.

POSTAL SAVINGS BANKS.

The experiment of making the government the custodian of the people's savings appears to be entirely successful. The subject has been so thoroughly discussed and the statistics concerning it are so readily found in official reports, that I have not considered it worth while to make any extended investigation of the matter. It is only necessary to say that the system is regarded by the public with great favor, as affording an entirely safe investment for their earnings, and its operations have thus far been entirely satisfactory to the government.

DEAD LETTERS.

In addition to the Returned-Letter Branches in London, Glasgow, and Dublin, there are returned-letter offices in seven of the largest provincial towns, each covering a certain district, and altogether embracing in their operations one hundred and seventy-two towns.

From these offices letters which are undeliverable are returned to the writers without being forwarded to the central office. The total number sent during the last year to the returned-letter offices, together with those returned to the writers direct from the London district offices, was 4,873,625, or one out of two hundred and seventeen letters transmitted.

The object of this subdivision of the dead-letter office is to insure greater promptness in the return of undeliverable matter. It is difficult, however, to see how this can be effected by such a system, and it must render necessary a considerable increase of clerical force, and I should think would result in some confusion.

THE FRENCH POSTAL SERVICE.

The organization of the French postal service is similar to that of the British service, except in the matter of appointments, which will be explained hereafter.

The territory of France for judicial, administrative, and police purposes is divided into eighty-six departments, each of which is presided over by a Prefect, who has the general supervision of all governmental affairs therein. In each of these departments the management of the postal business is intrusted to a Director, who, in conjunction with the Chief Postmaster of the department, is held responsible for the efficiency of the service.

The functions of the Directors are substantially the same as those of the British Surveyors, except that the former are mere administrative officers and are not invested with so much discretion as the latter.

The accounts of the postmasters are submitted to the Chief Postmaster, by whom they are, after examination, forwarded to the Director. The Director then prepares a consolidated account or *résumé* of all the accounts for the department, which is sent to the Central Administration at Paris, which consequently has but eighty-six accounts to audit instead of nearly six thousand as would be the case if postmasters reported directly to the Central Administration. Requisitions for supplies and all communications from postmasters relative to the details of the service are addressed to the Directors, and, if necessary, referred to the Central Administration.

Each Director has of course his own staff of clerks, Inspectors, and Sub-Inspectors.

In addition to the departmental Directors there are eight Directors for the *Postes Ambulantes* or traveling post-offices, whose duties correspond to those of our assistant superintendents in the railway-mail service.

CENTRAL ADMINISTRATION.

The Central Administration is admirably organized. It consists of four grand divisions each in charge of an *Administrateur* or Assistant Postmaster-General, and each consisting of two or more bureaux. The duties of each bureau are defined with great precision and explicitness in the *Annuaire des Postes*, to which I refer for details.

Before the establishment of the Republic, the head of the postal service was a Director-General. Shortly afterward the department was placed in charge of an Assistant Secretary of Finance. Recently, however, the law provided for the appointment of a minister of postal affairs, who takes rank with other Cabinet ministers, and whom for convenience I shall designate as the Postmaster-General.

APPOINTMENTS.

The officers and employés of the French postal service are divided into two grand classes, viz: Agents and Sub-Agents. The former includes all superior officers, clerks, and postmasters; the latter embraces all subordinate employés, such as carriers, messengers, watchmen, laborers, &c. Appointments in all grades of which the salary is one thousand francs and upward are made by the Postmaster-General, generally upon the nomination of the Director of the department in which the vacancy exists. Where the salary is less than one thousand francs, appointments are made by the Prefect of the department. All appoint-

ments are made "for life, or during good behavior," and no removals are made except for gross neglect of duty. Even during the great political changes to which the government of France has been subjected during the past few years, there seems to have been no thought of changing the *personnel* of the different departments, except in a few isolated cases where individuals had made themselves unpleasantly conspicuous by violent opposition to the existing government.

Minor infractions of discipline are punished by reprimands, stoppage of leave, fines, or reduction of rank and pay; and dismissal from the service is resorted to only when the subject is incorrigible.

One singular feature of the French service is the appointment of a class of employes called Supernumeraries. They are assigned to duty as clerks, &c., but receive no pay until a vacancy occurs in the grade in which they are serving, or to which they are eligible, when they receive a permanent appointment. It frequently happens that a Supernumerary serves for several years without salary. For an appointment as Agent as well as for that of Supernumerary a preliminary examination is required, and after three years' service an Agent is eligible to promotion, subject, however, to a second examination, the scope of which depends upon the position to which the applicant aspires. For the Sub-Agents no examination is necessary, and except in rare cases promotions are not made from this class to that of Agents. As a general rule appointments in the class of Sub-Agents are reserved for discharged soldiers, widows or children of deceased soldiers, or persons who have been teachers in the public schools.

The following general outline of the rules governing appointments is compiled from the Book of Regulations, published by the Central Administration, which is a model of conciseness and explicitness:

RULES GOVERNING APPOINTMENTS.

Applicants for appointment as Supernumerary must be of French birth, not less than eighteen and not more than twenty-five years of age. From the operations of this rule, however, the following persons are exempted, viz, applicants between the ages of twenty-five and thirty years who have served for five years either in the army or navy, or as teachers in the public schools, or who have been employed in a subordinate capacity for three years in the postal service. No person not previously employed in the postal service in some capacity can be appointed: First, to the position of postmaster before the age of twenty-five years nor after the age of thirty-five. If the applicant has already been permanently employed under salary the limit of thirty-five years may be extended so far as to cover the time that he has been so employed, but not even in such a case must the age of the applicant exceed forty-five years. Second, to the position of carrier or assistant in an office, under the age of eighteen years or over the age of thirty, unless previously employed in the service as above specified, in which case the maximum age is extended to forty years. Assistant mail-route messengers, local agents, and other employes who are charged with the manipulation of the mails cannot be appointed before reaching the age of eighteen. Upon the recommendation of the Directors the maximum age may be extended in exceptional cases to forty years for carriers.

Appointments to post-offices of which the annual salary does not exceed one thousand francs are reserved under the above-mentioned conditions as to age, for—

First. Persons who have served the government in either a military, naval, or civil capacity for at least seven years, or who have been honorably discharged from such service by reason of wounds received or disability incurred in the discharge of their duties.

Second. The wives, daughters, and sisters of men who have served at least ten years.

Third. The wives, daughters, and sisters of men who have died in active service.

Fourth. "Distributors" (an inferior grade of postmasters) who have been three years in the postal service.

Fifth. Supernumeraries who have served seven years and the wives, daughters, and sisters of such employes who have served at least ten years.

Sixth. Persons who have served five years in charge of any office, or five consecutive years as the sworn Assistant in an office, and who possess a knowledge of telegraphy.

For an appointment as Distributor the only requisite is that the applicant shall be of the legal age. Letter-carriers must in no case be relatives or connections of the postmasters or chief clerks of the offices to which they are attached.

No one can be appointed to one of the following positions, viz, Director, Controller, Chief or Sub-Chief of division, Postmaster of the first and second class, or Translator in the Central Administration without submitting to a special examination, nor unless he has been for at least three years on the permanent roll of the department. A candidate for promotion who has failed in such an examination may demand a second trial.

Officers who were in the service prior to January 1, 1864, are not required to be examined for promotion, but may demand it if they choose.

SALARIES.

Salaries in all grades below that of Postmaster-General are very meager as compared with those paid to employes either in the British or United States service.

Following is a complete list of all employes in the French service with the different grades assimilated as nearly as possible to corresponding positions in the United States service. It will be seen that salaries increase with length of service, although incumbents may not in the mean time have been promoted to higher grades. In the French service, as in the British, and indeed in the service of all European countries, it seems to be taken for granted that experience is worth something, and that a clerk or other employe who has served for several years renders more valuable service to the government than a new beginner, and should be compensated accordingly. It should also be noted that in addition to the regular salaries, special allowances are made for night service, for extra duty, and for additional expenses caused by being assigned to duty away from the permanent residence of persons so transferred. Postmasters of all classes are required to live in the building in which their offices are situated, but the rent is paid by the government, which is a very important item, and virtually adds considerable to the nominal salary. For this purpose the appropriation last year was 3,055,170 francs. A liberal allowance is also made for uniforms to such employes as are required to wear them.

Number and salaries of all grades exclusive of the telegraphic service.

CENTRAL ADMINISTRATION.

Number.	Personnel.	Salary per annum.
		<i>Francs.</i>
1	Postmaster-General.....	50,000
4	Assistant Postmasters-General.....	12,000 to 15,000
31	Chiefs of bureaux.....	4,500 to 8,000
168	Clerks of all classes.....	1,800 to 4,000
33	File-clerks.....	1,000 to 2,200
40	* <i>Gardiens de bureaux</i>	1,000 to 1,800

* No corresponding officers in the United States postal service.

DEPARTMENT OF THE SEINE, INCLUDING THE PARIS POST-OFFICE.

1	Director.....	12,000
1	Chief Inspector.....	5,000 to 8,000
10	Inspectors and sub-inspectors.....	3,500 to 5,000
1	Chief postmaster.....	10,000
64	Postmasters.....	2,500 to 4,500
50	Postmasters.....	1,000 to 2,200
6	Chiefs of sections.....	5,000 to 8,000
20	Sub-chiefs of sections.....	3,500 to 4,500
285	Principal clerks.....	2,700 to 3,300
563	Ordinary clerks.....	1,200 to 2,400
42	<i>Agents secondaires</i>	1,000 to 2,000
12	Head letter-carriers.....	1,000 to 1,800
1,909	Letter-carriers.....	1,000 to 1,800
175	<i>Gardiens de bureaux</i>	1,000 to 1,800

PROVINCIAL SERVICE.

85	Directors.....	6,000 to 10,000
144	Inspectors and sub-inspectors.....	3,000 to 5,500
5,666	Postmasters.....	800 to 8,000
8	Postmasters in foreign countries.....	2,500 to 6,000
4,660	Clerks.....	1,200 to 3,300
7	Clerks in foreign offices.....	1,500 to 2,400
32	Mail-agents on ships.....	1,500 to 3,300
116	Head carriers.....	1,000 to 1,800
2,189	City carriers.....	800 to 1,200
237	Collecting carriers.....	600 to 750
19,072	Local and rural carriers.....	400 to 900
362	<i>Gardiens de bureaux</i>	800 to 1,800

RAILWAY MAIL SERVICE.

8	Directors.....	5,000 to 7,000
10	Inspectors and sub-inspectors.....	3,500 to 4,500
2	Superintendents of material.....	1,500 to 5,500
179	Chief head clerks.....	2,700 to 3,300
106	Chief clerks.....	2,400
588	Ordinary clerks.....	1,200 to 2,400
422	Mail-route messengers.....	1,000 to 1,800
517	Miscellaneous employés.....	1,000 to 1,800

PENSIONS.

All persons who have been permanently employed in the postal service, except assistant mail-route messengers and *Gardiens d'Entrepôt* (employés for whom there is no corresponding designation in English), are entitled to pensions upon their retirement, under the following conditions, viz :

The right to retirement with a pension is ordinarily acquired at sixty years of age and after thirty years of service, but employés in the "active service" (which includes carriers of all classes, mail-route messen-

gers, and porters) may be retired at the age of fifty-five years, after twenty-five years of service, fifteen of which have been in the "active service."

Any period of service in the army or navy is credited as part of the time required to establish the right to a retiring pension, but such military or naval service cannot be deducted from the period of fifteen years required in the "active service." Pensions are granted without reference to age or length of service to employés who become permanently disabled while engaged in specially hazardous service or while assisting a fellow employé whose life is endangered.

The amount of pension is based upon the average of salaries received during the last six years of service, and consists of one-sixtieth of such average for each year of service. After twenty-five years of "active service," the pension is one-half the average annual salary with the addition of one-fiftieth for each year above twenty-five. In no case, however, can the amount of pension exceed three-fourths of the average salary of the recipient.

The following table shows the maximum pension allowed for different grades :

Salaries.	Maximum pension.
1,000 francs or less	750 francs.
From 1,001 to 2,400 francs	Two-thirds of the average salary, in no case less than 750 francs.
From 2,401 to 3,200 francs	1,600 francs.
From 3,201 to 8,000 francs	One-half the average salary.
From 8,001 to 9,000 francs	4,000 francs.
From 9,001 to 10,500 francs	4,500 francs.
From 10,501 to 12,000 francs	5,000 francs.
Above 12,000 francs	6,000 francs.

The widow of an employé entitled to a pension receives *one-third* of the same, provided she was married six years before her husband's service terminated.

The widow of an employé who loses his life in the performance of his duty receives *two-thirds* of the pension to which he would have been entitled. In case the widow is in any way disqualified to receive the pension it reverts to the minor children of the deceased and is payable up to the time that the youngest child attains the age of twenty-one, the portion of such as may die or attain their majority in the mean time being divided among the others.

To constitute a permanent fund for the payment of pensions, the following deductions are made from the salaries and allowances of employés:

First. Five per cent. of all regular salary and allowances (other than for expenses) paid in any grade.

Second. One-twelfth of the first year's salary, and of any subsequent increase.

Third. All fines and stoppages made on account of absence or by way of punishment.

REGISTRATION.

Registered matter in France is divided into two classes: First, ordinary letters and packages; second, letters and packages of declared value.

For ordinary matter the fee is twenty-five centimes (five cents) in addition to the regular rate of postage.

For matter of declared value, a distinction is made between letters and packages. For letters there is, in addition to the registration-fee, a charge of twenty centimes for each one hundred francs of value or fraction thereof. For other packages the rates, in addition to the postage, are, first, a charge of 1 per cent. of the value up to one hundred francs, and, second, a fixed charge of fifty centimes for each one hundred francs or fraction thereof.

For the loss of an ordinary registered package the fixed sum of twenty-five francs is paid; for that of a package of declared value the full amount, up to the limit of ten thousand francs, is paid, except when the loss is the result of *vis major*. There is no limitation in regard to weight, but packages must not exceed ten centimeters in length, eight in width, and five in depth.

The only distinction made between the treatment of ordinary registered matter and that of declared value is that the latter must be fastened with five wax seals, while for the former the ordinary method of inclosure is sufficient.

No special form of envelope is used, and registered matter is only distinguished from other mail-matter by having impressed on it a peculiar stamp.

The mode of handling this class of matter is as follows:

The postmaster first compares his registered mail with the stubs of his receipt-book, and the packages are tied out, each inclosed with a way-bill describing its contents (which must be verified by two other persons), enveloped in wrapping paper, sealed and labeled either to the office of destination or the traveling post-office, as the case may be. The way-bill is copied into a register, its correctness attested as in case of the original, and the packages dispatched with other mail in an ordinary bag, which is tied and sealed with wax. No leather pouches or locks are used. Upon arrival at the office of destination the way-bill is compared with the contents of the package, and if found correct, the postmaster, after having it verified by two employés, puts his stamp upon it and files it for future reference. If an error is discovered it is reported immediately to the Central Administration.

If, instead of being mailed in a "direct bag," the package is addressed to a traveling post-office, the same course is followed, *i. e.*, the head clerk checks and files the way-bill, and after making his distribution of the letters received, makes them up into packages, and makes out a new way-bill for each package. In every case the correctness of the way-bill must be attested by two persons besides the responsible officer.

This system appears to afford an excellent guarantee against losses, but also to entail a great deal of labor upon the railway clerks. I was informed by the head clerk of the traveling post-office on the line between Paris and Erqueline, Belgium, that on his "runs" from Paris he usually made about two hundred bills.

The only receipts ordinarily given for a registered letter are that given by the mailing postmaster to the sender and that given by the addressee to the carrier upon delivery.

If, however, the sender desires a receipt from the addressee it can be obtained by the prepayment of ten centimes (two cents).

The following tables relative to the registry business will be found interesting. From them it will be seen that while the percentage of loss *viz*, one piece out of 133,582 +, has not been reduced as low as in the British service, it is still very much smaller than in the United States.

Table showing the number of pieces of registered matter of all classes mailed in France during the years 1877 and 1878.

Year.	Ordinary.	Declared value.	Amount of value.	Total number.
1877.....	4,535,000	1,562,000	679,552,000	6,297,000
1878.....	4,830,000	1,582,000	740,845,000	6,412,000

Table showing increase in the number of registered pieces mailed during the first quarter of the year 1879, as compared with the corresponding quarter of 1878, attributed to reduction of registration fee from fifty centimes to twenty-five centimes (five cents.)

1879. Number of pieces mailed.....	1,373,400
1878. Number of pieces mailed.....	1,231,320

Increase 142,080 or 11.54 per cent.

1879. Estimated loss for year consequent upon reduction of fee...10,000,000 francs.

Registered pieces received at the dead-letter office during the years 1877 and 1878.

Year.	Ordinary.	Declared value.	Total.	Returned.
1877.....	1,134	45	1,179	294
1878.....	1,177	50	1,227	310

Number of pieces of registered matter lost during the years 1877 and 1878, with amounts paid in reimbursement for such losses.

Year.	Ordinary.	Declared value.	Total.	Amount of reimbursement.
1877.....	30	15	45	8,390
1878.....	28	20	48	18,900

MONEY-ORDERS.

For sums of three hundred francs and under, money-orders are not drawn upon any particular office, but are payable at any post-office upon presentation with proof of identity. For this purpose the letter transmitting the order is generally sufficient, but the paying postmaster may require additional evidence if he deems it necessary.

For larger sums the orders are drawn upon designated offices, which are notified by letter of advice. In no case is a money-order transferable, nor is there any process by which it can be paid to any other person than the one in whose favor it is drawn.

The fee for domestic orders is 1 per cent. and for foreign orders 2 per cent. (in even *sous*) of the amount drawn for.

There is no restriction as to the amount for which orders may be drawn, but practically the fees operate as a limitation on the amount, few persons being willing to pay 1 per cent. on large amounts.

In issuing orders the order itself is handed to the purchaser with a stub attached, which he retains as a voucher to be used in case the original order should be lost, and a similar stub is retained by the postmaster from which he makes up his office records. Between this latter stub and the order is printed a series of figures. In clipping off the

order it is so cut that a number of figures, the sum of which (in even francs) equals the amount drawn for, are left attached to the order, while the remaining figures of the series remain on the stub.

This method seems to guard effectually against any alteration of the amounts drawn for, and greatly facilitates the examination of accounts. The stubs are retained as vouchers by the postmaster for a period of eight years, after which they are destroyed.

In the sub-offices in Paris and in the larger cities a certain amount of the money arising from the fees paid is retained for the payment of orders presented, and the balance is remitted daily to the departmental treasury; in the smaller offices remittances are not made at regular periods, but only when the surplus exceeds a certain amount.

Money accounts are rendered semi-monthly, and the orders paid during the time covered by the accounts are filed therewith.

In further explanation of the system, I submit copies of the forms used in connection therewith, which were kindly furnished by the French officials.

POST-OFFICES AND POSTMASTERS.

Post-offices in France are divided into two kinds, viz: *bureaux simple* and *bureaux composé*. The former is one in which the postmaster is the only person employed who is on the permanent list of the department. Postmasters of this class of officers are mostly women and receive salaries ranging from eight hundred to sixteen hundred francs per year. They are sometimes allowed an assistant at a salary of from four hundred to six hundred francs, generally the son or daughter of the incumbent, but such assistant is not considered as a permanent employé and is consequently not eligible to promotion.

A bureau composé is one in which several clerks are employed. There is also a class of suboffices presided over by a *distributeur*, whose functions are the same as those of the inferior postmasters, but who reports and is accountable to some postmaster designated by the Central Administration.

Salaries of postmasters are adjusted chiefly on the basis of the receipts of their offices, but not by any calculation of percentages, and not subject to any provision of law except that the gross amount allowed for salaries cannot exceed the sum appropriated for that item.

Salaries are retained from the receipts of the offices, but it is necessary that special authority for such retention be obtained each month from the Director of the department, who, before granting such authority, examines the accounts of the office.

RAILWAY SERVICE.

The method of distribution on the mail trains is quite similar to that employed in our own service, but, as in England, much of the mails for small offices goes into distributing post-offices.

No route-maps are furnished to the railway postal employes, but instructions relative to the distribution are imparted by means of printed "schemes," which are bound in book-form.

The traveling post-offices are about twenty-four feet in length with doors at the sides, as is customary for all railway carriages of Europe. On a few lines where two or more cars are used, there are communicating doors between the cars at the ends. The cars are fitted up with boxes at the sides and ends, but no provision is made for the storage of

bags; consequently they are piled upon the floor, where the clerks are obliged to climb over them in performing their work.

On each of the main lines leaving Paris there are ordinarily dispatched two postal cars daily, one in the morning and one in the evening. The principal mails are dispatched on the evening trains, which leave at about eight o'clock. Much of the distribution on these trains is made before their departure. For instance, on the line from Paris to Erquelines, Belgium, bags begin to arrive from the different local offices in Paris at about 3.30 p. m. and continue to be received from that time up to 8 p. m., the hour of departure, the clerks in the mean time being kept busy in sorting.

For comfort and convenience the cars will not bear comparison with those in our service. They are, as heretofore indicated, much smaller than ours, with imperfect means of ventilation and with no provision for heating in cold weather. I carefully inspected several of them in which the clerks were at work, and found them exceedingly uncomfortable. At the time of my visit the weather was so cold as to require the wearing of an overcoat, but from six to eight clerks were employed in each car, and the animal heat engendered by them added to that caused by the lamps used for lighting the cars was so great as to cause a profuse perspiration.

DEAD LETTERS.

The organization of the Dead Letter Office in Paris is similar to that of our own. An effort is made to return all undeliverable letters to the writers, and when the postage has not been prepaid the writers are required to pay double rates.

Ordinary letters are retained in the office one month, and those addressed "*Poste Restante*" two months after the month in which they are received; after that time they are sent to the paper-mill. Letters containing valuables are, unless the owners are found, retained seven years, at the expiration of which time the contents are forfeited absolutely to the government.

DEPREDACTIONS AND SPECIAL AGENTS

From the remarkable police system which exists in France one would naturally expect that the Post-Office Department would have in its service a trained corps of detectives and other officers for the tracing of losses and the correction of irregularities, all under one chief. This is, however, not the case.

There is a force of inspectors and subinspectors numbering one hundred and forty-four men, whose functions are substantially the same as those of our special agents, but instead of being united in one body, and therefore working under one direction, they are distributed among the different *departments* under the direct control of the departmental directors.

Instead of reporting all losses or other complaints to the Central Administration, each director is charged with the investigation of cases arising in his own *department*, and generally employs only his own inspectors.

When a director desires to avail himself of the services of the police he must apply to the *Procureur* (District Attorney) of his *department* for authority.

The system of "locating" losses in our service and of placing all the Special Agents under one management, seems to me much more effective, although on account of the differences in the service which exist in the

two countries, the French system may answer well enough in France. It certainly would not in this country produce as good results as our own.

REVENUES AND EXPENDITURES IN ENGLAND AND FRANCE.

For the year 1877-78 the receipts of the British Post-Office (including the Telegraph Service) were £6,047,000; the expenditures, £3,991,000; leaving as a net income the sum of £2,056,000.

In France during the year 1876, the latest date for which I have been able to obtain figures, the receipts were 116,707,852.11 francs; the expenditures, 71,090,994.96 francs; and the net revenue, 45,616,857.15 francs.

From these data the inference may be drawn that the postal service is more economically administered in the countries named than in the United States; but I do not believe that the facts will warrant any such conclusion.

Aside from the fact that the immense extent of territory supplied by the postal service in the United States renders the proportionate cost much greater, a cogent reason for the annual "deficiency" with which our service is charged may be found in the exceedingly liberal rates prescribed by Congress for matter other than first-class, and especially for newspapers and other periodicals.

In England there are but three classes of domestic mail-matter, viz :

First. Letters and sealed packages on which the postage is as shown in the following table, viz :

For a letter not above 1 oz.....	1 d.
" above 1 oz. but not above 2 oz.....	1½d.
" " 2 oz. " 4 oz.....	2 d.
" " 4 oz. " 6 oz.....	2½d.
" " 6 oz. " 8 oz.....	3 d.
" " 8 oz. " 10 oz.....	3½d.
" " 10 oz. " 12 oz.....	4 d.

A letter above the weight of 12 oz. is liable to a postage of 1d. for every ounce, beginning with the first ounce. Thus, a letter weighing between 14 and 15 oz. must be prepaid 1s. 3d.

A letter posted unpaid is chargeable on delivery with double postage; and a letter posted insufficiently prepaid is chargeable with double the deficiency.

No letter may be above 18 inches in length, 9 inches in width, or 6 inches in depth, unless it be sent to or from one of the government offices.

Second. Newspapers, on which the postage is one half-penny for *each copy*; and where more than one copy is mailed in one package, one half-penny for each two ounces or fraction thereof in addition, without reference to the distance carried; and

Third. Packages sent by "Book Post," which includes books, circulars, printed matter other than periodicals, maps, drawings, engravings, &c., and on which the postage is one half-penny for each two ounces or fraction thereof.

Supposing the average weight of newspapers to be two ounces, it will be seen that the post-office realizes not less than eight cents per pound, or four times the rate charged in the United States for such newspapers as do not pass through the mails free.

In France, the letter rates are the same as in this country, and there are five classes of mail-matter admitted at less than letter rates, as follows, viz :

First. Newspapers and other periodicals, published not less than once in three months. On these the rates are as follows, viz: For each copy sent beyond the *department* in which it is published and beyond the *departments* adjoining, two centimes* for the first twenty-five grammes† (a little less than one ounce) and one centime for each additional twenty-five grammes or fraction thereof.

If published in the department of the *Seine* or of the *Seine-et-Oise* and not sent beyond the limits of the adjoining departments, one centime for the first twenty-five grammes and one half-centime for each additional twenty-five grammes or fraction thereof.

If published in departments other than the two above named, and not sent beyond the adjoining departments, one centime for the first fifty grammes, and one half-centime for each additional twenty-five grammes or fraction thereof.

Second. Circulars, prospectuses, catalogues, books, price currents, engravings, lithographs, &c. On this class the rates are: For the first five grammes or less, one centime; from five to ten grammes, two centimes; from ten to fifteen grammes, three centimes; from fifteen to twenty grammes, four centimes; from twenty to fifty grammes, five centimes; and for each additional fifty grammes or fraction thereof, five centimes.

Third. Samples of merchandise (with which bills may be inclosed), for the first fifty grammes or less, five centimes, and five centimes for each additional fifty grammes or fraction thereof.

Fourth. Book manuscript, corrected proof-sheets, plans, commercial and legal papers not having the character of personal correspondence, the same rates as third class.

Fifth. Photographs, business cards, prospectuses, circulars, &c., inclosed in unsealed envelopes, five centimes for each fifty grammes or fraction thereof on each package bearing an address.

It will be seen from the above that the lowest rate of postage on newspapers is about the same as our bulk rates, while the highest is about four times as great, and as the number of provincial papers (to which the lowest rates are applicable) is very small, the average rate is much higher, while no papers are sent free. The result is a much larger revenue, in proportion to the weight carried, than in the United States.

CONCLUSIONS.

With the exception of one or two special branches of the service, I have in the foregoing sketch attempted to give only general outlines. I have, however, brought with me many documents, reports, blanks, &c., from which can be obtained full explanations in regard to many details which I have not mentioned or to which I have referred only casually.

I have paid but little attention to the system of free delivery, for the reason that a very thorough and comprehensive report on that subject was made by General Daniel Butterfield in the year 1873, to which I am unable to add anything of importance.

In what I have written it will be observed that I have seldom given any opinion as to the merits of any features in the service of the countries visited. I have preferred to simply submit the results of my observations, leaving to the officers of the department who are charged with the execution of its various details to make comparisons, and to

* 5 centimes are about equal to 1 cent.

† 28½ grammes equal 1 ounce.

judge whether our own service can be improved by the adoption of any methods of the foreign service which are different from ours.

There is one matter, however, which I think deserves special attention, viz, the almost absolute

SAFETY OF REGISTERED MATTER IN FRANCE AND ENGLAND.

After considerable study of the systems of guards and checks in use in those countries, they do not impress me as being in any way superior to, while they seem more complicated and laborious than our own. It remains, therefore, to seek some other reason for the disproportion in losses.

In the first place, it should be remembered that the number of miles of railway in the United States exceeds by several thousand that of all Europe, and that our mails are in many cases while in transit over many of the lines in charge not of postal officials but of employés of the railway companies.

It should also be remembered that we have more than two hundred thousand miles of wagon, stage, and horseback routes, many of which run for great distances through wild and lonely sections of country where the mails are constantly liable to attacks by hostile savages, or still more dangerous "road agents."

Nor should it be forgotten that there are in this country more than twice as many post-offices as in England and France combined, and that in very many instances they are necessarily placed in charge of persons who are grossly ignorant of their duties. With these facts in view, it is not singular that the proportion of losses should be much greater here than abroad. I am persuaded, however, that one very good reason for the superior safety of the mails in the European service may be found in the fact that officials, by being appointed "for life or during good behavior," are removed from many temptations that beset our employés, and that the system of promotions, retirements, and pensions, not only lessens the probability of dishonesty, but has a tendency to secure more strict attention to duty and greater familiarity with detail.

When an employé knows that his retention and advancement in the service depend, not upon political or partisan favoritism, but upon the faithful and strict performance of duty, he has an inducement to be honest and efficient that does not and cannot exist in our service.

I should not like to be understood as disparaging either the honesty or ability of our own officials. On the contrary, I firmly believe that the great majority of them, and especially of those in the subordinate grades, are naturally quite as honest as, and superior in intelligence and education to, those of any European country.

Considering the vast extent of country supplied by our postal service, and the many difficulties under which it labors, I believe it will compare favorably for promptness and efficiency with that of any other country, and that all that is needed to make it the best in the world is to give to it the element of permanency.

I should be guilty of gross ingratitude if I failed to acknowledge the many courtesies extended to me by the French officials. Upon presenting myself at the department I was very cordially received by Mr. Besnier, *administrateur* of the division of foreign mails, who assured me that the entire department was at my service, and he had the kindness to relieve from all other duty and detail for my benefit an exceedingly competent and well-informed clerk, with instructions to consider himself as entirely at my disposal for so long a time as I should desire.

To this gentleman, M. Léon Foucault, I am indebted for nearly all of the information, and for all of the documents, reports, &c., which I obtained relative to the French postal system.

I am also under great obligations to General E. F. Noyes, United States minister at Paris, and to General Lucius Fairchild, consul-general, both of whom were of great service to me.

Very respectfully, your obedient servant,

W. A. KNAPP,
Chief Clerk.

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

LOTTERY LETTERS IN THE MAILS.

OPINIONS AND ARGUMENT

OF THE

ASSISTANT ATTORNEY-GENERAL

FOR THE

POST-OFFICE DEPARTMENT.

LOTTERY LETTERS IN THE UNITED STATES MAILS.

OFFICE OF ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
November 18, 1879.

SIR: I have the honor to transmit herewith the various opinions of this office upon the subject of lottery letters in the United States mails, together with the argument made by the Assistant Attorney-General for the Department at Louisville, in the United States circuit court, in the suit brought by the Commonwealth Distribution Company of Louisville against the postmaster of that city.

Very respectfully,

A. A. FREEMAN,

Assistant Attorney-General for the Post-Office Department.

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

LOTTERIES.—*Section 3894 Revised Statutes, 2d ed., includes "legal" lotteries, notwithstanding parenthetical insertion into text of "and illegal."*

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., September 15, 1879.

SIR: The letter of F. W. Schaurte, special agent of the Post-Office Department, of the 9th instant, referred by you to this office, has been duly considered.

You submit the question whether the word "illegal," italicized in brackets, before the word "lotteries," in section 3894 Revised Statutes of the United States, 1878, forms part of the law now in force.

I answer, that in my opinion it does not constitute part of the existing law, nor in any manner qualify the amendment made by the second section of the act of July 12, 1876, to the act of June 8, 1872, "by striking out the word 'illegal' in the first line of said section," 3894.

It is probable that the commissioner appointed to prepare and publish the new edition of the volume of the Revised Statutes of the United States inserted the word "illegal" in an attempted compliance with the provisions of the second section of the act of March 2, 1878 (R. S. 1878, p. 1092), so far as they are applicable, intending to show the amendment made by the second section of the act of July 12, 1876, to the act of June 8, 1872, "by striking out the word 'illegal' in the first line of said section," 3894.

But whether this intention, made apparent by the printing of the word "illegal" italicized in brackets, would control the effect of its actual insertion in the text of the statute is rendered of no practical moment by the provision in the act of March 9, 1878 (R. S. 1878, p. 1093), which amends the act of March 2, 1877, so that section 4 of the last-named act,

qualifying the conclusive effect of the "new edition" of the Revised Statutes as evidence, now reads:

And when the same shall be completed, the said secretary shall duly certify the same under the seal of the Secretary of State, and when printed and promulgated as herein provided, the printed volume shall be legal evidence of the laws therein contained, in all the courts of the United States and of the several States and Territories, but shall not preclude reference to, nor control, in case of any discrepancy, the effect of any original act as passed by Congress since the first day of December, eighteen hundred and seventy-three.

Now, "the effect of the original act as passed by Congress" July 12, 1876, is, "That section thirty-eight hundred and ninety-four of the Revised Statutes be, and the same is hereby, amended by striking out the word 'illegal,' in the first line of said section," so that the section as in force reads thus:

No letter or circular concerning lotteries, so-called gift concerts, or other similar enterprises, offering prizes, or concerning schemes devised and intended to deceive and defraud the public for the purpose of obtaining money under false pretenses, shall be carried in the mail, &c.

Very respectfully,

A. H. BISSELL,

Acting Assistant Attorney-General, Post-Office Department.

D. B. PARKER, Esq.,

Chief Special Agent, Post-Office Department.

Lottery letters, when addressed to lottery companies, or to agents, as such, can neither be mailed nor registered.

OFFICE OF ASSISTANT ATTORNEY-GENERAL

FOR THE POST-OFFICE DEPARTMENT,

Washington, D. C., October 4, 1879.

SIR: Your communication of the 2d instant presents the following question:

Whether letters addressed to a lottery company are to be registered on application, notwithstanding the provisions of section 226 Postal Laws and Regulations, and Revised Statutes 3894.

The act of Congress of June 8, 1872, was in the following words:

No letter or circular concerning illegal lotteries, so-called gift-concerts, or other similar enterprise, offering prizes, or concerning schemes devised and intended to deceive and defraud the public for the purpose of obtaining money under false pretenses, shall be carried in the mail. Any person who shall knowingly deposit or send anything to be conveyed by mail in violation of this section shall be punishable by a fine of not more than five hundred dollars, nor less than one hundred dollars, with costs of prosecution.

This act was amended by the act of July 12, 1876, by striking out the word "illegal," thus making the prohibition to extend to all lotteries, both legal and otherwise.

In the Revised Statutes, edition of 1878, the word "illegal" is retained, inserted in brackets, this being the form used by the commissioner to indicate that portion of the statute which had been repealed. The law as it exists now, therefore, declares that "no letter or circular concerning lotteries * * * shall be carried in the mail."

Mr. Attorney-General Taft, in his letter to the Postmaster-General, under date of March 3, 1877, discussing this question, says:

Having given the subject that consideration which the amount of the pecuniary interest affected and the respect to be shown to corporations sanctioned by State legis-

lation required, I cannot see how Congress could have more explicitly declared a purpose to deprive of mail privileges *all* lottery letters and circulars, without regard to character or charters of the lotteries, than it did by striking out the limitation previously found in the word "illegal." There can, therefore, be no question that the transmission of either circulars or letters concerning lotteries is prohibited by law; but the difficulties surrounding this case grow out of an inadequacy of the means of enforcing the statute, as far as it relates to sealed letters.

The fact having been determined that a letter in any given case concerns a lottery, its exclusion from the mails follows as a matter of law. But how is that fact to be determined? One thing is settled, it cannot be done by reference to the contents of the letter. That is sealed against inspection, and neither the postmaster nor any other agent of the government is authorized to break the seal.

The provision under consideration is taken almost literally from the thirteenth section of the act approved July 27, 1868, which was the first act of Congress prohibiting the use of the mails in the transmission of letters or circulars concerning lotteries, and in construing this act Mr. Attorney-General Evarts, in an opinion addressed to the Postmaster-General, under date of December 7, 1878, says:

I have had the subject of those inquiries under serious consideration, but have found it quite impossible, in the present state of the postal laws, to develop or define any rules which would furnish safe guidance to the postmasters of the country in attempting to enforce the prohibition of the statute, in the various cases that may arise of supposed infringement of its provisions.

The acts are, of course, unrepealed and unaffected by the statute of 1868. While it may be lawful for a postmaster to detain and refuse to deliver a letter or circular within the prohibition of that statute, it is unlawful for him to detain or delay any letter which is not in fact within that prohibition, unless otherwise subject to detention, and he would be liable to indictment, and to a private action by the party aggrieved, for refusing to deliver a letter, otherwise competent to pass through the mails, which it could be shown was not within the description of matter rendered unmailable by the statute. The officer may have acted in perfect good faith in this particular case, he may have had reasonable ground to believe, under all the circumstances brought to his attention, that the letter detained was within the prohibition of the statute; and yet I cannot say, in the present state of the law, that such a plea would be a good defence, either to a public prosecution or to a private suit by the person aggrieved.

In a later case, the Attorney-General, in a communication addressed to the Postmaster-General, under date April 30, 1878, has held that the postmaster at New Orleans was not authorized to withhold from the mails "letters suspected to contain advertisements of lotteries." After referring to other provisions of the law touching the seizure and disposition of matter sent through the mail in violation of law, the Attorney-General concludes "that none of these authorize what can properly be called a seizure of any suspected letters by a postmaster, because probably he is not deemed the proper functionary to bring to trial and punishment those violating the postal laws."

The authorities that I have recited, however, relate to the duty of the postmaster in cases where he *suspects* the law is being violated. It may therefore be regarded as settled by those authorities that under no law is a postmaster authorized to seize suspected letters, with a view to bring to punishment parties charged with violating the postal laws. But suppose a letter known to the postmaster to concern a lottery is offered for mailing, or (as in the case under consideration) for registration, what then becomes the duty of the postmaster? It seems to me there can be but one answer to this question. The law declares in most positive terms that such letters shall neither be conveyed by mail nor deposited in a post-office for that purpose.

It will not be seriously insisted that depositing in a post-office matter declared by law under a heavy penalty to be unmailable fixes upon

the postmaster the duty of treating it as mailable. But this conclusion does not dispose of the difficulty. Is the fact that a letter is addressed to a lottery company to be accepted by him as sufficient evidence that it is a "letter concerning a lottery" to warrant his refusal to register it?

After a very careful consideration of the question, I am of the opinion that such evidence is sufficient for that purpose, and that postmasters ought to be instructed not to register letters addressed to lottery companies. This conclusion is supported by the following considerations:

In the first place, it is well settled that Congress has the power to declare what may and what may not be carried in the mails; in the exercise of that power they have declared that letters concerning lotteries shall not be carried.

In the second place, it has by a long line of decisions, both by the courts and the law department of the government, been held that such construction ought to be given to acts of Congress as will carry out the intention of the law-making power, rather than such construction as will render it inoperative. (8 Johns., 44; 13 N. Y., 81; 5 Barb., 13; 31 N. Y., 289; 3 Dall., 365; 1 Peters, 46; 2 Peters, 672.)

I am aware that this rule relates more particularly to the construction to be given to a statute than to the nature and character of the evidence which is to be admitted as proof of its violation; and admitting the correctness of the construction placed upon a statute, it by no means follows that any given fact is to be taken as proof of its violation. But it has been held that "it is the duty of the courts to so construe statutes as to meet the mischief and to advance the remedy, and not to violate fundamental principles." (8 Johns., 44.) And, again, "Statutes must be interpreted according to their intent and meaning, and not always according to the letter." Again, "Every legislative act must have reasonable construction." (1 Saw., 46.) "That which is implied in a statute is as much a part of it as that which is expressed." (1 Black, 61; 1 Wall., 221.)

What, then, was the intention of Congress in prohibiting the transmission through the mails of letters concerning lotteries? How is the law to be executed or enforced? Postmasters are not authorized to open letters to ascertain whether their contents render them unmailable, neither can they compel the writer to disclose their contents. It follows, therefore, that either the fact that the letter is addressed to the lottery company must be taken as furnishing the only evidence required, and thereby of itself *rendering the letter unmailable*, or else the statute must remain on the books a dead letter. Is the construction that I have given the statute an unreasonable one? I think not. The writer of the letter knows that letters concerning lotteries are unmailable; when, therefore, he addresses a letter to a lottery company, he must know that he raises a strong, if not conclusive, presumption that the letter is unmailable. It is not a sufficient answer to say that a letter not at all concerning a lottery may be addressed to a lottery company. Such is not the reasonable course of human affairs. Letters are frequently addressed to individuals that do not immediately concern the business of the individual addressed. But the case is so far different with a corporation that the law requires a letter addressed to a particular officer of a corporation (giving his name) to be delivered to a different person upon satisfactory evidence that the latter person sustains to the corporation or company the relation indicated in the address; and this under the presumption that a letter addressed to a corporation concerns the business of that corporation.

The law, therefore, presumes that a letter addressed to a lottery com-

pany concerns a lottery. The direction of such a letter, therefore, makes it unmailable, unless the presumption thus raised is removed, and the power to remove this presumption is so easily within the reach of the writer that he has no ground of complaint.

It is difficult to imagine a case in which any one would desire to address a letter to a lottery company on any other than lottery business; but I apprehend that if such a case should arise, the writer himself, in view of the law, would be willing and anxious to show (as he would have no difficulty in showing) that the letter did not "concern" a lottery.

Very respectfully,

A. A. FREEMAN,

Assistant Attorney-General for the Post Office Department.

HON. J. N. TYNER,

First Assistant Postmaster-General.

22 P M G

ARGUMENT
OF
HON. A. A. FREEMAN,

ASSISTANT ATTORNEY-GENERAL FOR THE POST OFFICE DEPARTMENT.

IN RE COMMONWEALTH DISTRIBUTION COMPANY

vs.

POSTMASTER LOUISVILLE, KENTUCKY.

MAY IT PLEASE THE COURT: This is an application for a mandatory injunction to restrain the postmaster at Louisville from obeying the order of the Postmaster-General, directing her to refuse to deliver letters addressed to the Commonwealth Distribution Company, and to return the same to the Dead-Letter Office. It involves the question as to whether the direction of the Postmaster-General has the sanction of the law, for it is admitted that the action of the postmaster in withholding such letters cannot be justified unless the instruction of the Postmaster-General is supported by authority of law.

It is the law rather than the instruction of the Postmaster-General that must justify her action. Within the last half century much has been said in this country and in England on the subject of the rights, powers, and duty of the government in the transmission of mail matter. As late as the 8th of April, 1845, Sir James Graham declared in the House of Commons that the power to open and examine letters had been intrusted to the Executive Government from the earliest period, bearing date even prior to the Revolution. That it was too much to expect that the postal authority of the government, conducted by responsible servants of the Crown, should be made the medium of communication in the promotion of violent and treasonable designs against the safety of the state, and against peace and good order. (Hansard's Parliamentary Debates, vol. 79, p. 318.)

This doctrine was stoutly resisted at that time, and happily has never obtained in this country.

The policy of our legislature has ever been to exclude improper matter altogether, and to preserve sacredly the inviolability of matter permitted to be sent. Once admitted that matter is unmailable, the duty of exclusion follows. On the other hand, when it is admitted that the matter is mailable, it becomes the duty of the government to forward it with due celerity and certainty, and to deliver it promptly. It is only when a question like the one now presented arises as to which of the two classes the matter belongs that any embarrassment can arise.

If the letters in controversy are mailable matter, then the petitioner is entitled to have them delivered to him; if not, he has no such interest

in them as will entitle him to sustain the action. It becomes necessary, therefore, to ascertain what the law is concerning this subject.

The first provision of law in relation to lotteries is found in section 13 of the act approved July 27, 1868, and is as follows:

That it shall not be lawful to deposit in a post-office to be sent by mail any letters or circulars concerning lotteries, so-called gift-concerts, or other similar enterprises, offering prizes of any kind under any pretext whatever.

This was followed by the act of June 8, 1872, section 149 of which provided—

That it shall not be lawful to convey by mail, nor to deposit in a post-office to be sent by mail, any letters or circulars concerning illegal lotteries, so-called gift-concerts, or other similar enterprises offering prizes, or concerning schemes devised and intended to deceive and defraud the public for the purpose of obtaining money under false pretenses, and a penalty of not more than five hundred dollars, nor less than one hundred dollars, with costs of prosecution, is hereby imposed upon conviction in any Federal court of the violation of this section.

This latter act was amended by section 2 of the act approved July 12, 1876, by striking out the word "illegal."

It became, therefore, under this act, unlawful to carry in the mail any letter concerning any character of lottery, whether legal or otherwise. The Postmaster-General, in pursuance of what he understood to be the law, instructed postmasters to refuse to receive or deliver letters addressed to lottery companies or their agents as such. This order was based on what he regarded as a fair and legal presumption that letters addressed to lottery companies "concern" a lottery.

I shall endeavor to show by reason and authority that this is the correct construction of the law, and that the order in question is simply in the line of carrying out the intention of Congress.

I desire to cite a case in which a court of very high authority laid down a rule by which the nature of the contents of a sealed letter might be presumed, without any other evidence of its contents than the circumstances under which it was being carried.

The sixteenth section of the act of April 30, 1810, provided that no person except a mail-carrier should receive for carriage over a mail route any letter or packet, excepting only "such letter or letters as may be directed to the owner or owners of such conveyances and relating to the same, or to the person to whom any packet or bundle in such conveyance is intended to be delivered." (2 Statutes, page 596.)

The supreme court of Massachusetts, in construing this statute, in the case of *Dwight vs. Brewster* (1 Pickering, 50), held as follows:

That section prohibits any person otherwise than the Postmaster-General or his deputies, or persons by them employed, from being concerned in setting up or maintaining any foot or horse post, stage, wagon, or other stage-carriage, on any established post-road, or from one post-town to another, on any adjacent or parallel road, for the purpose of carrying any letters or packets, except newspapers, &c., and punishes by penalty the carrying of letters, &c., except such as may be directed to the owner of the conveyance, and relating to the same, or the person to whom the packet or bundle in such conveyance is intended to be delivered. The carrier of the mail is not prohibited from taking packets and bundles any more than passengers. He will have a right, then, under this section to take letters directed to the owners of such packets or bundles. If, therefore, a letter had been proved to have been sent with a parcel of bank notes, no offense would have been committed. The case of *Bennett vs. Clough* is similar to the present one. There a parcel containing bank-notes, stamps, and a letter was sent by a common carrier, and there being no evidence of the contents of the letter, the presumption of law was that it related to the parcel sent. So here, supposing a letter had been sent, unless its contents were proved, it would be presumed to relate to the bundle.

If a letter sent by a common carrier directed to the consignee of a package conveyed at the same time raises a presumption that the contents of the letter relate to the package, with how much stronger reason—

ing may it be said that a letter addressed to a company or corporation raises the presumption that it relates to or concerns the business of that corporation? This presumption is supported by the almost universal experience of mankind. It is not unusual that letters are addressed to private individuals which do not concern their particular calling or avocation.

The subject-matter of communications thus addressed is of such a variety of character as to be subject to no classification, and give no indication in their address of the subject-matter of their contents. In the case of private partnerships the presumption that the letter addressed to such partnership relates to or concerns the business of the partnership, while stronger than the case of private individuals, is nevertheless not so conclusive as in the case of corporations. So strong, however, is the presumption that letters addressed to a person at his place of business relates to the business of the person addressed, that it was provided in case of bankrupts—

By 12 and 13 Vict., c. 106, s. 124, the court of bankruptcy may order that, for a period of three months from the date of any such order, all posted letters directed or addressed to any bankrupt at the place of which he shall be described in the petition for adjudication of bankruptcy shall be redirected, readdressed, sent, or delivered by the postmaster-general or the officers acting under him, to the official or other assignee or other person named in such order; and upon notice by transmission of a duplicate of any such order to the postmaster-general or the officers acting under him, by the official or other assignee or other person named in such order, of the making of such order, it shall be lawful for the postmaster-general or such officers as aforesaid, in England, Scotland, or Ireland, to readdress, redirect, send, or deliver all such posted letters to the official or other assignee or other person named in such order accordingly; and the court may, upon application to be made for that purpose, renew any such order for a like purpose or for any other less period as often as may be necessary. (Fisher's Common Law Digest, page 6855.)

It was accordingly held in *Meirelles vs. Banning* (2 Barnwell & Adolphus, 909) that—

Letters having arrived at a post-office, addressed to a party who had become bankrupt, the assignee, (in that character) demanded them of the postmaster, and he, believing *bona fide* that the assignee was entitled to have them for the purposes of the commission, delivered them up; this having been the practice of the office under similar circumstances for more than thirty years. Held, that the postmaster was not liable under 9 Anne, c. 10, s. 40, for wittingly, willingly, and knowingly detaining letters, and causing them to be detained and opened.

The presumption that letters addressed to a corporation concern the business for which the corporation was chartered is in fact rather an absolute conclusion of law than a mere presumption. Any presumption to the contrary involves the assumption as a matter of law that a corporation is acting *ultra vires*.

The company on whose motion these proceedings are had, and whose letters have been detained, has no authority of law for the transaction of other than lottery business. It has no social relations to be kept up or preserved through the medium of the mails, and its powers being defined and regulated by law, it is not empowered to transact business of a general character.

I have so far treated the question as if lottery companies occupied towards the government the position of ordinary corporations, chartered for the purpose of promoting agriculture, science, the arts, or other matters of general interest to the public. I submit, however, that a broad distinction exists between lottery companies, although authorized by law, and other institutions of the character mentioned.

Leaving out of view altogether the *morale* of the question, it is enough to say that the highest recognition they have ever received at the hands of the courts is that of mere toleration.

The Supreme Court of the United States, in the case of *Brent vs. Davis* (10 Wheaton, page 402), in discussing the right of a lottery company authorized by an act of Congress, observes :

However questionable may be the policy of *tolerating* lotteries, there can be no question respecting the policy of removing, as far as possible, from those who are concerned in them, all temptation to fraud.

It is placed in the same category with the selling of intoxicating liquors, gaming, &c. (Bishop on Criminal Law, vol. 1, page 493.)

By the statute 10 and 11, W. III, c. 17, all lotteries are declared to be public nuisances, and all grants, patents, and licenses for the same to be contrary to law. (2 Blackstone, page 167.)

The act of Congress which declares that no letter or circular "concerning" a lottery shall be carried in the mail, recognizes this fact.

If lottery companies possess the same right to use the mail which is vested in private citizens, such an act of Congress would unquestionably render null and void the restriction upon carriage of the excluded matter by private post, for while Congress under the Constitution possesses plenary powers over the subject-matter of the establishment of post-offices and post-roads, yet the exercise of the power of exclusion must be confined to matter deemed injurious to the public morals, or in some manner detrimental to the common interests, otherwise the excluded matter may be carried by private post, for the power to prohibit the carriage of any special class of legitimate correspondence by private post rests upon the existing fact that mail facilities for that special class of correspondence is provided by the public post, and on the failure of such facilities, the government abandoning the monopoly as to that class, the reason of the restricting and the restriction itself fall together.

That the lottery business has a "demoralizing influence upon the people" is a fact that has been repeatedly recognized, both by the courts and by Congress.

The policy of the law is to widen and extend the range of mail facilities to the citizen for the transaction of legitimate business, and to deny it altogether for the purposes of promoting the business of lottery companies. There is every presumption of law in favor of the former; the sanctity of his right to use the mail is regarded as inviolate and perfect. Yet even this right does not permit the private citizen under cover of the seal to use the mail for prohibited purposes. In the language of the Supreme Court of the United States in *Ex parte Jackson* (6 Otto, 627)—

Whilst regulations excluding matter from the mail cannot be enforced in a way which would require or permit an examination into letters or sealed packages subject to letter postage, without warrant, issued upon oath or affirmation, in the search for prohibited matter, *they may be enforced* upon competent evidence of their violation obtained in other ways; as from the parties receiving the letters or packages, or from agents depositing them in the post-office, or others cognizant of the facts.

If this right of the citizen is subject to this restriction as declared by the Supreme Court, how much less is the right of a corporation, whose chartered existence is a living invasion of the social law; whose only *chartered use* of the postal service is to violate its express law, which declares that nothing "concerning" it shall be carried in the mails. No circulars and no letters, sealed or unsealed, that "*concern*" a lottery shall be sent in the mails.

But it is insisted for the company that, notwithstanding the act of Congress prohibiting the transmission of letters "concerning" lotteries, lottery companies are nevertheless entitled to the use of the mails for the transmission of all matter declared by law to be mailable; that while neither the company nor individuals have a right to send let-

ters or circulars "concerning" a lottery, such company and its correspondents have, in common with all other citizens, the right to use the mails for the transmission of mailable matter; that if a letter addressed by a private individual to a lottery company "concerning" a lottery is unmailable, the same is equally true of such a letter addressed by one private individual to another; that the authority of a postmaster to detain a letter is the same in either case, and that if he is not authorized to detain letters in the one case on account of any suspicion he may have of its contents, he is equally unauthorized in the other.

In short, that while he may refuse to transmit or deliver letters "concerning" a lottery, yet he must do so at his peril. That if in the attempt to discharge this duty he should unwittingly detain a letter not subject to detention, he is guilty of a violation of section 3891 of the Revised Statutes, which prescribes a *heavy penalty* for unlawfully detaining, delaying, or opening letters.

If this be a correct construction of the law, and a fair interpretation of the right and duties of postmasters acting thereunder, it becomes at once evident that the statute is a dead letter, and cannot be enforced. It is something more; it is a snare to entrap the honest but unwary public official.

That a postmaster may, under some circumstances, lawfully detain a letter seems clearly implied by the wording of section 3890 Revised Statutes, which provides "that any postmaster who shall *unlawfully* detain in his office any letter or other mail matter, &c., *the posting of which is not prohibited by law, with intent,*" &c.

It is not, therefore, every detention of *strictly mailable* matter that is unlawful.

Section 3937 Revised Statutes provides that—

All domestic letters deposited in any post-office for mailing, on which postage is wholly unpaid, or paid at less than one full rate as required by law, except letters lawfully free, and duly certified letters of soldiers and sailors and marines in the service of the United States, shall be sent by the postmaster to the Dead-Letter Office at Washington.

Again, section 3895 provides that—

All letters, packets, or other matter which may be seized or detained for violation of law shall be returned to the owner or sender, or otherwise disposed of as the Postmaster-General may direct.

It is, therefore, the *unlawful* detention of *mailable* matter that constitutes the offense. Let us admit, then, for the sake of the argument that lottery companies have the same right to use the mails as that possessed by other corporations, or by individuals, for the transmission of mailable matter. What then becomes its duty, and what the duty of the postal officials under the law? We think it will hardly be questioned that, under a statute which makes a letter "concerning" a lottery absolutely unmailable, a letter addressed to a lottery company is at least presumably unmailable.

The law excludes from the mails all liquids, poisons, glass, explosive material, obscene books, lottery letters and circulars, and all articles which from their form or nature are liable to destroy, deface, or otherwise injure the contents of the mail-bag, or the person of any one engaged in the postal service. Here is a very large class of unmailable matter, embracing thousands of articles, many of them useful, some of them absolutely essential to the comfort of mankind. Many of these articles are unmailable on account of their material, others on account of their form, and still others on account of their supposed moral effect. In determining whether any article presented for mailing falls within

the prohibition, or belongs to either one of the classes of prohibited matter, the postmaster is bound to exercise a sound discretion, and it is not to be presumed that the law requires him to exercise that discretion at his peril. It is equally unlawful for him to detain mailable matter, or to forward unmailable matter. How, for instance, is the postmaster to determine whether a book offered for mailing is obscene, or that a certain article is calculated to injure the contents of the mail-bag, or injure the person of any one engaged in the postal service? Explosives are unmailable. Must he test the suspected article? Poisons are excluded. Must he call in the aid of a chemist? Or, must these several articles be excluded by him at the peril of a heavy fine and imprisonment if he should make a mistake?

Such a construction of the law seems absurd. It is submitted that in all cases of this character it is not an unreasonable requirement to expect the sender of the questionable article to remove a doubt which he himself has raised. He, and he alone, can do it, and that, too, without expense or without violating the rights of any one. He ought to consider that the masses of the people, supposed to be represented by the law, have rights to be protected in common with himself.

It is freely admitted that many articles which are declared by law to be unmailable may be sent under the cover of a seal. A poison may be so concealed and sent; but if the usual sign used by druggists to indicate poison were printed on the envelope to warn persons handling it of its dangerous contents, it will hardly be contended that the sanctity of the seal would insure its transmission. The determination of these and similar questions involves the exercise of something more than merely ministerial functions. Certain matter is excluded from the mails on account of its *weight* alone. In the determination of the question of the mailability of articles of this character, nothing is left to the discretion of the officer.

But whether the contents of a letter "concern" a lottery, or are "liable to destroy, deface, or otherwise *injure* the contents of the mail-bag, or the *person of any one engaged in the postal service*," are not ministerial questions, but are judicial in their character, and must be solved in the exercise of a sound discretion, by the aid of such practical appliances as may be in the reach of the officer whose judgment is thus appealed to.

My argument thus far has been based on the assumption that lottery companies are entitled to use the mails for the transaction of other than lottery business. Now, may it please the court, I have the honor to submit, that under a fair interpretation of the postal laws and the laws regulating the powers of corporations, lottery companies are not entitled to use the mails for any purpose, and that the obvious effect of the statute forbidding the transmission of letters and circulars "concerning" a lottery is to interdict the transmission of any letter or circular addressed to a lottery company or its agent as such.

The Commonwealth Distribution Company, although chartered by the State of Kentucky, is not a citizen of the United States.

Mr. Chief Justice Taney, in delivering the opinion of the court in the case of the Ohio and Mississippi Railroad Company *vs.* Wheeler (1 Black, 295), said:

In the case of the Bank of Augusta *vs.* Earle (13 Pet., 512) the court held that the artificial person or legal entity known to the common law as a corporation can have no legal existence out of the bounds of the sovereignty by which it is created; that it exists only in contemplation of law and by force of law; and where that law ceases to operate the corporation can have no existence. It must dwell in the place of its creation.

It had been decided in the case of The Bank *vs.* Deveaux (5 Cr., 61), long before the case of the Bank of Augusta *vs.* Earle came before the court, that a corporation is not

a citizen within the meaning of the Constitution of the United States. * * * The averments in the declaration, said the judge, would seem to imply that the plaintiffs claim to have been created a corporate body, and to have been endued with the capacities and faculties it possesses by the co-operating legislation of the two States, and to be one and the same legal being in both States. If this were the case it would not affect the question of jurisdiction in this suit. But such a corporation can have no legal existence upon the principles of the common law, or under the decision of this court in the case of the *Bank of Augusta vs. Earle*, before referred to.

Under the Constitution it is perfectly competent for Congress to deny the use of the mails to this or any other corporation. Unlike individuals corporations possess no natural rights, and only such legal rights as the law-making power may see proper to confer upon them. It invokes in this case the authority of law to compel an officer of the United States to deliver its mail matter under a law which declares that letters concerning its business shall not be carried in the mails. Its charter does not authorize it to transact other than lottery business. If the letters it seeks to get possession of do not relate to that business it has no interest in them; if they *do* relate to that business their delivery is unlawful. It must confine itself strictly to the purpose of its organization. Whatever it does "concerns" a lottery. If it sends a letter, it is a letter "concerning" a lottery. If it receives a letter, it is letter "concerning" a lottery. The very addresses on the back of the letters it now seeks to recover "concern" a lottery.

If the letters do not "concern" a lottery, then the lottery company ought not so seriously to concern itself about the letters. If these letters do not relate to its business as a lottery company, then the company is putting itself to an extraordinary amount of labor and expense to accomplish a purpose in which it has no interest.

It must not be forgotten in this connection that we are discussing the rights of the corporation as such. The individual members of it have rights in common with other citizens. They enjoy the same postal facilities; they may send or receive letters on any subject on which they may choose to write. It is the soulless concern known as the Commonwealth Distribution Company of Kentucky whose supposed rights we are discussing, a corporation whose only recognition by the laws of the United States is found in a statute that excludes its letters and its infamous literature from the mails. Its only legitimate business constitutes a species of gambling, the most insidious and, therefore, the most dangerous and demoralizing known to the experience of mankind. Denounced long ago by the laws of England as a nuisance, denied the use of the mails by the law of the land, and its very existence made a criminal offense by the laws of all the States except two or three, it requires a remarkable degree of forensic temerity to claim for it the same right to use the mails as that possessed by an incorporated institution of learning.

It is insisted, however, that the act of Congress must be literally construed. That if Congress had intended to prohibit the transmission of letters "directed" to lottery companies it would have said so. That the interdiction extends only to letters whose contents relate to or "concern" a lottery. A moment's consideration will, I think, demonstrate the incorrectness of this construction of the act. Let us see.

A letter addressed from A to B setting forth the character of the Commonwealth Distribution Company of Kentucky, showing how the investment of a few dollars in the tickets of that institution would realize to the investor a fortune without the labor and waiting incident to the old way of money making, would be a letter "concerning" a lottery; and yet I apprehend that no one will be found to insist that such a letter is within the interdiction of the statute, provided that neither of the

correspondents is in any way concerned as agent or otherwise in promoting the interest of the company. A circular setting forth the author's ideas of the immensely corrupting influence of this worst of all species of modern gambling would be literally a circular "concerning" lotteries, and yet the proposition that such a circular would be unmailable would be treated as simply absurd.

What does the act of Congress mean? What was its enactment designed to accomplish? It meant simply to strike down lottery business by breaking up all postal communications between the companies, their agents, and their victims. In order to effect this purpose it used the very strongest and most comprehensive term it could command.

This, like all other statutes, must be construed with reference, first, to the law as it existed at the date of its enactment, and as it was allowed to remain unaffected by the statute in question, and, second, to the intent of Congress. And in the third place, every act of Congress must receive, if possible, a construction that will render it operative in carrying out the intention of Congress, rather than a construction which renders it void and of no effect. Taking these rules as a guide, we submit, first, that under the law as it existed at the time this statute was passed, no post-office official or other officer of the government was authorized to open a letter with a view to ascertain its contents. It is reasonably fair, then, to conclude that Congress contemplated some other mode of determining whether a letter "concerned" a lottery. Nor is it perceived that there is any other means by which the postmaster whose duty it is claimed is to forward or deliver the letter is enabled to acquaint himself with its contents, except from the address upon the letter. The writer of the letter is unknown. The lottery company declines to disclose the contents of the letter or the name of the writer. As to the second proposition, we have already shown that the object sought to be attained by Congress was the suppression of lottery business so far as that object could be accomplished by denying to companies carrying on that business the right to use the mails.

We are, therefore, driven as a last resort to conclude either that the order of the Postmaster-General directing postmasters to refuse to forward or deliver letters addressed to lottery companies is authorized by law, or that the statute under consideration is a dead letter, a legislative abortion.

Are we driven to the latter alternative by the necessities of this case? Let us see if we are not warranted in assuming for administrative purposes that every letter arriving at this post-office addressed to this company concerns the business of the company, and is therefore unmailable. This company has in every leading newspaper in the United States advertised its business. The only business it proposes to do, the only business it is authorized to do, is a business concerning which the law declares "no letter or circular shall be carried in the mails." It invites the people everywhere to violate this law. It offers a bribe to any one who will disregard the law. It offers a premium for crime and promises the largest premium to the worst criminal. It carefully lays its snare and delusively spreads its fatal net, and then with the song of the siren it allures the thoughtless and tempts the avaricious.

In response to its seductive allurements, thousands of letters come pouring like a flood into the post-office. Now, if the court please, it is not seriously questioned that nine-tenths of these letters concern the lottery, and have been sent in violation of law; for it is idle to say that, of all the world, the postmaster is the only person supposed to be ignorant of the contents of these letters. Gentlemen may ridicule the propo-

sition that the postmaster is authorized to *presume* that these letters relate to the business of the lottery company. It is something more than presumption with him. He knows that the most of them relate to that business, and are, therefore, unmailable. This is a fact known to the postmaster, known to the parties, known to the court, and known to the world. Indeed, the plaintiff in this action does not dare to question it. "But," say the company, "while it is admitted that a portion of this mail, perhaps the larger portion, concerns our lottery, we possibly, and very probably, have other letters that do not concern the lottery, and those you dare not detain." We reply, unhesitatingly: "In the first place, if there are letters here that are simply addressed to you that do not in any manner concern your business, you have no interest in them and, therefore, no right to demand them. If you were a citizen of the United States it would be otherwise; you would then have a right to receive and transmit letters on any subject not prohibited by law, and the law will not presume that your letters relate to prohibited matter; but you are a corporation, and the only business you are authorized to transact is one concerning which the law declares no letters shall be sent in the mails. The necessary presumption or conclusion arising from the address of this letter makes it unmailable."

But, suppose, if the court please, that I am mistaken as to my conclusion that an address on a letter to a lottery company makes it unmailable, and that, on the contrary, such company is entitled to the use of the mails for other purposes, then I say it becomes the duty of the company to separate its mailable from its unmailable matter.

By the law, both of this country and England, the person whose property another has fraudulently mixed with his own, has the right to take possession of the whole mass, for the purpose of separating and securing, or of disposing of the portion belonging to himself, and where the separation and identification cannot be made, the law gives the entire property to him whose goods have been fraudulently mingled. It is for the party guilty of the fraud to distinguish his own goods satisfactorily or lose it. The court will not identify his property for him. (Bigelow on Frauds, pages 97 and 98 and notes.)

Where one person adds mill-logs of his own to a pile of logs belonging to another person, and marks them in the same manner as the others are already marked, he cannot afterwards maintain replevin against such other person for his proportion of the logs, but only for such logs as he can identify to be his own (*Dillingham v. Smith*, 30 Me., 370; *Compare Haseltine v. Stockwell* (30 Me., 237); *Bryant v. Ware* (30 Me., 295); *Foster v. Cushing* (35 Me., 60); *Stephenson v. Little* (10 Mich., 433); *Wilson v. Wentworth* (25 N. H., 5 Fost., 245); *Jenkins v. Steanka* (19 Wis., 126); *Root v. Bonnema* (22 W., 539). "The rule is so strict that if the confusion of goods is produced by the wrongful act of one of the owners, he loses his right to the whole, and even his creditors cannot attach his interest or share." (*Beach v. Schneally*, 20 Ills., 185; *Breckenridge v. Holland*, 2 Blaskyt, Ind., 377; *Leary v. Dearborn*, 19 N. H., 351; 39 W., 557; 2 John. Ch., 62; 4 Bos., 155.)

In the case of *The Distilled Spirits*, 11 Wal., 356, the Supreme Court, in pronouncing the opinion, use this language: "It needs no learned examination of the doctrine of confusion or mixture of goods to make it apparent that if certain spirits belonging to the government by forfeiture are voluntarily mixed with other spirits belonging to the same party and passed through the process of rectification in leaches, he cannot thereby deprive the government of its property; and if the government only claim its fair proportion of the rectified spirits, he certainly cannot com-

plain of injustice. The only result of applying the doctrine of confusion of goods would be to forfeit the entire mixture."

Is the right of this company to such of its letters as do not concern a lottery, supposing there are such (although no such allegation is made in the petition), of any higher character than that of the farmer to the wheat which he has fraudulently mingled with his neighbor's? The former, knowing that his wheat is of an unmerchantable grade, fraudulently mingles it with a better grade belonging to his neighbor. The law, therefore, tells him he must lose his wheat. The lottery gambler fraudulently procures his mailable and unmailable matter, to be so mingled as to render its separation impracticable. Now why should he be more highly favored than the farmer? "The law will not sanction the fraud of a corporation sooner than that of an individual." (Angell & Ames on corporations, sec. 284, p. 280.)

The proposition that the lottery business has assumed within the last few years, invokes the serious consideration of the court and the country. Take, for example, the State of New York, where the organization of lottery companies or even the sale of lottery tickets is prohibited by statute. There are to-day in the city of New York alone 33 lottery agencies, receiving weekly, on an average, 7,661 ordinary, and 1,993 registered letters. Millions of dollars are flowing annually into their coffers. They are huge financial vampires sucking the life-blood of legitimate business enterprises, inflicting upon society a species of distempered mental leprosy, which will require years to remove. This gigantic work of undermining the best interests of society is being accomplished by a monster that seeks to hide behind the mask of a State charter a visage more hideous than that of the veiled prophet.

Finally, it is insisted for the company that it has a vested interest in letters arriving at this office to its address, and that the action of the department in withholding them amounts to confiscation, and that, too, without due process of law. This argument, however, if good for any purpose, is based upon the assumption that the letters in controversy do not concern the lottery, and are therefore legitimate mail matter. It is only in case of matter entitled by law to be sent through the mails that the party addressed can acquire any interest in it by reason of its having been sent through the mails or deposited for that purpose. The postal authorities are not only not authorized to transmit these letters, but are positively prohibited from so doing, and the deposit in the post-office of these letters is forbidden, and in the absence of any statute on the subject, it would seem, on equitable principles, that the company cannot take advantage of its own wrong, and insist upon setting up a right acquired in violation of law.

The law not only declares that lottery letters shall not be carried in the mails, but denounces a penalty against any person who shall knowingly deposit or send anything to be conveyed by mail in violation of this section. In the transmission of legitimate mail matter, the government is the agent of both parties—the agent of the writer until the matter leaves the office of mailing, and thereafter the agent of the person addressed, except in extraordinary cases, when, for sufficient reasons shown by the writer, the Postmaster-General is authorized to stop the matter *in transitu*. But in the case of unmailable matter the government does not become the agent of either party, except as provided in section 3898 of the Revised Statutes, already referred to, which is as follows:

All letters, packets, or other matter which may be seized or detained for violation of law shall be returned to the owner or sender of the same, or otherwise disposed of, as the Postmaster-General may direct.

Under this statute, the writers of the letters in controversy have never parted with their property in them, so far as the lottery company is concerned, and are entitled by law to have them returned. It is no answer to say that the writers are not insisting on their rights; the law declares that the letters shall be returned or otherwise disposed of, as the Postmaster-General may direct, and does not consult their wishes in the premises. Having violated the law in sending them, they are not entitled to be heard to say what disposition the department may make of them. But whatever may be the equities of the writers, the disposition of these letters does not in any manner affect the rights of the company, for they have acquired no rights by the violation of the law.

If the government, in its efforts to protect the citizens against the immoral tendencies and ruinous results of lottery speculations, should return to him his property, which he had sought to part with in violation of law, it does not rest with the company to complain. In most of the States money lost at gaming may be recovered in an action against the winner. In this particular the complainant's charter may afford it immunity against the liability of the ordinary gambler, yet it is too much to require the government to transmit its stakes or to expect a seal (although, like charity, covering a multitude of sins) to cover the iniquity of its transactions.

RESULTS
OF
AN ACTUAL COUNT OF MAIL MATTER ORIGINATING AT SOME OF THE
PRINCIPAL POST-OFFICES AND ALL RAILWAY POST-OFFICES
DURING THE
FIRST SEVEN DAYS OF NOVEMBER, 1879.

EXPLANATION OF TABLES.

Column 1 gives the number of letters mailed in envelopes not bearing a written or printed return request or business card.

Column 2 gives the number of letters mailed in stamped envelopes with a return request thereon printed by the department.

Column 3 gives the number of letters mailed in envelopes with a written return request or a printed business card, or a post-office box, street and number, or other designation by which the letter is returned direct to the writer when unclaimed.

Column 4 gives the number of letters mailed in official or penalty envelopes or with official postage-stamps affixed.

Column 5 gives the number of postal cards.

Column 6 gives the total number of pieces of first-class matter of all kinds.

Column 7 gives the number of newspapers mailed to regular subscribers, to news agents, and as sample copies. This and the following item were obtained from the statements of publishers and news agents, who were assured that in no case would the information given by them be disclosed to rival publishers, nor will any detailed statement be made by the department.

Column 8 gives the number of magazines and other second-class publications other than newspapers. This item was obtained in the same manner as the foregoing item number 7.

Column 9 gives the number of pieces of second-class matter of all kinds.

Column 10 gives the number of transient newspapers, circulars, books, and other printed matter.

Column 11 gives the number of packages of all kinds, except as before indicated, including merchandise, &c.

Column 12 gives the total number of pieces of mail matter of all classes.

POST-OFFICE AT NEW YORK, STATE OF NEW YORK.
Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.				Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9	10	11	12
Saturday, 1st.....	247, 177	37, 507	178, 856	5, 557	105, 750	574, 847	207, 181	35, 605	242, 786	316, 182	21, 471	1, 155, 286
Sunday, 2d.....	58, 215	7, 248	30, 817	4, 484	21, 379	118, 143	106, 387	.....	106, 387	22, 877	5, 920	253, 327
Monday, 3d.....	202, 968	40, 811	163, 094	4, 583	106, 339	517, 785	231, 060	30, 401	262, 361	261, 463	17, 275	1, 058, 894
Tuesday, 4th.....	152, 414	30, 784	144, 620	5, 688	87, 534	421, 040	382, 005	37, 343	419, 948	253, 936	19, 690	1, 114, 014
Wednesday, 5th.....	153, 423	30, 505	139, 928	5, 284	94, 489	423, 629	765, 854	34, 962	800, 816	211, 775	11, 485	1, 447, 705
Thursday, 6th.....	151, 812	29, 092	136, 819	5, 716	133, 241	456, 680	321, 040	16, 362	340, 402	204, 871	17, 875	1, 019, 828
Friday, 7th.....	202, 092	30, 722	148, 899	7, 253	99, 621	488, 527	355, 999	32, 312	388, 311	242, 426	24, 372	1, 143, 636
Totals.....	1, 168, 041	206, 669	943, 033	34, 565	648, 353	3, 000, 661	2, 374, 026	186, 955	2, 561, 011	1, 513, 530	118, 088	7, 193, 290

THOS. L. JAMES, *Postmaster.*

POST-OFFICE AT CHICAGO, STATE OF ILLINOIS.
Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.						Second-class mail.				Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9	10	11	12	
Saturday, 1st.....	11, 180	18, 731	44, 960	18, 949	18, 472	112, 292	71, 602	13, 003	84, 905	88, 268	2, 000	287, 255	
Sunday, 2d.....	2, 836	2, 533	7, 260	17	7, 517	21, 163	13, 144	4, 300	17, 444	5, 718	177	44, 502	
Monday, 3d.....	27, 049	9, 815	44, 218	2, 467	32, 933	116, 482	37, 653	8, 566	46, 219	57, 283	1, 850	221, 834	
Tuesday, 4th.....	10, 653	6, 245	14, 380	701	16, 688	48, 667	87, 008	9, 386	96, 394	16, 131	475	161, 667	
Wednesday, 5th.....	22, 280	14, 814	67, 677	2, 170	38, 106	145, 047	137, 515	22, 491	160, 006	96, 372	3, 065	404, 490	
Thursday, 6th.....	17, 417	13, 457	56, 305	2, 585	27, 655	117, 419	222, 725	31, 895	254, 590	66, 805	2, 684	441, 508	
Friday, 7th.....	17, 019	13, 948	48, 605	2, 569	30, 263	112, 404	63, 246	26, 742	89, 988	76, 185	2, 281	280, 558	
Totals.....	109, 434	79, 543	283, 405	29, 458	171, 634	673, 474	632, 893	116, 353	749, 246	406, 762	12, 682	1, 842, 114	

F. W. PALMER, *Postmaster.*

POST-OFFICE AT BOSTON, STATE OF MASSACHUSETTS.
Statement of mail-matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.				Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	[1	2	3	[4	5	6	7	8	9	10	11	12
Saturday, 1st	39,583	13,704	43,433	2,046	34,408	133,174	95,921	15,713	111,634	44,058	2,524	221,390
Sunday, 2d	15,228	1,319	5,105	281	9,183	31,096	6,437	1	6,438	22,146	1,124	59,804
Monday, 3d	51,747	13,579	44,153	1,745	33,100	144,324	67,608	3,848	71,456	56,751	2,590	275,121
Tuesday, 4th	35,837	10,572	38,259	1,204	30,800	116,872	82,632	8,519	91,151	39,100	2,423	249,346
Wednesday, 5th	32,959	9,898	37,503	1,482	28,884	120,726	123,583	7,294	130,877	47,313	2,558	301,472
Thursday, 6th	34,979	12,670	46,607	1,335	51,238	140,827	106,190	12,143	118,333	47,522	2,570	309,262
Friday, 7th	40,389	17,972	40,048	1,432	51,146	150,987	110,277	12,001	122,278	75,386	3,200	352,451
Totals	250,722	79,714	249,108	9,525	248,737	837,806	592,648	60,119	652,767	332,276	15,987	1,838,886

E. S. TOBEY, *Postmaster.*

POST-OFFICE AT PHILADELPHIA, STATE OF PENNSYLVANIA.
Statement of mail-matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.						Second-class mail.				Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9	10	11	12	
Saturday, 1st	31,309	9,814	44,468	2,072	28,886	116,549	54,526	21,561	76,087	90,123	2,322	285,081	
Sunday, 2d	16,109	381	4,469	48	4,975	25,962	4,369	.....	4,369	6,940	1,124	37,445
Monday, 3d	43,933	12,631	49,902	1,568	42,706	159,740	41,413	9,428	51,141	62,749	4,478	271,108	
Tuesday, 4th	34,063	8,455	44,182	1,320	42,574	131,224	54,557	16,161	70,718	65,902	5,041	272,885	
Wednesday, 5th	39,622	11,431	45,113	1,348	24,680	122,194	97,378	24,035	121,413	63,016	4,632	311,255	
Thursday, 6th	35,570	8,856	46,743	1,941	33,670	125,780	63,152	30,219	93,371	65,922	4,680	289,753	
Friday, 7th	34,949	7,698	61,191	1,547	38,826	144,211	82,069	37,917	119,986	69,261	7,062	340,520	
Totals	238,185	59,266	296,063	8,844	216,317	818,680	397,794	139,321	537,115	423,918	28,339	1,808,047	

J. F. HARTMAN, *Postmaster.*

POST-OFFICE AT CINCINNATI, STATE OF OHIO.

Statement of mail-matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.												
First-class mail.						Second-class mail.				Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
1	2	3	4	5	6	7	8	9	10	11	12	
5,983	3,439	24,121	1,242	13,569	48,354	52,834	6,465	59,299	64,091	675	172,419	
1,975	226	2,486	1,150	1,416	6,253	7,465	.....	7,465	1,216	39	14,973	
11,649	3,124	21,279	1,363	11,836	49,251	69,174	2,864	72,038	39,350	586	161,225	
8,494	3,917	20,384	1,104	13,452	47,351	165,995	2,832	168,827	36,454	489	253,121	
8,467	4,118	20,938	1,499	11,992	47,014	96,203	43,687	139,890	35,436	564	222,904	
9,454	4,318	21,444	1,446	16,597	53,259	59,925	9,028	68,953	49,282	737	172,231	
8,658	4,769	20,562	1,017	13,563	48,569	53,136	12,763	65,899	43,267	443	158,198	
54,690	23,911	131,234	7,821	82,425	300,071	504,732	77,639	582,371	269,096	3,533	1,155,071	
Totals												

JOHN P. LOGE, Postmaster.

POST-OFFICE AT SAINT LOUIS, STATE OF MISSOURI.

Statement of mail-matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.				Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9	10	11	12
Saturday, 1st	9,796	6,955	31,075	1,242	18,339	67,407	28,201	10,236	38,437	32,128	532	138,504
Sunday, 2d	4,839	1,405	5,410	77	2,212	13,843	14,728	11	14,737	2,301	44	31,025
Monday, 3d	16,710	10,718	28,155	1,379	19,850	76,812	24,323	4,060	28,383	21,602	519	127,316
Tuesday, 4th	14,324	9,782	31,954	1,289	16,940	74,289	76,075	2,732	78,807	33,018	778	186,892
Wednesday, 5th	13,580	11,492	32,207	1,583	18,287	77,099	131,108	2,604	133,712	28,846	881	238,538
Thursday, 6th	13,652	8,286	28,539	1,114	18,256	69,847	55,457	3,843	59,299	31,262	693	161,011
Friday, 7th	13,988	9,784	30,894	1,127	16,920	72,713	27,523	9,782	37,305	29,863	1,274	141,155
Totals	86,839	58,422	188,234	7,811	110,804	452,110	357,413	33,267	390,680	177,020	4,631	1,024,441

SAMUEL HAYES, Postmaster.

POST-OFFICE AT BALTIMORE, STATE OF MARYLAND.

Statement of mail-matter originating at this office for one week, commencing November 1, 1879.

	First-class mail.						Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9			
Saturday, 1st	8, 836	4, 884	15, 280	389	11, 504	40, 072	15, 836	551	16, 387	15, 748	623	73, 730
Sunday, 2d	4, 677	2, 271	1, 552	92	1, 556	7, 564	2, 384	.....	12, 364	1, 407	38	11, 368
Monday, 3d	15, 024	6, 963	15, 790	467	11, 158	47, 000	20, 825	.....	11, 523	33, 566	633	82, 733
Tuesday, 4th	8, 146	7, 146	12, 844	598	37, 204	21, 061	21, 061	1, 279	22, 840	4, 106	590	64, 689
Wednesday, 5th	11, 054	9, 577	15, 845	476	10, 430	43, 013	15, 439	1, 169	16, 638	4, 532	494	64, 687
Thursday, 6th	11, 523	7, 934	13, 857	457	11, 874	44, 653	12, 491	3, 785	16, 286	12, 740	438	74, 139
Friday, 7th	12, 795	7, 324	13, 879	432	11, 041	45, 471	16, 862	3, 569	17, 171	11, 397	722	74, 761
Totals	71, 807	39, 795	85, 347	2, 911	66, 079	265, 939	95, 588	7, 761	103, 349	80, 485	3, 378	456, 151

E. B. TYLER, Postmaster.

POST-OFFICE AT WASHINGTON, DISTRICT OF COLUMBIA.

Statement of mail-matter originating at this office for one week, commencing November 1, 1879.

	First-class mail.						Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9			
Saturday, 1st	7, 747	4, 078	289	29, 563	2, 509	44, 175	8, 326	.....	8, 326	5, 686	143	58, 390
Sunday, 2d	6, 106	2, 271	369	324	2, 137	11, 067	1, 673	.....	1, 673	3, 545	37	16, 325
Monday, 3d	11, 835	4, 943	324	32, 311	4, 645	64, 063	22, 579	.....	22, 579	8, 424	147	86, 213
Tuesday, 4th	12, 054	6, 159	493	39, 054	5, 834	63, 594	16, 763	.....	16, 763	7, 468	234	88, 039
Wednesday, 5th	7, 070	4, 088	408	1, 031	4, 049	16, 046	6, 292	.....	6, 292	4, 878	289	23, 115
Thursday, 6th	12, 038	6, 753	585	27, 019	5, 069	51, 563	13, 848	.....	13, 848	8, 812	179	72, 344
Friday, 7th	13, 401	6, 159	773	36, 491	7, 565	64, 390	7, 656	.....	7, 656	8, 532	194	86, 772
Totals	70, 251	34, 495	3, 161	105, 713	31, 819	305, 440	77, 137	.....	77, 137	45, 948	1, 233	429, 158

J. M. EDMUNDS, Postmaster.

POST-OFFICE AT SAVANNAH, STATE OF GEORGIA.
Statement of mail-matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.				Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9	10	11	12
Saturday, 1st.....	2,533	1,045	1,607	199	8,666	9,100	2,650	773	3,423	1,830	126	14,479
Sunday, 2d.....	908	655	710	145	3,385	2,783	300	.....	3,300	250	18	3,351
Monday, 3d.....	2,752	1,204	2,181	154	1,740	8,031	2,650	774	8,424	1,921	185	13,581
Tuesday, 4th.....	2,381	1,128	2,423	112	2,180	8,204	2,650	2,233	4,883	1,774	116	14,977
Wednesday, 5th.....	2,264	1,547	2,290	168	2,565	8,832	2,650	2,233	4,883	1,831	186	15,732
Thursday, 6th.....	2,456	1,448	2,624	149	2,820	9,497	7,600	.....	7,600	1,650	139	18,886
Friday, 7th.....	2,679	1,618	2,841	209	8,210	10,557	2,600	650	3,250	1,584	156	15,547
Totals.....	16,003	8,645	14,670	1,134	16,546	57,004	21,100	6,963	27,763	10,840	926	96,533

L. MCLAWS, Postmaster.

POST-OFFICE AT PITTSBURGH, STATE OF PENNSYLVANIA.
Statement of mail-matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.						Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9	10	11	12
Saturday, 1st.....	6,995	5,768	9,524	224	8,786	31,297	9,109	.....	3,109	23,274	497	58,177
Sunday, 2d.....	1,300	255	904	9	1,411	8,879	700	.....	3,700	1,108	6	5,703
Monday, 3d.....	8,035	4,370	9,340	350	8,324	30,419	3,648	40	3,688	15,884	270	50,271
Tuesday, 4th.....	6,345	3,852	8,785	323	7,839	27,144	15,581	320	15,901	15,709	243	58,897
Wednesday, 5th.....	6,438	3,783	8,231	324	8,278	27,054	41,233	.....	41,233	16,173	325	84,785
Thursday, 6th.....	7,742	5,882	10,886	249	10,136	34,545	31,898	.....	31,898	14,125	262	80,830
Friday, 7th.....	6,271	4,199	9,529	367	8,544	28,810	19,742	.....	19,742	14,781	303	63,636
Totals.....	43,126	28,109	56,849	1,846	63,318	183,148	115,911	360	116,271	101,064	1,906	402,401

GEO. H. ANDERSON, Postmaster.

POST-OFFICE AT AUGUSTA, STATE OF GEORGIA.

Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8			
Saturday, 1st	605	311	1,089	50	1,085	3,200	2,080	.....	531	46	5,857
Sunday, 2d	184	129	363	22	1,132	770	1,899	.....	290	7	2,897
Monday, 3d	831	252	1,008	65	699	2,905	4,000	.....	1,511	68	8,484
Tuesday, 4th	982	378	1,279	60	944	3,843	2,074	.....	210	91	6,018
Wednesday, 5th	604	433	1,044	22	741	2,974	1,815	.....	515	28	5,352
Thursday, 6th	838	368	1,010	62	673	2,951	2,185	.....	553	55	5,754
Friday, 7th	990	379	1,115	75	831	3,360	1,832	.....	542	67	5,802
Totals	5,204	2,250	6,888	356	5,105	19,803	15,827	.....	4,152	362	40,124

CHARLES H. PRINCE, *Postmaster.*

POST-OFFICE AT ATLANTA, STATE OF GEORGIA.

Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8			
Saturday, 1st	1,222	547	1,953	640	2,570	6,937	10,201	.....	4,261	87	21,498
Sunday, 2d	613	297	1,597	87	1,687	2,191	9,411	.....	307	11	11,920
Monday, 3d	2,202	525	1,890	550	1,897	6,954	12,061	.....	1,964	71	20,450
Tuesday, 4th	2,054	681	2,512	1,110	1,140	7,497	16,286	.....	43,974	130	69,457
Wednesday, 5th	2,183	584	1,723	693	2,410	7,535	2,523	1,590	2,523	79	11,735
Thursday, 6th	2,097	639	2,208	898	2,283	8,195	8,861	.....	8,861	122	18,808
Friday, 7th	2,151	752	1,960	969	2,220	8,078	9,411	.....	1,863	147	18,494
Totals	12,611	3,885	12,974	4,920	12,997	47,387	68,734	1,590	54,092	647	173,350

BENJAMIN CONLEY, *Postmaster.*

POST-OFFICE AT BANGOR, STATE OF MAINE.

Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9		
Saturday, 1st	721	307	442	146	619	2,235	769		769	448	3,499
Sunday, 2d											
Monday, 3d	2,123	326	628	173	942	4,192	749		749	591	5,571
Tuesday, 4th	976	436	432	130	589	2,563	756	30	786	369	3,790
Wednesday, 5th	965	411	582	173	649	2,780	2,285		2,285	279	5,392
Thursday, 6th	1,042	422	404	205	590	2,963	3,238		3,238	413	6,381
Friday, 7th	969	292	403	190	599	2,453	749		749	407	3,649
Totals	6,796	2,194	2,891	1,017	3,968	16,886	8,546	30	8,576	2,537	28,282

AUGUSTUS B. FARNHAM, Postmaster.

POST-OFFICE AT DAVENPORT, STATE OF IOWA.

Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9		
Saturday, 1st	513	248	964	102	755	2,582	1,997	20	2,017	905	5,530
Sunday, 2d											
Monday, 3d	1,235	190	925	188	1,308	3,908	1,138	2	1,160	1,484	6,590
Tuesday, 4th	669	197	1,319	179	682	3,016	1,296	9	1,315	1,142	5,407
Wednesday, 5th	1,056	163	855	171	769	3,014	5,374	2	5,376	904	9,311
Thursday, 6th	832	314	1,293	164	748	3,351	5,242	17	5,259	616	9,252
Friday, 7th	551	344	998	172	423	2,478	1,227	4	1,231	1,397	5,144
Totals	4,916	1,456	6,344	976	4,655	18,349	16,204	54	16,258	6,448	41,234

EDWARD RUSSELL, Postmaster.

POST-OFFICE AT DETROIT, STATE OF MICHIGAN.

Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.												
First-class mail					Second-class mail.				Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.	
1	2	3	4	5	6	7	8	9	10	11	12	
3,828	5,371	4,622	471	4,259	18,551	9,994	62	10,056	18,069	519	47,195	
1,160	535	1,133	24	1,642	4,494	130	.....	130	1,700	8	6,332
9,176	6,876	6,515	602	6,146	29,315	21,374	150	21,524	12,656	378	63,873	
5,398	4,779	4,823	535	5,465	21,000	39,993	16	39,949	6,157	384	67,490	
3,990	5,076	4,063	459	3,544	17,132	49,356	4	49,360	5,325	429	72,246	
5,760	6,196	4,566	1,576	4,751	24,854	24,416	1	24,417	7,555	409	57,235	
4,374	6,575	5,486	3,478	5,933	25,846	19,185	176	19,361	6,190	625	51,022	
33,691	35,408	33,208	7,145	31,740	141,192	164,368	409	164,797	56,052	2,752	365,393	
Totals												365,393

GEORGE C. CODD, *Postmaster.*

POST-OFFICE AT KEOKUK, STATE OF IOWA.

Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.				Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9	10	11	12
Saturday, 1st	257	281	279	50	240	1,107	1,902	.....	1,902	67	8	3,084
Sunday, 2d	319	107	427	6	274	1,133	1,210	.....	1,210	338	12	2,691
Monday, 3d	763	332	795	56	642	2,568	411	1	412	248	19	3,267
Tuesday, 4th	524	363	653	62	992	2,614	1,453	.....	1,453	467	14	4,566
Wednesday, 5th	559	331	831	56	608	2,385	1,721	3	1,724	143	12	4,264
Thursday, 6th	548	331	1,390	45	445	4,922	4,822	6	4,928	191	14	7,892
Friday, 7th	448	363	455	64	570	1,900	2,817	2	2,819	321	17	5,057
Totals	3,418	2,128	4,830	339	3,771	14,486	14,486	12	14,448	1,793	96	30,823

SAMUEL M. CLARK, *Postmaster.*

POST-OFFICE AT INDIANAPOLIS, STATE OF INDIANA.

Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.				Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9			
Saturday 1st.....	2,092	1,236	8,194	305	2,557	9,384	1,135	.....	1,135	3,751	53	14,323
Sunday 2d.....	1,487	1,139	1,014	21	2,363	3,004	.....	.....	.....	3,176	4	3,180
Monday 3d.....	4,873	1,583	4,094	248	5,572	10,375	1,137	.....	1,137	3,674	83	21,599
Tuesday 4th.....	2,793	1,396	3,693	178	2,458	10,511	14,949	2,678	17,627	3,381	43	31,492
Wednesday 5th.....	3,982	2,512	4,704	449	4,580	10,227	19,704	869	20,573	3,303	23	40,236
Thursday 6th.....	3,245	2,328	4,489	301	4,180	14,643	8,299	7,966	13,415	3,543	25	33,626
Friday 7th.....	4,422	2,832	4,163	625	5,858	17,918	4,642	.....	4,642	5,820	50	27,830
Totals.....	22,974	12,046	25,344	2,127	25,571	88,062	49,896	10,633	60,529	23,238	291	172,120

WILLIAM R. HOLLOWAY, Postmaster.

POST-OFFICE AT MONTGOMERY, STATE OF ALABAMA.

Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.				Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9			
Saturday 1st.....	759	684	980	80	827	3,330	970	.....	970	131	47	4,478
Sunday 2d.....	265	98	453	4	127	3,947	970	.....	970	26	4	1,947
Monday 3d.....	615	505	89	244	955	2,408	1,600	.....	1,600	115	14	4,137
Tuesday 4th.....	652	448	910	22	642	2,674	970	.....	1,000	111	20	3,775
Wednesday 5th.....	623	538	998	121	906	3,188	970	.....	970	146	65	4,589
Thursday 6th.....	376	344	811	89	843	2,463	970	.....	970	88	36	3,561
Friday 7th.....	1,064	888	1,387	99	1,034	4,482	1,070	.....	1,070	388	33	5,973
Totals.....	4,354	3,505	5,636	659	5,334	19,490	7,520	.....	7,520	1,015	219	28,244

ISRAEL W. ROBERTS, Postmaster.

POST-OFFICE AT NASHVILLE, STATE OF TENNESSEE.
Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9		
Saturday, 1st.....	1,293	311	2,851	255	2,749	7,439	16,046	716	17,694	3,763	29,003
Sunday, 2d.....	423	17	348	8	308	1,104	16,200	.....	16,200	241	17,547
Monday, 3d.....	2,356	562	3,237	205	2,076	8,436	14,881	13	14,894	1,310	24,725
Tuesday, 4th.....	1,753	411	2,817	328	2,416	7,725	16,046	524	16,570	1,426	25,804
Wednesday, 5th.....	1,574	484	3,087	236	4,743	10,124	25,531	.....	25,531	1,732	27,475
Thursday, 6th.....	1,557	473	2,853	256	1,798	7,907	19,173	.....	19,173	1,820	28,963
Friday, 7th.....	1,462	453	2,898	285	5,909	10,977	17,745	.....	17,745	1,562	30,433
Totals.....	10,418	2,711	17,976	1,553	21,054	52,712	126,524	1,253	127,777	11,824	193,950

WILLIAM P. JONES, *Postmaster.*

POST-OFFICE AT RICHMOND, STATE OF VIRGINIA.
Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9		
Saturday, 1st.....	3,257	1,174	2,278	274	4,724	11,707	6,790	453	7,243	1,015	27,317
Sunday, 2d.....	957	511	559	3	800	2,830	2,467	232	2,699	419	10,653
Monday, 3d.....	3,823	1,120	2,942	192	3,242	10,619	1,500	76	1,576	1,616	15,624
Tuesday, 4th.....	3,752	1,681	1,839	216	4,182	11,670	14,554	517	15,071	1,424	43,407
Wednesday, 5th.....	2,187	1,902	1,977	179	2,807	8,052	16,123	60	16,183	2,003	42,500
Thursday, 6th.....	3,233	1,614	3,078	173	4,407	12,505	12,002	587	12,589	1,467	39,317
Friday, 7th.....	2,609	1,863	1,676	222	3,034	8,404	5,900	54	5,954	2,355	22,191
Totals.....	19,818	7,865	14,849	1,259	22,496	65,787	60,036	1,979	62,015	10,299	200,969

W. W. FORBES, *Postmaster.*

POST-OFFICE AT PROVIDENCE, STATE OF RHODE ISLAND.

Statement of mail matter originating at this office for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8			
Saturday 1st	3,574	2,253	4,385	164	2,776	13,151	2,971	233	5,821	333	22,509
Sunday, 2d	1,976	2,205	4,454	10	8,900	3,454	2,555	.....	261	2	4,372
Monday, 3d	6,582	2,583	4,117	109	8,290	16,671	2,622	82	7,672	152	27,199
Tuesday, 4th	5,240	2,243	3,461	131	3,215	14,299	2,162	15	2,704	158	21,297
Wednesday, 5th	4,494	2,077	3,227	180	2,969	12,987	2,182	32	4,663	168	19,644
Thursday, 6th	4,747	2,090	3,228	172	3,135	13,280	2,622	12	4,415	185	20,067
Friday, 7th	4,941	2,010	3,204	113	3,058	13,328	3,370	4,097	3,997	160	30,999
Totals	31,543	13,380	22,074	868	19,183	87,048	22,064	4,472	31,365	1,138	146,087

CHARLES R. BRAYTON, *Postmaster.**Statement of matter mailed on the routes, First Division Railway Mail Service, comprising the New England States, for one week, commencing November 1, 1879.*

Date: November, 1879.	First-class mail.					Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8			
Saturday 1st	4,223	1,909	2,509	143	2,031	10,814	187	2	977	77	12,057
Sunday, 2d	1,172	1,129	382	3	2,941	1,947	4	.....	49	4	2,000
Monday, 3d	3,632	1,862	2,847	182	4,013	17,698	195	.....	784	93	18,678
Tuesday, 4th	6,041	2,063	2,768	173	2,340	18,383	216	5	718	90	14,418
Wednesday, 5th	4,961	1,720	2,170	196	3,298	12,345	241	1	784	77	13,448
Thursday, 6th	5,412	1,819	2,318	193	3,463	13,205	222	.....	847	77	14,353
Friday, 7th	4,089	2,015	2,685	198	3,791	12,778	239	1	809	86	13,913
Totals	34,530	11,587	15,677	1,087	19,197	82,078	1,304	9	4,968	500	88,859

THOS. P. CHENEY, *Superintendent.*

Statement of matter mailed on the routes in Second Division Railway Mail Service, comprising New York, New Jersey, Pennsylvania, Delaware, and the Eastern Shore of Maryland, for one week, commencing November 1, 1879.

Date: November, 1879.												
First-class mail.												
Second-class mail.												
Third-class mail.												
Fourth-class mail.												
Total matter mailed of all classes.												
12												
11												
10												
9												
8												
7												
6												
5												
4												
3												
2												
1												
Saturday, 1st	5,038	1,718	2,671	219	3,334	12,978	355	2	357	876	38	14,249
Sunday, 2d	1,200	1,163	2,601	46	4,463	2,473	79		79	219	1	2,772
Monday, 3d	7,870	1,866	3,076	183	4,456	17,451	511	25	466	873	42	18,852
Tuesday, 4th	5,822	1,635	3,102	147	4,173	14,879	512	7	519	656	106	16,160
Wednesday, 5th	5,746	1,977	3,067	186	4,047	15,023	540		540	868	54	16,485
Thursday, 6th	5,805	2,023	3,513	197	4,383	15,821	368	6	474	777	56	17,128
Friday, 7th	6,228	1,968	3,259	247	4,312	16,014	937	4	941	775	48	17,778
Totals	37,707	11,350	19,289	1,225	25,068	94,639	3,332	44	3,376	5,044	345	103,404
R. K. JACKSON, Superintendent.												

R. C. JACKSON, Superintendent.

Statement of matter mailed on the routes in Third Division Railway Mail Service, comprising Maryland (excluding the Eastern Shore), North Carolina, Virginia, West Virginia, and the District of Columbia, for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.						Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9	10	11	12
Saturday, 1st	1,726	536	706	38	2,017	5,023	31	6	37	277	22	5,359
Sunday, 2d	749	179	262	19	513	1,722	216	1	217	132	4	1,975
Monday, 3d	1,990	689	937	81	1,765	5,472	43	3	48	103	5	5,623
Tuesday, 4th	1,975	687	1,006	86	1,895	5,632	23	3	26	106	20	5,784
Wednesday, 5th	1,812	716	1,094	37	1,769	5,318	34	3	37	166	15	5,536
Thursday, 6th	1,811	616	1,110	52	1,756	5,345	70	2	73	99	21	5,538
Friday, 7th	2,069	755	1,138	34	1,961	5,867	18	1	19	217	8	6,101
Totals	12,132	4,168	6,143	350	11,576	34,369	437	20	457	1,000	95	35,921

M. V. BAILEY, Superintendent.

M. V. BAILEY, Superintendent.

Statement of matter mailed on the routes in Fourth Division Railway Mail Service, comprising South Carolina, Georgia, Florida, Alabama, Mississippi, and Louisiana, for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8			
Saturday, 1st	4,509	2,059	3,017	137	3,310	14,432	25	36	61	2,063	42
Sunday, 2d	2,443	1,771	2,947	183	1,938	14,778	148	1	149	971	36
Monday, 3d	4,714	1,732	2,549	194	3,276	12,448	37	17	34	808	53
Tuesday, 4th	4,384	2,593	2,732	194	3,716	12,549	13	32	66	808	46
Wednesday, 5th	3,820	2,403	2,441	170	3,432	14,682	128	7	135	533	43
Thursday, 6th	4,423	2,403	2,573	137	4,254	14,767	104	28	132	1,063	15
Friday, 7th	4,287	2,304	3,500	150	3,678	13,919	16	40	56	721	57
Totals	28,660	14,947	19,907	1,087	24,001	88,602	471	161	632	6,427	297

L. M. TERRELL, Superintendent.

Statement of matter mailed on the routes in Fifth Division Railway Mail Service, comprising Ohio, Indiana, Kentucky, and Tennessee, for one week, commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8			
Saturday, 1st	3,865	1,706	2,082	137	3,761	11,551	77	19	96	416	36
Sunday, 2d	1,378	1,315	2,722	46	5,817	8,280	31	0	7	107	3
Monday, 3d	5,730	1,857	2,743	151	5,079	13,284	31	9	43	385	33
Tuesday, 4th	4,407	1,480	2,369	110	3,890	12,296	35	10	43	387	22
Wednesday, 5th	4,217	1,709	2,540	115	4,342	12,723	44	8	52	376	42
Thursday, 6th	4,274	1,684	2,547	85	4,196	12,760	24	20	44	460	24
Friday, 7th	4,082	1,660	2,611	237	4,542	13,132	36	7	37	420	14
Totals	27,973	10,421	15,616	883	26,591	81,484	248	73	321	2,561	174

C. JAY FRENCH, Superintendent.

Statement of matter mailed on the routes in Sixth Division Railway Mail Service, comprising Wisconsin, Illinois, Iowa, Nebraska, Minnesota, and upper peninsula of Michigan, and the Territories of Dakota and Wyoming, for one week, commencing November 1, 1879.

Date: November, 1879.												
First-class mail.												
Second-class mail.												
Third-class mail.												
Fourth-class mail.												
Total matter mailed of all classes.												
1	2	3	4	5	6	7	8	9	10	11	12	
7,283	2,994	4,397	166	7,451	22,291				1,595	106		23,992
1,188	313	6,572	35	625	2,733				167	4		2,904
12,450	4,117	6,323	185	9,923	32,998				1,596	82		34,676
8,310	3,260	5,293	160	7,301	24,324				1,315	64		25,703
8,267	3,371	5,278	157	8,005	25,078				1,312	82		26,472
7,976	3,600	5,505	154	8,525	25,760				1,264	61		27,085
8,413	3,447	5,226	148	7,813	25,047				1,227	68		26,342
53,867	21,102	32,594	1,005	49,643	158,231				8,476	467		167,174
Totals												

JAMES E. WHITE, Superintendent.

Statement of matter mailed on routes in Seventh Division Railway Mail Service, comprising Missouri, Kansas, Arkansas, Texas, Colorado, the Indian Territory, and New Mexico, for one week, commencing November 1, 1879.

Date: November, 1869.												
	First-class mail.					Second-class mail.				Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9	10	11		12
Saturday, 1st	4,162	1,935	2,430	108	3,443	12,078				574	79	12,731
Sunday, 2d	2,408	668	1,279	33	1,793	6,111				418	12	6,541
Monday, 3d	5,252	2,073	3,435	176	4,615	15,551				420	32	16,003
Tuesday, 4th	4,310	1,831	2,889	171	4,570	13,771				452	34	14,257
Wednesday, 5th	4,188	1,911	3,393	137	3,907	13,524				621	28	14,183
Thursday, 6th	4,401	1,792	2,669	128	4,025	13,105				438	32	13,575
Friday, 7th	4,087	1,990	2,975	130	4,855	14,097				357	57	14,451
Totals	28,896	12,190	19,070	883	27,148	88,187				3,280	274	91,741

W. L. HUNT, Superintendent.

Statement of matter mailed on the routes, Eighth Division Railway Mail Service, comprising California, Nevada, Oregon, and the Territories of Alaska, Arizona, Idaho, Montana, Utah, and Washington, for one week commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9		
Saturday, 1st.....	1,242	319	346	13	341	2,291			145	6	2,412
Sunday, 2d.....	1,892	159	323	9	187	1,570			117	4	1,691
Monday, 3d.....	1,819	536	420	12	310	3,097			167	5	3,269
Tuesday, 4th.....	1,383	446	598	10	376	2,811			127	5	2,943
Wednesday, 5th.....	1,443	372	590	20	403	2,837			204	2	3,043
Thursday, 6th.....	1,469	418	498	25	340	2,748			175	3	2,926
Friday, 7th.....	1,467	349	520	22	349	2,707			139	.....	2,846
Totals.....	9,715	2,599	3,300	111	2,306	18,031			1,074	25	19,130

H. J. MCKUSICK, Superintendent.

Statement of matter mailed on the routes, Ninth Division, Railway Mail Service, comprising the through mails via Buffalo, Suspension Bridge, Toledo, and Detroit, the lines of the Lake Shore and Michigan Southern Railroad, and the Lower Peninsula of Michigan, for one week commencing November 1, 1879.

Date: November, 1879.	First-class mail.					Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9		
Saturday, 1st.....	2,228	1,503	1,779	86	2,103	7,699	696	2	696	342	8,748
Sunday, 2d.....	891	1,192	1,484	23	398	1,963				111	2,100
Monday, 3d.....	4,041	1,683	1,629	118	3,193	10,664	581	8	589	321	11,562
Tuesday, 4th.....	2,547	1,039	1,436	78	2,375	7,475	253	15	268	362	8,119
Wednesday, 5th.....	2,600	1,429	2,117	70	2,264	8,480	251		251	265	9,009
Thursday, 6th.....	2,910	1,802	1,699	103	2,472	8,966	254		254	297	9,547
Friday, 7th.....	2,506	1,650	1,652	79	2,036	8,023	257		257	269	8,555
Totals.....	17,763	9,298	10,836	557	14,841	53,315	2,292	25	2,317	1,967	57,670

W. G. LOVELL, Superintendent.

RECAPITULATION.

Statement of matter mailed on all railroad and steamboat lines in the United States, for one week commencing November 1, 1879.

Railway mail service.	First-class mail.						Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
	1	2	3	4	5	6	7	8	9			
First division	34,530	11,587	15,877	1,087	19,197	82,078	1,304	9	1,313	4,968	500	88,859
Second division	37,707	11,350	19,289	1,225	25,068	94,639	3,332	44	3,476	5,044	345	103,404
Third division	12,132	4,168	6,143	1,350	11,576	34,389	3,437	20	3,457	1,000	95	35,921
Fourth division	28,660	14,947	19,807	1,087	24,001	88,802	471	161	632	6,427	297	95,958
Fifth division	27,973	10,421	15,616	1,883	24,501	81,494	248	78	321	2,581	174	84,540
Sixth division	53,887	21,102	32,594	1,005	49,643	158,231	.....	.....	.....	8,476	487	167,174
Seventh division	28,886	12,190	19,070	1,883	27,148	88,187	.....	.....	.....	3,280	274	91,741
Eighth division	9,715	2,590	3,300	111	2,306	18,031	.....	.....	.....	1,074	25	19,130
Ninth division	17,783	9,298	10,836	557	14,841	53,315	2,262	25	2,317	1,967	71	57,670
Totals	251,283	97,662	142,432	7,188	200,371	698,836	8,064	332	8,416	34,797	2,248	744,397

Second-class matter mailed at the six largest post-offices in the United States, during the fiscal year ended June 30, 1879.

Post-offices.	Pounds.	Amount of postage.	Percentage of the whole amount collected in the United States.	
			Amount of postage.	Percentage of the whole amount collected in the United States.
New York	15,881,662	\$343,827 40	81.1+	8.2+
Chicago	4,265,066	90,790 60	6.3+	5.3+
Boston	3,238,374	68,472 30	5.3+	4.2+
Philadelphia	2,524,976	59,182 92	4.2+	3.9+
Saint Louis	2,257,227	47,000 47	3.9+	.....
Cincinnati	2,096,349	43,699 08	.....	.....
Total	30,233,674	652,972 77	59.1+	.....

ANNUAL REPORT
OF THE
AUDITOR OF THE TREASURY
FOR THE
POST-OFFICE DEPARTMENT
FOR THE
FISCAL YEAR ENDED JUNE 30, 1879.

24 P M G

REPORT

OF THE

AUDITOR OF THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
October 30, 1879.

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, 1879.

COLLECTION OF POST-OFFICE REVENUES.

The number of post-offices in operation during the year was 40,947, which are classified, under the regulations adopted for the government of the department, chapter 2, section 76, 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. Roseman.
Cleveland, Ohio, N. B. Sherwin.
Columbus, Ohio, A. D. Rodgers.
Concord, N. H., J. E. Larkin.
Decorah, Iowa, A. K. Bailey.
Denver, Colo., W. N. Byers.
Des Moines, Iowa, J. S. Clarkson.
Detroit, Mich., G. C. Codd.
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., J. Gallup.
Harrisburg, Pa., M. W. McAlarney.
Hartford, Conn., J. H. Burnham.
Houghton, Mich., F. A. Douglass.
Houston, Tex., J. Richardson.
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, S. M. Clark.
Knoxville, Tenn., William Rule.
Lansing, Mich., S. D. Bingham.
Leavenworth, Kans., D. R. Anthony.
Lexington, Ky., H. K. Milward.
Lima, Ohio, George 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. Schurtz.
Meadville, Pa., J. F. Morris.
Memphis, Tenn., A. D. H. Thompson.
Milwaukee, Wis., H. C. Payne.
Mobile, Ala., M. D. Wickersham.
Montgomery, Ala., I. W. Roberts.
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., T. F. Hall.
Peoria, Ill., J. S. Stevens.
Pittsburgh, Pa., G. H. Anderson.
Plattsburgh, 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., Wm. W. Forbes.
 Rochester, N. Y., D. T. Hunt.
 Rutland, Vt., A. H. Tuttle.
 Saint Albans, Vt., B. D. Hopkins.
 Saint Johnsbury, Vt., C. P. Carpenter,
 (2d).
 Saint Paul, Minn., David Day.
 Sandusky, Ohio, J. M. Boalt.
 Savannah, Ga., L. McLaws.
 Scranton, Pa., J. A. Scranton.
 Springfield, Ill., D. L. Phillips.

Springfield, Mass., H. C. Lee.
 Steubenville, Ohio, F. O'Neal.
 Syracuse, N. Y., A. C. Chace.
 Taunton, Mass., E. E. Fuller.
 Terre Haute, Ind., N. Filbeck.
 Towanda, Pa., P. Powell.
 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., Hugh Sterling.
 Williamsport, Pa., R. Hawley.
 Winona, Minn., D. Sinclair.
 Wooster, Ohio, P. C. Given.
 Worcester, Mass., J. Pickett.
 Zanesville, Ohio, W. S. Harlan.

The following officers receive and retain, subject to the warrants of the Post Office Department, the funds of such post-offices as are instructed to deposit in their hands, viz :

The Treasurer of the United States at Washington, D. C.

The assistant treasurers of the United States at

New York, N. Y.
 Baltimore, Md.
 New Orleans, La.

Cincinnati, Ohio.
 Saint Louis, Mo.
 Philadelphia, Pa.

Boston, Mass.
 Chicago, Ill.
 San Francisco, Cal.

Ninety-nine post-offices are draft-offices, and during the year paid 23,350 drafts, issued by the Postmaster-General, countersigned, entered, and sent out by the Auditor, for sums in the aggregate of	\$2,317,247 33
Nine thousand one hundred and four are deposit-offices, a portion of which during the year deposited with the Treasurer and assistant treasurers of the United States the sum of	5,119,524 96
Thirty thousand four hundred and sixty-three offices are collection-offices and paid on collection-orders issued to mail-contractors the sum of	5,080,414 36
One thousand two hundred and forty-six are special offices, and derive their mail supplies by the payment of the revenue of their offices therefor, amounting to	36,222 89
Four thousand six hundred and sixty post-offices are supplied by mail-messengers, for which service there was paid during the year	660,476 97

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

The revenue of the department for the fiscal year ended June 30, 1879, was	\$30,041,982 86
The amounts placed in the Treasury for the service of the department for the fiscal year, being grants in aid of the revenue under the following acts of Congress, were—	
Under the second section of the act approved June 17, 1878, for supplying deficiencies in the revenues of the Post-Office Department for the fiscal year ended June 30, 1879	\$3,000,000 00
Under the act approved June 28, 1879, an additional sum for the payment of letter-carriers for the fiscal year ended June 30, 1879	71,000 00
	<hr/> 3,071,000 00
Aggregate of revenue and grants	33,112,982 86
The expenditures of the department for the fiscal year ended June 30, 1879, were	33,073,437 82
	<hr/> 39,545 04
Excess of receipts	
Amount charged to "bad debts" and "compromise" accounts ..	9,771 53
Deduct amount credited to "suspense" account	1,755 12
	<hr/> 8,016 41
The balance available to meet accrued liabilities for the fiscal year 1879, is	31,528 63

At the commencement of the fiscal year 1879 there was a balance available for accrued liabilities, under appropriation for 1878, of	\$158,777 08
Additional amounts have been placed in the Treasury on account of 1878, as follows:	
Under the act approved June 19, 1878 (private No. 205), for the relief of H. G. Boardman, postmaster at Milton, Vermont	\$116 34
Under the act approved March 3, 1879, to supply a deficiency in the appropriation for transportation on railroads for the fiscal year 1878	166,392 27
	<u>166,508 61</u>

Total for 1878	325,285 69
During the last fiscal year there has been paid on account of 1878	143,018 72
Balance available for 1878	<u>182,266 97</u>

At the commencement of the fiscal year 1879 there remained on hand a balance unexpended for 1877 of	278,209 14
During the year there has been paid on account of 1877	173,132 71
Balance to be covered into the Treasury	<u>105,076 43</u>

The following amounts were placed in the Treasury for the payment of certain audited claims for services rendered during 1876 and prior years:

Under act approved March 3, 1879 (deficiency)	\$45,873 31
Under act approved March 3, 1879 (sundry civil) for relief of George H. Giddings	14,583 33
	<u>\$60,456 64</u>
There has been paid under said acts	60,310 20
Balance available for claims appropriated for	<u>146 44</u>

SUMMARY OF REVENUES AND EXPENDITURES.

Revenue for 1879	\$30,041,982 86
Grants from the Treasury for 1879	\$3,071,000 00
Grants from the Treasury for 1878	166,508 61
Grants from the Treasury for 1876 and prior years	60,456 64
	<u>3,297,965 25</u>

Total receipts	33,339,948 11
Expenditures for 1879	\$33,073,437 82
Expenditures for 1878	143,018 72
Expenditures for 1877	173,132 71
Expenditures for 1876 and previous years	60,310 20

Total expenditures	33,449,899 45
	<u>109,951 34</u>
Net amount charged to bad debt and compromise accounts during 1879	8,016 41
Excess of expenditures	<u>117,967 75</u>

The balance standing to the credit of the general revenue account at the close of the fiscal year ended June 30, 1878, as per last report, was	\$3,246,056 14
Deduct excess of expenditures during the year 1879	117,967 75

Leaving to the credit of the revenue account at close of fiscal year ended June 30, 1879	3,128,088 39
Due by late postmasters, accounts in suit	\$245,694 47
accounts not in suit	233,037 01
	<u>478,731 48</u>

	<u>2,649,356 91</u>
Due late postmasters on accounts not closed	46,250 70
	<u>2,695,607 61</u>

DEFICIENCY APPROPRIATIONS.

The amount appropriated to supply deficiencies in the revenues for the fiscal year ended June 30, 1879, was:

General deficiency	\$4,222,274 72	
Deficiency in letter-carriers' appropriation	71,000 00	
Deficiency in railroad transportation	450,000 00	
		<u>\$4,743,274 72</u>
The amount placed with the Treasurer of the United States to the credit of the Post-Office Department during the fiscal year, being "grants from the Treasury," was		3,071,000 00
The amount remaining to the credit of the deficiency appropriations, subject to requisition as deficiencies for 1879 appear, is		<u>1,672,274 72</u>

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, 1878	\$4,126,634 24
For the quarter ended December 31, 1878	4,657,954 39
For the quarter ended March 31, 1879	4,956,945 08
For the quarter ended June 30, 1879	4,532,632 84
Total	<u>18,274,166 55</u>

The amount of letter postages paid in money was:

For the quarter ended September 30, 1878	\$56,898 42
For the quarter ended December 31, 1878	53,571 14
For the quarter ended March 31, 1879	75,710 61
For the quarter ended June 30, 1879	68,721 24
Total	<u>254,901 41</u>

The amount of stamps, stamped envelopes and wrappers, newspaper and periodical stamps, and postal cards sold was:

For the quarter ended September 30, 1878	\$6,642,842 02
For the quarter ended December 31, 1878	6,961,539 49
For the quarter ended March 31, 1879	7,500,809 29
For the quarter ended June 30, 1879	7,039,884 19
Total	<u>28,145,074 99</u>

The amount of official stamps furnished the different departments and included in the above amount of stamps sold was:

For the Treasury Department	\$200,000 00
For the War Department	141,497 80
For the Navy Department	6,950 00
For the Interior Department	35,999 80
For the Department of Justice	3,620 00
For the Department of Agriculture	40 00
Total	<u>388,107 60</u>

The number of quarterly returns of postmasters received and audited, on which the sum of \$18,274,166.55 was found due the United States was:

For the quarter ended September 30, 1878	\$38,365
For the quarter ended December 31, 1878	39,505
For the quarter ended March 31, 1879	40,313
For the quarter ended June 30, 1879	40,369
Total	<u>158,552</u>

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	\$16,115,514 18
For the supply of "special" and mail-messenger offices	698,216 94
For the salaries of postal railway clerks, route and other agents	2,666,315 65
For the salaries and per diem of the assistant superintendents of the postal railway service	38,187 51
Total	19,518,234 28

Foreign mail transportation :

New York, Great Britain and Ireland	\$126,019 15
New York, Great Britain and Germany	44,812 22
New York, San Francisco, West Indies, Central and South America	33,705 48
New York and Newfoundland	15 85
Boston, Great Britain and Ireland	1,194 42
Boston and Nova Scotia	148 21
Boston and West Indies	12 22
Philadelphia and England	1,531 09
Philadelphia and West Indies	1 27
Baltimore and Bremen	13 68
New Orleans, West Indies, Mexico, and Honduras	233 41
San Francisco, Central and South America, China, Japan, Farther India, Australia, and South Sea Islands	15,060 45
Post-Office Department of Canada—English mails	803 50
Upper Pacific coast-local mails	132 52
Expenses of government mail-agent at Panama	1,446 00
Expenses of government mail-agent at Aspinwall	940 00
	226,069 47
	19,744,303 75
The amount credited to transportation accrued and charged to contractors for overcredits for "fines and deductions" was	174,251 36

Net amount to the credit of mail contractors	19,570,052 39
The amount paid during the year was	19,193,288 19
Excess of transportation accrued	376,764 20

The following balances, accrued for transportation of the mails on railroads, have been certified to the Secretary of the Treasury, to be carried to the credit of the companies named, under the act of March 3, 1879, and instructions contained in the Secretary's letter of May 19, 1879. The amounts are *not* included in the total of "railroad transportation paid" (see Statutes, vol. 20, page 420).

Union Pacific Railroad Company, first and second quarters 1879	\$188,367 28	
Central Pacific Railroad Company, first and second quarters 1879	170,909 75	Previous years.. \$7,233 81
Kansas Pacific Railroad Company, first and second quarters 1879	43,126 93	Previous years.. 298,473 17
Sioux City and Pacific Railroad Company, first and second quarters 1879	4,098 36	
Total	406,502 33	305,706 98

STATEMENT OF COLLECTING DIVISION.

Balance due United States brought forward from last report	\$498,563 92
Balance due United States on account of postmasters becoming late during the fiscal year.....	321,073 49
	<hr/> 819,637 41
Amount collected during the year.....	\$329,379 28
Amount credited to "suspense".....	1,755 12
Amount charged to bad and compromise debts	9,771 53
	<hr/> 340,905 93
Balance remaining due United States	478,731 48
Of which there is in suit.....	245,694 47
Not in suit.....	233,037 01
	<hr/> 478,731 48
Balance due late postmasters brought forward from last report.....	47,292 21
Amount becoming due during the fiscal year	32,722 77
	<hr/> 80,014 98
Amount paid during the year	33,764 28
	<hr/> 46,250 70
Amount in suit June 30, 1878	255,442 45
Amount submitted for suit during the fiscal year.....	12,865 45
	<hr/> 268,307 90
Of which there was collected during the year.....	16 261 69
Amount otherwise settled.....	6,351 74
	<hr/> 22,613 43
Balance remaining in suit	245,694 47
Amount collected from late postmasters on account of interest and costs .	<hr/> 3,310 02

ACCUMULATION OF VALUELESS FILES.

I have the honor to call your attention to the vast accumulation of accounts current, money-order statements, paid money-orders, and other papers in the files of this office, to which reference is never had, and which are occupying rooms very much needed for the current files.

I suggest that Congress be requested to grant to the Postmaster-General authority to destroy or sell as waste paper all returns, statements, and paid money-orders pertaining to the accounts of postmasters which have been finally settled and closed, and which have been in the files not less than ten years. The ledgers and registers of this office will show the accounts as audited, and all necessary information can be obtained from them, the papers above mentioned being the postmasters' returns to this office on which their accounts were audited and settled.

The accompanying tables, numbered from 1 to 31, 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. D. 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, 1879.

Accounts.	Quarter end- ed Septem- ber 30, 1878.	Quarter end- ed Decem- ber 31, 1878.	Quarter end- ed March 31, 1879.	Quarter end- ed June 30, 1879.	Aggregate.
Letter postage	\$56,898 42	\$53,571 14	\$75,710 61	\$68,721 24	\$254,901 41
Box-rents and branch offices...	346,692 04	343,349 83	345,498 55	345,622 09	1,381,162 51
Fines and penalties	3,789 04	1,107 39	1,605 34	2,578 35	9,080 12
Postage-stamps, stamped en- velopes and wrappers, and postal cards	6,642,842 02	6,961,539 49	7,500,809 29	7,039,884 19	28,145,074 99
Dead letters	957 30	575 95	514 53	1,275 61	3,323 39
Revenue from money-order business				219,226 83	219,226 83
Miscellaneous	6,864 17	4,058 25	5,929 77	12,361 42	29,213 61
Total	7,058,042 99	7,364,202 05	7,930,068 09	7,689,669 73	30,041,982 86

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1879.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1879.

Appropriations.	Quarter ended September 30, 1878.	Quarter ended December 31, 1878.	Quarter ended March 31, 1879.	Quarter ended June 30, 1879.	Total expendi- tures on ac- count of 1879.	Expended on ac- count of pre- vious years.	Aggregate ex- penditures.
Compensation of postmasters.....	\$1,721,338 22	\$1,775,548 89	\$1,853,762 50	\$1,831,589 66	\$7,182,239 27	\$3,200 48	\$7,185,539 75
Compensation of clerks for post-offices.....	837,757 95	844,975 78	856,089 60	874,472 57	3,413,285 90	3,625 90	3,417,121 80
Compensation of letter-carriers and incidental expenses.....	461,435 20	469,758 97	469,929 48	546,582 95	1,947,708 61		1,947,708 61
Wrapping-paper.....	4,259 00	3,778 00	3,731 43	7,609 28	18,877 71		18,877 71
Twine.....	9,486 00	12,570 00	11,059 60	12,280 29	45,375 89		45,375 89
Postmarking and canceling stamps.....	3,672 75	3,055 70	2,960 25	2,578 75	11,997 45		11,997 45
Letter-balances.....	1,541 00	35 25	2,096 00	1,629 00	3,501 25	1,518 00	3,018 25
Rent, light, and fuel for post-offices.....	86,523 61	97,722 83	89,099 89	90,747 54	364,093 87	497 02	364,590 89
Stationery.....	8,469 87	9,864 86	12,963 59	12,162 24	43,420 56	88 82	43,509 48
Furniture for post-offices.....	2,223 55	1,928 32	2,262 00	4,961 64	11,375 51	10 00	11,385 51
Miscellaneous, office of First Assistant Post- master-General.....	19,131 12	20,767 02	20,940 42	15,051 95	75,890 51	106 81	75,997 32
Inland mail transportation, railroad.....	2,325,608 11	2,363,447 68	2,162,235 85	2,249,415 03	9,100,706 67	276,306 11	9,377,012 78
Inland mail transportation, steamboat.....	1,242,055 03	1,319,767 59	1,450,215 85	1,525,205 77	5,537,245 28	44,957 60	5,582,202 88
Compensation of railway post-office clerks.....	161,145 38	167,058 67	153,969 04	183,034 75	665,107 84	549 46	665,657 30
Compensation of route-agents.....	341,257 05	346,874 77	332,493 90	320,768 42	1,341,394 14	1,292 57	1,342,686 71
Compensation of mail-route messengers.....	261,223 63	265,662 14	254,987 33	253,968 81	1,035,861 91		1,035,861 91
Compensation of local agents.....	40,235 72	42,572 46	43,981 08	42,452 08	171,241 32	222 83	171,464 15
Compensation of mail-messengers.....	29,851 21	30,250 45	28,922 69	27,133 53	116,177 88	125 00	116,302 88
Mail-boxes and keys.....	161,910 11	161,577 00	163,481 26	169,905 67	656,874 04	5,156 04	662,030 08
Mail bags and catfishes.....	32,702 66	17 30	130 00	13,033 25	13,180 55		13,180 55
Post-route maps.....	8,840 62	24,355 12	30,968 20	48,588 88	136,614 86	40	136,615 26
Mail depredations and special agents, includ- ing rewards.....	34,240 73	34,052 78	35,819 48	36,197 26	140,310 25	200 00	140,510 25
Fees to United States marshals, attorneys, clerks of courts, and counsel.....	557 90	1,889 55	614 04	1,770 90	4,812 39		4,812 39
Postage-stamps.....	18,195 24	19,707 48	19,170 13	21,462 03	78,534 88	300 00	78,834 88
Distribution of postage-stamps.....	1,857 00	1,837 87	1,821 00	1,987 67	7,503 54		7,503 54
Stamped envelopes and newspaper-wrappers.....	107,874 88	105,156 72	116,694 29	72,432 75	402,152 64		402,152 64
Distribution of stamped envelopes and news- paper-wrappers.....	3,910 00	3,740 00	5,112 22	2,497 15	15,259 37	90 85	15,350 22
Postal cards.....	33,699 02	40,563 90	40,548 25	39,270 79	154,281 96		154,281 96
Distribution of postal cards.....	1,373 75	1,362 30	1,125 54	1,125 54	5,713 55	98 90	5,812 45
Registered-package envelopes, locks, and seals.....	1,635 00	4,479 90	7,151 06	4,993 29	18,259 83		18,259 83
Official and dead-letter envelopes.....	3,341 40	2,261 85	4,899 59	17,295 96	29,792 80		29,792 80
Ship, steamboat, and way letters.....	514 10	4,522 28	373 83	410 22	1,820 43		1,820 43
Engraving, printing, and binding drafts and warrants.....	239 70	283 80	437 10		960 60		960 60
Advertising.....	4,100 66	8,982 82	5,347 40	11,372 30	25,364 25	640 08	26,004 33
Miscellaneous, office of Postmaster-General.....			890 80	431 66	1,452 82		1,452 82

Foreign mail transportation	44, 252 68	58, 578 07	56, 058 38	45, 027 90	203, 917 03	36, 152 07	240, 069 10
Balances due foreign countries	20 00	11, 041 89	10, 886 91	9, 883 82	31, 832 72	1, 016 19	32, 848 91
Laws and regulations of the Post-Office Department, editions of 1879			1, 155 77	17, 046 74	18, 202 51		18, 202 51
Total	8, 017, 331 58	8, 262, 063 35	8, 254, 377 28	8, 539, 665 61	33, 073, 437 82	376, 461 63	33, 449, 899 45

In above amount paid for railroad transportation is not included \$406,502.32 for 1879, and \$305,708.98 for previous years, certified to the Secretary of the Treasury, to be carried to the credit of Pacific railroad companies, under act of March 3, 1879. For detailed statement see revenue account, page 297.

OFFICE OF THE AUDITOR OF THE TREASURY,
FOR THE POST-OFFICE DEPARTMENT, October 23, 1879.

J. M. MCGREW, Auditor.

No. 3.—Statement of the postal receipts and expenditure; 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	\$1,478 43	\$89 33	\$24,548 68	\$451,372 36	\$477,488 80
New Hampshire	537 42	117 58	15,483 76	275,352 85	281,491 61
Vermont	472 60	92 74	11,221 83	251,663 44	263,450 61
Massachusetts	10,762 98	1,250 09	112,837 25	1,062,377 98	2,087,228 30
Rhode Island	917 80	97 15	19,780 54	202,552 14	223,347 63
Connecticut	3,043 40	175 22	41,422 07	576,003 29	620,643 96
New York	66,721 89	3,340 33	175,070 42	5,465,178 11	5,710,310 75
New Jersey	2,616 44	164 97	25,125 90	591,200 61	619,107 92
Pennsylvania	18,729 41	1,256 31	92,497 21	2,620,110 96	2,732,593 89
Delaware	295 84	15 60	1,537 11	72,304 02	74,152 57
Maryland	5,248 34	96 98	10,354 04	524,488 77	540,188 13
Virginia	2,352 62	57 38	11,727 46	435,468 67	449,606 13
West Virginia	862 65	80 49	3,894 84	149,058 04	153,896 02
North Carolina	946 98	39 02	8,081 04	211,212 89	220,279 93
South Carolina	586 98	19 44	6,494 04	174,679 84	181,780 30
Georgia	1,841 36	240 16	17,754 02	333,262 53	353,088 17
Florida	647 80	12 24	5,135 74	83,032 80	88,828 58
Ohio	7,975 70	1,137 38	81,817 60	1,885,509 69	1,976,440 37
Michigan	5,257 82	574 30	64,582 41	934,072 56	1,004,487 09
Indiana	3,037 02	425 04	46,270 44	778,990 25	828,731 75
Illinois	22,522 07	2,130 04	105,728 72	2,268,248 30	2,398,627 33
Wisconsin	3,205 11	304 19	46,731 06	686,139 49	736,379 85
Iowa	3,875 58	326 74	66,939 59	889,213 98	940,355 89
Missouri	9,917 30	697 39	32,441 23	1,081,499 09	1,124,555 01
Kentucky	2,740 18	183 25	16,759 48	432,079 56	451,762 45
Tennessee	2,068 37	117 70	10,823 41	315,894 88	328,704 36
Alabama	1,274 24	41 49	11,628 96	224,570 16	237,512 85
Mississippi	716 21	37 00	12,585 35	182,267 17	175,905 73
Arkansas	460 65	38 27	9,673 75	144,504 96	154,682 65
Louisiana	2,934 57	168 58	18,611 05	268,117 69	289,719 46
Texas	3,963 50	220 76	43,604 38	458,939 13	506,675 59
California	7,170 08	220 76	66,866 98	860,151 54	934,229 96
Oregon	203 53	48 96	11,616 29	112,770 76	124,659 54
Minnesota	4,280 99	152 97	26,864 60	414,861 93	446,160 49
Kansas	1,539 76	184 59	32,316 40	470,172 68	504,213 43
Nebraska	1,307 27	66 63	15,268 02	237,442 06	254,083 98
Nevada	385 16	21 99	13,812 26	80,763 45	94,982 86
Colorado	955 83	149 00	28,346 06	192,673 82	222,124 91
Utah	317 34	41 48	5,778 51	74,559 66	80,696 99
New Mexico	19 14	9 80	1,591 75	19,366 34	20,987 03
Washington	78 59	4 17	3,137 12	39,209 37	42,429 25
Dakota	267 36	13 46	6,247 52	74,755 99	81,264 33
Arizona	89 06	41 58	1,993 40	21,204 99	23,329 03
Idaho	33 89	16 17	1,996 98	22,766 31	24,813 35
Wyoming	73 20	3 14	2,934 35	27,192 70	30,203 39
Montana	54 08	18 30	6,194 48	37,993 48	44,260 34
Alaska	06			53 43	53 49
District of Columbia	3,870 57	260 46	5,054 74	183,519 10	192,704 87
	208,648 15	14,636 01	1,380,803 84	27,758,812 94	29,362,900 94
Deduct miscellaneous items					
Add miscellaneous items	46,253 26		358 67	386,262 05	432,873 98
	254,901 41	14,636 01	1,381,162 51	28,145,074 99	29,795,774 92

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	\$240,069 10
Balances due foreign countries	32,848 91
Ship, steamboat, and way letters	1,820 43
Wrapping-paper	18,877 71
Twine	45,375 89
Post-route maps	41,082 23
Advertising	13,914 43
Mail-bags and catchers	99,002 16
Salary per diem of assistant superintendents of the postal-railway service	38,187 51
Mail locks and keys	13,180 55
Postmarking and canceling stamps	11,997 45
Mail depredations and special agents	140,510 25
Letter-balances	5,019 25
Expenses of postage-stamps, stamped envelopes, and postal cards	663,935 69
Dead letters, official and registered package envelopes	48,052 63
Miscellaneous and sundry payments	44,388 69
Excess of expenditures brought down	2,572,610 85

4,030,888 73

the United States for the fiscal year ended June 30, 1879.

Compensation of postmasters.	Clerks for offices, rent, light, 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.
\$165,913 67	\$45,558 08	\$10,845 83	\$45,096 00	\$221,236 60	\$488,650 18	\$11,161 38	\$85,124 94
113,639 01	18,886 40	3,841 08	18,452 51	101,547 67	256,366 67		
111,405 90	14,432 17		16,603 43	144,430 58	286,881 08	23,430 47	660,444 73
945,655 02	314,239 37	180,645 24	251,836 57	322,407 37	1,420,783 57		90,012 54
38,636 61	27,876 62	18,133 07	8,908 76	30,780 09	133,335 09		115,250 86
163,536 60	66,714 26	10,800 68	50,143 97	205,197 52	505,393 12		1,551,350 15
714,228 54	1,070,501 10	544,556 69	373,310 55	1,447,363 74	4,158,960 60		81,973 12
179,787 40	43,402 15	55,092 74	33,272 23	225,580 28	537,134 80		403,421 64
565,387 71	342,394 75	280,304 70	290,049 71	842,035 38	2,329,172 25		4,837 05
22,060 14	5,363 76	7,575 10	9,774 96	34,342 56	89,315 52		
86,846 32	76,443 32	57,071 46	54,804 32	307,141 91	582,308 33	42,120 20	
154,156 84	46,633 43	19,771 49	40,912 13	394,875 37	656,049 26	206,443 13	
60,894 22	12,783 50	4,684 02	13,166 88	108,066 76	199,597 58	45,701 39	
95,370 09	18,721 27		36,395 01	222,209 42	372,695 79	152,415 86	
62,647 32	12,753 25	6,057 97	18,402 69	124,899 12	254,760 35	42,980 05	
113,815 61	45,830 30	9,075 92	62,986 38	274,727 42	505,944 63	152,856 46	
39,479 48	7,467 11		15,070 93	141,914 96	203,931 58	115,103 00	
459,779 66	215,959 39	123,682 63	476,334 18	1,228,450 67	2,564,206 73	527,706 36	
321,894 41	88,402 68	33,540 42	88,521 33	410,957 06	943,315 90		61,171 19
282,589 84	83,810 63	38,350 94	103,968 70	323,627 99	932,288 10	103,556 35	
531,849 60	400,891 86	157,425 13	350,924 20	1,009,604 53	2,450,695 32	52,067 99	
245,766 10	65,540 70	23,836 58	60,176 86	351,081 03	746,401 17	10,621 32	
361,142 34	64,598 33	19,585 45	100,779 66	434,866 96	1,000,982 74	60,626 85	
239,428 75	161,078 22	169,170 60	197,161 31	748,474 73	1,455,319 61	330,764 60	
103,668 37	43,968 96	30,225 95	42,941 40	313,351 44	564,170 12	112,407 67	
103,664 68	44,359 31	17,452 88	69,379 41	218,868 42	453,664 70	124,960 34	
93,361 73	24,356 98	4,004 14	28,342 67	268,858 03	418,923 55	181,410 71	
88,653 54	14,307 58		13,061 44	178,562 10	294,524 66	118,918 93	
72,864 53	16,183 51		21,625 89	372,749 73	483,423 66	328,741 01	
54,000 37	62,465 57	39,520 29	21,761 80	235,276 53	413,024 56	123,205 10	
187,308 59	60,259 42		40,375 88	778,603 69	1,066,607 53	559,931 99	
197,859 41	130,138 47	52,585 51	80,574 92	880,062 53	1,341,240 84	407,010 88	
44,560 13	9,645 35		11,800 91	135,028 81	221,425 20	96,785 66	
151,488 48	41,728 63	15,676 65	54,840 93	219,156 51	482,891 20	30,730 71	
202,507 49	37,242 79	3,678 75	66,873 12	405,678 01	715,980 16	211,766 73	
93,828 38	19,271 02	4,604 19	56,735 35	522,673 97	697,112 91	443,028 93	
38,226 52	10,504 43		2,376 22	149,867 29	200,974 46	105,991 00	
61,742 08	28,671 53		24,273 99	238,056 40	353,644 00	131,519 09	
34,565 51	9,894 51		9,592 49	200,673 78	254,726 29	174,029 30	
12,988 61	1,672 00		86 91	150,799 83	165,547 35	144,500 32	
20,336 74	1,514 88		4,020 54	100,497 24	126,969 40	84,540 15	
33,177 03	4,963 18		2,106 20	147,232 87	187,489 28	166,224 95	
11,789 41	1,352 00		23 83	146,803 76	159,969 00	136,639 97	
13,348 20	1,239 00		249 68	163,273 35	118,110 23	93,296 88	
13,510 60	3,615 25		252 35	62,035 36	79,413 56	49,210 17	
21,002 93	4,707 50		22 89	90,141 62	125,474 94	81,214 60	
23 26					23 26		30 23
3,675 18	94,781 73	30,449 10	94,713 85		229,619 86	36,914 99	
7,160,577 14	3,920,358 25	1,942,261 20	3,363,563 98	15,732,679 97	32,125,440 54	5,766,156 05	3,003,616 45
24,962 61	16,985 38	5,445 41	968 61	194,583 22	242,945 23	242,945 23	432,873 98
7,185,539 75	3,943,343 63	1,947,706 61	3,364,532 59	15,927,263 19	32,368,385 77	6,009,101 28	3,436,490 43

in the above statement, viz:

Receipts on account of dead letters	3,323 30
Receipts on account of fines and penalties	9,080 12
Receipts on account of miscellaneous	14,577 60
Receipts on account of money-order business	219,226 83
Excess of transportation accrued	376,764 20
Total excess of expenditures over receipts	3,407,916 59

No. 4.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1879.

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	\$482,857 00	4,890,583 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 63		4,237,287 63	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.....	3,880,809 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.....	5,184,268 84	1,741,444 44	6,925,713 28	7,108,459 04
1853.....	5,240,724 70	2,225,000 00	7,465,724 70	7,982,756 59
1854.....	6,255,486 22	2,736,748 96	8,992,235 18	8,577,424 12
1855.....	6,642,136 13	3,114,542 26	9,756,678 39	9,968,342 29
1856.....	6,929,821 66	3,748,881 56	10,669,703 22	10,405,286 36
1857.....	7,353,951 78	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.....	7,968,434 07	3,915,946 49	11,884,430 56	11,458,083 63
1860.....	8,518,087 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 64
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		14,436,986 21	15,352,079 30
1867.....	15,297,928 87	3,991,666 67	19,289,595 54	19,235,483 46
1868.....	16,292,600 80	5,696,525 00	21,989,125 80	22,730,592 65
1869.....	18,344,510 72	5,707,115 30	24,051,626 02	23,698,131 50
1870.....	19,772,220 65	4,022,140 85	23,794,361 50	23,998,837 63
1871.....	20,637,045 42	4,126,200 00	24,763,245 42	24,390,104 08
1872.....	21,915,426 37	4,683,750 00	26,600,176 37	26,658,192 31
1873.....	22,996,711 57	5,990,475 00	28,987,216 57	29,084,945 67
1874.....	26,471,071 62	5,922,433 55	32,393,505 37	32,126,414 58
1875.....	26,791,380 59	6,704,646 96	33,496,027 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 28	7,013,300 00	34,544,885 28	33,486,322 44
1878.....	29,277,516 95	5,307,652 82	34,585,169 77	34,165,084 49
1879.....	30,941,932 86	3,297,965 25	33,339,948 11	33,449,899 48

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1879.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1879, and charged to "Miscellaneous account First Assistant Postmaster-General."

AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1878 July 1	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, hotel expenses, and sleeping-car fare during the month of July, 1878.	\$17 68
Aug. 7	Thomas P. Cheney, assistant superintendent railway mail service.	For traveling expenses, hotel bills, and telegrams during the month of July, 1878.	42 09
7	W. L. Hunt, assistant superintendent railway mail service.	For sleeping-car fare, hotel bills, stationery, telegrams, and repair of electric pen during the month of July, 1878.	69 33
9	H. J. McKusick, assistant superintendent railway mail service.	For office rent, telegrams, and rollers and frames for maps during the month of July, 1878.	68 57
10	R. C. Jackson, assistant superintendent railway mail service.	For railway fare, hotel bills, painting letter-box at station, and telegrams during the month of July, 1878.	69 06

No. 5.—*Statement in detail of miscellaneous payments, &c.*—Continued.

AMOUNTS PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1878.			
Aug. 13	L. M. Terrell, assistant superintendent railway mail service.	For care of office, sleeping-car fare, printing, hotel bills, and telegrams during the month of July, 1878.	\$56 50
19	James E. White, assistant superintendent railway mail service.	For railway-fare, printing, telegrams, board, hack hire, and portage during the month of July, 1878.	108 75
24	C. Jay French, assistant superintendent railway mail service.	For cleaning and fitting up office, railway-fare, electric pens, printing, stamp-ribbon, hotel bills, and telegrams during the month of July, 1878.	89 81
Sept. 6	L. M. Terrell, assistant superintendent railway mail service.	For care of office, hotel bills, and telegrams during the month of August, 1878.	106 37
9	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, parlor-car fare, sleeping-car fare, hotel bills, and meals, as per memorandum, during the month of August, 1878.	8 83
9	W. L. Hunt, assistant superintendent railway mail service.	For telegrams, supplies for electric pen, stamp-ribbon, and printing during the month of August, 1878.	57 00
11	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, sleeping car fare, and putting up, lettering, and painting letter-boxes and sign during the month of August, 1878.	68 35
11	C. Jay French, assistant superintendent railway mail service.	For care of office, telegrams, printing, mounting schemes, supplies for electric pen, and office furniture during the month of August, 1878.	90 21
14	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams, printing, and personal expenses during the month of August, 1878.	47 03
21	James E. White, assistant superintendent railway mail service.	For telegrams, printing, paper, supplies for electric pen, sleeping-car fare, and miscellaneous expenses during the month of August, 1878.	67 99
Oct. 7	W. L. Hunt, assistant superintendent railway mail service.	For mounting maps, printing, and telegrams during the month of September, 1878.	99 74
7	L. M. Terrell, assistant superintendent railway mail service.	For telegrams and care of office during the month of September, 1878.	101 85
8	H. J. McKusick, assistant superintendent railway mail service.	For office rent, telegrams, hotel bills, and sundry other expenses during the month of August, 1878.	97 29
9	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, railway fare, and hotel expenses during the month of September, 1878.	82 06
15	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams and traveling expenses during the months of August and September, 1878.	30 82
15	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, rent of office, railway fare, hotel bills, and sundry other items during the month of September, 1878.	87 29
15	James E. White, assistant superintendent railway mail service.	For telegrams, printing, paper for circulars, hotel bills, railway fare, porter and hack hire during the month of September, 1878.	46 83
Nov. 5	E. W. Alexander, assistant superintendent railway mail service.	For railway fare during the month of September, 1878.	7 15
5	F. W. Schaurte, special agent Post-Office Department.	For stationery during the month of October, 1878.	36 80
11	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, rent of office, hotel bills, and hack hire during the month of October, 1878.	75 01
11	C. Jay French, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, printing, and sundry traveling expenses during the month of September, 1878.	140 89
11	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, care of office, and hotel expenses during the month of October, 1878.	84 29
11	James E. White, assistant superintendent railway mail service.	For sleeping-car fare, telegrams, paper for printing, and sundry traveling expenses during the month of October, 1878.	50 99
11	W. L. Hunt, assistant superintendent railway mail service.	For sleeping-car fare, telegrams, repair of electric pen, and sundry other expenses during the month of October, 1878.	109 31
13	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams and train schedules during the month of October, 1878.	25 96
14	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, railway fare, hotel bills, printing, and sundry other expenses during the month of October, 1878.	81 90
19	W. R. Thompson, assistant superintendent railway mail service.	For telegrams, railway fare, hotel bills, and sundry items of expense incurred in traveling during the month of October, 1878.	60 09

No. 5.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1878. Dec. 2	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, hotel expenses, and sleeping-car fare during the month of November, 1878.	\$11 35
6	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, fuel, and care of office during the month of November, 1878.	53 75
9	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, and hotel expenses during the month of November, 1878.	53 80
11	W. L. Hunt, assistant superintendent railway mail service.	For telegrams, Mackinnon pen, zincs for electric pen, printing, and mounting schemes in office during the month of November, 1878.	44 20
11	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, rent of office, hotel bills, livery hire, and sundry other expenses during the month of November, 1878.	94 00
24	do	For sundry necessary expenses incurred by him during the month of July, 1878.	75 00
31	M. V. Bailey, assistant superintendent railway mail service.	For sleeping-car fare, hotel bills, and portage during the month of December, 1878.	12 95
1879. Jan. 8	W. L. Hunt, assistant superintendent railway mail service.	For telegrams, printing, mounting schemes for office, and supplies for electric pen during the month of December, 1878.	32 52
9	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, care of office, printing, hotel bills, and supplies for electric pen during the month of December, 1878.	73 75
9	James E. White, assistant superintendent railway mail service.	For telegrams, supplies for electric pen, and printing schedules during the month of November, 1878.	21 22
13	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel expenses, sleeping-car fare, subscription to Railway Guide, meals and lunches during the month of December, 1878.	67 30
13	James E. White, assistant superintendent railway mail service.	For telegrams and supplies for electric pen during the month of December, 1878.	8 65
13	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, hotel bills, office rent, and livery hire during the month of December, 1878.	109 41
13	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams and printing mail schedules during the month of December, 1878.	28 02
14	C. Jay French, assistant superintendent railway mail service.	For telegrams, cleaning and fitting up office, books, printing, mounting schemes, basket, and for heating office during the month of December, 1878.	86 62
18	O. H. Irish, Chief of Bureau of Engraving and Printing.	For altering dies, engraving, printing, numbering, and binding special agents' commissions during the month of December, 1878.	64 15
18	Thomas P. Cheney, assistant superintendent railway mail service.	For personal expenses, telegrams, and mail-train schedules during the month of December, 1878.	70 17
Feb. 4	Samuel M. Lake, Chief of Division of Inspection, Post-Office Department.	For railway fare, hotel bills, and street-car fare, while traveling under order of the Postmaster-General.	31 00
8	Thomas P. Cheney, assistant superintendent railway mail service.	For mail schedules, telegrams, railway fare, and other expenses during the month of January, 1879.	42 37
8	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, hotel bills, sleeping-car fare, and miscellaneous expenses during the month of January, 1879.	28 73
10	W. L. Hunt, assistant superintendent railway mail service.	For telegrams, mounting map, and printing during the month of January, 1879.	37 92
11	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, care of office, fuel, stationery, hotel expenses, railway fare, sleeping-car fare, and subsistence and portage while traveling during the month of January, 1879.	108 30
11	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, hotel bills, office rent, and sundry other expenses, during the month of January, 1879.	90 50
13	James E. White, assistant superintendent railway mail service.	For telegrams during the month of January, 1879.	6 14
15	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, stationery, sleeping-car fare, hardware, signs, and sundry other expenses during the month of January, 1879.	73 08

No. 5.—*Statement in detail of miscellaneous payments, &c.*—Continued.

AMOUNTS PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1879.			
Feb. 24	C. Jay French, assistant superintendent railway mail service,	For telegrams, cleaning office, printing, sleeping-car fare, hotel bills, and sundry other expenses during the month of January, 1879.	\$124 44
28	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, hotel bills, and miscellaneous expenses during the month of February, 1879.	12 00
Mar. 5	James E. White, assistant superintendent railway mail service.	For telegrams, paper for circulars, and freight during the month of February, 1879.	16 92
11	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, office rent, railway fare, hotel bills, and other expenses during the month of February, 1879.	66 06
14	W. L. Hunt, assistant superintendent railway mail service.	For telegrams, printing, rubber signature, and supplies for electric pen during the month of February, 1879.	29 65
14	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, hanging maps, hotel bills, and other expenses during the month of February, 1879.	44 58
Apr. 4	James E. White, assistant superintendent railway mail service.	For telegrams, hotel bills, sleeping-car fare, hack hire, and printing during the month of March, 1879.	63 85
5	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, care of office, fuel, printing, subsistence while traveling, and transfer fare during the month of March, 1879.	34 10
10	R. C. Jackson, assistant superintendent railway mail service.	For hotel expenses, sleeping-car fare, printing, and indexing order books during the month of March, 1879.	127 65
12	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, office rent, and supplies for electric pen during the month of March, 1879.	63 63
12	M. J. Waldron, assistant superintendent railway mail service.	For telegrams during the month of March, 1879.	4 11
24	C. J. French, assistant superintendent railway mail service.	For telegrams, cleaning and heating office rooms, stationery, and printing, sleeping-car fare, and hotel bills during the month of February, 1879, and gas bills for one year from February 1, 1878.	219 34
May 5	L. M. Terrell, assistant superintendent railway mail service.	For care of office, sleeping-car fare, hotel bills, fuel, printing, subsistence, transfers, and telegrams during the month of April, 1879.	74 65
8	James E. White, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, board, supplies for electric pen, and stamp, with outfit, during the month of April, 1879.	40 56
9	W. L. Hunt, assistant superintendent railway mail service.	For telegrams, printing, mounting schemes, hotel bills, and sundry other travelling expenses during the month of April, 1879.	76 05
12	C. Jay French, assistant superintendent railway mail service.	For telegrams, railway and sleeping-car fare, express charges, cleaning office, supplies for electric pen, and hotel bills during the month of April, 1879.	122 72
13	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, sleeping-car and railway fare, hotel bills, and transient board during the month of April, 1879.	36 85
13	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams, printing, special transportation for mails, and lamp shade and chimney during the months of February and March, 1879.	36 20
15	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, hotel bills, livery hire, and transient board and lodging during the month of April, 1879.	167 42
16	W. B. Thompson, assistant superintendent railway mail service.	For sundry printing material purchased for the use of the railway mail service, and paid from the appropriation for 1878.	39 27
19	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams, repair of electric pen, sleeping-car fare, hotel bills, and sundry other expenses during the month of April, 1879.	41 57
19	R. C. Jackson, assistant superintendent railway mail service.	For telegrams during the month of April, 1879.	17 40
27	H. J. McKusick, assistant superintendent railway mail service.	For meals, sleeping-car fare, and other necessary expenses incurred in traveling on official duties during the month of March, 1879.	33 50.
June 2	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, hotel bills, and sundry other expenses during the month of May, 1879.	59 22
4	W. L. Hunt, assistant superintendent railway mail service.	For telegrams, printing, and repair of electric pen during the month of May, 1879.	32 65

No. 5.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1879. June 7	James E. White, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, and sundry expenses during the month of May, 1879.	\$30 39
7	W. B. Thompson, superintendent railway mail service.	For photographing the postal car General Creswell, at the Adrian, Michigan, shops.	10 00
9	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, hotel bills, <i>fac simile</i> stamp, and sundry other expenses during the month of May, 1879.	49 61
9	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams during the month of May, 1879.	15 69
11	H. J. McKusick, assistant superintendent railway mail service.	For telegrams and hotel bills during the month of March, and telegrams, hotel bills, rent of office, and sundry other expenses during the month of May, 1879.	91 88
11	A. G. Sharp, special agent Post-Office Department.	For printing during the month of May, 1879.	18 00
July 2	C. Jay French, assistant superintendent railway mail service.	For sleeping-car fare, telegrams, printing, stationery, negatives of postal car, and sample castings for postal car during the month of May, 1879.	123 37
8	James E. White, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, paper for circulars, supplies for electric pen, and sundry other expenses during the month of June, 1879.	55 94
8	W. L. Hunt, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, hack hire, supplies for electric pen, printing, and hotel bills during the month of June, 1879.	62 02
11	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, rent of office, and sundry other expenses during the month of June, 1879.	62 68
12	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, sleeping-car fare, and sundry other expenses during the month of June, 1879.	62 39
17	George C. Maynard, agent of Bell telephone.	For rent of telephones and telephone lines from May 15, 1879, to June 30, 1879.	36 66
Aug. 13	C. Jay French, assistant superintendent railway mail service.	For telegrams, sleeping-car fare, hotel bills, and stationery during the month of June, 1879.	57 53
16	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, carriage hire, and other expenses incurred in traveling during the month of June, 1879.	33 99
Sept. 3	C. Jay French, assistant superintendent railway mail service.	For sundry personal expenses during the month of June, 1879.	13 80

AMOUNTS PAID BY DRAFT.

1878. Aug. 7	W. B. Thompson, assistant superintendent railway mail service.	For telegraphing and expenses while traveling on railway mail service during July, 1878.	\$46 19
Sept. 7	.....do	For telegraphing and expenses while traveling on railway mail service during August, 1878.	100 06
Oct. 1	M. V. Bailey, assistant superintendent railway mail service	For telegraphing and expenses while traveling on railway mail service during September, 1878.	28 03
3	R. P. Eaton, assistant superintendent railway mail service.	For telegraphing and expenses while traveling on railway mail service in May and June, 1878.	33 50
3	.....do	For telegraphing and expenses while traveling on railway mail service in July, August, and September, 1878.	35 80
14	W. B. Thompson, assistant superintendent railway mail service.	For telegraphing and expenses while traveling on railway mail service during September, 1878.	84 99
Nov. 2	M. V. Bailey, assistant superintendent railway mail service.	For telegraphing and expenses while traveling on railway mail service during October, 1878.	24 17
Dec. 6	T. N. Vail, superintendent railway mail service.	For telegraphing and expenses while traveling on business of the Post-Office Department from July 1 to November 30, 1878.	135 84
10	C. Jay French, assistant superintendent railway mail service.	For telegraphing, tags, printing, &c., for use of railway mail service in October and November, 1878.	203 62

No. 5.—*Statement in detail of miscellaneous payments, &c.*—Continued.

AMOUNTS PAID BY DRAFT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1878. Dec. 12	W. B. Thompson, assistant superintendent railway mail service.	For telegraphing and expenses while traveling on railway mail service during November, 1878.	\$84 52
1879. Jan. 8	W. G. Lovell, assistant superintendent railway mail service.	For plumbing and gas fixtures in office, telegraphing and expenses while traveling on railway mail service during December, 1878.	89 06
9	E. W. Alexander, assistant superintendent railway mail service.	For telegraphing on account of railway mail service in December, 1878.	7 30
17	F. W. Gannett, auditor of Union Pacific Railroad Company.	For telegraphing on account of railway mail service in November, 1878.	3 58
Feb. 8	W. G. Lovell, assistant superintendent railway mail service.	For telegraphing and expenses while traveling on railway mail service during January, 1879.	120 47
12	M. J. Waldron, assistant superintendent railway mail service.	For telegraphing on account of railway mail service during January, 1879.	2 94
21	L. M. Terrell, assistant superintendent railway mail service.	For expenses while traveling on railway mail service during January, 1879.	10 85
Mar. 10	W. G. Lovell, assistant superintendent railway mail service.	For light in office, in January and February, 1879, telegraphing, and expenses while traveling on railway mail service in February, 1879.	70 14
13	L. M. Terrell, assistant superintendent railway mail service.	For care of office, printing, telegraphing, and expenses while traveling on railway mail service during February, 1879.	55 70
Apr. 5	M. V. Bailey, assistant superintendent railway mail service.	For telegraphing and expenses while traveling on railway mail service during March, 1879.	26 15
7	W. L. Hunt, assistant superintendent railway mail service.	For telegraphing, printing, and expenses while traveling on railway mail service during March, 1879.	38 98
7	W. G. Lovell, assistant superintendent railway mail service.	For telegraphing and expenses while traveling on railway mail service during March, 1879.	62 03
May 1	M. V. Bailey, assistant superintendent railway mail service.	For telegraphing and expenses while traveling on railway mail service during April, 1879.	33 11
7	W. G. Lovell, assistant superintendent railway mail service.	For light for office, telegraphing, and expenses while traveling on railway mail service during April, 1879.	76 47
7	R. P. Eaton, assistant superintendent railway mail service.	For expenses while traveling on business of the Post-Office Department in April, 1879.	24 00
9	W. G. Lovell, assistant superintendent railway mail service.	For light and stationery for office, and expenses while traveling on railway mail service during May, 1879.	79 63
June 11	M. J. Waldron, assistant superintendent railway mail service.	For horse hire, in procuring evidence, in May, 1879.	5 00
July 9	W. G. Lovell, assistant superintendent railway mail service.	For telegraphing, gas for office, and personal expenses while traveling.	81 99
10	L. M. Terrell, assistant superintendent railway mail service.	For telegraphing, printing, care of office, and personal expenses.	130 35
Aug. 2	M. V. Bailey, assistant superintendent railway mail service.	For telegraphing and personal expenses while traveling.	132 15
12	M. J. Waldron, assistant superintendent railway mail service.	For maps and rollers for his office at Memphis, Tenn.	3 60
26	Hon. J. N. Tyner, First Assistant Postmaster-General.	For personal expenses on official visit to the Pacific coast, under orders of Postmaster-General.	681 00
			\$2,511 82

No. 5.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS.

Date.	To whom allowed.	For what object.	Amount.
1878.			
Oct. 3	T. L. James, postmaster, New York, N. Y.	For amount paid for supplies for railway mail service, third quarter, 1878.	\$5 00
8	.....do	For personal expenses to Washington, by order of Postmaster-General.	72 25
5	.....do	For expenditures on account of railway mail service, third quarter, 1878.	14 00
15	J. M. Edmunds, postmaster, Washington, D. C.	For amount paid S. R. Kilby for expenses to New York, by order of Postmaster-General.	26 00
30	L. B. Stephens, postmaster, Ogden City, Utah.	For amount paid for telegraphing in second quarter, 1878.	2 33
30	W. R. Holloway, postmaster, Indianapolis, Ind.	For expenditures on account of railway mail service, third quarter, 1878.	192 15
31	E. S. Tobey, postmaster, Boston, Mass.	.....do	65 97
Nov. 9	William Rule, postmaster, Knoxville, Tenn.	.....do	80 00
9	C. I. Filley, postmaster, Saint Louis, Mo.	.....do	170 65
9	J. P. Woolfolk, postmaster, Jackson, Tenn.	.....do	30 00
9	E. S. Tobey, postmaster, Boston, Mass.	.....do	87 50
9	P. J. Popple, postmaster, Dunkirk, N. Y.	.....do	37 50
9	Benjamin Conley, postmaster, Atlanta, Ga.	.....do	211 35
9	C. F. W. Kunst, postmaster, Grafton, W. Va.	.....do	45 00
12	C. H. Eddy, postmaster, Toledo, Ohio.	.....do	30 00
12	J. P. Loge, postmaster, Cincinnati, Ohio.	.....do	367 08
12	N. B. Sherwin, postmaster, Cleveland, Ohio.	.....do	649 02
13	James Coey, postmaster, San Francisco, Cal.	.....do	23 30
15	T. L. Case, postmaster, Kansas City, Mo.	.....do	200 00
16	James Coey, postmaster, San Francisco, Cal.	For expenditures on account of special agents Post-office Department, third quarter, 1878.	154 25
23	J. F. Wilson, postmaster, Lynchburg, Va.	For expenditures on account of railway mail service, third quarter, 1878.	25 00
26	T. F. Robley postmaster, Fort Scott, Kans.	.....do	37 50
Dec. 3	E. T. Rowell, postmaster, Lowell, Mass.	For miscellaneous expenditures, third quarter, 1878.	2 00
4	A. C. Chase, postmaster, Syracuse, N. Y.	For miscellaneous expenditures in fiscal year ended June 30, 1878.	21 91
5	C. I. Filley, postmaster, Saint Louis, Mo.	For miscellaneous expenditures, third quarter, 1878.	126 50
9	J. Jessop, postmaster, York, Pa.	For amount paid for advertising arrival and departure of mails, third quarter, 1878.	8 00
13	G. W. Colbath, late postmaster, Dover, N. H.	For miscellaneous expenditures, third and fourth quarters, 1877.	7 00
16	T. C. Phillips, late postmaster, Bay City, Mich.	For miscellaneous expenditures, third and fourth quarters, 1877, and first and second quarters, 1878.	16 50
23	A. C. Chase, postmaster, Syracuse, N. Y.	For expenditures on account of railway mail service, third quarter, 1878.	62 50
1879.			
Jan. 3	T. L. James, postmaster, New York, N. Y.	For expenditures on account of railway mail service, fourth quarter, 1878.	112 20
4	.....do .....	.....do	32 50
6	F. W. Palmer, postmaster, Chicago, Ill.	.....do	98 30
8	C. F. W. Kunst, postmaster, Grafton, W. Va.	.....do	45 00
11	W. R. Holloway, postmaster, Indianapolis, Ind.	.....do	3 69
11	G. W. Grant, postmaster, Reading, Pa.	For amount paid for City Directory ordered for Dead-Letter Office.	2 50
11	James Coey, postmaster, San Francisco, Cal.	For expenditures on account of railway mail service, fourth quarter, 1878.	50 00
11	T. F. Robley, postmaster, Fort Scott, Kans.	.....do	37 50
5	Samuel Hays, postmaster, Saint Louis, Mo.	.....do	32 10

No. 5.—Statement in detail of miscellaneous payments, &c—Continued.

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1879.			
Jan. 27	E. S. Tobey, postmaster, Boston, Mass.	For expenditures on account of railway mail service, fourth quarter, 1878.	\$31 55
28	P. J. Popple, postmaster, Dunkirk, N. Y.	.....do.....	27 50
30	A. C. Chase, postmaster, Syracuse, N. Y.	.....do.....	62 50
30	James Coey, postmaster, San Francisco, Cal.	For expenditures on account of special agents and railway mail service, fourth quarter, 1878.	122 25
30	J. P. Loge, postmaster, Cincinnati, Ohio.	For expenditures on account of railway mail service, fourth quarter, 1878.	277 30
30	Benjamin Conley, postmaster, Atlanta, Ga.	.....do.....	127 40
30	.....do.....	For expenditures on account of special agents Post-Office Department, fourth quarter, 1878.	241 95
Feb. 4	N. B. Sherwin, postmaster, Cleveland, Ohio.	For expenditures on account of railway mail service, fourth quarter, 1878.	24 90
4	J. P. Loge, postmaster, Cincinnati, Ohio.	.....do.....	45 00
4	C. H. Eddy, postmaster, Toledo, Ohio.	.....do.....	30 00
4	J. P. Woolfolk, postmaster, Jackson, Tenn.	.....do.....	30 00
5	T. L. Case, postmaster, Kansas City, Mo.	.....do.....	200 00
8	A. D. H. Thompson, postmaster, Memphis, Tenn.	.....do.....	99 00
11	J. F. Wilson, postmaster, Lynchburg, Va.	.....do.....	25 00
12	H. H. Hamlin, postmaster, Augusta, Me.	For miscellaneous expenditures disallowed in returns for third quarter, 1878.	40 00
13	W. N. Denny, postmaster, Vincennes, Ind.	For expenditures on account of railway mail service, fourth quarter, 1878.	18 70
14	A. C. Chase, postmaster, Syracuse, N. Y.	.....do.....	57 85
14	F. H. Scanlan, postmaster, Houston, Tex.	.....do.....	41 50
17	N. B. Sherwin, postmaster, Cleveland, Ohio.	.....do.....	31 93
23	W. R. Holloway, postmaster, Indianapolis, Ind.	For miscellaneous expenditures in fourth quarter, 1878.	4 00
23	.....do.....	For miscellaneous expenditures in fiscal year, 1878.	4 00
23	T. F. Hall, postmaster, Omaha, Nebr.	For miscellaneous expenditures in fourth quarter, 1878.	4 00
23	G. H. Anderson, postmaster, Pittsburgh, Pa.	For miscellaneous expenditures in third quarter, 1878.	55 20
23	J. W. Knowlton, postmaster, Bridgeport, Conn.	For miscellaneous expenditures in first and second quarters, 1878.	4 13
24	W. R. Holloway, postmaster, Indianapolis, Ind.	For miscellaneous expenditures in fiscal year ended June 30, 1877.	4 00
Mar. 6	A. M. Patterson, postmaster, Crestline, Ohio.	For expenditures on account of railway mail service, fourth quarter, 1878.	45 00
7	Flelding Lowry, postmaster, Dayton, Ohio.	For amount paid for repairs of office and printing, third quarter, 1878.	134 65
7	Samuel Hays, postmaster, Saint Louis, Mo.	For amount paid for a marking stamp in fourth quarter, 1878.	11 00
7	J. W. Knowlton, postmaster, Bridgeport, Conn.	For miscellaneous expenditures, third and fourth quarters, 1878.	24 75
19	N. B. Sherwin, postmaster, Cleveland, Ohio.	For expenditures on account of railway mail service, fourth quarter, 1878.	137 36
19	H. B. Kinney, postmaster, Austin, Tex.	For expenditures on account of special agents Post-Office Department, third and fourth quarters, 1878.	94 50
19	William Rule, postmaster, Knoxville, Tenn.	For expenditures on account of special agents Post-Office Department, fourth quarter, 1878.	20 00
21	James McLeer, postmaster, Brooklyn, N. Y.	To amount paid janitor for fourth quarter, 1878.	12 00
April 3	T. L. James, postmaster, New York, N. Y.	For amount paid J. H. Purdy, for his personal expenses to Washington, D. C., by order of the Postmaster General.	27 00
8	.....do.....	For expenditures on account of railway mail service, first quarter, 1879.	106 31
14	Benjamin Conley, postmaster, Atlanta, Ga.	.....do.....	75 00

No. 5.—*Statement in detail of miscellaneous payments, &c.*—Continued.

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1879. April 14	Benjamin Conley, postmaster, Atlanta, Ga.	For amount paid for rent, repairs, and refitting office for special agents Post-Office Department, in fourth quarter, 1878, and first quarter, 1879.	\$241 25
14	J. P. Woolfolk, postmaster, Jackson, Tenn.	For expenditures on account of railway mail service, first quarter, 1879.	30 00
14	C. F. W. Kunst, postmaster, Grafton, W. Va.	.....do.....	45 00
14	T. F. Robley, postmaster, Fort Scott, Kans.	.....do.....	37 50
14	E. C. Sumner, postmaster, Denver, Colo.	For expenditures on account of special agents Post-Office Department, first quarter, 1879.	21 20
14	C. H. Eddy, postmaster, Toledo, Ohio.	For expenditures on account of railway mail service, first quarter, 1879.	30 00
14	F. W. Palmer, postmaster, Chicago, Ill.	.....do.....	445 99
14	.....do.....	For expenditures on account of special agents Post-Office Department, first quarter, 1879.	98 00
16	E. C. Sumner, postmaster, Denver, Colo.	For miscellaneous expenditures in fourth quarter, 1878.	126 00
18	Samuel Hays, postmaster, Saint Louis, Mo.	For expenditures on account of railway mail service, first quarter, 1879.	59 70
21	James Coey, postmaster, San Francisco, Cal.	.....do.....	150 38
23	William Rule, postmaster, Knoxville, Tenn.	.....do.....	40 00
23	E. S. Tobey, postmaster, Boston, Mass.	.....do.....	64 28
26	T. L. James, postmaster, New York, N. Y.	For miscellaneous items short credited in returns for third quarter, 1878.	13
26	J. P. Loge, postmaster, Cincinnati, Ohio.	For expenditures on account of railway-mail service, first quarter, 1879.	394 80
29	V. C. Thompson, postmaster, Louisville, Ky.	For amount paid for repairs of stamp in the fourth quarter, 1878.	2 65
30	J. T. Wilder, postmaster, Chattanooga, Tenn.	For expenditures on account of railway mail service, first quarter, 1879.	5 33
May 5	J. F. Wilson, postmaster, Lynchburg, Va.	.....do.....	28 75
6	T. S. Case, postmaster, Kansas City, Mo.	.....do.....	205 25
6	A. D. H. Thompson, postmaster, Memphis, Tenn.	.....do.....	45 00
6	H. B. Kinney, postmaster, Austin, Tex.	.....do.....	65 00
6	T. H. Scanlan, postmaster, Houston, Tex.	.....do.....	2 40
6	A. C. Chase, postmaster, Syracuse, N. Y.	.....do.....	77 75
6	P. J. Popple, postmaster, Dunkirk, N. Y.	.....do.....	27 50
6	C. W. Goddard, postmaster, Portland, Me.	.....do.....	25 00
May 8	M. Piggott, postmaster, Quincy, Ill.	.....do.....	13 00
8	N. B. Sherwin, postmaster, Cleveland, Ohio.	.....do.....	185 25
31	George Parker, postmaster, Poughkeepsie, N. Y.	For items of miscellaneous expenses disallowed in returns for first quarter, 1879.	30 00
June 13	V. C. Thompson, postmaster, Louisville, Ky.	For additional allowance of miscellaneous expenses, third quarter, 1878.	20 10
13	W. W. Forbes, postmaster, Richmond, Va.	For amount paid outside watchman for fourth quarter, 1878.	13 00
July 3	F. W. Palmer, postmaster, Chicago, Ill.	For amount expended on account of railway mail service and special agents in second quarter, 1879.	938 68
7	T. L. James, postmaster, New York, N. Y.	For expenditures on account of railway mail service, second quarter, 1879.	185 00
10	T. F. Robley, postmaster, Fort Scott, Kans.	.....do.....	37 50
10	P. J. Popple, postmaster, Dunkirk, N. Y.	.....do.....	27 50
10	A. D. Rodgers, postmaster, Columbus, Ohio.	.....do.....	148 20
10	W. H. Denny, postmaster, Vincennes, Ind.	.....do.....	62 50
10	N. B. Sherwin, postmaster, Cleveland, Ohio.	.....do.....	160 96

No. 5.—Statement in detail of miscellaneous payments, &c.—Continued.

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1879.			
July 10	J. Richardson, postmaster, Houston, Tex.	For expenditures on account of railway mail service, second quarter, 1879.	\$40 00
15	J. P. Woolfolk, postmaster, Jackson, Tenn.	do	35 00
15	T. S. Case, postmaster, Kansas City, Mo.	do	200 00
15	Samuel Hays, postmaster, Saint Louis, Mo.	do	85 70
15	C. H. Eddy, postmaster, Toledo, Ohio.	do	30 00
15	Benjamin Conley, postmaster, Atlanta, Ga.	do	74 00
15	do	For expenditures on account of special agents Post-Office Department, second quarter, 1879.	68 55
15	E. S. Tobey, postmaster, Boston, Mass.	For expenditures on account of railway mail service, second quarter, 1879.	42 22
15	C. W. Goddard, postmaster, Portland, Me.	do	37 50
15	C. S. Sage, postmaster, Williams-town, N. Y.	For amount paid for telegraphing in first quarter, 1879.	1 60
17	A. D. H. Thompson, postmaster, Memphis, Tenn.	For expenditures on account of railway mail service, second quarter, 1879.	22 50
26	J. P. Loge, postmaster, Cincinnati, Ohio.	do	342 75
26	A. C. Chase, postmaster, Syracuse, N. Y.	do	56 25
28	J. F. Wilson, postmaster, Lynchburg, Va.	do	25 00
28	V. C. Thompson, postmaster, Louisville, Ky.	do	9 80
31	William Rule, postmaster, Knoxville, Tenn.	do	30 00
Aug. 12	W. H. Mitchell, postmaster, Beloit, Kans.	For amount paid for telegraphing in second quarter, 1879.	2 01
15	J. T. Wilder, postmaster, Chattanooga, Tenn.	For expenditures on account of railway mail service, second quarter, 1879.	123 68
23	A. H. Tuttle, postmaster, Rutland, Vt.	For amount paid for repairs of office in second quarter, 1879.	10 15
29	D. T. Hunt, postmaster, Rochester, N. Y.	For miscellaneous items disallowed in returns for second quarter, 1879.	15 45
Sept. 3	E. C. Sumner, postmaster, Denver, Colo.	For miscellaneous expenditures in second quarter, 1879.	16 00
17	Benjamin Conley, postmaster, Atlanta, Ga.	For expenditures on account of railway mail service, second quarter, 1879.	75 00
			\$10,914 81

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, 1878	\$14,624 45
Fourth quarter, 1878	16,095 16
First quarter, 1879	16,713 33
Second quarter, 1879	9,804 01
Total	57,036 95
Amount allowed postmasters and others, credited on general accounts	\$10,914 81
Amount paid by warrant	5,820 49
Amount paid by draft	2,511 82
	19,247 12
Total	76,284 07
Deduct amount charged to postmasters for overcredits	\$240 25
Deduct amount of fares charged to inland transportation	46 50
	286 75
Amount actually paid and charged to "Miscellaneous" account	\$75,997 32

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1879.

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1879, and charged to "Miscellaneous, Postmaster-General."

AMOUNT PAID BY WARRANTS.

Date.	To whom paid.	For what object.	Amount.
1878.			
Aug. 22	E. L. Godkin, New York....	For one year's subscription to the Nation	\$5 20
Sept. 5	Annie F. Craig, New York....	For one copy of the American Mechanical Dictionary for the Post-Office Department.	27 00
21	A. H. Bissell, law clerk, Post-Office Department.	For personal expenses while traveling under orders of the Postmaster-General.	7 21
Oct. 9	John C. Parker, Washington, D. C.	For three copies of the New York Tribune from July 1 to September 30, 1878, for Post-Office Department.	11 25
Nov. 11	C. V. Riley, Washington, D. C.	For five copies of Rand & Nally's Business Atlas....	45 00
11	R. C. Morgan, disbursing officer of State Department.	For five copies of new edition of the Revised Statutes of the United States.	14 50
13	James Anglim, Washington, D. C.	For one copy of Powers's Political Register	6 00
Dec. 4	C. V. Riley, Washington, D. C.	For one Business Atlas	9 00
4	R. C. Morgan, disbursing officer of State Department.	For seven copies of the Revised Statutes of the United States.	20 30
10	F. Leyboldt, publisher	For subscription to volume 3 of the Library Journal	5 00
1879.			
Jan. 24	T. B. Kirby	For one copy of speeches of John Sherman for library of Post-Office Department.	2 50
24	John C. Parker, Washington, D. C.	For three copies of the New York Tribune from October 1 to December 31, 1878.	11 95
Feb. 7	E. H. Talbot, Chicago, Ill.	For one year's subscription to the Railway Age ...	4 00
12	J. O. P. Burnside, disbursing clerk, Post-Office Department.	For amount paid for street-car tickets for use of Post-Office Department.	12 00
28	John W. Forney, publisher	For one year's subscription to Progress	5 00
Mar. 7	James J. Chapman	For stationery furnished to the Post-Office Department.	12 50
10	.....do	For one American Almanac	1 50
Apr. 3	George C. Maynard	For one electric pen	25 00
3	O. H. Irish, Chief of Bureau of Engraving and Printing.	For engraving seals for the Post-Office Department	20 00
3	William Van Vleck	For Postal Guides for use of the Department	4 80
26	A. H. Barnes & Co., publishers.	For one year's subscription to International Review.	5 00
May 3	Houghton, Osgood & Co., publishers.	For forty copies of Postal Guide	11 50
June 28	J. O. P. Burnside, disbursing clerk, Post-Office Department.	For amount paid for street-car tickets for use of Post-Office Department.	27 00
30	J. C. Parker, Washington, D. C.	For four copies of the New York Tribune from April 1 to June 30, 1879.	15 00
July 8	Robert Beall	For London Directory and Guide	21 35
16	J. O. P. Burnside, disbursing clerk, Post-Office Department.	For amount paid for street-car tickets for use of Post-Office Department.	161 24
	Total paid by warrant.		\$490 80

AMOUNTS PAID BY DRAFT.

1878.			
July 23	A. H. Bissell, law clerk, Post-Office Department.	For personal expenses while traveling under orders of Postmaster-General.	\$150 00
Oct. 12	J. H. Marr, chief clerk to First Assistant Postmaster-General.	For personal expenses while traveling on business of the Post-Office Department.	50 00
1879.			
Jan. 25	James N. Tyner, First Assistant Postmaster-General.	For personal expenses to New York on business of the Post-Office Department.	23 70
Feb. 2	George Herbert	For one copy of London Weekly Times from January 1, 1879.	5 00
28	The estate of George P. Gordon.	For one printing-press for the use of the Post-Office Department.	839 50
28	William M. Stuart, New York.	For putting up printing-press and furnishing material.	44 75
Mar. 25	G. H. Bier	For one copy of Principles and Acts of the Revolution.	3 00

No. 6.—Statement in detail of miscellaneous payments made, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1879.			
May 7	A. H. Thompson	For one copy of Through the Dark Continent.....	\$12 00
Sept. 8	A. S. Och	For the Chattanooga Daily Times for fiscal year 1879.	8 00
Total paid by draft			\$835 95

AMOUNTS CREDITED ON GENERAL ACCOUNT.

1879.			
Aug. 2	W. A. Knapp, chief clerk, Post-Office Department.	For personal expenses while traveling on business for Post-Office Department.	\$247 00
5	A. H. Bissell, law clerk, Post-Office Department.	For personal expenses while traveling on business for Post-Office Department.	78 47
Total credited on general account			\$326 07
Total paid by warrant			490 80
Total paid by draft			635 95
Total miscellaneous, Postmaster-General			\$1,452 82

OCTOBER 29, 1879.

J. M. MCGREW, Auditor.

No. 7.—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, 1879.

Title of appropriations.	Amount, including special acts and deficiencies.	Expended.	Balance unexpended.	Excess of expenditures.
Compensation of postmasters	\$7,250,000 00	\$7,182,239 27	\$67,760 73	.....
Compensation of clerks for post-offices	3,465,000 00	3,413,295 90	51,704 10	.....
Compensation of letter-carriers and incidental expenses	1,946,000 00	1,947,706 61	.....	\$1,706 61
Wrapping-paper	20,000 00	18,877 71	1,122 29	.....
Twine	45,000 00	45,375 89	.....	375 89
Post-marking and canceling stamps	12,000 00	11,997 45	2 55	.....
Letter-balances	3,500 00	3,501 25	.....	1 25
Rent, light, and fuel for post-offices	380,000 00	304,093 87	15,906 13	.....
Stationery	50,000 00	43,420 66	6,579 44	.....
Furniture for post-offices	20,000 00	11,375 51	8,624 49	.....
Miscellaneous, office of First Assistant Postmaster-General	80,000 00	75,890 51	4,109 49	.....
Inland mail transportation, railroad	9,550,000 00	9,100,706 67	449,293 33	.....
Inland mail transportation, star	5,390,673 00	5,537,245 28	.....	146,572 28
Inland mail transportation, steamboat	700,000 00	665,107 84	34,892 16	.....
Compensation of railway post-office clerks	1,342,000 00	1,341,394 14	605 86	.....
Compensation of route-agents	1,036,500 00	1,035,861 91	638 09	.....
Compensation of mail-route messengers	171,000 00	171,241 32	.....	241 32
Compensation of local agents	116,500 00	116,177 88	322 12	.....
Compensation of mail-messengers	675,000 00	656,874 04	18,125 96	.....
Mail-locks and keys	15,000 00	13,180 55	1,819 45	.....
Mail-bags and catchers	185,000 00	186,614 86	48,385 14	.....
Post-route maps, including sales	41,097 75	41,097 23	52	.....
Mail depredations and special agents, including fees and rewards	150,000 00	145,122 64	4,877 36	.....
Postage-stamps	80,000 00	78,534 88	1,465 12	.....
Distribution of postage-stamps	8,100 00	7,503 54	596 46	.....
Stamped envelopes and newspaper-wrappers	470,000 00	402,152 64	67,847 36	.....
Distribution of stamped envelopes and newspaper-wrappers	16,000 00	15,250 37	740 63	.....
Postal cards	170,000 00	154,281 96	15,718 04	.....
Distribution of postal cards	6,100 00	5,713 55	386 45	.....
Registered-package envelopes, locks, and seals	40,000 00	18,250 83	21,740 17	.....
Official and dead-letter envelopes	25,000 00	29,792 80	.....	4,792 80
Ship, steamboat, and way letters	6,000 00	1,820 43	4,179 57	.....
Engraving, printing, and binding drafts and warrants	1,500 00	960 60	539 40	.....
Advertising	60,000 00	25,354 25	34,645 75	.....
Miscellaneous, office of Postmaster-General	1,500 00	1,452 82	47 18	.....
Foreign mail transportation	240,000 00	203,917 03	36,082 97	.....
Balances due foreign countries	40,000 00	31,832 72	8,167 28	.....
Laws and regulations Post-Office Department	20,000 00	18,202 51	1,797 49	.....
Total	33,828,470 75	33,073,487 82	908,723 08	153,690 15

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 29, 1879.J. M. MCGREW,
Auditor.

No. 8.—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, 1879.

State.	Office.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.
Maine	Bangor	\$22,111 03	\$8,463 14	\$3,127 58	\$11,590 72	\$10,520 31
	Portland	78,689 29	21,227 26	7,718 25	28,945 51	49,743 78
New Hampshire	Manchester	23,277 60	6,588 07	3,841 08	10,409 15	12,868 45
Massachusetts	Boston	1,028,684 62	230,773 70	139,256 84	370,030 54	658,654 08
	Fall River	22,514 50	9,100 62	3,184 79	12,285 41	10,229 09
	Lawrence	22,652 80	7,246 12	6,302 49	13,548 61	9,104 19
	Lowell	48,832 19	9,742 02	7,516 85	17,258 87	31,573 32
	Lynn	29,178 30	6,585 20	5,714 11	12,309 31	16,868 99
	New Bedford	27,637 88	5,928 59	5,580 80	11,508 89	16,148 99
	Salem	20,576 85	5,818 22	4,419 47	10,237 69	10,339 16
	Springfield	56,580 00	11,076 89	6,031 11	17,108 00	39,472 00
	Worcester	68,364 14	11,649 83	8,639 28	20,289 11	48,075 03
Rhode Island	Providence	127,165 24	21,445 27	18,133 07	39,576 34	87,586 90
Connecticut	Hartford	96,595 00	20,875 06	8,028 23	28,903 29	67,691 71
	New Haven	82,441 28	16,689 47	11,772 45	28,471 92	53,969 36
New York	Albany	125,997 35	35,973 26	20,585 66	56,558 92	69,438 43
	Brooklyn	401,874 15	52,983 40	77,470 11	130,403 51	271,470 64
	Buffalo	161,832 47	29,963 28	30,036 74	60,000 02	101,832 45
	Elmira	28,128 28	9,129 92	4,969 64	14,099 56	14,028 72
	New York	2,994,295 91	813,121 24	352,233 55	1,165,354 79	1,828,941 12
	Oswego	17,358 07	7,638 13	4,646 87	11,685 00	5,673 07
	Poughkeepsie	32,387 50	9,283 83	4,618 70	13,902 53	18,484 97
	Rochester	122,249 88	22,576 64	17,263 42	39,840 06	82,409 82
	Syracuse	74,275 50	16,325 05	11,829 64	28,154 69	45,120 81
	Troy	69,894 81	16,634 69	11,433 81	28,068 50	41,806 31
	Utica	49,468 67	10,679 25	9,468 55	20,147 80	29,320 87
New Jersey	Canden	15,782 63	5,789 41	4,646 15	10,435 56	5,347 07
	Elizabeth	28,719 19	6,498 61	4,734 64	11,233 25	17,485 94
	Hoboken	10,040 14	3,793 99	2,958 24	6,755 23	3,284 91
	Jersey City	41,011 82	8,064 31	12,588 37	20,652 68	20,359 14
	Newark	91,925 55	12,797 84	20,216 24	33,014 08	58,911 47
	Paterson	20,329 40	5,844 40	5,631 78	11,496 18	8,833 22
	Trenton	36,464 02	7,953 70	4,297 32	12,251 02	24,213 00
Pennsylvania	Allegheny	23,121 65	7,137 99	8,306 56	15,445 55	7,677 10
	Easton	15,107 90	6,156 80	4,582 92	10,739 72	4,368 18
	erie	26,010 58	8,988 62	5,563 61	14,552 23	11,458 35
	Harrisburgh	57,977 98	15,509 53	4,498 07	20,007 60	37,970 38
	Lancaster	25,607 45	6,547 04	3,809 02	10,356 06	15,251 39
	Philadelphia	1,057,567 08	197,645 64	223,954 18	421,599 82	635,967 26
	Pittsburgh	214,421 77	47,476 02	28,282 36	76,758 38	137,663 39
	Reading	26,573 04	7,423 89	6,228 14	13,652 03	12,921 01
	Pottsville	11,841 15	5,267 21	3,079 84	8,347 05	3,494 10
Delaware	Wilmington	32,903 01	8,163 76	7,575 10	15,738 86	17,164 18
Maryland	Baltimore	364,049 67	71,263 40	57,071 46	128,334 86	235,714 81
Dist. Columbia	Washington	181,591 32	98,106 50	36,449 10	134,555 60	57,035 72
Virginia	Norfolk	33,245 16	9,066 67	3,821 52	12,888 19	20,356 97
	Petersburgh	19,519 84	6,943 18	3,886 14	10,829 32	8,690 52
	Richmond	77,612 55	18,569 34	12,063 83	30,633 17	46,979 38
West Virginia	Wheeling	31,762 58	10,722 06	4,684 02	15,406 08	16,356 50
South Carolina	Charleston	56,141 77	11,737 69	6,057 97	17,795 63	38,346 14
Georgia	Atlanta	47,959 23	13,773 65	4,584 14	18,357 79	29,601 44
	Savannah	44,314 61	15,799 35	4,491 78	20,291 13	24,023 48
Alabama	Mobile	38,173 18	14,409 86	4,004 14	18,414 10	19,759 08
Louisiana	New Orleans	195,564 04	69,480 99	39,520 29	108,001 25	87,552 79
Tennessee	Memphis	54,912 82	19,950 86	9,839 78	29,790 64	25,122 18
	Nashville	62,012 31	18,330 08	7,613 10	25,943 18	36,069 13
Kentucky	Covington	14,033 12	5,993 48	3,616 76	9,610 24	4,422 88
	Louisville	158,689 48	30,342 37	26,009 19	56,951 56	101,737 92
Ohio	Cincinnati	447,753 52	91,649 29	62,732 41	154,381 70	293,371 82
	Cleveland	199,565 06	36,786 56	30,803 62	67,590 18	132,974 88
	Columbus	75,517 92	18,985 39	9,583 36	26,568 75	48,949 17
	Dayton	49,036 28	13,260 09	9,255 33	22,515 42	26,520 86
	Toledo	92,642 31	14,924 91	11,507 91	26,432 82	66,209 49
Indiana	Evansville	28,407 26	9,915 80	5,592 07	15,507 87	12,899 39
	Fort Wayne	27,195 54	9,724 09	5,445 00	15,169 09	12,026 45
	Indianapolis	119,315 00	31,730 34	23,684 92	55,395 26	63,919 74
	La Fayette	20,594 68	8,845 79	3,648 95	12,494 74	8,099 94
Illinois	Bloomington	24,480 92	8,605 26	4,611 54	13,216 80	11,264 12
	Chicago	1,089,308 43	316,362 88	137,000 07	453,362 75	635,945 68
	Peoria	41,029 43	10,103 03	6,353 74	16,459 77	24,569 66
	Quincy	31,046 28	10,251 78	5,589 79	15,841 57	15,204 71
	Springfield	28,857 76	8,297 13	3,809 09	12,167 12	16,690 64
Michigan	Detroit	196,088 00	35,812 91	27,348 06	63,160 97	132,927 03
	Grand Rapids	46,173 28	10,943 21	6,192 36	17,135 57	29,037 71
Wisconsin	Milwaukee	157,821 04	26,319 26	23,836 58	50,153 84	107,667 20
Minnesota	Minneapolis	56,654 57	15,617 09	8,163 55	23,780 64	32,873 93
	Saint Paul	70,682 59	15,095 41	7,513 10	22,608 51	48,054 08
Iowa	Burlington	32,378 24	7,005 65	4,457 44	11,463 09	20,915 15
	Davenport	29,353 53	8,864 43	5,937 82	14,802 25	14,551 28

No. 8.—Table showing the receipts, expenditures, and net revenue, &c.—Continued.

State.	Office.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.
Iowa.....	Des Moines	\$41,432 05	\$9,675 00	\$5,486 04	\$15,161 04	\$26,271 01
	Dubuque	31,177 14	7,676 85	3,714 15	11,391 00	19,786 14
Missouri.....	Kansas City	86,631 86	18,526 71	8,895 19	27,421 90	59,209 96
	Saint Joseph.....	41,663 46	11,931 98	5,225 27	17,157 25	24,506 21
	Saint Louis	514,214 19	123,628 74	95,056 14	218,684 88	295,529 31
Nebraska.....	Omaha.....	47,348 15	13,608 12	4,604 19	18,212 31	29,135 84
Kansas.....	Leavenworth	24,062 17	8,271 00	3,678 75	11,949 75	12,112 42
California.....	Oakland	30,487 82	11,094 92	3,272 01	14,366 93	16,120 89
	San Francisco	427,492 90	88,407 59	49,313 50	137,721 09	289,771 81
Total.....	.....	13,060,470 76	3,191,393 44	1,942,264 20	5,133,657 64	7,932,813 12

OCTOBER 30, 1879.

J. M. MCGREW, Auditor.

No. 9.—Statement showing the transactions of the Money-Order Office

States and Territories.	Domestic.					
	Balance due the United States from last year.	Number of orders issued.	Amount of orders issued.	Fees.	Premium.	Drafts and deposits received from postmasters.
Alabama	\$15,702 29	91,173	\$1,447,933 41	\$12,099 55	\$3 96	\$701,120 21
Arizona	24,347 15	14,842	487,404 19	2,803 05	.....	11,890 00
Arkansas	19,286 14	74,092	1,460,812 91	10,869 30	.....	991,457 80
California	25,899 09	141,208	2,359,936 81	19,248 80	1 42	1,938,730 36
Colorado	15,949 09	78,988	1,391,860 49	10,746 80	.....	797,513 00
Connecticut	6,488 82	89,124	1,079,794 41	10,664 75	.....	337,296 00
Dakota	8,691 27	26,636	485,204 90	3,732 40	.....	23,950 00
Delaware	1,021 48	12,139	140,524 79	1,434 15	.....	5,875 00
District of Columbia	6,756 57	34,858	552,234 81	4,536 25	85 00	996,019 23
Florida	21,860 06	42,810	798,567 70	6,122 90	.....	98,222 00
Georgia	52,698 62	116,734	1,674,166 87	14,817 10	.....	1,458,315 00
Idaho	1,685 30	11,542	316,195 38	1,975 10	95	87,287 00
Illinois	92,754 78	609,501	7,527,626 93	73,501 15	103 40	7,642,198 96
Indiana	29,803 51	303,038	3,537,229 61	35,994 35	31 00	1,370,947 46
Indian Territory	1,017 94	3,447	74,172 92	526 80	.....	.....
Iowa	48,559 99	418,473	4,888,319 08	49,944 45	.....	2,266,944 25
Kansas	33,440 81	280,600	4,065,563 93	34,284 40	2 15	1,413,658 37
Kentucky	11,642 56	104,392	1,378,870 97	12,945 65	.....	1,013,529 00
Louisiana	63,966 73	67,293	1,482,749 96	10,225 25	.....	2,237,420 00
Maine	16,293 52	83,655	1,260,684 05	10,737 25	17	726,456 00
Maryland	7,470 97	65,427	896,227 54	8,145 90	33	1,032,650 13
Massachusetts	23,654 57	200,829	2,726,716 36	24,817 45	11 73	1,789,098 00
Michigan	46,972 74	321,455	4,063,987 41	89,239 30	19 22	2,019,431 00
Minnesota	26,173 54	163,549	2,018,988 48	18,981 65	6 64	1,130,249 80
Mississippi	29,635 99	96,252	1,500,170 95	12,719 75	3 13	38,750 00
Missouri	44,181 79	260,374	3,537,982 17	52,422 90	41	6,262,993 63
Montana	10,406 23	16,024	306,138 52	2,307 45	.....	210,499 00
Nebraska	25,769 71	116,739	1,720,826 87	14,830 15	.....	1,460,233 87
Nevada	6,890 96	35,904	768,461 79	5,423 25	.....	233 00
New Hampshire	4,932 30	54,598	673,619 67	6,564 25	.....	62,680 00
New Jersey	5,944 58	75,012	960,626 34	9,136 25	25	252,260 00
New Mexico	6,926 63	6,984	139,427 35	1,019 75	.....	106,144 56
New York	106,982 48	458,216	6,087,417 53	57,276 85	123 38	18,844,196 76
North Carolina	18,617 70	90,485	1,394,157 13	11,850 55	.....	203,397 00
Ohio	43,627 87	463,791	5,231,881 03	54,518 20	44 70	3,470,402 15
Oregon	28,142 57	42,154	827,709 20	6,210 20	.....	732,641 83
Pennsylvania	40,423 75	840,763	4,036,817 00	40,621 15	1 83	2,864,601 40
Rhode Island	1,926 28	29,000	388,493 10	3,569 10	.....	84,927 00
South Carolina	10,359 79	67,909	983,216 91	8,631 70	.....	540,763 80
Tennessee	31,771 63	115,536	1,902,876 41	15,497 45	.....	1,546,469 12
Texas	63,785 22	252,520	4,680,082 78	34,189 40	34 14	3,140,129 11
Utah	7,059 33	14,230	268,583 30	2,027 45	.....	216,967 00
Vermont	7,093 22	52,424	593,087 17	6,098 75	.....	102,950 00
Virginia	15,315 68	90,056	1,183,643 65	11,225 05	221 70	1,228,163 14
Washington	3,564 93	17,674	387,796 97	2,731 70	.....	1,680 00
West Virginia	8,683 14	35,067	436,872 75	4,850 45	.....	48,215 00
Wisconsin	47,128 90	288,813	3,850,624 53	34,993 55	.....	2,080,487 00
Wyoming	8,938 95	15,013	248,473 99	2,017 10	25 93	.....
Total	1,170,806 67	6,372,243	88,254,541 02	798 625 65	721 44	73,569,450 14

of the United States during the fiscal year ended June 30, 1879.

Transfers from postage fund.	International.								
	Canadian.			British.			German.		
	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.
\$7,361 00	15	\$157 55	\$4 20	83	\$1,578 10	\$45 75	274	\$6,742 61	\$182 15
76 00	19	758 55	15 60	78	2,476 50	65 00	45	1,579 20	41 00
244 51	16	410 75	8 80	76	829 55	42 25	105	1,659 85	45 20
7,973 06	956	23,657 87	512 20	3,072	53,745 85	1,550 25	2,726	63,473 28	1,676 50
3,653 91	177	4,773 45	103 00	3,447	70,349 85	1,958 75	242	5,299 85	142 75
14,529 50	233	3,626 17	87 40	2,155	26,172 81	844 00	674	11,622 71	319 50
821 38	10	217 60	5 00	168	4,203 14	115 50	55	1,270 50	34 75
6,387 00	41	849 93	19 20	125	2,015 15	60 00	53	1,388 95	36 45
.....	130	2,432 41	57 80	502	7,028 76	226 50	401	7,243 17	199 65
4,186 33	99	3,002 80	64 00	173	4,445 77	120 25	93	2,158 50	57 05
2,200 89	270	8,316 02	174 40	270	5,388 20	153 75	442	11,905 05	319 00
13 46	57	2,572 00	51 80	123	3,654 61	97 00	42	1,527 00	38 80
62,583 57	936	15,348 25	361 80	4,864	68,509 37	2,115 50	5,803	97,529 29	2,753 15
9,082 03	128	1,539 39	39 40	824	11,135 70	346 50	975	12,636 03	360 00
85 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
25,816 18	114	2,044 52	49 20	685	8,950 35	279 75	755	12,166 82	339 40
19,717 00	58	1,012 75	23 80	350	5,512 76	165 75	183	3,056 27	85 35
3,681 45	100	1,346 35	34 60	411	5,546 48	168 25	445	7,328 90	203 80
1,150 00	139	8,197 55	69 20	320	7,458 93	207 00	483	10,242 88	273 90
11,510 30	288	5,089 78	120 00	568	8,476 98	256 75	40	641 60	17 65
4,626 00	151	4,084 60	89 60	741	10,043 73	317 00	1,227	21,189 94	581 45
50,353 79	3,024	55,766 50	1,287 80	6,131	74,184 04	2,396 25	1,369	26,779 60	728 25
14,070 23	2,164	42,472 57	970 40	2,655	35,460 12	1,110 50	1,257	18,719 61	532 75
30,625 37	250	4,919 59	111 00	344	4,606 02	143 00	531	6,241 19	183 80
3,341 38	7	165 00	3 80	47	725 34	22 00	21	278 75	7 90
30,128 26	274	4,963 59	111 60	1,144	17,927 21	532 50	1,400	24,015 34	664 75
.....	39	1,476 65	30 40	149	4,007 52	107 75	45	1,291 50	34 15
25,337 00	46	796 10	19 20	223	3,463 68	113 75	271	4,973 60	134 70
.....	205	5,671 61	120 60	466	8,381 90	239 00	123	3,420 50	89 20
5,164 72	227	3,874 88	90 80	476	6,842 92	198 00	96	1,864 65	50 25
26,939 34	243	4,803 01	100 00	3,415	40,286 72	1,319 75	1,722	25,300 28	713 20
.....	3	19 00	80	2	48 00	1 25	33	1,033 85	26 65
100,391 58	3,060	56,137 89	1,308 00	15,766	204,461 89	6,478 75	15,673	261,793 20	7,307 70
1,442 79	44	792 37	18 60	77	1,175 74	36 75	258	8,442 23	219 05
79,810 49	609	8,577 40	210 80	3,148	39,360 77	1,257 75	2,771	43,882 95	1,219 35
688 21	105	2,794 37	60 00	244	4,202 32	119 75	302	7,016 00	188 80
47,430 04	723	13,268 43	307 00	6,116	72,105 94	2,368 75	2,530	42,286 48	1,163 65
79 00	296	5,236 93	122 40	1,612	21,624 71	667 75	160	2,485 89	71 25
215 59	13	306 24	6 80	59	1,067 75	30 50	284	9,065 12	246 05
10,418 13	35	688 25	16 00	267	4,197 36	125 75	192	4,149 15	113 45
11,869 39	58	994 07	28 20	442	8,719 43	250 25	1,010	20,832 60	559 40
370 83	16	441 00	9 60	699	8,685 08	281 50	39	790 25	21 20
8,232 81	118	1,486 06	37 80	235	2,870 26	91 75	7	86 00	2 60
5,341 23	129	2,376 58	53 40	385	6,683 82	197 25	334	7,762 69	205 45
35 85	124	4,141 50	87 00	111	2,354 76	65 50	98	3,056 50	78 00
3,554 20	4	28 10	80	119	1,761 42	55 00	103	1,524 90	43 30
7,030 14	434	9,378 50	212 20	833	10,023 51	329 25	1,622	20,772 33	603 00
11 27	14	259 50	6 00	130	2,659 94	73 50	28	650 50	17 45
654,229 71	16,231	316,283 98	7,217 80	64,310	894,869 25	27,753 00	47,342	829,788 36	22,927 00

No. 9.—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.....	2	\$54 00	\$1 50	14	\$385 00	\$10 00	\$63 05
Arizona.....	1	10 00	25	12	273 75	7 75	69 35
Arkansas.....	229	5,580 70	149 50	412	11,921 20	311 25	251 92
California.....	19	398 40	10 75	48	1,658 25	42 75	73 53
Colorado.....	23	530 10	14 75	46	824 70	23 00	44 20
Connecticut.....							37 13
Dakota.....	2	30 00	1 00	3	69 00	2 00	
Delaware.....	65	913 61	28 25	62	1,348 16	36 25	
District of Columbia.....	3	105 00	2 75	6	176 35	5 00	8 67
Florida.....	25	493 00	14 25	26	953 30	24 75	91 57
Georgia.....							87 84
Idaho.....	727	12,031 72	353 50	612	16,933 75	445 75	881 93
Illinois.....	53	853 75	25 75	24	538 50	14 50	88 15
Indiana.....							
Indian Territory.....							
Iowa.....	53	988 25	28 75	10	168 00	4 50	502 49
Kansas.....	10	172 80	4 75	3	50 00	1 25	1,342 83
Kentucky.....	26	558 40	15 50	49	1,154 00	31 00	105 83
Louisiana.....	28	697 00	18 25	568	13,791 95	372 75	
Maine.....	4	112 00	3 00	21	389 50	11 50	22 75
Maryland.....	52	1,283 33	35 25	81	1,478 80	42 00	12 41
Massachusetts.....	82	1,523 33	42 50	427	9,440 44	260 00	278 98
Michigan.....	164	1,919 85	65 00	29	661 01	18 75	183 87
Minnesota.....	54	1,726 50	45 25	2	100 00	2 50	160 44
Mississippi.....	13	483 00	12 25	29	936 50	24 75	85 69
Missouri.....	206	4,263 95	119 75	203	5,740 40	150 75	206 20
Montana.....							
Nebraska.....	1	10 00	25	8	155 00	4 25	38 36
Nevada.....	17	490 00	12 25	17	643 00	16 50	
New Hampshire.....	12	349 75	9 25	3	50 10	1 50	149 40
New Jersey.....	50	776 95	22 75	9	74 86	2 75	208 35
New Mexico.....							
New York.....	2,384	44,588 80	1,277 50	371	7,702 67	213 00	395 14
North Carolina.....	4	45 00	1 25	1	5 00	25	38 73
Ohio.....	249	4,525 04	130 50	146	4,251 23	111 00	748 12
Oregon.....	21	634 25	16 50	4	114 00	3 25	
Pennsylvania.....	190	3,030 00	93 00	619	16,544 10	433 50	246 63
Rhode Island.....	8	131 58	4 25	20	424 40	11 25	1 61
South Carolina.....				1	1 75	25	104 35
Tennessee.....	94	2,042 65	57 25	37	727 65	20 50	68 89
Texas.....	28	576 50	15 50	71	1,777 55	48 00	116 20
Utah.....	26	708 35	19 00	3	19 00	75	
Vermont.....							752 44
Virginia.....	11	295 75	8 00	34	871 97	24 00	106 44
Washington.....							
West Virginia.....	3	20 00	75	8	182 00	5 00	22 87
Wisconsin.....	196	3,258 94	98 00	25	708 25	18 75	186 96
Wyoming.....				6	107 00	3 00	
Total.....	5,185	96,171 25	2,758 50	4,070	103,352 11	2,760 25	7,783 32

United States during the fiscal year ended June 30, 1879.—Continued.

Number of orders paid.	Domestic.				International.		
	Amount of orders paid.	Amount of orders repaid.	Transferred to postage fund.	Deposits.	Canadian.		
					Number of orders paid.	Amount of orders paid.	Amount of orders repaid.
38,323	\$661,554 46	\$9,935 97	\$4,958 00	\$1,468,911 50	23	\$657 62	.....
4,798	184,090 23	4,115 04	.....	328,468 00	5	150 19	.....
28,335	650,098 63	8,463 14	50,746 00	1,729,995 30	43	890 70	.....
99,949	2,191,925 87	15,953 54	.....	2,198,910 41	984	23,054 61	\$35 00
40,418	827,204 29	11,833 81	564 14	1,417,681 09	119	3,234 97	.....
65,372	982,420 58	6,291 15	.....	472,125 00	279	4,490 18	.....
8,315	197,431 27	4,213 71	142 06	326,180 05	220	693 99	.....
7,285	103,584 63	672 37	55 00	51,672 00	38	800 49	.....
45,906	621,952 92	4,902 01	.....	928,281 00	105	1,886 83	.....
18,698	384,158 16	3,940 34	3,600 00	522,030 24	35	735 22	.....
86,051	1,370,718 68	10,026 45	3,920 84	1,782,040 95	19	574 64	20 00
1,826	61,752 87	1,043 08	219,227 00	127,477 00	.....	.....	.....
826,823	9,884,297 48	49,214 12	1,905 86	5,385,955 77	1,055	16,724 05	90 32
182,667	2,508,384 80	21,994 95	352 52	2,398,679 46	143	2,702 13	.....
306	6,112 94	758 80	.....	67,648 12	.....	.....	.....
266,638	3,896,001 37	30,938 82	1,327 07	3,248,279 25	205	4,785 89	1 35
155,602	3,076,504 88	82,483 25	143 26	2,380,671 09	145	4,112 39	.....
114,278	1,671,906 26	10,061 45	9 42	724,738 00	90	1,159 93	.....
82,709	1,445,696 80	8,205 58	.....	2,271,721 23	100	1,303 40	.....
105,454	1,337,930 43	5,487 80	350 00	648,413 00	1,333	19,806 56	86 00
99,875	1,647,456 17	5,336 80	40 00	303,759 08	146	2,447 56	.....
458,127	3,849,521 53	15,495 54	649 79	761,934 00	3,580	58,720 21	74 05
229,459	3,242,043 10	27,052 06	413 71	2,884,458 00	1,586	32,133 07	122 75
95,637	1,551,936 77	14,970 22	266 35	1,594,919 80	423	11,194 98	10 00
28,823	487,641 20	9,762 25	845 00	1,048,878 31	6	94 51	.....
371,815	6,249,566 22	22,324 29	16,517 34	3,551,651 07	204	4,855 42	9 00
3,667	91,768 30	2,955 64	.....	421,758 00	5	85 09	.....
64,533	1,241,091 23	12,815 61	48 00	1,943,170 76	96	2,310 72	.....
5,281	129,121 89	5,357 73	.....	649,484 00	79	2,641 43	.....
38,084	508,674 74	3,104 15	40 00	239,215 00	143	2,696 56	51 00
64,671	964,577 43	5,291 27	780 00	269,933 00	352	5,285 22	3 50
1,358	36,526 03	882 74	.....	207,620 21	2	46 17	.....
1,124,518	12,218,588 16	45,276 61	241,561 85	12,758,444 58	6,493	79,845 78	243 98
36,122	599,435 44	8,569 75	4,097 55	1,001,313 30	7	139 05	.....
524,000	6,295,081 21	32,337 52	83,411 98	2,414,058 20	776	11,009 28	46 00
10,463	521,758 13	6,202 23	.....	1,009,025 41	173	4,139 37	.....
412,628	4,873,948 90	25,450 17	6,914 23	2,095,717 87	1,187	16,401 54	77 47
19,719	290,449 90	2,582 57	.....	205,172 00	115	1,898 38	15 00
29,937	457,073 02	5,375 24	21 00	1,071,004 80	9	216 33	.....
97,510	1,753,181 37	11,793 75	9,612 84	1,700,149 78	31	440 39	.....
130,382	3,119,914 59	27,316 34	663 41	4,701,550 96	64	1,671 19	.....
6,971	187,669 13	1,991 46	.....	299,090 00	11	270 35	10 00
34,834	409,854 13	3,020 57	107 00	205,710 25	130	2,859 99	7 00
71,160	1,077,069 22	7,061 73	702 29	1,345,071 31	59	1,308 78	.....
5,465	156,124 98	2,215 30	.....	231,508 42	110	2,872 62	.....
12,499	252,290 22	2,241 67	24 20	235,714 00	32	680 77	.....
190,059	2,958,141 68	21,413 90	570 06	2,953,737 00	235	4,903 65	55 00
2,692	74,229 02	1,604 43	233 16	175,578 00	20	613 55	.....
6,360,611	87,427,407 26	571,714 98	663,820 93	74,785,472 98	20,757	399,072 45	966 42

No. 9.—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	62	\$1,515 61	.....	20	\$546 56	\$10 00
Arizona	5	220 07	.....	15	380 23	.....
Arkansas	30	646 53	.....	89	1,051 64	.....
California	637	15,400 29	\$101 50	789	21,080 17	407 00
Colorado	119	2,794 45	35 00	92	2,730 72	25 00
Connecticut	389	6,520 86	10 00	257	6,669 66	50 00
Dakota	17	603 28	32 00	51	1,600 20	.....
Delaware	52	1,054 66	4 00	17	457 70	20 00
District of Columbia	130	1,900 45	21 51	159	3,464 20	.....
Florida	70	1,930 62	38 03	43	1,219 92	.....
Georgia	62	1,463 12	.....	62	1,771 99	.....
Idaho	2	28 03	.....	14	463 74	.....
Illinois	1,286	24,070 49	237 25	2,794	74,596 58	374 68
Indiana	224	4,028 13	.....	596	15,219 88	40 00
Indian Territory	.....	.....	.....	.....	.....	.....
Iowa	281	5,167 12	20 80	1,012	30,358 41	73 00
Kansas	315	7,329 97	36 25	467	13,902 39	48 00
Kentucky	110	1,919 96	.....	225	5,136 27	30 50
Louisiana	308	3,547 90	50 09	329	8,550 46	46 25
Maine	168	3,672 78	9 75	31	826 77	.....
Maryland	213	3,726 29	73 47	489	10,022 40	105 00
Massachusetts	1,610	27,467 66	129 64	268	6,038 42	72 00
Michigan	600	13,083 75	15 20	1,043	28,617 28	141 20
Minnesota	178	3,899 89	2 75	903	27,371 34	72 20
Mississippi	42	1,062 39	.....	48	1,337 57	.....
Missouri	418	9,095 18	12 00	1,237	32,094 50	62 00
Montana	10	340 71	.....	47	1,246 10	.....
Nebraska	202	5,373 25	10 00	379	12,207 98	23 00
Nevada	25	646 24	.....	4	166 28	.....
New Hampshire	98	1,993 45	.....	17	333 23	20 00
New Jersey	978	16,239 44	110 16	924	21,776 41	126 00
New Mexico	6	88 81	.....	17	531 86	.....
New York	6,199	89,824 89	422 82	6,877	149,414 17	901 83
North Carolina	34	602 97	.....	34	638 98	15 00
Ohio	910	16,758 27	218 51	1,536	39,265 39	226 58
Oregon	28	472 85	21 00	52	1,541 09	20 00
Pennsylvania	2,375	38,885 04	247 79	1,867	42,616 42	146 25
Rhode Island	254	4,217 38	16 00	40	1,108 09	.....
South Carolina	34	822 14	.....	50	1,130 31	.....
Tennessee	96	1,648 30	.....	92	2,051 38	36 50
Texas	301	7,891 73	13 00	647	18,732 57	255 00
Utah	166	5,008 18	57 00	52	1,681 18	52 00
Vermont	78	895 62	20 00	11	287 71	5 00
Virginia	233	5,100 96	59 25	58	1,142 81	46 75
Washington	15	449 12	200 00	28	777 48	.....
West Virginia	42	703 90	.....	40	824 90	.....
Wisconsin	253	5,061 35	17 30	1,683	45,476 71	179 60
Wyoming	15	587 05	.....	7	222 57	.....
Total	19,740	345,761 09	2,242 07	25,462	639,542 68	3,630 34

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., August 27, 1879.

United States during the fiscal year ended June 30, 1879—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.				
7	\$156 81					\$458 57	\$5,807 49	\$20,918 46	\$13 28
5	181 49					507 50	1,408 37	14,130 61	
20	510 55		48	\$1,978 51	\$30 00	1,527 46	5,441 95	26,697 49	287 83
11	303 02			68 81		3,152 12	13,892 43	28,668 39	68 67
10	261 74		2			101 05	5,610 43	32,123 61	124 32
						11 90	6,586 48	7,162 06	253 21
3	66 75					791 85	1,759 11	4,836 37	
11	141 59		9	215 00		4 30	753 75	1,175 69	1 76
2	38 92		2	66 67		6,136 45	5,225 00	5,019 46	
3	127 83					158 13	3,036 45	18,112 42	21 01
						25,775 83	8,603 48	24,915 98	71 98
						2 00	832 03	4,265 27	75 22
171	4,856 27	\$251 77	15	502 20		3,101 09	55,013 88	104,206 11	625 88
47	1,570 26		1	38 90		821 07	18,801 63	37,360 20	91 70
							199 89	1,098 91	
49	1,780 72					359 20	26,557 78	59,245 55	210 65
50	1,411 47		7			263 70	18,028 60	41,870 52	289 20
26	765 76	5 00		265 22		2,587 66	8,375 57	15,621 12	80 12
25	698 54		29	1,133 76	10 00	1,700 27	6,062 72	81,534 35	
			1	5 25		74 18	7,372 92	16,675 64	135 26
29	694 94		8	372 19		247 00	6,929 24	6,148 18	39 60
23	249 04		21	686 26	80 00	241 66	22,238 51	23,345 07	416 21
66	2,047 41		3	61 76		81 70	23,067 02	52,301 38	224 94
75	2,072 69		1	38 76		6 90	10,415 94	26,086 18	
5	193 83					1,039 07	5,472 06	30,975 05	64 94
29	2,844 78		8	320 25		247 80	25,015 86	51,906 38	203 31
						24 35	1,019 60	17,037 00	64 38
72	2,278 57					800 25	7,874 04	28,710 30	397 78
1	9 65		1	38 61			2,185 79	10,441 94	
3	61 13					17 55	3,502 60	6,174 13	60 20
33	675 97					19 60	5,790 62	7,772 41	133 35
							435 63	8,516 39	
522	10,425 99	143 39	145	2,856 92		3,244 67	90,455 38	95,935 11	486 99
8	173 02					3,414 23	5,477 71	16,294 24	68 90
123	3,336 02	25 00	10	263 21	20 00	151 62	36,877 30	49,776 78	1,095 80
42	1,778 40					93 41	3,630 73	61,776 11	27 62
163	3,536 37	9 75	16	342 20		2,296 37	28,952 10	45,675 42	525 86
7	92 50					7 00	2,043 55	2,172 94	3 19
2	77 97					186 65	4,047 13	14,552 63	109 16
76	2,863 68	19 52	10	454 60		928 10	10,167 82	25,804 53	87 08
44	1,662 02		3	145 50		2,413 29	18,600 37	62,696 43	466 34
5	108 60					411 30	1,283 82	8,350 64	
2	58 26					46 25	3,877 82	6,870 12	148 64
32	1,352 52		5	167 42		340 09	6,840 71	16,145 15	35 81
						10 00	1,334 99	10,099 72	
5	100 06					50	2,092 03	5,617 78	29 65
203	6,279 85	4 70	3	29 02		95 75	19,684 31	52,048 98	165 55
			1	9 67			883 21	4,272 20	11 27
2,010	55,829 99	459 13	349	10,040 69	140 00	63,399 44	550,655 85	1,293,086 49	7,196 66

J. M. MCGREW, Auditor.

No. 10.—*Statement showing the receipts and disbursements of the Money-Order Office of the United States during the fiscal year ended June 30, 1879.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1878.....		\$1, 170, 806 67
Amount received for domestic money-orders issued..	\$88, 254, 541 02	
Amount received for Canadian international money-orders issued.....	316, 283 98	
Amount received for British international money-orders issued.....	894, 859 25	
Amount received for German international money-orders issued.....	829, 788 36	
Amount received for Swiss international money-orders issued.....	96, 171 25	
Amount received for Italian international money-orders issued.....	103, 352 11	
Total issued.....		90, 494, 995 97
Amount received for fees on domestic money-orders issued.....	798, 625 65	
Amount received for fees on Canadian international money-orders issued.....	7, 217 80	
Amount received for fees on British international money-orders issued.....	27, 753 00	
Amount received for fees on German international money-orders issued.....	22, 927 00	
Amount received for fees on Swiss international money-orders issued.....	2, 758 50	
Amount received for fees on Italian international money-orders issued.....	2, 760 25	
Total fees.....		862, 042 20
Amount received for premiums, &c.....		721 44
Amount received for deposits.....		65, 273, 519 14
Amount received for drafts.....		8, 295, 931 00
Amount transferred from postage fund.....		1654, 229 71
Amount due postmasters.....		7, 783 32
Total.....		166, 760 029 45

DISBURSEMENTS.

Amount of domestic money-orders paid.....	\$87, 427, 047 26	
Amount of Canadian international money-orders paid.....	339, 072 45	
Amount of British international money-orders paid.....	345, 761 09	
Amount of German international money-orders paid.....	639, 542 68	
Amount of Swiss international money-orders paid.....	55, 829 99	
Amount of Italian international money-orders paid.....	10, 040 69	
Total paid.....		88, 817, 294 16
Amount of domestic money-orders repaid.....	\$571, 714 98	
Amount of Canadian international money-orders repaid.....	966 42	
Amount of British international money-orders repaid.....		
Amount of German international money-orders repaid.....	3, 630 34	
Amount of Swiss international money-orders repaid.....	459 13	
Amount of Italian international money-orders repaid.....	140 00	
Total repaid.....		\$579, 152 94

Amount transferred to postage fund	\$663,820 93
Amount deposited at first-class offices.....	74,785,472 98
Amount paid for incidental expenses.....	63,399 44
Amount paid for commissions and clerk-hire	550,655 85
Miscellaneous items	7,196 66
Balance in hands of postmasters June 30, 1879....	1,293,036 49

Total..... \$166,760,029 45

J. M. MCGREW, *Auditor*.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 30, 1879.

No 11.—Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1879.

Amount of fees received on orders issued	\$798,625 65
Amount received for premiums, &c.....	721 44

799,347 09

Amount paid for commissions and clerk-hire..... \$512,550 52

Amount paid for expenses, viz: Salary and expenses of—

Special agents.....	\$19,487 47
Lost remittances	4,364 50
Bad debts.....	26,524 54
Incidental expenses	12,459 29

62,835 80

Net revenue..... 223,960 77

799,347 09

J. M. MCGREW, *Auditor*.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 30, 1879.

No] 12.—Statement showing the revenue which accrued on money-order transactions with the Dominion of Canada for the fiscal year ended June 30, 1878.

Amount of fees received on orders issued.....	\$6,054 50
Excess of commissions received.....	406 76

6,461 26

Amount paid for commissions and clerk-hire..... \$5,417 04

Amount paid for incidental expenses..... 995 85

Net revenue..... 48 37

6,461 26

J. M. MCGREW, *Auditor*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 30, 1879.

No. 13.—*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, 1878.*

Amount received for fees on orders issued.....	\$25,075 75	
Net loss.....	10,178 82	
		35,254 57
Amount paid for commissions and clerk-hire.....	\$21,351 22	
Amount paid for incidental expenses.....	200 96	
Excess of commissions paid.....	4,435 58	
Cost of exchange.....	9,266 81	
		35,254 57

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 30, 1879.

No. 14.—*Statement showing the revenue which accrued on money-order transactions with the German Empire for the fiscal year ended June 30, 1878.*

Amount received for fees on orders issued.....	\$21,610 50	
Amount paid for commissions and clerk-hire.....	\$11,834 78	
Amount paid for incidental expenses.....	58 47	
Excess of commissions paid.....	1,805 19	
Cost of exchange.....	2,501 67	
Net revenue.....	5,410 39	
		21,610 50

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 30, 1879.

No. 15.—*Statement showing the revenue which accrued on money-order transactions with Switzerland for the fiscal year ended June 30, 1878.*

Amount received for fees on orders issued.....	\$2,635 25	
Amount paid for commissions and clerk-hire.....	\$778 44	
Amount paid for incidental expenses.....	1 99	
Excess of commissions paid.....	371 27	
Cost of exchange.....	549 39	
Net revenue.....	934 16	
		2,635 25

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 30, 1879.

No. 16.—*Statement showing the revenue which accrued on money-order transactions with the Kingdom of Italy for the fiscal year ended June 30, 1878.*

Amount of fees received on orders issued.....	\$2,816 50	
Net loss.....	948 04	
		3,764 54
Amount paid for commissions and clerk-hire.....	\$598 41	
Amount paid for incidental expenses.....	28 60	
Excess of commissions paid.....	962 58	
Cost of exchange.....	2,174 95	
		3,764 54

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 30, 1879.

No. 17.—Recapitulation.

Revenue accrued on domestic transactions, 1879	\$223,960 77
Revenue accrued on Canadian international transactions, 1878.....	48 37
Revenue accrued on German international transactions, 1878	5,410 39
Revenue accrued on Swiss international transactions, 1878	934 16
	<hr/> 230,353 69

From which deduct—

Loss on British international transactions, 1878	\$10,178 82
Loss on Italian international transactions, 1878	948 04
	<hr/> 11,126 86
Total revenue	219,226 83

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 30, 1879.

No. 18.—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, 1879.

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard Line	13,764,625	61,344,207
White Star Line	9,577,393	36,160,223
Liverpool and Great Western Steam Company	7,534,966	37,506,788
Inman Line	9,284,748	45,796,688
Hamburg-American Packet Company	2,144,321	9,022,217
Anchor Line	1,076,871	7,886,569
Canadian Line	428,304	3,008,511
American Steamship Company	420,294	3,179,585
North German Lloyd of Bremen	2,111,697	9,322,285
Total	<hr/> 46,343,309	<hr/> 212,327,073
Compared with last fiscal year	{ Increase 2,051,611	
	{ Decrease	665,887

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

No. 19.—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, 1879.

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd of Bremen	6,984,532	31,718,287
Hamburg-American Packet Company, direct	5,286,435	23,667,782
Liverpool and Great Western Steam Company, via England	4,177,539	16,713,497
Cunard Line, via England	5,803,169	18,199,111
North German Lloyd of Bremen, via England	1,461,240	3,865,145
Hamburg American Packet Company, via England	1,220,245	2,228,383
Inman Line	815,140	1,332,940
White Star Line, via England	905,220	1,112,585
Total	<hr/> 28,653,520	<hr/> 98,837,730
Increase, compared with last fiscal year	482,822	1,074,689

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

No. 20.—*Weight of letters and newspapers, &c., sent from the United States to France during the fiscal year ended June 30, 1879.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company.....	1, 319, 880	7, 208, 997
White Star Line.....	1, 486, 702	5, 557, 302
French Line.....	1, 868, 862	8, 401, 143
Inman Line.....	1, 362, 824	5, 742, 715
Cunard Line.....	1, 043, 887	3, 305, 374
North German Lloyd of Bremen.....	634, 971	2, 110, 533
Liverpool and Great Western Steam Company.....	1, 394, 999	7, 573, 103
Total.....	9, 111, 885	39, 890, 167
Increase, compared with last fiscal year.....	1, 460, 000	8, 283, 594

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

No. 21.—*Weight of letters and newspapers, &c., sent from the United States to Italy during the fiscal year ended June 30, 1879.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard Line.....	759, 875	3, 602, 046
Hamburg-American Packet Company.....	143, 379	659, 021
Liverpool and Great Western Steam Company.....	465, 143	2, 386, 019
Inman Line.....	567, 031	3, 951, 944
White Star Line.....	591, 378	3, 881, 695
North German Lloyd of Bremen.....	175, 768	1, 048, 195
Total.....	2, 702, 372	15, 526, 920
Increase, compared with last fiscal year.....	169, 405	2, 622, 716

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

No. 22.—*Weight of letters and newspapers, &c., sent from the United States to Belgium during the fiscal year ended June 30, 1879.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard Line.....	271, 825	1, 050, 322
Hamburg-American Packet Company.....	69, 901	155, 810
Liverpool and Great Western Steam Company.....	140, 890	771, 453
White Star Line.....	212, 905	822, 237
North German Lloyd of Bremen.....	70, 394	203, 384
Red Star Line.....	1, 263	.....
Inman Line.....	199, 774	872, 020
Total.....	966, 922	3, 675, 226
Increase, compared with last fiscal year.....	79, 024	526, 827

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

No. 23.—*Weight of letters and newspapers, &c., sent from the United States to Denmark during the fiscal year ended June 30, 1879.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company	787, 230	2, 103, 994
North German Lloyd of Bremen	304, 905	1, 021, 557
Total	1, 152, 135	3, 125, 491
Increase, compared with last fiscal year	57, 860	85, 852

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

No. 24.—*Weight of letters and newspapers, &c., sent from the United States to the Netherlands during the fiscal year ended June 30, 1879.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
White Star Line	278, 260	1, 061, 874
Cunard Line	397, 598	1, 229, 247
Inman Line	279, 238	1, 190, 122
Liverpool and Great Western Steam Company	173, 299	637, 380
Hamburg-American Packet Company	97, 279	195, 768
North German Lloyd of Bremen	96, 634	290, 596
Netherlands American Steam Navigation Company	4, 080	7, 446
Total	1, 326, 338	4, 601, 933
Increase, compared with last fiscal year	206, 553	814, 938

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

No. 25.—*Weight of letters and newspapers, &c., sent from the United States to Switzerland during the fiscal year ended June 30, 1879.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard Line	542, 267	2, 180, 745
Liverpool and Great Western Steam Company	349, 576	1, 802, 304
White Star Line	430, 792	2, 318, 820
Hamburg-American Packet Company	141, 253	548, 449
Inman Line	427, 408	2, 320, 369
North German Lloyd of Bremen	140, 118	571, 919
Total	2, 031, 414	9, 742, 606
Increase, compared with last fiscal year	127, 378	1, 094, 727

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

No. 26.—*Weight of letters and newspapers, &c., sent from the United States to Spain during the fiscal year ended June 30, 1879.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard Line.....	200, 471	1, 158, 832
White Star Line.....	160, 513	1, 133, 673
Hamburg-American Packet Company.....	42, 830	146, 006
Inman Line.....	174, 887	1, 268, 913
Liverpool and Great Western Steam Company.....	123, 606	672, 633
North German Lloyd of Bremen.....	48, 580	297, 270
Total.....	750, 887	4, 678, 317
Increase, compared with last fiscal year.....	156, 512	1, 325, 991

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

No. 27.—*Weight of letters and newspapers, &c., sent from the United States to Sweden during the fiscal year ended June 30, 1879.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company.....	1, 585, 530	3, 987, 023
North German Lloyd of Bremen.....	689, 810	2, 578, 689
Inman Line.....	1, 935	6, 240
Total.....	2, 277, 275	6, 571, 952
Increase, compared with last fiscal year.....	94, 945	1, 307, 863

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

No. 28.—*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, 1879.*

Countries and colonies.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cuba.....	3, 918, 740	16, 039, 250
Japan.....	845, 968	7, 485, 668
Hong-Kong.....	465, 015	2, 215, 806
Jamaica.....	275, 645	1, 551, 738
Bermuda.....	321, 219	2, 439, 463
St. Thomas.....	641, 144	2, 716, 542
Brazil.....	569, 809	2, 865, 582
New Caledonia.....	6, 201	38, 055
Calcutta.....	4, 418	37, 364
Bombay.....	5, 348	81, 703
Ceylon.....	1, 199	6, 873
Manila.....	19, 470	113, 990
Singapore.....	3, 488	36, 940
Marquesas Island.....	1, 531	7, 107
Tahiti.....	21, 295	331, 058
Peru (entered Postal Union October 1, 1878).....	252, 057	1, 805, 332
Java.....	3, 231	8, 916
Penang.....	688	1, 760
Madras.....	661	11, 414
British Burmah.....	604	20, 972
Martinique and Guadeloupe.....	30, 120	92, 072
Mexico and San Salvador.....	142, 460	2, 123, 937
Newfoundland.....	8, 900	75, 280
Shanghai.....	77, 378	821, 909
Total.....	7, 016, 089	40, 928, 071
Increase, compared with last fiscal year.....	1, 482, 194	15, 556, 250

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30 1879.

No. 29.—*Weight of letters and newspapers, &c., sent from the United States to Norway during the fiscal year ended June 30, 1879.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company	1, 375, 400	2, 668, 714
North German Lloyd of Bremen	672, 690	1, 358, 028
Total	2, 048, 090	4, 026, 742
Increase, compared with last fiscal year	213, 696	271, 261

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

No. 30.—*Number of letters exchanged between the United States and non-Postal Union countries during the fiscal year ended June 30, 1879.*

Countries.	Number of letters.	
	Received.	Sent.
Nassau, Hayti, &c.	61, 747	90, 103
Panama, Central America, &c.	152, 297	93, 439
New Zealand, Australia, &c.	18, 106	148, 693
Mexico	39, 428	43, 551
Venezuela	7, 889	11, 844
Guatemala	7, 526	10, 746
Ecuador	1, 330	5, 124
Total	288, 273	403, 500

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

No. 31.—*Weight of letters and newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1879.*

Countries.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
United Kingdom of Great Britain and Ireland	46, 343, 309	212, 327, 073
Germany	26, 653, 520	98, 837, 730
France	9, 111, 895	39, 899, 167
Italy	2, 702, 372	15, 526, 920
Belgium	966, 952	3, 875, 226
Denmark	1, 152, 135	3, 125, 491
Netherlands	1, 326, 338	4, 601, 933
Switzerland	2, 031, 414	9, 742, 606
Spain	750, 887	4, 678, 317
Sweden	2, 277, 275	6, 571, 952
Norway	2, 048, 090	4, 026, 742
Total	95, 364, 187	403, 213, 157
Increase, compared with last fiscal year	5, 099, 806	16, 742, 571

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 30, 1879.

Statement showing the receipts of money by postmasters during the fiscal years 1877 and 1878, and the amount of losses by defalcation, etc., during the same period.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
November 17, 1879.

Statement showing the receipts of the Post-Office Department for two years ending June 30, 1878, and the amount of bad debts and suits during the same period.

The number of post-offices during the two years was from thirty-nine thousand to forty-one thousand.

Receipts from ordinary revenues.....	\$56,809,102 21
Receipts from sale of money-orders.....	158,154,625 41
Total amount received by postmasters during the two years...	214,963,727 62
Postal bad debts.....	2,088 36
Postal compromise debts.....	379 40
Money-order bad debts.....	573 30
Total compromise and bad debts.....	3,041 06
Postal accounts remaining in suit.....	75,557 67
Money-order accounts remaining in suit.....	20,728 63
Total in suit.....	96,286 30

More than one-half of the amount in suit will be finally collected, but, regarding the whole amount as uncollectible, the per cent. of loss is .0046+, or less than one-twentieth of one per cent.

J. M. MCGREW, Auditor.

I N D E X

TO THE

REPORT OF THE POSTMASTER-GENERAL AND ACCOMPANYING DOCUMENTS.

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