

# ANNUAL REPORT

OF THE

91852

# POSTMASTER-GENERAL

OF THE

# UNITED STATES

FOR THE

FISCAL YEAR ENDED JUNE 30, 1880.



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1880.



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# REPORT OF THE POSTMASTER-GENERAL.

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WASHINGTON, D. C., *November 13, 1880.*

SIR: I took charge of the Department on the 25th of August, and therefore I speak of it historically and as I find it, with little reference to my own administration, which did not commence until after the expiration of the fiscal year, with whose transactions the present report is chiefly concerned.

The object for which this Department was established is the interchange of intelligence among the people.

The domestic postal business of the last fiscal year was as follows:

## DOMESTIC CORRESPONDENCE.

### Letters—

In plain envelopes .....	467, 609, 556	
In "card or request" envelopes .....	365, 024, 920	
In "official penalty" envelopes .....	35, 859 096	
		<hr/>
Total letters .....		866, 593, 572
Postal cards .....		276, 446, 716
Newspapers to subscribers and news agents .....		695, 175, 624
Magazines to subscribers and news agents .....		53, 472, 276
Books, circulars, and miscellaneous printed matter .....		300, 845, 480
Articles of merchandise .....		22, 634, 456
		<hr/>
Grand total .....		2, 215, 168, 124

## STATISTICS OF TRANSPORTATION OF THE MAILS.

On the 30th of June, 1880, there were in the service of the Department 5,862 contractors for the transportation of the mails on public routes.

There were at the close of the fiscal year 1,857 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 routes in operation there were 11,112 (of which 1,118 were railroad routes, being an increase of 59 routes of this class over the preceding year), aggregating in length 343,888 miles; in annual cost, \$18,707,706. Adding the compensation of railway post-office clerks,



route-agents, mail-route messengers, local agents, and mail-messengers, amounting to \$3,548,278, the aggregate annual cost was \$22,255,984.

The service was divided as follows:

Railroad routes: length, 85,320 miles; annual transportation, 96,497,463 miles; annual cost, \$10,498,986 (of which amount \$1,261,041 is for railway post-office car service), about 10.88 cents per mile. Steamboat routes: length, 23,320 miles; annual transportation, 5,668,538 miles; annual cost, \$887,221, about 15.65 cents per mile.

Other routes on which the mails are required to be conveyed "with celerity, certainty, and security:" Length, 235,248 miles; annual transportation, 76,070,995 miles; annual cost, \$7,321,499; about 9.62 cents per mile.

There were at the close of the fiscal year 4,737 offices supplied by mail-messengers, at an annual cost of \$697,298. The railroad routes were increased in length 5,329 miles, and in cost \$931,396.

The steamboat routes were increased in length 2,080 miles, and in cost \$132,833. The star routes were increased in length 19,768 miles, and in cost \$919,669.

There was an increase over the preceding year in the total length of routes of 27,177 miles; in annual transportation, 10,804,191 miles; and in annual cost, \$1,983,898. Adding the increase in cost for railway post-office clerks, route-agents, mail-route messengers, local agents, and mail-messengers, amounting to \$259,214, the total increase in cost was \$2,243,112.

#### POST-OFFICES ESTABLISHED AND POSTMASTERS APPOINTED.

The report of the First Assistant Postmaster-General shows the following:

Number of post-offices established during the year.....	3,462
Number discontinued.....	1,338
Increase.....	2,124
Number in operation June 30, 1879.....	40,855
Number in operation June 30, 1880.....	42,989
Number filled by appointment of the President.....	1,761
Number filled by appointment of the Postmaster-General.....	41,228

#### Appointments were made during the year:

On resignations and commissions expired.....	6,322
On removals.....	561
On changes of names and sites.....	690
On deaths of postmasters.....	356
On establishment of new post-offices.....	3,462
<hr/>	
Total appointments.....	11,391
Number of cases acted on during the year.....	13,620



# NUMBER OF POST-OFFICE INSPECTORS AND EMPLOYÉS OF THE RAILWAY MAIL SERVICE.

The number and aggregate compensation of post-office inspectors, railway post-office clerks, route agents, mail-route messengers, and local agents in service during the year ended June 30, 1880, were:

* 46 post-office inspectors .....	\$146,863 27
1,206 railway post-office clerks.....	1,378,160 00
1,252 route agents.....	1,139,000 00
338 mail-route messengers.....	206,540 00
150 local agents .....	127,280 00
	<hr/>
	\$2,997,843 27

## EMPLOYÉS IN THE POSTAL SERVICE.

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, 1879, and June 30, 1880:

	June 30, 1879.	June 30, 1880.
<b>Departmental officers and employés:</b>		
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 .....	5	5
Topographer for Post-Office Department .....	1	1
Disbursing officer and superintendent of building.....	1	1
Law clerk.....	1	1
Stenographer .....	1	1
Appointment clerk .....	1	1
Superintendent of blank agency .....	1	1
Chief clerks of bureaus.....	5	5
Clerks, messengers, watchmen, &c.....	391	396
	<hr/>	<hr/>
	414	419
<b>Postmasters and other officers and agents:</b>		
Postmasters .....	40,855	42,989
Contractors .....	5,659	5,862
Clerks in post-offices.....	4,894	5,519
Letter-carriers .....	2,359	2,688
Railway post-office clerks.....	1,091	1,206
Route agents.....	1,143	1,252
Mail-route messengers.....	241	338
Local agents .....	134	150
Special agents.....	54	56
	<hr/>	<hr/>
Total in service .....	56,844	60,479

\* Other post-office inspectors charged to separate appropriations.



## RAILWAY POST-OFFICE LINES.

A tabular statement (H., page 200) hereto appended shows that the number of railway post-office lines in operation on the 30th of June, 1880, was 69, extending over 20,140 miles of railroad routes, an increase of 2,800 miles as compared with the previous year.

The number of railway postal clerks in the service at the close of the fiscal year ending June 30, 1879, was 1,091, whose annual salaries aggregated \$1,260,590.

The number of postal clerks in the service at the end of the fiscal year 1880 was 1,206, whose annual salaries aggregated \$1,378,160, showing an increase of 115 clerks and of \$105,870 in salaries.

The annual miles of service performed by railway postal clerks, route agents, and mail-route messengers was 65,763,993, an increase over the previous year of 13,344,220 miles. (See table I, pages 204-259.)

## RECEIPTS AND EXPENDITURES.

The total expenditures of the department during the fiscal year ended

June 30, 1880, were ..... \$36,542,803 68

The revenues were as follows:

Ordinary receipts .....	\$32,934,739 37	
Receipts from money-order business.....	269,205 25	
Receipts from official stamps and stamped envelopes..	111,534 72	
		<u>33,315,479 34</u>

Excess of expenditures over receipts ..... \$3,227,324 34

Included in the above statement of receipts and expenditures is the sum of \$440,983.30 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 as the actual expenditures on account of service for the year ..... \$36,101,820 38

The amount appropriated for service of the fiscal year 1879-'80, including sums appropriated by special acts, was .....	\$37,757,089 87
Amount expended for 1879-'80 .....	<u>36,101,820 38</u>

Leaving an unexpended balance of appropriations for the year of .... \$1,655,269 49

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

Table No. 2 (page 339), accompanying the report of the Third Assistant Postmaster-General, shows the condition of the several accounts on the 30th of September, 1880.

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

Expenditures .....	\$36,101,820 38
Receipts, (ordinary, from money-order business, and from official stamps).....	<u>33,315,479 34</u>

Showing an excess of expenditures over receipts, chargeable against the appropriations from the Treasury hereinafter enumerated, of... \$2,786,341 04



The expenditures for the service of the fiscal year were \$3,028,382.56, or 9.1+ per cent., more than those of the preceding year. This increase is chiefly due to the extension of mail service and to the increase in the postal car service.

The total receipts for the year were \$3,273,496.48, or 10.8+ per cent., more than those of the preceding year, and \$2,651,455.44, or 8.6+ per cent., more than the estimates therefor. The increase in the amount of revenue over the amount estimated is attributable, in a great measure, to the continued business prosperity of the country, resulting in an increased demand for postage stamps, postal cards, &c., the sales of which amounted to \$3,349,045.16 more than for the previous fiscal year, and \$4,118,527.03 more than for 1878.

Excluding official postage stamps and money-order receipts from both fiscal years, there is an increase of ordinary receipts over the past fiscal year of \$3,500,090.94, or 11.8+ per cent., and over the fiscal year 1877-'78 of \$4,170,894.21, or 14.5+ per cent.

The expenditures and receipts by fiscal quarters, and the increase or decrease therein as compared with the corresponding quarters of 1877-'78 and 1878-'79, are shown by Table No. 3 (page 340), which accompanies the report of the Third Assistant Postmaster-General.

#### AMOUNT DRAWN FROM THE 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, 1880, act of March 3, 1879 .....	\$3, 500, 000 00
For deficiency in the postal revenues for 1-77 and for prior years, act of June 16, 1880 .....	97, 717 20
Total .....	\$3, 597, 717 20

#### ESTIMATES FOR 1882.

The estimated expenditures for the fiscal year ending June 30, 1882, are .....	\$42, 475, 932 00
The ordinary revenues are estimated at .....	\$38, 545, 174 10
Estimated revenue from money-order business .....	300, 000 00
Total estimated revenue for the fiscal year ending June 30, 1882. ....	38, 845, 174 10

Estimated excess of expenditures to be appropriated out of the general Treasury as a deficiency .....	\$3, 630, 757 90
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Table No. 1 (page 327), 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, 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 undrawn and available for unadjusted liabilities contracted prior to July 1, 1879.

2. For the fiscal year ended June 30, 1880, the amount appropriated from the Treasury to supply deficiencies in the revenues was \$5,457,376.10, of which \$1,957,376.10 remains unexpended and available for unadjusted liabilities for said fiscal year.

#### LIABILITIES.

It is estimated that the balances stated above will be more than sufficient for the payment of all unadjusted liabilities incurred during the years for which the appropriations were made.

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.

#### COLLECTION-ORDER SYSTEM DISCONTINUED.

On the 3d of August, 1880, the system of collecting quarterly balances in the hands of postmasters, by what were known as "collection orders," was discontinued, and the depositing system substituted. The change was necessitated by the great increase in the volume of postal business, which rendered this method of collecting the revenues of the department too unwieldy to handle, and the cause of much delay in settling the accounts of postmasters and mail contractors. As stated by the Auditor for the Post-Office Department, in a letter on this subject, it was practically impossible to keep an intelligent control over the several annual appropriations covering the transportation of the mails while the collection-order system was in vogue. By its discontinuance the department is enabled to secure uniformity of system and greater expedition in collecting its revenues, and the Auditor is enabled to settle promptly the accounts of its creditors.

By discontinuing the collection order system some thirty thousand post-offices were changed from "collection" to "deposit," involving a great amount of labor and rendering it absolutely necessary that an additional force be provided for the division having charge of deposit accounts, for which an estimate has been submitted. The appropriation should be made available immediately upon its passage.

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

The number of ordinary postage-stamps issued during the fiscal year was.....	875,681,970, valued at..	\$22,414,928 00
Of newspaper and periodical stamps.....	1,770,082, valued at..	1,252,903 30
Of special stamps for the collection of postage due under the act of Congress approved March 3, 1879.....	6,284,500, valued at..	251,836 00
Of postal cards, domestic.....	269,754,000, valued at..	2,697,540 00
Of postal cards, international.....	2,796,500, valued at..	55,930 00
Of stamped envelopes, plain.....	98,616,000, valued at..	2,496,238 93



Of stamped envelopes, special request.....	76,835,500, valued at..	\$2,381,355 15
Of newspaper-wrappers .....	31,685,500, valued at..	381,787 60
Of official postage-stamps .....	3,351,995, valued at..	140,199 08
Of official stamped envelopes and wrappers.....	621,000, valued at..	14,624 40

Aggregating..... 1,367,397,047, valued at.. \$32,087,342 46

#### INCREASE IN ISSUES OF POSTAGE-STAMPS, ETC.

The above issues, both in number and value, exhibit a very marked increase over the issues of the preceding year. The increase in value is shown by the following table :

Articles issued..	Fiscal year ended June 30, 1879.	Fiscal year ended June 30, 1880.	Increase.	
			Value.	Per cent.
Ordinary postage-stamps .....	\$20,117,250 00	\$22,414,828 00	\$2,297,669 00	11.4
Newspaper and periodical stamps .....	1,088,412 16	1,252,903 30	164,491 14	15.1
Postage-due stamps .....	385,057 00	1,251,836 00	*114,121 00	*31.1
Postal cards .....	2,217,870 00	2,753,470 00	535,500 00	24.1
Stamped envelopes, plain .....	2,160,417 92	2,406,238 93	335,821 01	15.5
Stamped envelopes, special request .....	2,139,704 10	2,381,355 15	241,651 05	11.2
Newspaper wrappers .....	355,218 00	381,787 60	26,568 70	7.4
Total ordinary issues, increase.....			\$3,487,579 90	12.2
Official stamps, stamped envelopes, and wrappers .....	1,094,011 85	154,823 48	*939,188 37	.....
Aggregate increase .....			\$2,548,391 53	8.6

\* Decrease.

In forwarding through the mails the supplies for 1880, but four packages, of the value of \$63, were lost, and these not from any carelessness or other fault of postal officers.

#### POSTAGE ON NEWSPAPERS AND PERIODICALS.

The total amount of postage collected during the year on newspapers and periodicals mailed to regular subscribers from known offices of publication was \$1,226,452.53, an increase of \$122,267.91, or more than 11 per cent. The weight of this matter was 61,322,629 pounds, or 30,661 tons. The number of post-offices at which the matter was mailed was 4,423, an increase of 235 over the number for the previous year.

#### DEAD LETTERS AND OTHER MAIL MATTER.

The statistics of the department show that 866,593,572 letters were mailed in the United States during the last fiscal year, and that during the same period 3,057,141, or one in every 283, became "dead." The causes which operate to bring mail matter to the Dead-Letter Office have been so frequently stated in the annual reports of my predecessors that I will not repeat them here. One of the chief reasons why so small a percentage of letters reaches the Dead-Letter Office is, that the return-request system immediately restores them to the writer when unpaid or misdirected, or ultimately does so when unclaimed at the office



of destination. The total number of letters mailed in fifty of the principal cities last year was 385,878,948, and of these 226,369,000, or 59 per cent., were inclosed in envelopes bearing the address of the sender. Of the whole number of letters mailed in the United States (eight hundred and sixty-six and one half millions), 400,884,016, or 46 per cent., bore upon the outside sufficient data for their intelligent return to the writers if undelivered. This system cannot be too highly commended to the public, and particularly to business men, who would often be spared vexatious delays in important correspondence by having their names and addresses printed on their envelopes, so that the local postmaster may call the writer's attention to any deficiency in postage or direction.

From tables submitted with the report of the Third Assistant Postmaster-General (see Appendix, pages 361-375), it appears that of the whole number of letters received in the Dead-Letter Office during the year 2,560,402 domestic letters were unclaimed at the office of destination; 284,503 were held for postage at the mailing office; 201,899 were insufficiently addressed; while 1,167 bore no superscription whatever. The number of foreign letters received was 207,917. The number of packages of third and fourth class matter which were regarded of sufficient value to be recorded was 45,664.

Of the 6,996,513 registered letters and parcels mailed in this country during the year but 7,445 became dead, and of these 7,016 were successfully restored to the owners.

The amount of money separated from letters and deposited in the Treasury was \$2,751.20. The proceeds of the sale of articles for which no owners could be found was \$3,465.12. The postage collected on short-paid matter and on parcels of third and fourth class matter returned to the senders amounted to \$3,047.41.

#### CHARITABLE DISTRIBUTION OF DEAD LITERATURE.

Among the matter sent to the Dead-Letter Office for which no owner could be found were many valuable publications, such as books, pamphlets, magazines, and illustrated newspapers, which it seemed a pity to dispose of as waste-paper, in accordance with the former practice; and so, by authority of the law placing the disposition of such matter within the discretion of the Postmaster-General, an order was made directing these publications to be distributed among the charitable institutions of Washington for the entertainment of their inmates.

#### STATISTICS OF REGISTRATION.

The total number of letters and parcels registered during the year was 6,996,513, of which 5,251,118 were domestic letters, 448,655 domestic parcels of third and fourth class matter, 249,722 letters to foreign countries, 8,247 parcels of third and fourth class matter to foreign countries,



and 1,038,770 letters and parcels forwarded for the government, and by law exempt from the payment of registry fees. The amount of registry fees collected during the year was \$595,774.30, an increase over the amount collected during the preceding year of \$136,038.60, or 29.57 per cent. The increase in the number of letters and parcels registered was 1,567,491. The registration of third and fourth class matter is still attended with extraordinary success. In the New York post-office alone the number of parcels of this matter registered during the year was 153,523, the fees on which amounted to \$15,352.30.

#### ESTIMATES FOR THE CONTRACT OFFICE.

For the estimates of the amounts necessary to be appropriated for the fiscal year ending June 30, 1882, for the various items incident to the transportation of mails, reference is made to the report of the Second Assistant Postmaster-General, hereto appended, in which the estimates and the reasons therefor are given in detail.

I would say in this connection that these estimates have been carefully reviewed by me, and are believed to be in accordance with the probable requirements of the service.

#### SPECIAL FACILITIES FOR FAST MAIL SERVICE.

An appropriation is recommended for the continuance of special mail facilities on railroads—such as extra trains with mails only, and the acceleration of regular trains carrying the mails, &c., which the people have enjoyed for several years past.

It would be impossible to maintain the service at its present state of efficiency without this appropriation unless the general law governing the compensation for the transportation of mails by railroad be changed so as to afford compensation for this class of service. And it may be added that it is the desire of the department to extend this service to business communities where it is needed and would be most valuable.

#### STAR SERVICE.

Attention is invited to the statement of the Second Assistant Postmaster-General respecting the transportation of mails on "star routes," as worthy of careful consideration. (Page 75.)

The wonderful rapidity with which the country recuperated from a state of lowest depression in 1877 to one of unusual prosperity, development, and progress in 1879, challenges the attention of intelligent people of all countries.

I cannot doubt that during this period the Post-Office Department was confronted by an emergency without precedent in the history of postal affairs; and that to have restricted the postal service to the meager appropriation for 1879 would have rendered it entirely inadequate to the wants of the people.



## TEMPORARY STAR SERVICE.

It is recommended, as a measure of economy, in cases where it becomes necessary to establish service on new routes in advance of the regular yearly or half-yearly advertisements, that authority be given the Postmaster-General, upon failure to secure bids for mail-service at rates that seem to him reasonable, to invite bids by advertisement for the space of three weeks in a newspaper at each terminus of the route; or if there are no such newspapers, then in not exceeding three newspapers published nearest the terminal points of the route upon which service is desired.

## WORK OF THE TOPOGRAPHER'S OFFICE, POST-ROUTE MAPS, ETC.

During the past year new editions have been issued of all the maps hitherto published (22 in number, covered by 57 sheets). Successive editions at short intervals have been, and will always be, required to show the numerous additions and changes of post-offices, and the course and frequency of service on the post-routes.

A new map (in two sheets) of the State of Louisiana has been prepared and published. New maps to take the place of provisional copies are proposed of the Pacific States and Territories, and of the State of Florida, with Gulf and West India Islands service.

As usual, the topographer has answered all inquiries in reference to mileage and telegraph accounts referred for his certificate.

## NEW TABLE OF DISTANCES REQUIRED.

In this connection, attention is again called to the desirability of the compilation and publication of an extended table of distances for use in the settlement of these accounts, the existing edition of the table having long been obsolete in many details. For this, two temporary clerks have been estimated for.

The work of this office necessarily increases with the extension of the mail service; maps for the use of the postal employes are in constant and urgent demand, and they are also in great requisition by other departments of the public service, as facilitating their operations. In the estimates for the next fiscal year, I have requested for this bureau an amount which is the same as that asked for the present year by my predecessor, and which will, as usual, cover the salaries of draughtsmen and other employes and all other expenses connected with the production and printing of maps.

## OPERATIONS OF POST-OFFICE INSPECTORS.

The duties assigned to the post-office inspectors have been performed with great fidelity and ability. The vigilance and system employed by them render detection of criminal violation of the laws almost certain, which should deter officials and employes from yielding to temptation



and increase the confidence of the public in the postal system. Attention is invited to the estimate of the chief inspector (page 328) for the appropriation for this service for the next year, and to the necessity for an increased force explained therein.

#### ARRESTS AND CONVICTIONS.

The number of persons arrested during the year was 577, of whom 497 were prosecuted in United States courts and 80 in State courts. Of the former 215 were convicted, 18 acquitted, 1 escaped, 34 proceedings were dismissed, 3 forfeited bail, and 226 await trial. There were 31 highwaymen arrested and prosecuted in United States courts. The arrests are classified as follows:

##### Subject to jurisdiction of United States courts:

Postmasters.....	52
Assistant postmasters.....	17
Clerks in post-offices.....	23
Postal clerks and route agents.....	10
Letter-carriers.....	9
Mail-carriers.....	31
Other employes.....	2
Highwaymen.....	31
Burglars.....	71
All others, for various offenses.....	251

##### Subject to jurisdiction of State courts:

Burglars.....	39
All others, for various offenses.....	41

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 577

#### CASES ACTED UPON BY INSPECTORS.

The number of cases referred to inspectors for investigation during the year was 29,569, as follows:

*Registered cases, Class A, 3,601.*—Registered letters reported lost, 2,726, of which 1,088 contained money and 1,638 contents not ascertained. Of this number, 1,716 were delivered, viz, 577 with money inclosures and 1,139 contents not known. Reported rifled of contents, 726, containing money and valuables, in 228 cases of which investigation proved claim of inclosure false. Letters tampered with, 15.

Registered packets reported lost, 94, of which 61 were delivered. Packets reported rifled, 40, of which 28 were falsely reported.

The disbursements of moneys collected and recovered on account of lost and rifled registered letters and packets amounted, in 435 cases, to \$6,855.94.

It will be observed that, including cases of lost and rifled registered letters and packets, there are 1,553, but after deducting the number of cases in which the value of the inclosures was recovered, there properly remains but 1,118, which, when comparison is made with the whole



number of letters and packets registered during the year, nearly 7,000,000, the safety of the registered mail is demonstrated.

*Ordinary cases, Class B, 21,921.*—Ordinary letters reported lost, 16,134, of which 4,310 contained money and 11,824 contents not specified. Of this number 1,662 letters were delivered. The number of packets reported lost was 5,119, of which 642 were delivered. The disbursements of moneys recovered on account of lost ordinary letters amounted in 15 cases to \$167.74.

Robberies of mail stages on the highway, 22; robberies of post-offices, 353; burning of post-offices, 78; and charges of depredation against postmasters, 215.

*Miscellaneous cases, Class C, 4,047.*—Embraced in this class are failing contractors, defaulting postmasters, change of postmasters, solvency of sureties of postmasters at money-order offices, inspection of post-offices and post-routes, forgery of money-orders, and violations of the postal laws not classed as depredations upon the mails. The amount of money collected by inspectors in these cases during the year amounted to \$50,412.93.

	Number.
Cases reported upon by inspectors during fiscal year ended June 30, 1880:	
Registered cases, including those referred in previous years .....	2,310
Ordinary cases, including those referred in previous years .....	12,233
Miscellaneous cases, including those referred in previous years .....	7,963
Total .....	22,511

#### THE FREE-DELIVERY SYSTEM.

The appropriation for this service was \$2,415,000, an increase of \$540,000 over that of the preceding year. The total cost of the service was \$2,363,693.14, leaving an unexpended balance of \$51,306.86 to be turned into the Treasury. The increase in the cost of the service over that of the previous year was \$415,986.53. This large increase was owing to the increased salaries paid to carriers, and to the extension of the service to additional cities as provided for in the act of February 21, 1879, and also to the large number of additional carriers appointed to keep up the efficiency of the service in the older free-delivery cities.

As provided in the act cited above the eighty-eight free-delivery cities were divided into two classes on the basis of seventy-five thousand population; those having a larger number of inhabitants were placed in the first class, and the remainder in the second class. The pay of two-thirds of the regular carriers in cities of the first class was fixed at \$1,000 per annum, and that of the remaining third at \$800 per annum. In cities of the second class the pay of the regular carriers was fixed at \$850 per annum; and the pay of auxiliary carriers at \$400 per annum without regard to the classification of the city. This reclassification of cities resulted in placing twenty-three cities in the first class and sixty-five in the second class, and went into operation at the beginning of the fiscal year July 1, 1879.



The service was extended, at different times during the year, to sixteen additional cities (making a total of 104), namely, Akron and Springfield, Ohio; Auburn, N. Y.; Augusta and Macon, Ga.; Bridgeport, Conn.; Dallas, Galveston, and Houston, Tex.; Jackson, Mich.; Little Rock, Ark.; Portland, Oreg.; Terre Haute, Ind.; Topeka, Kans.; Denver, Col.; and Sacramento, Cal. The reports from these new free-delivery post-offices indicate already a successful operation of the service and general popular satisfaction therewith.

#### POSTAGE ON LOCAL MATTER.

The postage on local matter at the several free-delivery offices exceeded that of the preceding year by \$256,273.28; and it also exceeded the cost of the service by \$705,104. This increase in postage on local matter was 9.11 per cent.; the increase in the cost of the service was 21.35 per cent.

The average cost per piece of handling matter was two mills and a half, an increase of one-tenth of a mill as compared with last year, and the average cost per carrier (owing to the increased salaries under act of February 21, 1879) was \$61.94 in excess of that of the previous year.

The most striking evidence of the success of free delivery is furnished by a comparison of its cost with that of the "penny-post" system. Under that system a fee of one cent per letter was collected by the carrier, to compensate him for the service of delivery; and the Postmaster-General, in his annual report for 1860, recommended that the fee be increased by law to an extent not exceeding twice that sum. The cost of delivery and collection under the present system was, during the past fiscal year, one-quarter of a cent per letter, and one-tenth of a mill more than that of the year preceding.

#### AGGREGATE RESULT OF FREE-DELIVERY SERVICE FOR THE FISCAL YEAR ENDED JUNE 30, 1880.

Statistics of Free Delivery.	Total.	Increase over last year.	Per cent. of in- crease.
Number of offices .....	104	16	18.18
Number of carriers .....	2,688	329	13.95
Mail letters delivered .....	243,914,628	29,917,766	13.98
Mail postal cards delivered .....	50,046,891	9,747,431	24.18
Local letters delivered .....	72,245,029	7,534,845	11.64
Local postal cards delivered .....	39,020,614	7,118,140	22.30
Registered letters delivered .....	1,806,455	396,411	28.11
Newspapers delivered .....	122,316,076	19,950,706	19.48
Letters collected .....	280,469,190	27,294,949	10.77
Postal cards collected .....	79,280,430	17,149,632	27.61
Newspapers collected .....	43,022,530	3,159,898	7.03
Whole number of pieces handled .....	932,121,843	122,267,778	15.09
Pieces handled per carrier .....	350,499	11,439	3.37
Total cost of service, including pay of special agents .....	\$2,363,693 14	\$415,986 53	21.35
Average cost per piece, in mills .....	2.5	.1	.4
Average cost per carrier* .....	\$685 28	\$61 94	7.52
Amount of postage on local matter .....	\$3,068,797 14	\$256,273 28	9.11
Excess of postage on local matter over the total cost of service...	\$705,104 00	Decrease. \$150,667 14	Decrease. 18.46

\* Based on the aggregate (\$2,357,650.86) paid carriers, including incidental expenses at the several offices, less \$6,042.28 paid special agents.



## THE POSTAL MONEY-ORDER SYSTEM.

The money-order system continues to grow in popular favor, its operations having been increased from a little over one million of dollars in 1865 to more than one hundred millions in the past year. At the present rate of charges the business has been conducted, during the past five years, with no cost to the government. The fees have covered the expenses, with a slight margin of profit. The system is so near absolute perfection that losses to the senders or payees of money orders are only possible through their own negligence.

It is believed that this voluminous exchange has interfered very little, if at all, with the banking operations of the country. Most of the 4,829 money-order offices are at points where there are neither banks nor bankers, and the sums transmitted are mostly too small to justify the use of bills and drafts. It appears from a report of the Superintendent of the Money-Order System, hereto appended (page 401), that fully one-half of the orders issued are for sums less than five dollars. How to transmit these trifling amounts with reasonable security, and at the same time with the least possible trouble and expense to the public, has been a problem both in this department and in the British General Post-Office. While our fractional currency was in circulation, this supplied a tolerably convenient medium for the small exchanges of the country, but coin is peculiarly unfit for transmission through the mails.

## PROPOSED REDUCTION OF FEES.

Recent legislation in Parliament has provided for a postal note for sums less than one pound sterling. Before adopting this plan in the United States it will be well to observe its workings long enough to discover latent defects, if any such there shall prove to be. Meantime the superintendent suggests a scheme which seems to me entirely feasible, and which is commended to the attention of Congress. Briefly stated, his plan is to reduce the fee for money orders not exceeding five dollars to five cents, and to extend the maximum limit of an order from \$50 to \$100, so that the increased commissions received for large orders may offset the loss resulting from the reduced fee for small orders. The details of the plan will be found on pages 399-409 of the appendix.

## NUMBER OF DOMESTIC MONEY-ORDER OFFICES.

At the close of the fiscal year ended June 30, 1879, the number of domestic money-order offices in operation was 4,512. The number of additional offices established during the following year was 331, and the number discontinued was 14. There were, therefore, 4,829 domestic money-order offices in operation on the 30th day of June, 1880.

Since the close of the last fiscal year the system has been extended so as to embrace 339 more post-offices, while at one the business has



been discontinued, leaving the total number of money-order offices at present in operation, 5,167.

#### ISSUES AND PAYMENTS OF DOMESTIC MONEY ORDERS.

The number of domestic money orders issued during the last fiscal year was 7,240,537, of the aggregate value of \$100,352,818.83.

The number of orders paid during the same period was 7,213,607, amounting in value to \$99,516,702.46, to which is to be added the amount of orders repaid during the year, \$649,280.32, making the total amount of payments \$100,165,982.78; the excess of issues over payments being \$186,836.05.

The fees received by postmasters for the issue of domestic money orders during the year amounted to \$916,452.80.

An increase of \$12,098,177.81, or 13.71 per cent., in the amount of orders issued; of \$12,089,655.20, or 13.83 per cent., in the amount of orders paid; and of \$117,827.15, or 14.75 per cent., in the amount of fees received, is shown by the foregoing figures over the transactions of the previous year. The average amount of the orders issued was nearly \$13.86, and the average fee received was 12.66 cents; the former showing an increase of 1 cent, and the latter a gain of  $\frac{1}{10}$  of a cent over the averages for the preceding year.

The issue in one year of more than seven million money orders clearly indicates that the utility of the money-order system as a simple, safe, and convenient mode of making small remittances is fully appreciated by the public.

In the appendix (page 389) will be found a table, marked A, containing a summary of the operations of the domestic money-order system during each year since its establishment on the 1st of November, 1864, up to the present time.

In compliance with the request of the War Department, and as a matter of accommodation to a co-ordinate department of the government, money orders issued to the paymaster-general by the postmaster at Washington, D. C., for payment of claims against the United States for military services rendered by colored soldiers of the late war, have been transmitted, as in previous years, through the office of the superintendent of the money-order system instead of being sent direct to the beneficiaries by the remitter, as are other money orders. The amount of such orders issued during the past fiscal year was \$35,269.83. A complete record thereof is kept in the office of the superintendent of the money-order system. With them were sent certain blank forms which related to the claims, and to the proper execution of which by the beneficiary in each case the paying postmaster was requested to attend. The extra labor thus entailed upon the paying postmasters has been performed without additional compensation.



## DUPLICATE MONEY ORDERS.

Duplicate money orders are issued by the department without additional charge, when the original orders have been destroyed before payment or lost in transmission through the mails, or from some unknown cause have failed to reach the payee in due time, or when the originals have become invalid because not presented for payment until more than a year old, or are invalidated by a second indorsement; also to the remitters and in their favor, in cases where the payment of the originals, drawn in favor of the proprietors or agents of fraudulent lotteries or gift enterprises, or of persons engaged in conducting other schemes or devices "for obtaining money through the mails by means of false or fraudulent pretenses, representations, or promises," has been prohibited by the Postmaster-General, under the provisions of section 4041 of the Revised Statutes of the United States.

The number of duplicate money orders issued during the year ended June 30, 1880, was 20,647; exceeding by 1,672 the number issued during the year immediately preceding. A detailed statement of duplicate orders issued last year will be found in the appendix, marked B (page 389). Examination of this statement will show that the increase here alluded to was mainly in the class of cases which came under the operation of prohibitory orders issued by the Postmaster-General in pursuance of the provisions of the above-mentioned section.

## REVENUES AND EXPENSES OF THE DOMESTIC MONEY-ORDER SYSTEM.

The receipts and expenditures of the domestic money-order system during the last fiscal year, as adjusted and reported by the Auditor, are shown as follows:

Fees received on domestic money orders issued .....	\$916, 452 80
Premiums, &c .....	638 78
Total .....	<u>\$917, 091 58</u>
Commissions and clerk hire.....	\$572, 906 67
Incidental expenses .....	81, 174 45
Lost remittances.....	4, 424 35
Bad debts .....	1, 011 03
Net revenue.....	<u>257, 575 08</u>
	<u>\$917, 091 58</u>

This amount of revenue is \$33,614.31 greater than that of the previous year, showing a gain of about 15 per cent.

Allowances for clerk hire, amounting in the aggregate to \$151,596.82, were made during the year for certain of the larger offices. These allowances, which are included under the head of "Commissions and clerk hire" in the foregoing statement, were made out of the surplus of commissions accruing at the larger offices from the sale and payment of money orders, *i. e.*, out of the excess 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, except in the case of the post-office at New York City.

Included under the head of "incidental expenses" is the cost of books, blanks, and printing furnished to the Money-Order Office of the Post-Office Department by the Public Printer for the use of postmasters in the transaction of their money-order business, viz, \$43,165.75, which amount was paid during the year directly out of the proceeds of that business.

#### REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

During the year ended June 30, 1880, the sum of \$77,072,454.28, being surplus money-order funds that had accrued in the hands of postmasters from the sale of money orders in excess of what was required to meet the payment of orders drawn upon the same postmasters, was transmitted, either by means of drafts or in registered packages, to first-class offices used as depositories.

As shown in the appended tabular statement, marked C (page 390), forty cases of remittances of surplus money-order funds, amounting to \$11,989, reported as lost in transmission, were under investigation by the department during the past year. Ten of these cases, involving the amount of \$2,452, were pending at the close of the previous year, and eight more of the number, to the amount of \$5,545, were cases of loss during that year, but were not reported to the department until after the close of the period covered by the last annual report. Of the total amount there has been allowed the sum of \$4,424.35 to the credit of the postmasters by whom the remittances were made, this sum constituting the foregoing item of "lost remittances," under the head of "revenues and expenses of the domestic money-order system." Claims for credit on account of two of the remittances, amounting to \$200.95, have been disallowed; in ten of the cases, \$3,523.65 have been recovered by post-office inspectors in the service of the department; in two cases the amount, \$308.05 in all, consisted of drafts which have since been duplicated; and in one instance the amount, \$80, it was afterwards ascertained, had not been remitted. Seventeen claims on account of alleged remittances, amounting to \$3,452, were pending on the 30th day of June, 1880.

#### TRANSFER OF FUNDS AND DRAFTS.

At certain offices the amount of money orders payable is continuously, and at others occasionally, greater than the amount received thereat from the issue of orders or from depositing offices. Postmasters at such offices are authorized to transfer from time to time from the postage to the money-order account such amounts as may be necessary to enable them to pay, on presentation, the orders drawn upon them. On the other hand, postmasters receive from the Department special authorization, upon occasion, to transfer funds from the money order to the postage account. In cases where the postage funds are not a sufficient



resource upon which to draw for the payment of orders that are or may be presented; or when the postage funds are not available for transfer to the money-order account, the postmasters, if located east of the Rocky Mountains, are allowed credit to a designated amount in each case with the postmaster at New York, and are furnished each with a limited number of blank drafts for use in drawing against such credits, as the exigencies of their money-order business may require. If located on the Pacific slope, they are furnished with the necessary funds either by the postmaster at San Francisco, Cal., or the postmaster at Portland, Oreg., upon making proper application.

During the year the transfers made by postmasters from the postage to the money-order account amounted to \$893,496.94, and from the money order to the postage account to \$494,762.50, leaving a balance of \$398,734.44 to the credit of the postage account.

Drafts of the character referred to, amounting to \$9,439,878.85, were paid by the postmaster at New York in the course of the year. To meet similar requirements within the same period funds were furnished to the amount of \$225,747 by the postmaster at San Francisco, and \$18,997 by the postmaster at Portland, Oreg., to other postmasters in the Pacific States and Territories.

The sum of \$398,734.44 due the postage account as above mentioned by reason of the excess of transfers made by postmasters from that account to the money-order account was duly refunded by a deposit of that amount in the Treasury for the postal service, September 22, 1880.

#### MONEY ORDERS ERRONEOUSLY PAID.

Out of the total number of orders paid during the year thirty-eight, it has been alleged, were paid to persons fraudulently representing themselves to be the payees or the endorsees or agents of the payees. The amount of these orders was \$749.97. Comparing their number with the whole number of orders paid the ratio is found to be 1 in 189,831.

Ninety-one claims for reimbursement on account of erroneous payments of orders have been under consideration during the past year. Fifty-three of them relate to payments made during the previous year, or before; and of these thirty-four were not brought to the notice of the department in time to receive mention in the last annual report. In one case it was ascertained, upon investigation, that the order for \$20 had been paid to the proper person; in twenty-six cases the amounts, aggregating \$514.07, were recovered by post-office inspectors and paid over to the rightful owners; in eleven the paying postmasters were, after careful investigation, held responsible for erroneous payments to the amount of \$169; and in one instance the money, \$50, was refunded by the issuing postmaster, through whose negligence the error occurred. In five cases, which amounted to \$87, the loss was assumed by the department, neither the issuing nor the paying postmaster having been found at fault; and in six, where the erroneous payments resulted from



evident carelessness on the part of remitters, payees, or indorsees, the loss of the amount, \$156.20 in all, fell upon them. Forty-one claims, aggregating \$1,025.72 in amount, are still unsettled. The particulars of all these cases are given in the table in the appendix, marked D (page 392).

#### INTERNATIONAL MONEY-ORDER BUSINESS.

During the last year certain modifications of the terms of the original conventions for the exchange of money orders between the United States on the one hand, and the United Kingdom of Great Britain and Ireland, the German Empire, and the Dominion of Canada, respectively, on the other, were agreed upon by the postal administrations of the several countries. New conventions were accordingly arranged, and, having received the approval of the proper authorities in each country, are now in force. The modifications agreed upon tend to secure uniformity and simplicity in the provisions of the different conventions, and lessen the cost of the interchange of postal money orders between the contracting countries.

Under the original conventions, each of which was arranged and concluded at a time when the value of the currency of this country was below par of gold and was continually fluctuating, the issuing postmaster in the United States could not undertake to draw an order for a determinate sum in money of the country of payment, nor could a postmaster issuing an international order on either side draw directly upon a postmaster in the country where the intended beneficiary resided. The actual exchange of orders between the respective countries was effected through the agency of certain post-offices selected for the purpose and designated as "international exchange offices," and upon one of these the inland postmaster issuing an international money-order would draw. The conversion of the amount of each order from the money of one country to that of the other had to be made at the exchange office of the country of issue. The provision for conversion at the market rate of gold prevailing in New York on the day of the receipt of each order at the exchange office in the United States was absolutely necessary during the period of fluctuation of currency values in this country.

The post-office at New York was, and is yet, the exchange office designated, on the part of the United States, in the conventions concluded with the United Kingdom and Germany. Bangor, Me., Buffalo, N. Y., Detroit, Mich., Portland, Oreg., Saint Albans, Vt., and St. Paul, Minn., are the exchange offices in the United States designated by convention with Canada.

By the simplified mode of procedure under the new conventions with the United Kingdom and Canada, the order issued by the postmaster at an inland international money-order office is handed to the applicant (remitter) instead of being sent by the issuing postmaster, as formerly, to an exchange office. The remitter now mails the order himself, direct to the beneficiary, as does the remitter of a domestic money order.



The method now practiced in the transaction of German international money-order business differs so little from the new mode of procedure above referred to, that forms of the same kind, and out of the same series, are used for the issue of British, German, or Canadian international money orders. The amount of clerical work is also considerably reduced by the adoption of the new methods.

In an order payable in either country, the amount moreover is now stated in the denominations of the money of that country, postmasters having been provided with tables of conversion, so that the remitter who may be unable to make the calculations necessary for conversion is no longer left in uncertainty as to the exact value of his remittance in money of either country. This is a great improvement. The remitter who desires to send an exact sum, as in paying a debt or in making any small purchase, may do so and be left free from doubt as to whether he has sent the right amount.

The rate of commission to be paid by the postal administration of each country, respectively, on orders issued within it, to the postal administration of the other, has been reduced by the terms of the new conventions from one per cent. to three-quarters of one per cent. This reduction, with the diminution of the number and cost of the blanks necessary, and of the amount of clerical labor required, has enabled the postal administration of the United States, which in the adjustment of the international accounts is almost invariably found to be the debtor administration, to materially lessen the fees charged for the issue of British, German, and Canadian orders in this country.

A convention was also concluded at Washington, on the 29th of December, 1879, for the exchange of postal money orders between the United States and France and Algeria. With the object of preserving uniformity of system, the provisions of this convention have been made to conform, as far as practicable, in all essential respects to the modified conventions with the other countries above named.

The modified conventions concluded with the United Kingdom of Great Britain and Ireland, and the German Empire, as well as the new convention with the Republic of France, went into operation on the 1st of April, 1880, while the provisions of the modified convention with the Dominion of Canada took effect on the 1st of July, 1880. A copy of each of these conventions is hereto annexed.

A tabular statement, showing the fees or rates of commission formerly and those now charged for the issue of British, German, and Canadian international money orders, respectively, and also the fees for French international orders, will be found in the appendix marked E, (page 395).

The number of offices in the United States authorized to issue money orders for amounts payable in Switzerland, and to pay orders for sums remitted from that country, was 183 on the 30th of June, 1879. During the last fiscal year two offices were added to the list, making the total number in operation on the 30th day of last June, 185.



The number of orders issued in this country for payment in Switzerland during the year was 7,603, amounting to \$130,601.56, of which amount \$339.44 was repaid to remitters; and the number originating in that country and paid here was 2,710, amounting to \$78,661.80. The amount of fees received for Swiss international orders issued in this country was \$3,735.50. As compared with the transactions of the previous year, these figures show an increase of \$34,430.31, or nearly 36 per cent., in the issues; of \$22,831.09, or nearly 41 per cent., in the payments, and of \$977, or about 35 per cent., in the fees.

The number of offices in the United States authorized to issue money orders for amounts payable in the United Kingdom of Great Britain and Ireland, and to pay orders for sums remitted from the United Kingdom, was 1,021 on the 30th day of June, 1879. During the last fiscal year 172 offices were added to the list, making the total number in operation on the 30th day of June last, 1,193.

The number of orders issued in this country for payment to beneficiaries in the United Kingdom was 116,773, amounting to \$1,625,942.95, of which amount \$2,616.04 was repaid to remitters; and the number originating in the United Kingdom and paid here was 18,912, amounting to \$338,095.45. The amount of fees received for British international orders issued in the country was \$46,989.90. These figures show, in comparison with the totals of similar transactions of the preceding year, an increase of \$731,083.70, or nearly 82 per cent., in the issues; a decrease of 7,670.64, or a little over 2 per cent., in the payments, and an increase of \$19,236.90, or a little over 69 per cent., in fees.

The number of offices in the United States authorized to issue money orders for amounts payable in the German Empire, and to pay orders for sums remitted from Germany was 673 on the 30th of June, 1879. During the last fiscal year 35 offices were added to the list, and 2 were discontinued, leaving 706 in operation on the 30th day of June, 1880.

The number of orders issued in this country for payment in the German Empire during the last year was 63,885, amounting to \$1,014,461.89, of which amount \$3,287.31 was repaid to remitters; and the number originating in Germany and paid here was 22,655, amounting to \$637,157.03. The amount of fees received for the German international orders issued in this country was \$25,800.35. Comparing these amounts with the figures representing the total amount of German international money-order business transacted during the year ended June 30, 1879, there is shown an increase of \$184,673.33, or a little over 22 per cent., in the issues; a decrease of \$2,335.65, or nearly four-tenths of one per cent., in the payments, and an increase of \$2,873.35, or about twelve and one-half per cent., in fees.

The number of offices in the United States authorized to issue money orders payable in the Dominion of Canada or in Newfoundland, and to pay money orders drawn in Canada or in Newfoundland, was 375 on the 30th day of June, 1879. During the last fiscal year 60 offices were added



to the list, making the total number in operation at the close of the year, 435.

The number of orders issued in this country for payment in the Dominion of Canada or in Newfoundland was 25,985, amounting to \$511,616.58, of which amount \$2,065.14 was repaid to remitters; and the number originating in Canada or in Newfoundland and paid here was 23,213, amounting to \$422,729.67. The amount of the fees received for Canadian international orders issued in this country was \$11,573.20. Compared with the figures representing the business of the previous year, these amounts show an increase of \$195,332.60, or nearly 62 per cent., in the issues; of \$83,657.22, or nearly 24½ per cent., in the payments, and of \$4,355.40, or a little over 60 per cent., in fees.

The number of offices in the United States authorized to issue money orders for amounts payable in the Kingdom of Italy, and to pay orders for sums remitted from that country, was 143 on the 30th of June, 1879. No change in the list of such offices occurred during the following year.

The number of orders issued in this country for payment in Italy was 6,935, amounting to \$167,853.56, of which amount \$134 was repaid to remitters; and the number originating in that country and paid here was 450, amounting to \$13,791.07. The amount of fees received for Italian international orders, issued in the United States, was \$4,482.25. A comparison of this business with that of the previous year exhibits an increase of \$64,501.45, or over 62 per cent., in the issues; of \$3,750.38, or over 37 per cent., in the payments, and of \$1,722, or over 62 per cent., in the fees.

The number of offices in the United States authorized to issue money orders payable in France or in Algeria, and to pay orders drawn in those countries, was 1,193 on the 1st of April, 1880, the date on which, by mutual agreement, the system of exchange of money orders between the United States and the Republic of France was put in operation. No change in the list of such offices was made within the remainder of the year.

The number of orders issued in this country for payment in France or in Algeria during the three months ended June 30, 1880, was 821, amounting to \$13,385.79, of which amount \$20 was repaid to remitters. The number of orders originating in France or in Algeria, and paid here within the same period, was 210, amounting to \$5,103.70. The amount of fees received for the orders issued in this country was \$243.

#### INCREASED ISSUE OF FOREIGN MONEY ORDERS.

It is worthy of notice that during the fiscal year ended June 30, 1880, a very large increase took place in the amount of money orders issued in this country payable in the United Kingdom of Great Britain and Ireland, in the German Empire, and in the Kingdom of Italy. The aggregate amount of orders drawn on Great Britain during that year was



82 per cent. more than during the preceding year; of orders on Germany it was 22 per cent. more, and of orders on Italy the increase was 62 per cent. But during the fiscal year 1879 the increase in the issue of orders on Great Britain, as compared with the corresponding issue of the previous year, was only 10.86 per cent.; of orders on Germany 5.92 per cent.; and in orders drawn on Italy there was a decrease of 2 per cent.

This remarkable increase in the amount of international orders issued in the United States during the last fiscal year is to be attributed to two causes: a general revival of business in this country, which gave employment at good wages to the working classes, and a failure of the crops and consequent distress in European countries, which induced the destitute and the needy to apply for aid to their relatives and friends in the United States. In this connection it may be proper to state that the greater number of international orders are issued for sums sent by one member of a family to another, while, on the other hand, inland orders are largely used for making small purchases, paying subscriptions to newspapers, magazines, &c., and for other miscellaneous purposes.

#### FOREIGN MONEY-ORDER ACCOUNTS.

The Auditor for this department is not prepared to furnish at the present time an exact statement of the revenue derived from the transactions of the international money-order business of the last fiscal year, inasmuch as a final adjustment of the accounts of the last quarter of that year has not been reached by him and the proper accounting officers of the different foreign countries between which and the United States money-order conventions are in force. The revenue and expense accounts for the year ended June 30, 1879, are stated by him as follows:

##### Swiss account:

Amount of fees received on orders issued.....	\$2,758 50
Amount paid for commissions and clerk hire .....	\$903 58
Amount paid for incidental expenses .....	10 65
Amount of excess of commissions paid Switzerland.....	390 43
Cost of exchange.....	33 10
Net revenue.....	<u>1,420 74</u>
	\$2,758 50

##### British account:

Amount of fees received on orders issued .....	\$27,753 00
Amount paid for commissions and clerk hire.....	\$19,718 47
Amount paid for incidental expenses .....	59 46
Amount of excess of commissions paid Great Britain .....	5,474 98
Cost of exchange.....	1,909 91
Net revenue.....	<u>590 18</u>
	\$27,753 00

##### German account:

Amount of fees received on orders issued .....	\$22,927 00
Amount paid for commissions and clerk hire .....	\$12,058 22
Amount paid for incidental expenses .....	106 99
Amount of excess of commissions paid Germany .....	2,465 50
Cost of exchange.....	1,720 45
Net revenue.....	<u>6,575 84</u>

\$22,927 00



## Canadian account :

Amount of fees received on orders issued.....	\$7,217 80
Amount of excess of commissions received from Canada.....	131 38
	<hr/>
	\$7,349 18
Amount paid for commissions and clerk hire.....	\$4,577 52
Amount paid for incidental expenses .....	378 69
Cost of exchange.....	48 66
Net revenue.....	2,344 31
	<hr/>
	\$7,349 18

## Italian account :

Amount of fees received on orders issued .....	\$2,760 25
Amount paid for commissions and clerk hire.....	\$847 54
Amount paid for incidental expenses .....	7 85
Amount of excess of commissions paid Italy .....	934 86
Cost of exchange.....	270 90
Net revenue .....	699 10
	<hr/>
	\$2,760 25

## GENERAL FINANCIAL RESULT.

The whole number of domestic and international money orders issued during the fiscal year ended June 30, 1880, was 7,461,909, and the whole number paid was 7,281,757; the former amounting to \$103,816,681.16, and the latter to \$101,012,235.46.

The apparent net revenue of the domestic money-order system, as reported by the Auditor and hereinbefore stated, was \$257,575.08. There were, however, certain expenses which were paid out of general appropriations, and were therefore not taken into account in the Auditor's statement of the revenue accruing from the domestic money-order business. They may be itemized as follows :

Salaries to 36 employés in the superintendent's office.....	\$40,327 86
Salaries to 101 employés in the money-order division of the Auditor's office..	116,280 00
Stationery furnished for use in the superintendent's office .....	418 90
Books, blanks, printing, and stationery for use in the money-order division of the Auditor's office.....	5,741 64
	<hr/>
Total .....	\$162,768 40

And to these may fairly be added, as being among the expenses incurred, the cost of books, blanks, and printing ordered from the Public Printer by the money-order office of the Post-Office Department prior to June 30, 1880, but not paid for until after the close of the fiscal year, \$19,406.97. Deducting the total amount of these items, \$182,175.37, from the amount of revenue reported by the Auditor, there remains the sum of \$75,399.71, representing actual profit.

There is an item of expense inseparable from the transaction of the money-order business, the amount of which it is not practicable to ascertain; that is, the cost to the department of transmitting advices of orders from the issuing to the paying postmasters over railway, steamboat, and star routes. It may be suggested, however, that the department is



in some degree indemnified for this expense by the postage paid by the remitter on the money-order which he sends by mail to the payee.

The sum of \$269,205.25, being the net proceeds of the domestic money-order business for the fiscal year ended June 30, 1880, and of the international money-order business of the previous year as reported by the Auditor, was deposited in the Treasury for the service of the Post-Office Department on the 27th of September, 1880, in accordance with section 4050 of the Revised Statutes of the United States.

#### FOREIGN MAILS.

The total weight of the mails dispatched during the year to countries and colonies of the Universal Postal Union (the Dominion of Canada excepted) was 659,271,237 grams, or 1,453,601 pounds. The weight of the letter mails was 123,446,071 grams, or 272,181 pounds, and of printed matter and samples of merchandise 535,825,166 grams, or 1,181,420 pounds, being an increased weight over the year 1879 of 45,125 pounds of letters and 202,152 pounds of printed matter and samples.

Of the letter mails dispatched, 127,472 pounds (46.83 per cent.) were sent to Great Britain and Ireland, 64,943 pounds (23.86 per cent.) to Germany, 57,952 pounds (21.29 per cent.) to other countries of Europe, and 21,813 pounds (8.02 per cent.) to Postal Union countries and colonies other than European.

Of the printed matter and samples dispatched, 563,034 pounds (47.66 per cent.) were sent to Great Britain and Ireland, 243,840 pounds (20.64 per cent.) to Germany, 225,481 pounds (19.08 per cent.) to other countries of Europe, and 149,065 pounds (12.62 per cent.) to other Postal Union countries and colonies.

A statement of the weight of mails dispatched to each Postal Union country and colony is appended (see pages 581-585 appendix).

The number of letters exchanged with foreign countries and colonies not embraced in the Universal Postal Union, exclusive of Canada, was 770,574, of which number 448,735 were sent to and 321,839 received from such countries, being an increase, as compared with the last fiscal year, of 45,235 letters sent and 33,566 letters received from non-Union countries.

#### COST OF OCEAN MAIL SERVICE.

The amount reported for payment of the sea conveyance of United States mails dispatched during the fiscal year 1880, including 10,276 francs and 59 centimes (\$1,983.38) credited to France in quarterly accounts with the French Postal Administration for the conveyance of United States mails by the French line of packets from New York to Havre, was \$198,667.46, a decrease, as compared with the cost of the same service in 1879, of \$240.60. Of this amount, \$155,891.27 was paid for the trans-Atlantic service, \$12,672.09 for the trans-Pacific service, and \$30,149.10 for the services to and from the Isthmus of Panama,



Central America, and the South Pacific; to Mexico, to Cuba and Porto Rico; to and from other West India Islands; to Brazil, to Venezuela, to Canada, and Newfoundland, and from Uruguay. Particulars of these several services are appended (see page 517, appendix).

The additional sum of \$12,175.24 was reported for payment on account of the Atlantic sea conveyance of the British and Australian closed mails from New York to Great Britain from October 1, 1878, to September 30, 1879, for which amount credit was claimed by this department in the quarterly accounts with the British office, making the total payments on account of sea transportation of mails to foreign ports \$210,842.70.

The aggregate amount of the quarterly balances paid to this department during the year on settlements of postage accounts with other Postal Union administrations was \$75,172.17, and the aggregate amount of the quarterly balances paid by this department during the year to foreign postal administrations was \$17,552.94, showing an excess of \$57,619.23 in favor of the United States on settlements of Postal Union postage accounts.

The payments made to this department by other Postal Union administrations for the United States territorial and sea transit of closed mails amounted to \$116,399.25, and the payments made by this department to other Postal Union administrations for the foreign territorial and sea transit of United States closed mails amounted to \$51,397.74, the excess in favor of the United States on transit accounts being \$65,001.51.

#### ADMISSIONS TO THE UNIVERSAL POSTAL UNION.

The following countries and colonies have been admitted, since the last annual report, to the Universal Postal Union established by the Convention of Paris:

1. The United States of Venezuela, admitted from January 1, 1880.
2. The Republic of Ecuador, the Republic of Uruguay, the British Colony of the Bahama Islands (West Indies), and the offices of Grand Bassam and Assinie—dependencies of the French Colony of Gaboon, admitted from July 1, 1880.
3. The Dominican Republic (San Domingo), admitted from October 1, 1880.

The Republic of Hayti has also declared its adhesion to the Universal Postal Union, to take effect from April 1, 1881.

#### THE FOREIGN MAIL SERVICE IN 1880 COMPARED WITH THAT OF 1876.

The countries forming the General Postal Union on the 30th June, 1876, were as follows:

The United States, Austria-Hungary, Belgium, Denmark (including Iceland and the Faroe Islands), Egypt, France (including Algeria), Germany (including the island of Heligoland), Great Britain and Ireland including Gibraltar, Malta, and the dependencies of Malta), Greece,



Italy, Luxemburg, Montenegro, Netherlands, Norway, Portugal (including the island of Madeira and the Azores), Roumania, Russia (including the Grand Duchy of Finland), Servia, Spain (including the Balearic Isles, the Canary Islands, the Spanish possessions on the North Coast of Africa, and the postal establishments of Spain on the West Coast of Morocco), Sweden, Switzerland, and Turkey.

The accessions to the Postal Union since June 30, 1876, have been as follows:

The Argentine Republic, the Principality of Lichtenstein (subordinate to the postal administration of Austria), the Bahamas, the Bermudas, Brazil, the British Colonies on the West Coast of Africa (Gold Coast, Lagos, Senegambia, and Sierra Leone), the British Leeward Islands (Antigua, Dominica, Montserrat, Nevis, St. Christopher, and the Virgin Isles), British Guiana, British Honduras, British India (Hindustan and British Burmah), and the Indian postal establishments of Aden, Muscat, the Persian Gulf, Guadur, and Mandalay, the Principality of Bulgaria, Canada, Ceylon, the Danish Colonies of St. Thomas, St. John, and St. Croix, the Dominican Republic, Ecuador, Nubia and Soodan, [as part of Egypt], the Falkland Islands, the Principality of Monaco, [as part of France], the French postal establishments at Tunis and Tangier (Morocco), at Shanghai (China), and in Cambodia and Tonquin, the French Colonies in Asia, Africa, America, and Oceanica, the island of Cyprus (subordinate to the postal administration of Great Britain), the Ionian Isles, [as part of Greece], Greenland, the Republic of Honduras, Hong-Kong, and the Hong-Kong post-offices at Kiang-Chow, Canton, Swatow, Amoy, Foo-Chow, Ning-po, Shanghai, and Hankow (China), and Hanoi (Tonquin), the Republic of San Marino, and the Italian post-offices at Tunis and Tripoli in Barbary, [as subordinate to the postal administration of Italy], Jamaica, Japan, and the Japanese post-offices at Shanghai, Cheefoo, Chin-Kiang, Hankow, Ning-po, Foo-Chow, New-Chwang, Kiu-Kiang, and Tien-tsin (China), and Fusampo (Corea), Labuan, Liberia, Mauritius and its dependencies, Mexico, the Netherland Colonies in Asia, America, and Oceanica, Newfoundland, Persia, Peru, the Portuguese Colonies in Asia, and Africa, Salvador, the Republic of Andorra (subordinate to the Spanish postal administration), the Spanish Colonies in Africa, Asia, America and Oceanica, the Straits Settlements, the island of Trinidad (West Indies), Uruguay, and Venezuela.

The reduction effected in the rates of letter postage to the above-named countries and colonies by their entrance into the Postal Union varies, according to destinations, from eight to twenty-eight cents per single rate.

A table is annexed (see page 518 appendix) showing the dates of the adhesion of the above-named countries and colonies to the Postal Union.

Almost all the countries and colonies of the world maintaining organized postal services are now embraced in the Universal Postal Union. The principal countries and colonies of postal and commercial impor-



tance not yet embraced in the Union are the Central and South American States of Nicaragua, Guatemala, Costa Rica, United States of Colombia, Bolivia, Chili, and Paraguay; the Sandwich Islands, New Zealand, and the British Colonies in Australia. Chili and the United States of Colombia have recently taken preliminary measures for entering the Union at an early date, and it is confidently expected that all the other countries and colonies now outside the Union will adhere thereto, thus realizing the grand idea and aim of the founders of the Union of forming, for purposes of international mail communication, a single postal territory embracing the world, with complete uniformity of postal charges and conditions of international exchange for all descriptions of correspondence.

The International Postal Convention concluded at Berne, in October, 1874, went into operation on the 1st of July, 1875, and began a new era in our correspondence with the rest of the world. Nothing, in my opinion, has contributed so much to a state of universal peace and amity, or to promote civilization and to disseminate truth and correct principles. It is a long step forward in the onward march of human progress. The brotherhood of man becomes thereby less and less a merely ideal relation.

A comparison of the operations of the foreign mail service during the year ended June 30, 1880, with those of the year ended June 30, 1876, shows the increase of correspondence sent to foreign countries to have been as follows:

	Pounds.
Weight of letter mails for year ended June 30, 1880, 123,446,071 grams=....	272, 181
Weight of letter mails for year ended June 30, 1876, 95,984,186 grams = ...	211, 631
Increase .....	60, 550
Weight of printed matter and samples for year ended June 30, 1880, 535,825,- 166 grams = .....	1, 181, 420
Weight of printed matter and samples for year ended June 30, 1876, 366,- 552,486 grams = .....	803,462
Increase .....	372, 958

A like comparison shows the reduction made in the cost of sea transportation of United States mails to foreign countries to have been as follows:

Amount paid for sea conveyance of U. S. mails sent to foreign countries during the year ended June 30, 1876, including \$537,500 paid for contract services to Japan and to China and Brazil.....	\$755, 279 88
Amount paid for sea conveyance of mails sent during the year ended June 30, 1880 .....	193, 667 46
Decrease .....	\$556, 612 42

#### MODIFICATIONS OF POSTAL UNION ARRANGEMENTS AND DETAILS.

Special arrangements have been concluded with the postal administrations of Great Britain and France, extending the limits of weight and



dimensions prescribed by Article V of the convention of Paris, for packets of samples of merchandise, so as to admit such packets to circulation in the mails between the United States and Great Britain and France, respectively, when not exceeding the weight of 350 grams (12 ounces), and the dimensions of 30 centimeters (12 inches) in length, 20 centimeters (8 inches) in width, and 10 centimeters (4 inches) in depth. Copies of these arrangements are appended. (See pages 519 and 520, appendix).

The postage on newspapers addressed to countries and colonies of the Universal Postal Union has been reduced to a charge of one cent for each weight of two ounces or fraction of two ounces, the same as for other articles of printed matter for the same destinations, thus dispensing with the exceptional rate for newspapers of 2 cents for each weight of four ounces or fraction thereof, authorized by Article XXVI of the Regulations of Detail and Order for carrying into effect the Convention of Paris.

The provision of the second section of Article XVII of the Regulations for carrying into effect the Convention of Paris excluding from the reduced postage established for printed matter "all printed articles constituting the representative sign of a monetary value," has been construed by the International Bureau as applicable only to bonds, banknotes, commercial bills of exchange, &c., which have been fully executed by the makers, and therefore have, in themselves, a money-value; and as not applicable to the simple forms of such values, bearing neither signatures nor numbers of registration.

Detailed information on the following subjects, relating to Postal Union exchanges, will be found in the appendix, pages 522-525.

1. Table showing the equivalents, so far reported, according to which, in pursuance of Article 7 of the Paris Convention, postage rates are levied in countries of the Universal Postal Union which have not the franc for a monetary unit, and the fees charged for registration and return receipts.

2. A recapitulation of the regulations which determine in the different countries of the Universal Postal Union the length of time for retaining in the offices of destination unclaimed correspondence addressed "*poste restante*".

3. A recapitulation of the regulations within the Universal Postal Union respecting the authority to stop letters of the international service before delivery to addressees, for return to the senders.

4. A statement showing the surtaxes (postage in excess of the general Union rates) charged in certain Union countries on correspondence addressed to the United States.

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MODIFICATIONS OF POSTAL REGULATIONS AND DETAILS RESPECTING  
MAIL EXCHANGES WITH COUNTRIES AND COLONIES NOT YET ADMITTED TO THE UNIVERSAL POSTAL UNION.

An agreement has been made with the General Post-Office of the British colony of Victoria (Australia) for the redirection and forwarding of correspondence from the United States to that colony, and *vice versa*, upon the application of the addressee, without the prepayment of any postage for reforwarding.

The provisions of the 3d paragraph of Article 4 of the Postal Conventions concluded with the colonial governments of New South Wales, New Zealand, Queensland, and Victoria, respectively, have been modified by reducing the United States territorial and sea transit charge from 25 to 15 cents per ounce on the letter mails forwarded by the said colonies, via San Francisco, to British Columbia and other British North American provinces, Mexico, Central and South America, or the West India Islands.

It has been decided that all publications defined by the act of March 3, 1879 as "Second Class," and subject to the same rate of domestic postage as newspapers, are entitled, under the provisions of the third paragraph of Article IV of the Postal Convention between the United States and the Hawaiian Kingdom, if conforming to the conditions prescribed for "second class matter" in domestic mails, to transmission in the direct mails to regular subscribers in the Hawaiian Kingdom at the United States domestic bulk or pound rates.

Instructions have been issued at the request of the Department of State for the despatch of correspondence for the Samoan Islands in direct mails from San Francisco as often as opportunity offers, addressed to the United States consul at Apia, that officer having been charged by the Secretary of State with the duty of receiving and distributing such mails at said consulate.

In order to decrease the amount of undelivered correspondence returnable from each country to the other, a reciprocal arrangement has been made with the General Post Department of Canada requiring postmasters in each country to notify the publishers of newspapers and periodicals in the other country when subscribers to such publications refuse to take them from the post-office, or neglect to call for them for the period of one month.

Instructions have been issued, at the request of the Postmaster-General of Canada, to treat as unmailable matter all publications termed "Police Gazettes," when addressed to the Dominion of Canada. Such publications are forbidden circulation through the mails of Canada on account of their obviously immoral tendencies.



## SUBJECTS REQUIRING LEGISLATION.—INDEMNITY FOR LOST REGISTERED MATTER.—THE PACKET POST.

I renew the recommendations of my predecessor for legislative authority to accept and to carry into effect the provisions of Article VI of the Universal Postal Union Convention concluded at Paris on the 1st of June, 1878, respecting the payment of a limited indemnity for registered articles of postal union origin and address which may be lost or stolen during their transmission through the mails; and also for such a modification of the provisions of section 17 of the act of March 3, 1879, as will authorize the adoption by the Secretary of the Treasury and the Postmaster-General, of regulations providing for the delivery by mail to the addressees at the offices of destination in the United States, subject to payment of customs duties thereon, of any packet of dutiable mail matter received in the mails from foreign countries. A bill providing the necessary legislation for both of these objects passed the Senate at its last session, and is now pending in the House of Representatives. Its passage at the approaching session of Congress is earnestly recommended to enable this department to execute an important provision of the Convention of Paris relating to registered correspondence lost or stolen in the international mails, and also to extend to dutiable articles of mail matter received from abroad the same facilities of transmission to destination and delivery to the addressees as are extended to dutiable books received by mail from postal union countries, under regulations adopted by the Secretary of the Treasury and the Postmaster-General in pursuance of the authority given for that purpose in section 17 of the act of March 3, 1879.

The authority to transmit and deliver dutiable articles of mail matter to addressees through the mails, subject to payment of the customs duties thereon, should not be restricted to such mail matter as is now exchangeable in the Universal Postal Union mails, but should embrace all articles of dutiable matter received in the mails from other countries. This is necessary to enable this department to conclude special arrangements with other postal administrations for exchanges by "parcel-post" of small objects of merchandise, embracing many articles which, under existing postal conventions and arrangements, are not transmissible in ordinary mails.

A *projet* of an arrangement for an international exchange of small objects of merchandise, submitted by the delegates of Germany, was discussed at the Congress of Paris; and, although the commercial advantage from such an exchange was generally acknowledged, certain difficulties connected with tariff regulations prevented its adoption by the Congress, but it was agreed to refer the subject to the International Bureau for consideration. Recently the International Bureau invited a postal conference of representatives from the different postal union



administrations to meet at Paris to consider this *projet*. The postal administrations of nearly all the countries of Europe were to be represented at that conference, but this department was unable, in the absence of legislation authorizing such service, to take part in the conference, or to become a party to any international parcel-post arrangement. For the same reason, this department has declined a proposition submitted by the German administration for a special exchange of small parcels between the two countries by means of the direct lines of German mail steamers. Such exchanges would greatly promote commercial interests, and can be conducted without loss of customs revenue under regulations similar to those adopted for the transmission by mail to addressees of dutiable foreign books, if authority shall be given by law to adopt the same regulations in respect to all articles of dutiable mail matter received from abroad.

#### ENCOURAGEMENT TO AMERICAN OCEAN STEAMERS.

It is not doubted that regular and frequent mail steamship communication with Mexican, Central American, South American, and trans-Pacific ports would prove an important auxiliary to American commerce, and I think it would be a wise measure of public policy to encourage by appropriate legislation the establishment, by our own citizens, of American lines of steamers to such of said ports as will in the judgment of Congress promote our commercial interests. The postages on the mails conveyed (the limit of compensation authorized by law to be paid for the transportation of mails to foreign ports) afford for the trans-Atlantic routes, where heavy mails are conveyed, an adequate compensation for the services performed, but for the mails transported by sea to Mexico, Central and South America, and trans-Pacific ports, the correspondence being small in bulk, the postages thereon furnish a wholly inadequate remuneration for the service. I therefore think it would be a wise measure so to amend the general law on the subject as to authorize the payment by the Postmaster-General of a just and reasonable compensation, within a prescribed maximum limit, and commensurate with the importance of the services performed, to such lines of American steamers as may be employed under contract with this department in transporting the mails of the United States to Mexican, Central American, South American, and trans-Pacific ports.

#### FOREIGN MAIL STATISTICS.

The estimated amount of mail matter exchanged during the year with foreign countries, based upon the counts of such matter taken at the respective United States offices of exchange during the first seven days of October, 1879, and April, 1880, is as follows :

Total number of letters .....	34, 579, 702
Total number of single letter rates .....	39, 860, 996



Total number of postal cards.....	1,708,362
Total number of packets of newspapers, other printed matter, and business papers.....	29,835,360
Total number of packets of samples of merchandise .....	362,500
Total number of registered articles.....	625,494

The estimated amount of postages collected thereon in the United States is as follows :

On prepaid letters <i>sent</i> .....	\$922,882 94
On unpaid and insufficiently paid letters <i>received</i> .....	80,462 02
On postal cards <i>sent</i> .....	22,449 84
On newspapers, printed matter, samples, and business papers <i>sent</i> .....	299,707 01
On insufficiently paid newspapers, &c., <i>received</i> .....	4,680 82

Total .....\$1,333,182 63

The estimated amount of registration fees on registered articles sent to foreign countries is \$22,630.

The estimated amounts of unpaid postages are as follows :

On unpaid letters <i>sent</i> .....	\$12,655 00
On unpaid newspapers, &c., <i>sent</i> .....	355 16

Total unpaid postages on mails *sent*.....\$13,010 16

On unpaid letters <i>received</i> .....	\$80,462 02
On unpaid newspapers, &c., <i>received</i> .....	4,680 82

Total unpaid postages on mails *received* .....\$85,142 84

The excess of unpaid postages collected in the United States on mail matter received over the amount of unpaid postages on mail matter sent was \$72,132.68.

For other details respecting the count upon which the above estimates are based, see page 526, appendix.

#### LOTTERY LETTERS IN THE MAILS.

In the last annual report of the late Postmaster-General it was suggested that, as by the act of July 12, 1876 (19 Stat., p. 90), section 3894 Revised Statutes was amended by striking out the word "illegal," preceding the word lottery, it would seem proper, for the sake of consistency and to render the legislation on the subject harmonious and effective, that the word "fraudulent" as it occurs in sections 3929 and 4041 Revised Statutes, preceding the word "lottery," be also stricken out. The suggestion I desire to renew for the consideration of Congress. In the recent decision pronounced by the Supreme Court of the United States in the case of *Stone vs. The State of Mississippi*, in discussing the question whether a charter granted to a lottery company by the appellee was protected from hostile legislation on the ground that the charter constituted a contract between the State and the company, this language is used by the Chief Justice :

All agree that the legislature cannot bargain away the police power of the State. Neither can it be denied that lotteries are proper subjects for the exercise of this power.



There is now scarcely a State in the Union where lotteries are tolerated, and Congress has enacted a special statute, the object of which is to close the mails against them.—Rev. Stat., sec. 3894; 19 Stat. 90, sec. 2.

The question is therefore directly presented, whether, in view of these facts, the legislature of a State can, by the charter of a lottery company, defeat the will of the people authoritatively expressed in relation to the further continuance of such business in their midst. We think it cannot. No legislation can bargain away the public health or the public morals. The people themselves cannot do it, much less their servants. The supervision of both these subjects of governmental power is continuing in its nature, and they are to be dealt with as the special exigencies of the moment may require. Government is organized with a view to their preservation, and cannot divest itself of the power to provide for them. For this purpose the largest legislative discretion is allowed, and the discretion cannot be parted with any more than the power itself.

That Congress, while expressly forbidding the use of the ordinary mail to all lottery companies, whether fraudulent or not, should intend to afford the special security of the registry system and the convenience and safety of the money-order system to persons engaged in employments declared by the Supreme Court of the United States to be "demoralizing in their effects, *no matter how carefully regulated*," unless express proof of fraud can be made against such companies, is not to be assumed. Congress will not intentionally aid in demoralizing the public by affording extraordinary postal facilities to persons or companies whose business accomplishes this result. The views which controlled the action of my predecessor are expressed in a letter, written by him the 12th of June, 1880, in answer to inquiries by the consul-general of Spain regarding the action of the department in restraining the agents in this country of the Havana lottery in their attempted use of the registry and money-order systems in the business of their agency. I make the following extract from the letter referred to:

The laws of the United States declare: 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 lotteries, &c.—Sec. 3894 Revised Statutes (19 Statutes, p. 90).

Under this statute the department refuses to carry any known lottery matter, whether of Louisiana, Kentucky, or Havana lottery companies. Sections 3929 and 4041 Revised Statutes authorize the Postmaster-General, upon evidence satisfactory to him, that any person is engaged in conducting any fraudulent lottery, &c., to forbid the payment to such person of money orders, or the delivery to him of registered letters.

Pending appeals to the Supreme Court of certain suits involving the interpretation of these sections of the statute, the Postmaster-General has suspended all orders which had been issued against lottery companies having a legal existence under charter in the United States, and an authority of law from any State in the Union to carry on their business, such authority being recognized as *prima facie* evidence that the company is not fraudulent; but such suspension does not authorize any such company to use the mails for lottery business.

The Postmaster-General has not suspended the orders issued against any lottery company claiming a foreign charter, such foreign law not being recognized as giving *prima facie* authority to any company to carry on its business in the United States. Lottery is not recognized as a legitimate business over which the comity of nations extends its protection, and therefore to exist legally and not fraudulently it must exist by force of positive law operative in the United States.



This statement of the rule controlling the action of the Post-Office Department meets my approval, and under the recent decision of the Supreme Court, to which I have referred, I have felt it to be my official duty, also, to give full effect to the action of any State legislature in its effort to relieve the public from the evil consequences of pernicious legislation in the past.

The suits begun by the agent of the Commonwealth Distribution Company of Louisville, the lottery company to which allusion was made in the last annual report of the Postmaster-General, have terminated favorably for the department. The bill brought by the complainant against the postmaster at Louisville was dismissed after hearing by the circuit court of the United States for that district. An appeal was subsequently taken by the complainant to the Supreme Court. Pending this appeal, new evidence was submitted to the department respecting the status of the company for which complainant in these suits was agent, and it having been made to appear to the satisfaction of the department that neither this company nor the so-called Kentucky State lottery were legally chartered and were therefore outside of the limitation laid down in the letter of the late Postmaster-General quoted above, new orders denying both the companies themselves and their agents the use of the money-order and registry systems were issued. These orders are now in force.

Shortly after proceedings were begun by the Louisville company, M. A. Dauphin, the president and acting secretary of the Louisiana State lottery, against whom the late Postmaster-General had issued an order under the provisions of sections 3929 and 4041 of the Revised Statutes, filed his bill of complaint against the late Postmaster-General, by name, in the supreme court for this district. The complainant's bill, among other things, attacked the constitutionality of the statutes upon which the Postmaster-General had acted, and asked an injunction against the further execution of the order. The court affirmed the constitutionality of the law\* and dismissed complainant's bill, from which decision an appeal was taken to the Supreme Court.

The appeal of the Louisville company has since been dismissed on their own motion, and that of the Louisiana company postponed for future consideration, grave doubts being entertained as to whether the case has further legal standing, inasmuch as the relief asked is against the late Postmaster-General, *eo nomine*.

Before leaving this subject I renew the suggestion made by my predecessor respecting the carriage by the mail of newspapers containing lottery advertisements. .

#### THE RAILWAY MAIL SERVICE.

Attention is invited to the recommendations of the general superintendent of the railway mail service for a reclassification of the employes

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\* See Appendix, pages 529-542, for opinion of court.



of that service, a readjustment of their salaries, and for pensions to be paid to those disabled and to the families of those killed in the service by railway and steamboat accidents. The service to the country performed by these men in securing the prompt and accurate dispatch of the mails to their destination is no less valuable than that of the Army and Navy in protecting its coasts and frontiers, the dangers to which they are exposed are almost as great, as the annual list of casualties will show, and no good reason exists why they should not also be provided for when deprived of life or limb in the discharge of duty.

#### NEED OF A DEPARTMENTAL LIBRARY.

The Post-Office Department alone of all the executive departments in Washington is without a library. Its officers have constant need for reference of books relating to topography, geography, and kindred subjects upon which information may be required for the intelligent discharge of their duties, and its employés are deprived of the privilege enjoyed by those of other departments of free access to the best literature for their entertainment after office hours. The attention of Congress is respectfully called to this deficiency in the hope that it may be supplied.

#### THE ANNUAL COUNT OF MATTER MAILED.

For the first time in the history of the postal service of this country an actual count of all correspondence originating in the United States was made upon each of the first seven days of November, 1879. The results of this count will be found in tabular form upon pages 66-69, and the statement of the domestic postal business, given at the beginning of this report, based upon this count, may be accepted as almost absolutely correct, since it agrees very nearly with the statement of the superintendent of the railway mail service of the number of pieces distributed in transit by employés of that service, after deduction is made for matter redistributed and therefore counted more than once in his report. (See page 271.) This count will be made annually hereafter, the time having been changed to the first seven days of December, which it is believed will afford a better basis for computation of the year's work.

#### NEED OF ADDITIONAL CLERICAL FORCE.

Application has been made in the estimates submitted to the Secretary of the Treasury for an increased clerical force in the office of the Postmaster-General for the purpose of classifying and indexing the records of his office, so that they can readily be consulted. Special attention is called to the reasons given in the estimates for asking this increase.

The Second Assistant Postmaster-General urges the necessity of an increase in the clerical force of the Contract Office to insure the careful prompt, and thorough dispatch of the business of the department.



It is not economy to have the clerks in charge of business requiring patient investigation and study, and in which large sums of money are involved, taxed to their utmost capacity, for it is clear that the work cannot be brought to the highest state of perfection under such circumstances.

The clerical work of the Contract Office has been greatly increased, without a corresponding increase in the force, and I recommend that provision be made for the additional clerks and change of grades asked in the estimates submitted.

#### CHANGES IN LAWS.

The important changes which have been brought about in the laws governing the compensation for the transportation of the mails during the past four years are briefly mentioned by the Second Assistant Postmaster-General in his report (page 82). These changes, while protecting the interests of the government, have been highly beneficial to the public, and the adoption of the suggestions now made by him will still further systematize the service, and wisely control, by law, the expenditure of many millions of dollars.

#### SUITS AGAINST POSTMASTERS.

Attention is again called to the suit brought by Christopher C. Campbell against the postmaster at New York, which is now pending upon appeal before the Supreme Court. Suit has recently been brought by the same person against several other postmasters upon the same ground, viz, alleged infringements of letters patent for an improvement in post-office postmarking and canceling stamps, which stamps are furnished to postmasters by the department. It is again requested that before final judgment is had postmasters should be placed under the same legal protection given to Treasury officials against levy upon their private property under judgments for acts done in their official capacity, and under orders of the department.

#### POSTMASTERS' SALARIES.

Attention is respectfully invited to the appended letter from the postmaster at Boston, Mass. (page 545), in which he presents his reasons for desiring an increased salary for himself and certain other postmasters.

#### POSTAL SAVINGS.

One of my predecessors some years since recommended the incorporation into the department of a system of postal savings. The subject has from time to time occupied the attention of Congress. For several years the system has been in operation in the United Kingdom of Great Britain and Ireland, and in Canada. When in London recently, Her



Majesty's Postmaster-General kindly gave me facilities for observing the management of his department. I learned that the postal savings system had been remarkably successful, and had constantly grown in popular favor. As managed in that country, it is a source of some profit to the government.

In this country, I incline to the belief that the system would have advantages even greater than in a compact population like that of Great Britain. The subject will be found intelligently discussed by a gentleman connected with the Money-Order Office upon page 379, of the appendix.

Wealth, public and private, consists largely of the savings of production over consumption, small in detail, but enormous in the aggregate. In by far the larger portion of the United States there are no savings depositories, and are not likely to be. To the people of these parts the use of the post-office for this purpose would be a real boon. It would be an additional advantage that deposits would be available at any depository office in the United States, an important consideration with a people so migratory as ours. It is believed the system would interfere little with the business of the savings-banks, but would absorb funds not now deposited in them. Nor would the patronage of the government be sensibly increased, since the system would be operated by persons already in the public service, with no considerable addition to the number. Your attention and the attention of Congress is respectfully invited to it.

#### POSTAL TELEGRAPHS.

During my visit to the British post-office, I examined with much interest the system of telegraphy for several years past connected with the postal service. This method of correspondence is thought to have made a great advance since it was changed from the management of private corporations, responsible to nobody, hardly to public opinion, and placed under the control of the government. The business has increased many fold, the cost of sending messages has been largely reduced, and the service is performed in localities it would never have reached under the pecuniary stimulus of private enterprise. At the same time it yields a margin of profit to the royal treasury. Is it not time for us to renew the inquiry whether it is wise to leave this important instrument of correspondence in charge of corporations whose primary object is gain to the managers and stockholders, and the convenience of the public secondary only?

#### DISPOSAL OF VALUELESS PAPERS ON FILE.

Attention is again invited to the recommendation of the Auditor (page 554) that authority be given by Congress for the destruction or sale as waste-paper of the vast accumulation of files having no perma-



ment value. Unless such authority be given, this mass of valueless papers will soon accumulate to such an extent as to interfere very seriously with the public business. The room which they now occupy is much needed for other purposes, and the surrender of additional space in the department building for their storage will put the service to great inconvenience.

#### NEED OF A NEW DEPARTMENT BUILDING.

That part of the General Post-Office building lately occupied by the city post-office has been refitted for occupancy by employés of this department, but the additional rooms thus provided are insufficient to accommodate comfortably the present clerical force of the Post-Office Department and Sixth Auditor's Office. The basement story of the building was fitted up a few years ago for use by the clerks and employés of the department, supplying many additional rooms, but the increase of the clerical force has been so great that every room in the building is now occupied, and many of them so overcrowded that the work of the department is conducted with great inconvenience.

The business of the Post-Office Department is constantly increasing with the growth and extension of the postal service of the country, and requires for its direction and management a constantly increasing force of clerks. There is at the present time urgent need of a new building of ample dimensions for conducting the business operations of the department, and this necessity will become more and more urgent every year.

My predecessor, Postmaster-General Creswell, in the month of January, 1873, addressed a letter to the chairman of the Committee on Public Buildings and Grounds of the House of Representatives, transmitting a plan and design of the Supervising Architect of the Treasury Department for providing additional rooms by fitting up the basement story of the building; and although recommending its adoption by Congress in order to provide the increased number of rooms required at that time, he clearly foresaw the necessity of a new building, and expressed himself as "decidedly of opinion that the best arrangement for the government would be to erect a new Post Office building on another site, of ample dimensions to accommodate the prospective increase of the clerical force of the department for the next fifty years, and transfer the present building to the Interior Department, which is now obliged to rent private buildings for the accommodation of a large portion of its clerical force."

In January, 1873, the force of officers, clerks, and other employés of the Post-Office Department, the Sixth Auditor's Office, and the city post-office was reported as numbering 628 persons. Now, the employés of the Post-Office Department and of the Sixth Auditor's Office, exclusive of those of the city post-office, who have been transferred to a private building, number 758 persons, a very large increase of the clerical



force in the short period of seven years. But nothing shows so clearly the rapid extension of our postal service as a comparison of the revenues of the Post-Office Department. Making this comparison by decades, we find that, in 1850, the revenues were \$5,499,984.86; in 1860, the revenues were \$8,518,067.40; in 1870 the revenues were \$19,772,220.65, and in 1880 the revenues were \$33,315,479.34.

It is apparent from the foregoing facts and considerations, that the early construction, in this city, of a more commodious building for the use of the Post-Office Department is a necessity; and as several years must elapse before such a building can be erected, no time should be lost in taking the initiatory steps for its construction. When it is built and ready for occupancy by this department, the present building may be transferred to the Interior Department, or devoted to such other public uses as Congress shall determine. I therefore earnestly recommend that the necessary legislative action may be taken on this important subject at the approaching session of Congress.

#### THE WASHINGTON CITY POST-OFFICE.

My predecessor, in his last annual report, alluded to the fact that the building known as the Seaton House had been leased for the term of five years for the use of the Washington City post-office. It is extremely desirable that the unexpired term of this lease should be devoted to the erection of a suitable building for the city post-office, and I recommend that an appropriation be granted for that purpose.

#### GENERAL CONDITION OF THE POSTAL SERVICE.

The postal service is so intimately connected with every public and private interest that its efficiency, like the purity of the air we breathe, is not demonstrated by popular applause so much as by the absence of complaints; the general public cares only to know that its correspondence is conveyed to its destination with certainty, celerity, and security, and pays little attention to the methods by which these ends are attained. Measured by this criterion, the postal service of the United States has no superior in the world, and it is proper that record be made of the influences and improvements which have, especially during the past few years, so greatly contributed to its efficiency.

Among the greatest improvements of the service is the abolition of distributing post-offices, and the enforcement of close and thorough distribution of all mail matter in transit upon the railroad lines, thereby expediting the delivery of matter to all parts of the country by many hours. A necessary consequence of this innovation was the subordination of all postmasters in everything affecting the distribution and dispatch of mails to the General Superintendent of Railway Mail Service and the division superintendents under his orders, thus securing uniformity of practice.



The report of the Superintendent of Railway Mail Service shows that during the past year only one piece of matter out of every 3,482 handled by the employés of that service was incorrectly distributed. Every such error was promptly detected and the employé who committed it notified of the fact.

The classification of mail matter has been so changed as to correspond very nearly with that of the Universal Postal Union, and the reduction of the rates of postage on a large class of correspondence has been followed by no decrease of revenue.

The privilege of registration, previously restricted to letters, was extended in 1878 to all other mail matter, and the registry system has been greatly improved by the introduction of through registered pouch exchanges and other means to secure the safety of registered matter, so that the loss for the past year was only one out of every 6,258 pieces handled. Some of the improvements of the registry system and a full account of its work, as well as a comprehensive review of the progress of the postal service during the past few years, will be found in detail in the report of the Third Assistant Postmaster-General hereto appended (pages 312-326).

Above all should be mentioned the *esprit de corps* which has been made to inspire the officers and employés of the postal service to such an extent that, with rare exceptions, each and all appear to feel the same personal interest in the improvement and success of the service as though it were to their individual profit.

#### CONCLUSION.

The department has from the beginning exhibited a continual growth corresponding with the development of the country, and at the same time a constant improvement in methods and results. It has been the unvarying aim of the administration to correct abuses, to remedy defects, and to secure increased efficiency. In the future, I am persuaded, no efforts will be spared to bring the service to the state of ideal perfection, when nothing intrusted to it shall be lost or even delayed.

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

HORACE MAYNARD,

*Postmaster-General.*

The PRESIDENT.







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**REPORT**

**OF THE**

**FIRST ASSISTANT POSTMASTER-GENERAL.**

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# REPORT

## OF THE

### FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 20, 1880.*

SIR: During the last fiscal year the business of the appointment office was greater than that of any previous year. A larger number of post-offices was established, and a more voluminous correspondence relating thereto was received and dispatched. A comparative statement of this work with that of previous years would be unnecessarily tedious, but an idea of the vast labor performed in this office may be obtained from the following reference to what was accomplished by its several divisions:

#### APPOINTMENT DIVISION.

The number of cases, of all kinds, made up were .....	14,808
Number of cases acted upon affirmatively .....	13,620
Number of cases declined .....	650
Number of queries sent out affecting the establishment, discontinuance, &c., of post-offices .....	7,614
Number of circulars of inquiry, &c., mailed .....	21,540
Number of letters written .....	3,468
Number of cases referred to other bureaus of the department or to correspondents for information .....	13,948
Number of Presidential cases acted upon .....	524
Number of post-offices placed in charge of sureties on account of death of postmasters, or for other causes .....	32
Number of clerks in the division .....	11

#### BOND DIVISION.

The business of this portion of the office, which is almost wholly one of records and reports, was largely increased during the past year.

The number of entries made upon the books of the division were .....	28,576
Number of cases received, for which appointment and other papers were mailed .....	14,492
Number of circulars sent, calling for execution of new bonds .....	1,956
Number of surety circulars sent to chief post-office inspector .....	1,558
Number of blank assistant and clerk's oaths sent by request of postmasters .....	4,247
Number of new bonds sent by request of postmasters .....	416
Number of new bonds sent by request of office Third Assistant Postmaster-General for increase of penalty .....	256
Number of new bonds sent by request of money-order office .....	338
Number of circulars sent sureties who requested to be released from bonds .....	872
Number of letters received from sureties, requesting to be released as bondsmen .....	936
Number of cases in which post-office inspectors recommended new bonds .....	274
Number of circulars sent to sureties notifying them of postmasters failure to deposit or pay contractors .....	354
Number of new bonds received .....	2,176



Number of reports received from post-office inspectors on validity of bonds...	1,560
Numbers of assistant postmasters and clerk's oaths received, indorsed, and filed .....	22,370
Number of bonds and oaths returned for correction .....	1,066
Number of bonds examined .....	13,456
Number of bonds filed .....	13,123
Number of corrections in postmasters' names reported to corresponding clerks ..	1,417
Number of commissions mailed to postmasters .....	11,650
Number of commissions and new bonds reported to the office of the Third Assistant Postmaster-General .....	13,393
Number reported to the auditor for Post-Office Department .....	13,393
Number reported to the money-order office .....	2,248
Number of letters written .....	409
Number of clerks in the division .....	13

Accompanying this report will be found tables, marked A and B, giving additional information concerning the operations of this division.

#### SALARY AND ALLOWANCE DIVISION.

In addition to the routine work of this division, the biennial readjustment of the salaries of postmasters as required by law at offices of the first, second, and third classes, was made to take effect from July 1, 1880. The number of salaries so readjusted was 1,764, and the sum necessary to pay the increase thereon amounted to \$97,500.

During the year 280 special readjustments of salaries of postmasters were made in accordance with the postal laws.

Besides these cases, 147 offices of the fourth class were reported by the auditor at which the annual compensation of the postmasters, exclusive of commissions on money-order business, had each reached \$1,000, or more. Of this number, 93 were subsequently found to be entitled to assignment to a higher grade. The number of post-offices of the third class relegated to the fourth class in consequence of a decrease of business, was 59.

The number of letters received by this division during the year amounted to .....	4,988
Number of letters written .....	5,160
The number of allowances ordered for clerk hire at offices of first and second classes was .....	472
Total amount expended for clerical service in post-offices during fiscal year .....	\$3,567,793 02
Number of applications received during the year for allowances for clerical services which were declined .....	1,929
Number of post-offices at which there were allowances for rent, fuel, and light .....	392
Total amount allowed them .....	\$364,018 15
Number of applications for these items declined .....	228
Number of post-offices at which there were allowances for miscellaneous items .....	484
Amount allowed them .....	\$77,210 86
Number of applications for miscellaneous items declined .....	96
Number of post-offices at which allowances for furniture were made ..	166
Amount allowed them .....	\$16,678 12
Number of applications for furniture declined .....	596
Number of post-offices at which allowances for stationery were made ..	615
Amount allowed them .....	\$42,284 81
Number of applications for stationery declined .....	19
Number of cases referred to the chief post-office inspector for information .....	48
Number of applications of the railway mail service for allowances acted upon .....	76

A large amount of miscellaneous work not indicated by the above statements was also performed in this division.

Number of employes, 3.



## LETTER-CARRIER DIVISION.

During the fiscal year just ended the changes in the letter-carrier force, including changes of pay of carriers under the act of February 21, 1879, were 3,347. These changes involved the writing of the names of each carrier six times. They also involved the sending out of 1,972 blank bonds and oaths.

A new register of letter-carriers was made during the year, and a record kept monthly of the number of pieces of mail-matter collected and delivered at the free-delivery offices.

There were 2,533 letters written and an indefinite number of circulars sent out during the year.

Number of clerks employed, 2.

A very complete statement, in tabular form, of the business of this division will be found accompanying this report, marked C.

## BLANK AGENCY DIVISION.

The work of this division for the past fiscal year was of more than usual magnitude.

The greater part of what is termed "departmental supplies," i. e., the necessary blanks, paper, twine, scales, and stamps, to enable postmasters to make up and forward mails, to record and report the same, as well as to account for the business of the officers to the department and to the Sixth Auditor of the Treasury, are sent from this division.

Of these "supplies" there were forwarded during the last fiscal year as follows:

Blanks for statements and accounts of postmasters.....	34, 219, 900
Books for records of post-office business.....	118, 332
Facing slips for making up packages.....	32, 746, 120
Marking and rating stamps of all kinds.....	4, 327
Of type (pieces).....	11, 109
Of jute twine (pounds).....	359, 330
Of hemp twine (pounds).....	86, 236
Letter balances and scales and test weights.....	2, 182
Of paper 20 by 25 inches (reams).....	22, 043
Of paper 26 by 40 inches (reams).....	791

The blank agency division is also charged with the purchase and distribution of stationery for the department, and in keeping the accounts of the same with the disbursing officer.

One of its employes also keeps the records of the transactions of the department with the Government Printing Office, which transactions amounted during the past year to \$140,000.

Including the superintendent and assistant superintendent, the number of employes is 14.

A detailed statement of its operations will be found in the accompanying tables marked D and E.

## LEASE DESK.

This desk is in charge of one clerk only.

The number of leases for post-offices prepared during the last fiscal year was ....	68
Number of letters written.....	307
The number of cases referred to the chief post-office inspector requesting information concerning the same was.....	70
Number of post-office leases, including the leases of stations in the large cities in operation June 30 last, was.....	280



## LETTER-BOOK DESKS.

There were recorded during the year by the clerks in charge of these desks 19,009 letters, and, in addition thereto, more than 60,000 circulars are estimated to have been directed and mailed by them.

Number of clerks, 2.

## PRINCIPAL MESSENGER.

The number of letters, papers, requisitions, returns, and packages received by mail and express for this office during the last fiscal year, and opened and distributed by its principal messenger, amounted to 300,070.

One messenger and two assistants are employed in this office.

The above refers exclusively to the clerical work performed in the appointment office. By the organization of the department there is devolved on it a vast and responsible labor relating to the postal service outside. It is charged, as will be observed from the above statements, with the appointment of postmasters, and with superintending the expenditures necessary to meet the necessities of post-offices. The cost of maintaining this office proper comes out of the general treasury; the expense of the service outside is covered by the revenues of the department. The first is provided for in the legislative, executive, and judicial appropriation acts; the other, in the acts providing appropriations for the service of the department. All the appointments of railway post-office clerks, route-agents, local agents, and all other officers and employes engaged in the railway mail service, are determined in a division of this office, but a separate report thereof is made to you by the superintendent of the division. Under appropriate headings I submit my report of, and suggestions on, the outside work of this office:

## COMPENSATION TO POSTMASTERS.

The operations of this office have been embarrassed by scanty appropriations. In the item of compensation to postmasters the amount provided has been almost uniformly too small. Congress fixes the rate of compensation, and the time and manner of determining it, so that no discretion whatever is left in the execution of the law. Hence, the amount necessary to discharge the obligations of the department in this regard can neither be increased nor lessened by wise or lax administration, by honest or corrupt practices, and it would seem that appropriations should correspond with the requirements of law. Our estimates have heretofore been low, but the appropriations have generally been lower, while the amount actually required has frequently exceeded both the estimates and appropriations. The result has been that deficiencies were regularly reported to Congress after the obligation to pay attached and were regularly provided for. It would relieve the department and the auditing officer, as well as postmasters, to have such an appropriation as would certainly discharge the obligations provided by statute. The deficiency in this item during the past fiscal year amounts to \$158,407.54, which would have been avoided if the estimate for that year had formed the basis of appropriation. To meet the seeming desire of Congress to provide the smallest possible sum to pay postmasters during the current year (that ending June 30, 1881), the department's estimate was made \$450,000 less than that of last year, and the amount provided is \$50,000 less than the estimate. The expenditure will largely exceed the estimate, and a deficiency appropriation will hereafter be



necessary. I have tried to avoid this difficulty in the coming year by recommending a sum that will probably be sufficient (certainly not too great) to cover the aggregate demand upon it.

The late change in the mode of compensating postmasters at offices of the fourth class, by adjusting their pay upon the basis of stamps canceled instead of stamps sold, has cured many abuses that sprang up under the late system, and has added largely to the department revenues. The result fully justifies the long and persistent effort to effect the change, and I therefore suggest that further legislation on the subject would be unwise.

## CLERKS IN POST-OFFICES.

The appropriation under this head is entirely inadequate. In fact, it has been for years below the actual necessities of the service. The estimates therefor have not been sufficient, and yet the appropriations generally have not equaled the estimates, nor have the expenditures consumed the appropriations. It can also be safely said that the expenditures were not a proper criterion of the necessities of post-offices. The knowledge that a safe disposition of this fund required a large margin of reserve, has prevented such allowances in advance as the judgment of the department really approved. It is difficult to keep the run of balances in this item, for the reason that the accounts of expenditures by postmasters are rendered quarterly, and reported to the department by the Auditor long afterward. In this way, unexpended balances are shown, such as "lapse fund," accruing in intervals between the vacation and subsequent filling of positions, the occasional use of minimum instead of maximum allowances to postmasters, &c., which are deceptive. For instance, the unexpended balance of \$32,206.98 of this appropriation for last year is the result of exceptional caution in authorizing its expenditure for the reasons briefly stated above. It is not evidence that it was not needed, but simply that abundant caution was exercised to prevent deficiency. During the time this unexpended balance was accumulating in post-offices, there were full fifteen hundred meritorious applications on our files for additional or original allowance, which could not be granted in the absence of information as to whether allowances already made to other offices would be reported used or "lapsed" at the end of the quarter.

The statutory restrictions upon the use of this appropriation are sufficient to prevent abuse. The right of postmasters to ask for it at "separating offices," where mail-routes intersect or diverge and where the legitimate labor of the postmaster in caring for the mails of his own patrons becomes burdensome by imposing on him the care and work of assorting mails for others, is clearly recognized. It is safe to say that scarcely a case can be found where the allowance will pay for the additional work thus imposed. Then again, in offices of the first and second classes, where the law authorizes the use of "the excess of box-rents and commissions" to meet the necessary expenses of the office, the appropriation is generally insufficient to comply with this plain provision. The obvious intent of the law in such cases is to reserve to the postmaster the entire amount of his salary without incumbrance by otherwise allowing him the amount necessary to pay for clerical help and other expenses. But the appropriations will not permit it, and the object of the law is thus defeated. Moreover, the public often suffers from the failure, for the postmaster very reluctantly and naturally hesitates to pay from his own earnings the amount necessary to a prompt



dispatch and delivery of mails, which the law obligates the department to do. A very large per cent., however (perhaps a majority), of such postmasters do exceed their allowances, and impose burdens on themselves, which should be borne by the department, in order to meet the requirements of the service. It will be conceded that a policy that produces such consequences is not right. Either the statutory promise to furnish clerical assistance should be met, or the law extending the promise should be repealed or modified. I do not regard the law as oppressive on the government, nor wrong in theory, and hence I deem it but just that the means to honestly execute it should be provided. I have therefore recommended that you estimate for an appropriation that will afford relief next year.

#### FREE DELIVERY.

If the law authorizing the establishment of the free-delivery system in cities whose population exceeds twenty thousand and at offices whose gross revenues exceed \$20,000 per annum shall be executed, a liberal appropriation therefor must be made. Great caution has been exercised in executing the law. The last year's extension of this service was greater than it can hereafter be, unless means shall be provided to keep up the ratio. It is probable that the national census will develop a population in several cities sufficient to make a demand for free delivery therein reasonable; and the prosperous condition of the business of the country will rapidly increase the number of post-offices whose gross revenues will bring them within the advantages of the law. As prosperity extends in the large cities and old locations of free delivery, the necessity for increasing the number of carriers there will also increase. The demand now from these places is largely in excess of our means to meet it, and the natural growth of the commercial business and postal needs will make it greater in the future. I have therefore suggested that you ought to estimate for an appropriation of \$2,700,000 for next year; an increase of \$285,000 over the appropriation for last year and of \$200,000 over that for the current year. This estimate will be moderate, certainly not excessive, if the discretion of the Postmaster-General under existing law shall be reasonably exercised.

#### RENT OF POST-OFFICES.

Only two other items of appropriation for this office need be specially referred to—that for rent of post-offices, and that for miscellaneous and incidental expenses. The law restricts allowances for all these expenses to offices of the first and second classes. Its provisions are scrupulously observed. The cost of renting buildings for post-offices rarely reaches the rent value of similar buildings in the same locations. It is frequently the case that the owner of a block of buildings in a town or city will offer a well-located and convenient room therein at a nominal price so that the remainder of his property may be enhanced in value by its proximity to a place that must be frequented by the whole population. To secure the location of the post-office it is also quite common for the business people in the neighborhood to contribute to the payment of the rent, and thus enable the owner to offer the use of his property at a price the department can afford to pay. No private business of any description could secure rents so cheaply. It is therefore entirely safe to provide appropriations sufficient to enable the department to comply with the evident intent of the law. In many cases—in a majority of them, in fact—the department does not contract for and enter into leases for a



term of years whereby it becomes solely responsible for the payment of rent. It makes a stated allowance therefor to the postmaster, generally insufficient to meet the entire cost of the building, and the postmaster contributes the remainder from his own pocket, or unites with business people adjoining who are anxious to secure the benefits arising from having the post-office in the immediate vicinity. It is believed to be unjust to provide by law for the assumption of such expense by the department and to be unable to meet it for want of sufficient appropriation. The citizen cannot use the post without paying for the privilege as the law requires. It is not right to accept contributions from him in an indirect manner, even where his own interests induce him to offer them, in order to bring the rent of offices within the means of the department. The department should pay its own expenses, and thereby become independent. Nor is it right to impose a burden upon the postmaster by requiring him to share the expense of maintaining a house when the law promises to do it for him. To correct some of these evils, I respectfully suggest that the estimate for "rent, light, and fuel" (the main item being rent) should be for an appropriation of \$500,000 the next year. The present appropriation is \$425,000, and is insufficient.

In this connection I call attention to the fact that the only authority forentering into leases for a term of years grows out of precedent founded upon the custom of the department, and from implication which arises from appropriations for rent. There is no statute in existence defining the authority of the Postmaster-General to contract for rent, nor in anywise fixing the terms of leases or the covenants to be incorporated in them. This is a loose way of meeting unavoidable obligations. It should be corrected by legislation. I respectfully suggest that Congress ought to affirmatively authorize the Postmaster-General to enter into written leases and to make verbal contracts for the use of buildings by postmasters, and at least to outline the conditions upon which such contracts shall be executed. The experience of the department will afford the basis of a proper law if Congress shall deem it wise to legislate upon the subject.

#### MISCELLANEOUS AND INCIDENTAL EXPENSES.

The appropriation for miscellaneous and incidental items is too small. It is intended to cover everything which cannot be specially provided for, and it is difficult to limit the expenditure by advance allowances. Only \$15,000 more is suggested for next year than is provided for the current one, and less than \$23,000 more than was used last year. That expenditure is not a gauge of what is needed, for the department was more cautious about exceeding the appropriation than it was about meeting the demands of the service under this head.

The proposed estimates for this office are herewith submitted in a separate communication.

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

JAS. N. TYNER,

*First Assistant Postmaster-General.*

Hon. HORACE MAYNARD,  
*Postmaster-General.*



*A.—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ending June 30, 1880.*

States and Territories.	Post-offices.				Postmasters.			
	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resigned and commissions expired.	Removal.	Deceased.	Total number of cases.
Alabama.....	138	54	7	3	226	2	3	430
Alaska.....					1			1
Arizona.....	25	15	3	2	22	1		66
Arkansas.....	125	63	31	15	197	27	13	456
California.....	76	27	8		82	12	8	213
Colorado.....	79	21	12	2	105	6	6	229
Connecticut.....	11	2			38	4	2	57
Dakota.....	125	32	31	4	65	12	1	266
Delaware.....	4				8	1	1	14
District of Columbia.....		1						1
Florida.....	69	18	11	1	71	15	5	180
Georgia.....	132	29	9	2	181	15	9	375
Idaho.....	27	16	2		24	2		71
Illinois.....	77	32	12	1	268	31	17	437
Indiana.....	65	25	17	2	251	39	10	407
Indian Territory.....	25	8			16	3	3	55
Iowa.....	79	59	26	3	235	18	8	425
Kansas.....	202	87	75	45	293	20	11	688
Kentucky.....	100	42	23	6	268	19	8	400
Louisiana.....	74	24	9	2	76	8	6	197
Maine.....	19	11	9	3	69	7	6	121
Maryland.....	38	12	30	3	64	3	7	154
Massachusetts.....	13	3	6		45	1	5	73
Michigan.....	97	24	20	9	156	16	9	322
Minnesota.....	95	60	25	13	158	7	2	347
Mississippi.....	76	26	17	9	107	24	9	250
Missouri.....	158	65	27	16	310	43	31	634
Montana.....	30	13	1	1	26			76
Nebraska.....	125	47	45	24	126	19	4	366
Nevada.....	15	5	1		16	3	1	41
New Hampshire.....	6	1	3		28	3	3	44
New Jersey.....	10	5	4	1	48	5	9	81
New Mexico.....	29	17	5	1	35	4	2	92
New York.....	53	27	15		211	32	27	365
North Carolina.....	162	65	15	10	210	9	4	465
Ohio.....	106	26	26	7	286	18	7	469
Oregon.....	34	20	10	1	71	8	5	148
Pennsylvania.....	130	23	28	2	333	38	30	582
Rhode Island.....	6		5	1	9	1	2	23
South Carolina.....	117	28	11	2	79	7	5	247
Tennessee.....	124	36	25	8	232	2	4	433
Texas.....	246	117	21	8	316	12	12	724
Utah.....	20	6	2		30	6	3	67
Vermont.....	4	1	2		29	3	7	46
Virginia.....	111	48	25	7	193	11	21	409
Washington.....	48	17	2	1	36	4	2	100
West Virginia.....	60	25	20	4	141	2	3	200
Wisconsin.....	55	33	11	1	148	21	5	273
Wyoming.....	27	12	4	2	13	2		58
Total.....	3,462	1,328	691	220	5,951	546	336	12,315



B.—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 ending June 30, 1880.

States and Territories.	Whole number of post-offices in the United States June 30, 1879.	Whole number of post-offices in the United States June 30, 1880.	Increase.	Decrease.	Number of postmasters appointed by the President, June 30, 1879.	Number of postmasters appointed by the President, June 30, 1880.	Increase.	Decrease.	Number of postmasters appointed by the Postmaster-General, June 30, 1879.	Number of postmasters appointed by the Postmaster-General, June 30, 1880.	Increase.	Decrease.
Alabama	1,060	1,144	84		22	16		6	1,038	1,128	90	
Alaska	2	2							2	2		
Arizona	75	85	10		3	4	1		72	81	9	
Arkansas	835	897	62		8	9	1		827	888	61	
California	840	889	49		49	50	1		791	839	48	
Colorado	293	351	58		16	22	6		277	329	52	
Connecticut	444	453	9		49	40			395	404	9	
Dakota	278	371	93		6	8	2		272	363	91	
Delaware	107	111	4		6	6			101	105	4	
District of Columbia	6	5		1	1	1			5	4		1
Florida	309	360	51		7	7			302	353	51	
Georgia	965	1,068	103		23	25	2		942	1,043	101	
Idaho	90	101	11		3	2		1	87	99	12	
Illinois	1,967	2,012	45		162	162			1,805	1,850	45	
Indiana	1,610	1,650	40		72	74	2		1,538	1,576	38	
Indian Territory	60	86	17						69	86	17	
Iowa	1,466	1,486	20		97	101	4		1,369	1,385	16	
Kansas	1,392	1,507	115		46	58	12		1,346	1,449	103	
Kentucky	1,289	1,347	58		28	27		1	1,261	1,320	59	
Louisiana	422	472	50		10	10			412	462	50	
Maine	922	930	8		31	29		2	891	901	10	
Maryland	670	696	26		13	15	2		657	681	24	
Massachusetts	744	754	10		108	108			636	646	10	
Michigan	1,323	1,396	73		81	86	5		1,242	1,310	68	
Minnesota	959	994	35		31	40	9		928	954	26	
Mississippi	654	704	50		20	18		2	634	686	52	
Missouri	1,646	1,739	93		49	50	1		1,597	1,689	92	
Montana	125	148	23		6	7	1		119	141	22	
Nebraska	690	768	78		23	28	5		667	740	73	
Nevada	115	125	10		11	11			104	114	10	
New Hampshire	454	459	5		24	25	1		430	434	4	
New Jersey	678	683	5		53	52		1	625	631	6	
New Mexico	102	114	12		1	3	2		101	111	10	
New York	2,920	2,946	26		186	189	3		2,734	2,757	23	
North Carolina	1,361	1,458	97		13	13			1,348	1,445	97	
Ohio	2,236	2,416	80		110	112	2		2,226	2,304	78	
Oregon	257	371	14		7	9	2		250	362	112	
Pennsylvania	3,337	3,444	107		130	126		4	3,207	3,318	111	
Rhode Island	110	116	6		11	11			99	105	6	
South Carolina	552	641	89		13	12		1	539	629	90	
Tennessee	1,312	1,400	88		16	18	2		1,296	1,382	86	
Texas	1,215	1,344	129		40	44	4		1,175	1,300	125	
Utah	200	214	14		4	3		1	196	211	15	
Vermont	494	497	3		21	20		1	473	477	4	
Virginia	1,659	1,722	63		25	25			1,634	1,697	63	
Washington	292	293	1		3	4	1		199	229	30	
West Virginia	845	889	44		8	8			837	881	44	
Wisconsin	1,517	1,539	22		62	60		2	1,555	1,579	24	
Wyoming	60	75	15		3	3			57	72	15	
Total	40,878	43,012	2,135	1	1,711	1,760	71	22	39,167	41,252	2,086	1



## C.—Statement of the operations of the free delivery

Post-offices.	Carriers in service June 30, 1890.	Mail.		Delivered.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Akron, Ohio a	5	120, 576	44, 238	4, 707	4, 756		119, 286
Albany, N. Y.	30	2, 445, 048	463, 674	260, 712	246, 204	9, 176	1, 249, 841
Allegheny, Pa.	11	1, 177, 271	209, 484	141, 759	87, 448	5, 553	824, 109
Atlanta, Ga.	8	1, 032, 452	337, 080	75, 623	115, 911	20, 330	771, 194
Ansburn, N. Y. b	0	85, 455	25, 967	19, 245	4, 538		68, 475
Augusta, Ga. c	6	177, 327	67, 743	12, 455	7, 557	2, 264	132, 442
Baltimore, Md.	70	5, 683, 134	1, 146, 832	1, 172, 484	1, 047, 034	35, 645	2, 755, 619
Bangor, Me.	4	285, 127	70, 269	22, 433	9, 680	3, 458	172, 387
Bloomington, Ill.	6	444, 927	100, 336	27, 555	41, 081	3, 580	355, 116
Boston, Mass.	186	11, 879, 247	3, 073, 334	5, 035, 637	2, 997, 463	58, 767	7, 262, 427
Bridgeport, Conn. d	7	223, 262	47, 612	25, 873	17, 389	1, 258	173, 417
Brooklyn, N. Y.	110	5, 002, 882	1, 574, 003	1, 700, 076	1, 280, 851	37, 572	2, 454, 462
Buffalo, N. Y.	36	4, 092, 033	602, 567	547, 193	480, 025	28, 037	2, 477, 805
Burlington, Iowa	7	620, 096	119, 481	42, 148	35, 917	3, 507	475, 031
Camden, N. J.	8	776, 852	150, 481	50, 947	45, 907	1, 856	331, 133
Charleston, S. C.	8	556, 396	129, 493	57, 969	55, 577	5, 823	351, 568
Chicago, Ill.	187	23, 281, 258	4, 593, 710	4, 812, 301	2, 910, 531	230, 888	7, 798, 324
Cincinnati, Ohio	73	7, 830, 452	1, 372, 758	1, 746, 387	1, 141, 299	45, 048	748, 587
Cleveland, Ohio	36	4, 365, 924	1, 219, 582	613, 953	415, 785	47, 564	2, 514, 391
Columbus, Ohio	14	1, 384, 930	389, 944	106, 218	110, 064	10, 540	891, 614
Covington, Ky.	5	326, 550	92, 229	21, 902	19, 656	1, 475	214, 626
Dallas, Texas c	5	108, 521	23, 891	5, 904	2, 982	691	61, 873
Davenport, Iowa.	8	718, 105	142, 718	49, 221	35, 300	4, 071	448, 073
Dayton, Ohio	12	1, 234, 511	375, 435	150, 029	93, 074	9, 562	704, 486
Denver, Colo. c	10	724, 617	125, 803	83, 921	58, 363	1, 091	382, 572
Des Moines, Iowa	7	801, 433	268, 358	74, 516	77, 671	4, 946	595, 512
Detroit, Mich.	32	4, 975, 483	1, 006, 135	640, 416	298, 096	45, 412	2, 559, 668
Dubuque, Iowa.	7	584, 495	193, 790	38, 787	31, 280	6, 423	415, 841
Easton, Pa.	7	846, 263	373, 948	91, 545	92, 530	1, 656	554, 404
Elizabeth, N. J.	0	473, 150	107, 869	70, 989	29, 238	1, 436	429, 883
Elmira, N. Y.	7	808, 020	188, 519	50, 814	38, 000	6, 165	409, 353
Eric, Pa.	7	779, 706	87, 711	65, 671	65, 317	1, 024	517, 963
Evansville, Ind.	8	708, 135	231, 589	33, 001	40, 861	5, 462	611, 229
Fall River, Mass.	6	545, 246	53, 818	80, 759	29, 468	787	436, 315
Fort Wayne, Ind.	7	790, 262	101, 456	84, 479	81, 050	3, 686	625, 422
Galveston, Tex. c	6	289, 227	41, 258	14, 331	4, 993	3, 093	111, 575
Grand Rapids, Mich.	9	1, 205, 871	345, 520	124, 884	85, 064	9, 636	828, 613
Harrisburg, Pa.	0	417, 152	147, 201	26, 075	29, 137	1, 631	409, 614
Hartford, Conn.	11	1, 015, 958	250, 706	294, 885	190, 840	4, 845	1, 017, 760
Hoboken, N. J.	4	276, 637	82, 154	19, 128	29, 689	1, 553	107, 950
Houston, Tex. c	5	158, 261	14, 605	6, 808	1, 339	708	52, 720
Indianapolis, Ind.	30	3, 312, 341	680, 559	357, 209	319, 261	18, 162	1, 706, 186
Jackson, Mich. c	5	161, 033	80, 207	7, 854	7, 952	618	84, 923
Jersey City, N. J.	22	1, 150, 175	238, 256	184, 673	167, 004	4, 183	522, 616
Kansas City, Mo.	17	3, 001, 665	734, 171	226, 582	140, 247	30, 095	1, 239, 987
La Fayette, Ind.	5	371, 895	131, 200	30, 404	17, 063	2, 315	352, 223
Lancaster, Pa.	6	338, 943	132, 815	35, 435	30, 370	1, 725	343, 932
Lawrence, Mass.	9	720, 632	82, 602	60, 985	69, 812	1, 451	490, 782
Leavenworth, Kans.	5	425, 395	80, 654	19, 179	15, 868	2, 525	328, 712
Little Rock, Ark. f	5	227, 290	40, 390	27, 302	22, 342	1, 869	94, 884
Louisville, Ky.	32	3, 518, 985	818, 039	407, 611	480, 896	38, 967	1, 710, 923
Lowell, Mass.	10	799, 835	141, 575	107, 057	73, 613	2, 035	431, 288
Lynn, Mass.	8	661, 923	179, 155	47, 072	73, 193	645	469, 283
Macon, Ga. f	5	109, 827	43, 683	5, 934	3, 045	3, 758	79, 790
Manchester, N. H.	7	606, 071	190, 288	30, 859	40, 301	6, 874	575, 264
Memphis, Tenn.	13	1, 272, 890	188, 841	50, 940	68, 847	12, 078	361, 665
Milwaukee, Wis.	30	3, 095, 247	573, 005	452, 248	442, 846	28, 808	1, 496, 193
Minneapolis, Minn.	12	1, 081, 085	225, 788	99, 374	81, 622	7, 068	757, 132
Mobile, Ala.	6	457, 883	108, 407	62, 632	52, 580	3, 789	596, 546
Nashville, Tenn.	12	1, 284, 803	361, 764	85, 075	90, 739	22, 589	976, 935
Newark, N. J.	24	2, 085, 028	639, 672	412, 749	352, 185	9, 540	1, 204, 838
New Bedford, Mass.	7	742, 130	76, 590	60, 692	53, 473	1, 031	411, 540
New Haven, Conn.	16	1, 042, 039	202, 677	164, 719	106, 245	2, 696	891, 171
New Orleans, La.	47	1, 932, 479	242, 378	331, 342	258, 880	30, 074	1, 224, 353
New York, N. Y.	470	48, 439, 788	7, 981, 455	27, 953, 020	11, 273, 165	419, 750	14, 644, 858
Norfolk, Va.	6	685, 103	152, 480	57, 971	67, 086	2, 137	422, 171
Oakland, Cal.	8	627, 157	90, 174	52, 205	49, 625	2, 090	439, 493
Omaha, Nebr.	8	885, 173	168, 805	88, 131	80, 963	7, 920	676, 435
Oswego, N. Y.	0	439, 743	114, 068	27, 781	22, 049	2, 340	282, 017
Paterson, N. J.	7	569, 058	100, 584	59, 590	46, 714	2, 285	578, 183
Peoria, Ill.	8	733, 830	242, 927	44, 761	37, 541	4, 173	444, 763

a Established March 1, 1880.

b Established April 1, 1880.

c Established November 1, 1879.



## STATISTICS OF FREE DELIVERY SYSTEM.

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system for the fiscal year ended June 30, 1880.

Collected.		Pieces handled.		Cost of service (including incidental expenses).			local postage on matter.
Letters.	Postal cards.	Newspapers.	Aggregate.	Per carrier.	Aggregate.	Per piece.	
						<i>Mills.</i>	
77,055	29,214	38,848	445,250	89,050	\$1,230.44	2.7	\$246.09
1,464,703	455,780	250,736	6,845,874	228,196	26,232.50	3.8	874.41
570,413	174,452	211,006	3,501,495	318,318	9,356.12	2.6	850.55
881,871	281,555	50,621	3,267,426	408,424	5,681.15	1.4	710.14
50,455	18,010	8,175	271,549	45,258	1,282.84	4.7	213.81
133,868	48,876	23,949	606,881	101,147	3,063.23	5	1,967.84
8,609,977	2,587,194	356,444	23,394,363	311,925	69,609.44	3	928.12
347,189	120,130	40,869	1,071,548	267,887	3,401.50	3.3	850.37
220,830	113,388	76,716	1,442,135	240,356	5,100.00	3.5	850.00
16,349,588	4,847,255	2,814,506	54,318,314	292,034	169,418.45	3.1	967.84
171,863	44,539	18,547	724,760	103,537	4,513.09	6.2	844.73
4,711,206	2,036,397	723,320	21,426,780	194,789	95,070.28	4.5	884.27
2,938,799	1,221,210	401,327	12,789,096	355,252	34,421.18	2.7	956.14
439,843	131,543	100,137	1,968,706	281,244	5,404.75	2.1	772.11
306,843	95,412	52,704	1,828,115	228,264	5,325.34	3	865.67
388,024	136,691	70,700	1,822,541	227,818	6,821.00	3.2	852.62
28,778,932	7,023,602	6,489,590	85,913,136	459,429	170,165.33	2	909.97
5,258,540	1,719,634	754,942	22,617,617	309,830	69,419.04	3.1	950.94
2,951,342	1,218,306	689,835	14,086,682	391,575	35,206.49	2.5	977.47
2,812,403	327,125	127,511	4,180,329	297,166	11,276.00	2.4	805.43
153,871	48,615	21,681	900,695	180,139	4,302.14	4.7	886.43
144,963	41,669	13,843	372,369	74,474	2,980.53	8	956.11
316,503	126,968	44,024	1,884,983	235,623	6,800.79	3.6	850.10
820,669	374,130	411,679	4,173,575	347,798	10,505.00	2.5	875.42
331,353	81,466	42,945	1,833,151	183,315	5,252.25	2.1	525.22
806,882	322,606	161,189	3,111,177	444,454	6,279.78	2	897.11
2,187,573	691,950	309,179	12,714,112	397,316	30,935.79	2.4	966.74
2,159,727	204,031	90,837	2,073,211	298,173	5,304.00	2.5	757.71
658,188	284,791	407,946	3,291,271	470,151	5,929.65	1.8	847.09
244,722	86,658	34,004	1,476,049	249,341	5,231.20	3.5	871.87
281,185	83,069	46,301	1,921,512	274,502	5,731.86	3	818.84
287,894	99,542	30,255	1,835,143	276,449	6,304.15	3.2	900.59
454,560	203,111	63,711	2,351,668	293,958	6,325.88	2.7	780.73
200,154	31,031	36,698	1,364,276	227,379	5,100.00	3.9	850.00
578,753	114,002	54,194	1,364,276	227,379	6,189.97	2.5	884.28
216,449	63,190	24,647	768,763	128,127	3,611.85	4.7	861.97
928,999	282,982	113,159	3,924,234	439,026	7,526.23	1.9	836.25
1,693,542	73,884	18,369	1,287,285	214,544	5,128.35	4	854.72
749,352	193,466	162,064	3,879,876	352,716	9,355.00	2.4	850.00
126,363	55,478	8,345	307,577	176,894	3,410.00	4.6	852.50
48,159	9,845	5,015	207,490	59,492	3,248.48	10.9	848.70
1,896,117	753,082	283,629	9,326,546	310,885	27,890.02	2.9	926.67
68,171	29,293	6,091	426,162	85,232	1,269.44	3	253.89
686,462	245,480	83,289	3,262,138	149,186	17,966.51	5.4	817.57
1,340,221	509,300	381,508	7,583,776	446,104	13,398.94	1.8	798.17
222,243	103,296	44,089	1,384,708	256,042	4,250.00	3.3	850.00
160,630	59,540	22,841	1,326,231	221,058	4,568.92	3.4	764.82
744,752	103,466	76,308	2,352,990	261,443	7,000.18	3	777.80
422,247	82,496	66,237	1,443,313	288,663	4,497.57	3	899.51
172,914	56,382	15,466	658,839	131,768	2,235.80	3.1	447.16
2,374,657	894,296	450,849	10,691,193	334,100	30,136.07	2.8	973.00
594,596	128,644	58,973	2,337,616	233,762	8,321.14	3.6	852.11
463,809	180,040	85,247	2,170,173	271,272	6,900.75	3.2	862.59
89,891	39,364	20,138	395,450	79,090	1,823.57	4.6	364.71
278,686	101,664	41,565	1,647,572	263,939	4,584.21	2.4	654.89
534,557	133,803	98,019	2,712,046	208,665	11,122.42	4.1	855.57
1,814,875	804,901	370,439	9,068,562	322,285	27,499.87	2.8	916.67
668,172	204,646	95,021	3,220,505	268,375	10,073.08	3.1	839.42
605,801	134,838	317,732	2,340,288	390,045	5,117.12	2.2	852.85
520,358	197,529	104,328	3,044,137	303,678	8,184.46	2.5	765.37
1,172,432	473,307	235,123	6,564,934	273,539	22,577.00	3.4	940.71
376,653	84,239	39,232	1,838,635	262,662	6,216.70	3.3	888.10
2,826,888	137,366	125,175	3,498,467	218,717	14,031.66	4	876.95
2,868,977	599,922	773,152	7,763,739	165,186	44,157.57	5.7	939.52
104,268,154	25,984,864	8,190,094	249,164,166	530,137	411,098.00	1.6	874.08
728,685	224,735	88,804	2,429,364	405,327	4,785.07	1.9	797.51
433,572	80,697	72,046	1,847,063	230,883	6,691.25	3.6	836.41
282,285	211,758	58,498	2,465,936	308,242	7,188.89	2.9	898.61
285,008	94,385	51,642	1,319,033	219,839	5,150.51	3.9	858.42
243,935	120,891	65,117	1,888,277	269,754	6,243.78	3.3	871.77
509,982	197,245	113,352	2,328,574	291,072	7,020.15	3	877.52

d Established September 15, 1879.

e Established September 1, 1879.

f Established January 1, 1880



## C.—Statement of the operations of the free-delivery system

Post-offices.	Carriers in service June 30, 1880.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Petersburgh, Va. ....	6	470, 098	119, 565	18, 328	26, 958	3, 600	390, 770
Philadelphia, Pa. ....	300	24, 722, 864	5, 155, 799	14, 061, 996	6, 393, 697	123, 792	14, 617, 414
Pittsburgh, Pa. ....	34	2, 701, 973	628, 252	553, 692	409, 091	16, 788	1, 645, 799
Portland, Me. ....	10	695, 005	192, 262	61, 426	94, 382	3, 126	752, 832
Portland, Oreg. g. ....	5	158, 769	20, 068	16, 597	7, 289	1, 608	125, 655
Pottsville, Pa. ....	4	266, 106	85, 466	25, 963	13, 924	1, 087	366, 334
Poughkeepsie, N. Y. ....	7	660, 186	85, 501	57, 630	45, 670	2, 090	558, 231
Providence, R. I. ....	26	1, 371, 329	342, 468	285, 154	166, 857	4, 535	906, 983
Quincy, Ill. ....	8	752, 279	222, 900	37, 692	61, 207	6, 521	443, 332
Reading, Pa. ....	10	720, 870	193, 549	61, 562	63, 680	2, 184	473, 101
Richmond, Va. ....	16	1, 362, 801	404, 849	108, 706	126, 276	13, 503	706, 309
Rochester, N. Y. ....	24	3, 059, 445	449, 733	359, 206	323, 644	21, 009	1, 407, 958
Sacramento, Cal. g. ....	5	211, 621	29, 337	16, 739	7, 915	162	140, 399
Saint Joseph, Mo. ....	8	967, 964	256, 902	84, 881	93, 741	10, 535	743, 427
Saint Louis, Mo. ....	117	11, 997, 265	2, 262, 524	1, 899, 466	1, 500, 603	116, 256	5, 608, 094
Saint Paul, Minn. ....	12	1, 789, 536	403, 716	158, 221	132, 841	22, 547	1, 153, 512
Salem, Mass. ....	6	395, 144	111, 001	39, 872	46, 329	471	449, 339
San Francisco, Cal. ....	58	4, 486, 817	453, 678	1, 923, 483	1, 231, 426	37, 240	2, 625, 572
Savannah, Ga. ....	8	523, 346	126, 895	84, 232	81, 787	5, 601	371, 095
Springfield, Ill. ....	6	478, 505	149, 600	24, 562	24, 029	2, 432	430, 546
Springfield, Mass. ....	8	777, 566	230, 342	79, 461	52, 398	2, 090	387, 976
Springfield, Ohio e. ....	6	244, 663	143, 606	22, 912	14, 829	1, 074	250, 676
Syracuse, N. Y. ....	20	2, 009, 550	398, 746	246, 904	204, 477	8, 179	1, 292, 507
Terre Haute, Ind. g. ....	8	528, 633	201, 138	34, 435	26, 530	3, 568	401, 080
Toledo, Ohio g. ....	14	1, 672, 474	287, 513	143, 201	130, 241	8, 489	719, 187
Topeka, Kans. ....	5	493, 241	101, 191	43, 897	27, 175	2, 280	290, 469
Trenton, N. J. ....	6	440, 135	105, 039	38, 413	28, 353	1, 289	357, 235
Troy, N. Y. ....	15	1, 871, 273	447, 572	301, 048	180, 519	4, 391	1, 030, 570
Utica, N. Y. ....	12	1, 089, 926	305, 635	99, 307	64, 745	6, 275	591, 194
Washington, D. C. ....	52	3, 296, 669	522, 734	520, 510	307, 013	14, 212	2, 165, 286
Wheeling, W. Va. ....	7	638, 431	212, 520	43, 029	38, 172	7, 388	422, 400
Wilmington, Del. ....	10	683, 912	158, 894	87, 751	70, 954	2, 239	435, 927
Worcester, Mass. ....	11	718, 433	184, 459	109, 373	114, 865	1, 992	546, 757
Total .....	2, 688	243, 914, 628	50, 040, 891	72, 245, 029	39, 020, 814	1, 806, 455	122, 316, 076
Amount paid special agents .....							

g Established October 1, 1879.



for the fiscal year ended June 30, 1880—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.	
						<i>Mills.</i>		
246,648	112,614	38,617	1,433,198	238,866	\$4,315 33	3	\$719 22	\$764 05
33,222,126	9,578,294	7,681,544	115,557,526	385,192	270,236 86	2 3	900 79	396,473 82
1,970,040	633,629	404,685	8,863,949	260,704	32,826 15	3 7	965 47	18,610 35
823,474	284,677	184,704	3,091,888	309,189	8,506 20	2 7	850 62	3,746 89
281,126	59,576	29,837	700,525	140,105	3,617 70	5 1	725 54	1,504 05
166,665	65,213	72,439	1,061,197	265,299	3,422 67	3 2	855 67	957 50
727,157	126,318	118,748	2,381,531	340,219	5,854 67	2 4	836 38	1,918 77
1,100,042	346,716	165,721	4,689,805	180,377	23,750 55	5	913 48	14,942 01
313,844	148,921	23,527	2,010,223	251,275	6,392 67	3 2	799 08	1,502 92
344,682	158,095	64,151	2,081,874	208,187	7,694 81	3 7	769 48	2,273 26
765,531	305,019	104,487	3,887,481	242,968	13,684 52	3 5	855 28	3,982 07
1,412,242	431,979	226,783	7,691,999	320,500	22,586 02	2 9	941 08	12,262 06
199,894	30,820	20,012	3,056,899	131,378	3,739 53	5 7	745 91	1,132 58
605,154	229,473	107,588	3,069,675	283,709	6,269 20	2	783 65	3,103 29
8,595,797	2,533,829	2,490,000	37,009,840	316,323	112,326 06	3	960 05	62,574 69
1,056,314	375,551	152,787	5,245,025	437,085	10,605 21	2	883 77	5,730 33
292,785	99,865	54,873	1,489,679	248,280	5,145 70	3 4	857 62	1,560 62
6,986,073	1,399,384	1,150,411	20,300,084	350,001	54,689 93	2 7	942 93	50,984 91
566,782	174,607	115,710	1,990,055	248,757	5,479 36	2 7	684 92	4,698 46
190,581	80,581	41,039	1,421,825	236,971	4,392 65	3 1	732 11	1,342 88
371,121	151,154	83,318	2,136,035	267,004	6,821 50	3 2	852 69	3,600 76
114,684	48,528	16,799	866,771	144,402	3,941 14	4 5	656 86	1,490 02
1,090,064	382,891	208,583	5,811,901	290,505	14,496 65	2 5	724 83	7,477 58
391,723	172,296	103,823	1,863,226	232,903	4,502 23	2 4	662 78	1,296 37
1,131,283	401,819	197,712	4,691,919	335,137	12,502 55	2 6	893 04	5,083 43
222,378	66,264	18,130	1,151,055	230,211	3,382 10	3	676 42	1,726 00
308,819	101,210	35,328	1,416,421	216,070	5,100 80	3 0	850 13	2,887 42
1,684,175	412,295	492,979	6,425,422	428,361	12,848 48	2	856 57	8,271 13
788,494	287,903	158,501	3,391,980	282,665	10,252 28	3	854 36	3,129 44
2,526,610	534,906	456,087	10,352,687	199,000	43,990 57	4 2	845 97	18,937 01
518,670	194,104	72,877	2,148,491	306,927	5,426 06	2 5	775 15	2,183 46
336,992	136,425	37,992	1,951,086	195,109	8,649 23	4 4	864 92	3,281 48
413,036	152,452	58,230	2,209,597	200,054	9,505 70	4 1	864 15	5,113 13
289,469,190	79,280,430	43,022,539	932,121,843	350,499	2,357,650 86	2 5	885 28	3,068,797 14
					6,042 28			
					2,363,693 14			



## REPORT OF THE POSTMASTER-GENERAL.

D.—Statement showing the total amount of post-office supplies issued during the quarter ending June 30, 1880, by D. W. Rhodes, superintendent of blank agency, Post-Office Department, Washington, D. C.

## RECEIVED.

Date.	Stamps.				Twine.		Balances.						Paper.					
	Number 1.	Octagonal.	Number 2.	Name.	Number 1 (hours).	Type.	Miscellaneous.	Jute.	Hemp.	Bounce.	4 pounds.	Grams.	62 pounds.	240 pounds.	600 pounds.	Bard handles.	20 x 26.	26 x 40.
Balance on hand.....																		Reams.
April 1.....	123	63	209	132	55	1,720		12,700			30						3	3,905
5.....								11,830	1,578									801
13.....									1,590									
15.....								4,018										
20.....	88						150	6,150	1,360									
26.....																		
29.....								10,695	2,194									
May 5.....		77	236		62		150	4,625	8,376						1			201
10.....									2,530									
17.....																		
18.....								11,878										
20.....								4,500										
29.....								4,507										
June 8.....		180						6,825		500	100							
15.....								9,000										
21.....								5,800										
Total.....	211	320	445	132	117	1,720	300	92,528	17,628	530	100				1	3	4,706	201
Balance.....								3,560		525	100						1,646	140

## ISSUED.

April.....	211	63	209	132	55	1,720	150	33,450	5,075							1,020	20
May.....								27,580	6,001							850	15
June.....		77	236		62		150	27,938	6,552	5				1	3	1,190	26
Balance on hand.....		180						3,560		525	100					1,646	140
Total.....	211	320	445	132	117	1,720	300	92,528	17,628	530	100			1	3	4,706	201



Amount issued during the year ending June 30, 1880.

Stamps.					Twine.		Balances.					Paper.					
Number 1.	Octagon.	Number 2.	Name.	Number 1 (hours).	Type.	Miscellaneous.	Jute.	Hemp.	8-ounce.	4 pounds.	Grams.	62 pounds.	240 pounds.	600 pounds.	Hard band.	20 x 25.	20 x 40.
225	36	401	100	78	650	79	72,084	18,927	1,151	83	13	7	1	1	23	Reams.	Reams.
356	27	307	86	319	6,299	150	88,152	23,535	587	23					40	4,809	138
203	52	645	157	101	2,440	112	106,566	28,146	232	1					18	5,018	239
211	326	445	132	117	1,720	300	92,628	17,628	5						3	7,510	213
																4,706	201
Total.....	435	1,798	484	615	11,109	641	359,330	86,236	1,975	107	13	7	1	1	79	22,043	791

OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,  
BLANK AGENCY DIVISION, October 20, 1880.

D. W. RHODES, Superintendent.



## REPORT OF THE POSTMASTER-GENERAL.

*Number of blanks, books, and facing-slips, ordered and distributed by the blank agency, Post-Office Department, during the year ending June 30, 1880.*

	Blanks.	Books.	Facing-slips.
First quarter.....	7, 612, 900	16, 955	8, 939, 520
Second quarter.....	6, 132, 000	36, 129	9, 764, 530
Third quarter.....	9, 772, 000	29, 973	5, 589, 440
Fourth quarter.....	10, 703, 000	35, 275	8, 432, 640
Total.....	34, 219, 900	118, 332	32, 746, 130

D. W. RHODES,  
*Superintendent.*

OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,  
*Blank Agency Division, October 20, 1880.*



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**RESULTS**  
**OF**  
**AN ACTUAL COUNT OF MAIL MATTER ORIGINATING AT ALL**  
**POST-OFFICES AND RAILWAY POST-OFFICES**  
**IN THE UNITED STATES**  
**DURING THE**  
**FIRST SEVEN DAYS OF NOVEMBER, 1879.**

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**EXPLANATION OF TABLES.**

Column 1 shows the number of letters mailed in envelopes not bearing a written or printed return request, or business card.

Column 2 shows the number of letters mailed in stamped envelopes with a return request thereon printed by the Department.

Column 3 shows 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 shows the number of letters mailed on government business in official or penalty envelopes, or with official postage stamps affixed.

Column 5 shows the total of card and request letters.

Column 6 shows the total number of letters of all kinds.

Column 7 shows the number of postal cards.

Column 8 shows the total of letters and postal cards.

Column 9 shows 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 requested to keep an account of the actual number of papers mailed on each of the seven days, and were assured that in no case would the information given by them be disclosed to rival publishers, nor any detailed statement be made by the Department.

Column 10 shows 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 9.

Column 11 shows the total of second-class matter.

Column 12 shows the number of transient newspapers, circulars, books, and other printed matter.

Column 13 shows the number of packages of merchandise, &c.

Column 14 shows the total number of pieces of all kinds of matter mailed.



## Statement of matter mailed in the States and Terri

	Names of States and Territories.	First-class mail.					
		Number of letters mailed in plain envelopes.	Number of letters mailed in special request envelopes printed and furnished by the Post-Office Department.	Number of letters mailed in card and request envelopes not printed by Post-Office Department.	Number of letters mailed in official and penalty envelopes.	Total of columns 2 and 3.	Total of columns 1, 2, 3, and 4.
		1	2	3	4	5	6
1	New York	2,041,209	378,523	1,227,723	63,924	1,606,246	3,711,279
2	Pennsylvania	754,633	174,061	503,092	30,228	677,153	1,462,014
3	Ohio	451,212	151,564	324,147	33,131	475,711	960,054
4	Illinois	402,102	140,332	416,425	52,500	556,737	1,071,359
5	Massachusetts	580,039	140,486	546,004	19,899	486,490	1,086,428
6	Missouri	279,794	97,315	270,897	20,780	368,212	668,786
7	Michigan	300,839	86,775	113,354	22,117	200,129	523,085
8	Iowa	239,198	69,177	115,925	18,616	184,202	443,016
9	Indiana	242,237	51,036	98,653	15,759	144,689	407,085
10	Wisconsin	193,547	46,168	102,837	15,297	144,005	359,849
11	California	261,821	28,090	87,640	13,592	116,630	392,043
12	Maine	156,513	22,544	34,493	9,824	57,037	223,374
13	Connecticut	199,158	76,060	93,835	8,582	169,895	377,035
14	Georgia	119,807	31,989	55,110	11,570	87,099	218,476
15	New Jersey	245,445	32,210	77,553	6,342	109,754	361,541
16	Kansas	175,469	33,306	64,737	18,009	98,043	291,321
17	Kentucky	131,125	37,809	88,867	10,070	129,676	267,871
18	Maryland	140,239	44,336	94,198	5,093	138,534	283,866
19	Texas	150,717	52,821	54,395	17,007	107,216	274,940
20	Minnesota	137,760	35,699	63,490	10,491	99,189	247,880
21	Virginia	143,297	35,419	42,826	9,299	78,245	220,751
22	Tennessee	92,564	21,491	49,210	8,440	70,701	171,705
23	District of Columbia	70,554	34,508	3,170	165,716	37,678	273,048
24	New Hampshire	97,711	9,720	23,142	3,551	32,862	134,124
25	Louisiana	81,264	23,007	46,144	7,060	69,151	157,475
26	Nebraska	75,131	17,387	38,459	8,612	55,846	130,589
27	Vermont	85,751	12,791	24,299	4,151	37,090	126,692
28	North Carolina	78,138	19,792	21,130	7,892	40,922	126,852
29	Alabama	74,342	23,880	25,893	6,871	49,773	130,886
30	South Carolina	60,125	20,435	23,845	4,551	44,280	108,856
31	Colorado	76,568	19,368	25,019	5,320	44,987	126,875
32	Rhode Island	68,505	21,622	30,759	2,340	32,381	123,226
33	Mississippi	61,623	15,698	17,041	5,252	32,739	99,614
34	West Virginia	49,259	11,541	12,760	3,400	24,301	76,960
35	Arkansas	50,449	12,553	15,980	6,401	28,539	85,389
36	Oregon	43,268	6,543	8,244	4,478	14,787	62,333
37	Utah	27,654	10,093	10,180	2,678	20,273	50,605
38	Dakota	31,433	5,154	8,821	5,118	13,975	50,526
39	Florida	31,874	5,358	5,784	3,136	11,142	46,152
40	Delaware	25,032	4,098	9,159	696	10,257	38,985
41	Nevada	26,848	5,617	3,729	2,002	9,346	38,196
42	Montana	15,427	4,575	3,557	2,524	8,132	26,083
43	Washington	14,771	3,206	1,862	2,274	5,068	22,119
44	Wyoming	19,253	1,481	2,918	1,593	4,399	25,245
45	New Mexico	11,240	2,126	3,774	2,318	5,900	20,138
46	Arizona	11,224	2,728	1,512	1,877	4,240	17,941
47	Idaho	9,184	2,141	1,631	1,424	3,772	14,880
48	Indian Territory	5,098	940	558	578	1,498	7,174
49	Alaska	0	0	0	0	0	0
50	Miscellaneous*	1,579	331	334	117	665	2,361
51	Railway mail service†	251,283	97,662	142,432	7,188	240,692	498,565
Total weekly		8,955,953	2,182,457	4,837,253	689,598	7,019,710	16,665,261
Total annually		465,709,556	113,487,764	251,537,156	35,850,096	365,024,920	866,593,572

\* Straggling reports.

† Mailed on postal cars.



## COUNT OF DOMESTIC CORRESPONDENCE.

67

Stories during one week commencing November 1, 1879.

First-class mail.		Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
Number of postal cards.	Total matter mailed of first class.	Newspapers mailed to subscribers or news agents by publishers and news agents.	Magazines and other periodicals mailed to subscribers or news agents by publishers and news agents.	Total matter mailed of second class.	Transient printed matter, books, circulars, &c.	Merchandise, &c.	
7	8	9	10	11	12	13	14
1,061,189	4,772,568	3,246,819	220,455	3,476,264	1,970,512	145,093	10,364,437
504,791	1,966,805	1,149,547	181,736	1,331,283	644,696	41,756	3,984,540
386,030	1,356,084	1,277,794	104,207	1,382,001	488,474	17,066	3,241,625
288,058	1,459,417	1,080,704	132,594	1,213,298	518,774	38,220	3,229,709
400,732	1,487,160	764,872	65,004	829,376	462,292	28,354	2,807,182
218,123	886,909	610,049	34,513	644,562	228,950	9,919	1,770,340
160,076	683,161	425,286	8,758	434,044	118,494	8,558	1,245,257
159,273	601,289	423,195	3,100	426,295	69,396	4,898	1,101,878
160,848	558,533	326,680	31,812	358,492	77,299	4,180	998,504
107,455	467,304	351,121	16,802	367,923	80,581	6,174	921,982
95,964	488,007	322,446	2,110	324,556	84,231	7,330	904,124
66,378	289,752	311,316	107,012	418,328	44,403	6,617	758,100
108,908	486,543	129,009	12,695	141,704	111,206	11,883	751,336
81,654	300,130	324,406	10,325	334,731	81,779	3,592	720,232
102,153	463,694	129,219	2,344	131,563	87,708	34,571	717,536
101,800	393,321	239,014	4,408	243,422	45,612	4,681	687,036
86,894	354,765	204,277	33,957	238,234	76,184	3,520	672,703
90,326	374,192	149,233	8,090	157,323	91,948	4,438	627,901
76,787	351,724	182,678	1,406	184,084	60,672	3,791	600,274
72,714	320,094	220,891	2,573	223,464	34,645	3,091	581,294
90,266	321,017	150,005	8,159	158,164	33,114	9,392	521,687
76,880	248,685	205,784	1,601	207,385	28,418	2,332	486,820
31,895	305,843	77,138	-----	77,138	45,408	1,236	429,625
46,370	180,494	110,548	748	111,296	21,857	4,271	317,918
34,158	191,633	74,280	1,300	45,580	39,529	2,680	309,422
44,286	183,875	87,184	1,561	88,725	16,538	1,628	290,764
45,896	172,890	72,933	5,970	78,903	27,366	4,530	283,689
37,210	164,162	96,468	2,374	98,842	14,744	1,904	279,652
38,400	169,386	70,148	1,955	72,103	12,921	1,316	255,726
42,977	151,933	72,515	1,447	73,962	17,056	1,900	244,857
24,681	151,556	66,982	117	67,099	21,030	1,537	241,222
31,346	154,572	36,655	4,509	41,164	37,259	2,080	235,075
25,284	124,898	52,262	264	52,526	5,613	1,417	184,507
24,618	101,578	50,727	175	50,902	6,787	915	160,182
19,908	105,297	45,539	541	46,080	4,400	768	156,545
8,680	71,213	58,605	2,822	61,487	9,306	892	142,896
9,066	58,691	30,991	148	31,139	4,500	1,282	96,612
9,590	60,088	22,085	267	22,352	3,443	510	86,391
12,148	58,300	18,598	149	18,747	4,940	1,257	83,244
12,963	51,948	20,582	80	20,662	4,954	712	78,276
3,704	41,900	22,519	378	22,897	5,000	881	70,678
3,396	29,479	14,255	110	14,365	1,890	550	46,284
3,107	25,220	8,180	148	8,328	1,729	180	35,457
2,395	27,640	4,509	24	4,533	1,951	290	34,414
2,236	22,394	7,337	43	7,380	1,751	254	31,779
1,090	18,431	8,553	187	8,740	793	323	28,287
1,305	15,685	5,448	10	5,458	364	145	21,652
1,327	8,501	1,452	3	1,455	370	46	10,372
0	0	0	0	0	0	0	0
485	2,846	300	-----	300	808	11	3,965
200,371	696,936	8,084	322	8,416	34,797	2,248	744,397
5,316,283	21,981,544	13,368,762	1,028,303	14,397,075	5,785,490	435,278	42,599,387
276,446,716	1,143,040,288	695,175,624	53,471,756	748,647,900	300,845,480	22,634,456	2,215,168,124



*Statement of matter mailed in fifty of the principal cities (shown*

Names of cities.		First-class mail.					
		Number of letters mailed in plain envelopes.	Number of letters mailed in special request envelopes printed and furnished by the Post-Office Department.	Number of letters mailed in card and request envelopes not printed by Post-Office Department.	Number of letters mailed in official and penalty envelopes.	Total of columns 2 and 3.	Total of columns 1, 2, 3, and 4.
		1	2	3	4	5	6
1	New York .....	1,168,041	206,669	943,033	34,585	1,149,702	2,352,308
2	Chicago .....	109,434	79,543	283,405	29,458	362,948	501,840
3	Boston .....	250,722	79,714	249,108	9,525	328,822	589,069
4	Philadelphia .....	238,185	59,266	296,068	8,844	355,334	602,363
5	Cincinnati .....	54,680	23,911	131,234	7,821	155,145	217,646
6	Saint Louis .....	86,839	58,422	188,234	7,811	246,656	341,306
7	San Francisco .....	94,482	8,135	63,553	5,047	71,688	171,217
8	Baltimore .....	71,807	39,795	85,347	2,911	125,142	189,860
9	Washington .....	70,251	34,495	3,161	165,713	37,656	273,620
10	Pittsburgh .....	43,126	28,109	76,849	1,846	84,958	129,930
11	Detroit .....	33,691	35,408	33,208	7,145	68,616	109,542
12	Brooklyn .....	131,897	8,379	27,017	2,232	35,996	170,125
13	Cleveland .....	27,393	30,078	41,540	3,087	71,627	102,107
14	Louisville .....	33,142	22,330	64,808	2,525	87,138	122,805
15	Milwaukee .....	22,143	10,232	42,302	2,410	52,534	77,087
16	Buffalo .....	32,751	13,713	33,485	1,792	47,208	81,751
17	New Orleans .....	39,530	12,992	40,437	4,076	53,429	97,035
18	Albany .....	30,377	8,117	22,524	792	3,641	61,810
19	New Haven .....	43,485	30,462	29,478	892	59,940	104,333
20	Nashville .....	10,418	2,711	17,976	1,553	20,087	32,656
21	Toledo .....	13,670	14,013	13,218	1,610	27,231	42,511
22	Rochester .....	24,024	12,208	23,773	1,246	35,981	61,251
23	Newark .....	63,537	14,250	28,706	531	43,046	107,114
24	Indianapolis .....	22,974	12,040	25,344	2,127	37,390	62,491
25	Hartford .....	19,631	12,650	24,631	3,862	37,281	60,774
26	Columbus .....	15,318	8,666	17,185	1,093	25,851	42,763
27	Providence .....	31,543	13,380	22,074	868	35,454	67,865
28	Richmond .....	19,818	7,865	14,349	1,250	22,214	43,291
29	Syracuse .....	16,033	10,469	12,199	536	22,668	39,837
30	Kansas City .....	14,471	4,691	23,595	1,369	28,286	44,126
31	Portland .....	14,458	8,447	12,929	1,625	21,376	37,459
32	Troy .....	21,291	17,110	19,254	1,050	36,364	58,705
33	Savannah .....	16,003	8,645	14,076	1,134	23,321	40,458
34	Worcester .....	20,395	9,355	15,177	428	24,532	45,355
35	Charleston .....	10,336	11,459	11,261	860	22,720	33,916
36	Springfield .....	10,337	3,776	9,939	204	13,715	24,318
37	Utica .....	11,002	5,658	5,989	505	11,647	23,244
38	Dayton .....	8,506	5,062	8,798	1,399	13,860	23,765
39	Memphis .....	9,356	7,458	11,138	924	18,596	28,876
40	Jersey City .....	22,529	1,209	8,761	927	10,060	33,516
41	Allegheeny .....	13,178	3,824	4,950	617	8,774	22,569
42	Mobile .....	9,534	6,250	9,464	1,032	15,714	26,280
43	Lowell .....	13,648	1,757	5,511	333	7,268	21,249
44	Reading .....	0,094	1,988	4,707	308	6,695	13,097
45	Wilmington .....	10,173	3,174	6,006	220	9,180	19,573
46	Scranton .....	5,179	1,985	3,580	236	5,565	10,980
47	Lynn .....	8,467	2,385	2,293	134	4,678	13,279
48	Fall River .....	7,402	1,765	2,128	198	3,893	11,493
49	Lawrence .....	7,981	1,395	1,840	244	3,235	11,460
50	Paterson .....	7,607	586	2,925	197	3,511	11,315
Total weekly .....		3,067,499	1,006,097	3,019,876	327,277	4,025,973	7,420,749
Total annually .....		159,509,948	52,317,044	157,033,552	17,018,404	209,350,596	385,878,948



by census of 1870), during one week commencing November 1, 1879.

First-class mail.		Second-class mail.			Third-class mail.	Fourth-class mail.	Total matter mailed of all classes.
Number of postal cards.	Total matter mailed of first class.	Newspapers mailed to subscribers or news agents by publishers and news agents.	Magazines and other periodicals mailed to subscribers or news agents by publishers and news agents.	Total matter mailed of second class.	Transient printed matter, books, circulars, &c.	Merchandise, &c.	
7	8	9	10	11	12	13	14
648,353	3,000,661	2,374,026	186,985	2,561,011	1,513,530	118,088	7,193,290
171,634	673,474	632,893	116,353	749,246	406,762	12,632	1,842,114
248,737	837,806	592,648	60,119	652,767	332,276	15,987	1,838,836
216,317	818,680	397,794	139,321	537,115	423,913	28,339	1,808,047
82,425	300,071	504,732	77,639	582,371	269,096	3,533	1,155,071
110,804	452,110	357,413	33,267	390,680	177,020	4,631	1,024,441
59,769	230,986	182,003	709	182,712	50,089	2,098	465,885
66,079	265,939	95,588	7,761	103,349	83,485	3,378	456,151
31,810	305,439	77,137	-----	77,137	45,348	1,233	429,157
53,318	183,248	115,911	360	116,271	101,064	1,906	402,489
31,740	141,192	164,388	409	164,797	56,652	2,752	365,393
60,712	230,846	31,185	-----	31,185	70,918	3,057	336,006
37,528	139,635	139,620	1,577	141,197	33,310	2,395	316,537
36,454	159,259	98,474	2,041	100,515	51,653	1,543	312,970
27,375	104,462	123,021	584	123,605	39,497	1,657	269,221
36,693	118,444	60,020	752	60,772	57,876	704	237,796
26,608	123,643	55,267	1,149	56,416	36,229	2,177	218,465
18,732	80,542	83,084	4	83,088	48,243	905	212,778
25,121	129,454	31,726	3,110	34,836	29,733	3,672	197,895
21,054	53,712	126,524	1,253	127,777	11,824	637	193,950
40,513	83,024	85,145	803	85,948	19,044	867	189,483
22,290	83,541	44,560	24,023	68,583	29,249	2,177	183,550
27,667	134,781	10,626	56	10,682	29,509	3,039	178,011
25,571	89,062	49,896	10,633	60,529	23,238	291	172,120
13,873	74,647	38,169	9,508	47,677	40,226	2,864	165,414
14,633	56,895	60,543	5,510	66,053	23,240	1,442	147,630
19,183	87,048	22,064	4,472	26,536	31,365	1,138	146,087
22,496	65,787	60,036	1,979	62,015	10,299	853	138,954
16,205	56,042	42,926	6	42,932	24,736	998	124,708
18,027	62,153	38,885	673	39,558	20,452	2,073	124,236
14,222	51,681	46,474	-----	46,474	17,146	1,645	116,946
15,205	73,910	14,989	428	15,717	17,738	1,488	108,653
16,546	57,004	21,100	0,633	27,733	16,840	926	96,503
16,168	61,523	12,003	-----	12,003	19,150	650	93,326
19,384	53,300	22,130	19	22,149	12,408	927	88,784
11,039	35,355	40,014	42	40,056	9,605	1,051	86,067
8,012	31,256	39,117	1,004	40,121	12,118	84	84,101
11,614	35,379	36,798	125	36,923	10,302	302	82,906
16,593	45,469	12,563	8	12,571	8,220	319	66,579
8,610	42,126	4,168	1	4,169	4,848	677	51,820
7,252	29,621	1,926	122	2,048	17,296	1,540	50,705
4,503	30,783	7,739	129	7,868	8,199	172	47,022
7,924	29,173	5,795	-----	5,795	9,121	336	44,425
5,054	18,151	19,286	2	19,288	8,059	197	40,695
6,303	25,676	10,510	80	10,590	3,068	336	39,870
2,399	13,379	10,555	64	10,639	3,381	250	27,649
5,654	18,933	1,303	-----	1,303	4,774	360	25,370
2,750	14,243	4,880	4	4,884	1,867	126	21,120
2,840	14,300	4,575	-----	4,575	1,873	268	21,016
3,230	14,545	2,368	-----	2,368	2,410	112	19,435
2,417,041	9,837,790	7,014,597	700,037	7,714,634	4,207,894	239,559	22,059,877
135,686,132	511,565,080	364,759,044	36,401,924	401,160,968	221,930,488	12,457,068	1,147,113,604







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**REPORT**  
**OF THE**  
**SECOND ASSISTANT POSTMASTER-GENERAL.**

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# REPORT

## OF THE

### SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., Nov. 10, 1880.*

SIR: At the close of the last fiscal year, June 30, 1880, the annual cost of

INLAND TRANSPORTATION

was as follows, viz:

For 1,118 railroad routes aggregating 85,320 miles in length.....	\$10,498,986
For 131 steamboat routes aggregating 23,320 miles in length.....	887,221
For 9,863 other routes, designated as "star" routes, aggregating 235,248 miles in length.....	7,321,499
Total cost.....	18,707,706

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 5,329 miles in length, and \$931,396 in annual cost.

The steamboat routes show an increase of 19 routes in number of 2,080 miles in length, and \$132,833 in annual cost.

The "star" routes show an increase of 638 routes in number of 19,768 miles in length, and \$919,669 in annual cost.

#### RAILROAD SERVICE—APPROPRIATIONS FOR 1881.

The estimated cost of the railroad service for 1881, as submitted in the last annual report, was \$10,000,000. The sum appropriated is \$9,316,000. The cost of the service in operation on the 30th June, 1880, was, as is elsewhere stated, \$9,237,945. The cost on the 30th September was at the rate of \$9,342,470 per annum, with 5,939 miles of new service upon which no adjustments of pay have been made. The number of miles of new service estimated for the first quarter of the present year embraced in the above was 1,277. Adding for the three remaining quarters of the year at the same rate will add 3,831 miles of new service, which, with the 5,939 miles of unadjusted service, will make a total of 9,770 miles, which at the lowest average (\$50 per mile) would add \$488,500, thus making the cost for 1881 about \$9,830,970. Adding to this the natural and usual increase in expense arising from other than new service the total cost will not fall much below the estimate, or \$10,000,000.

This relation of the expenditure to the appropriation would call for an additional appropriation, were it not that there is about \$700,000 due for service on certain Pacific roads indebted to the government, which is placed to the credit of the companies on the books of the Treas-



ury Department, and which is not deducted from the current appropriation, and for this reason the amount available is believed to be sufficient to cover the cost of the service to June 30, 1881.

#### ESTIMATE FOR 1882.

The increased cost of railroad transportation, as shown by the returns for the last 5 years, has been as follows, viz: For 1876 over 1875, 3.54 per cent.; for 1877 over 1876, 4.67 per cent.; for 1878 over 1877, 5.66 per cent.; for 1879 over 1878, 5.50 per cent.; for 1880 over 1879, 9.15 per cent.

The cost of the service on the 30th June last was \$9,237,945. And at that date there were 4,662 miles of service in operation on new routes, upon which the rates of pay had not been adjusted. This, at an average of \$50 per mile, would make \$233,100, which, with the amount already stated, gives a total of \$9,471,045 as the actual cost on the 30th June, 1880. And in this connection it should be explained that the close of the contract term in the Eastern States will necessitate the reweighing of the mails on the great trunk lines during the present year, and it is certain that there will be a large increase in the amount of mails carried, and a consequent increase in the cost per mile on these lines, so that the increase for 1882 over 1881 will be greater than the increase for 1881 over 1880. The cost of the service on the 30th September, 1880, was at the rate of \$9,342,470 per annum; which, with the 5,939 miles of unadjusted service, estimated at \$50 per mile, \$296,950, makes the total cost on the 30th September at the rate of \$9,639,020 per annum. For the purpose of estimating the cost for 1882, this sum is used as the basis, for the reason that it is the latest actual data obtainable. And with the expectation that there will be a greater increase in the mileage in 1882 than there was in 1880, and the certainty that there will be an increase in the weight of mails in 1882 over 1880, the rate of increase for 1882 is set down at about 14 per cent., or \$10,988,482. From this deduct the \$700,000 placed to the credit of the Pacific mails and not charged to the appropriation, and the amount necessary to be appropriated for the year ending June 30, 1882, will be \$10,288,482.

#### ESTIMATE FOR RAILWAY POST-OFFICE CARS.

In compliance with the requirements of the act of March 3, 1879, a table (F) is submitted showing the cost of the railway post-office service on the 30th June, 1879, the cost for the fiscal year ending June 30, 1880, and the reasons in each case for increase or decrease during the year.

The cost of the railway post-office cars on the 30th June, 1880, was at the rate of \$1,261,041 per annum. The appropriation for 1881 is \$1,366,000. As there will probably be no more than the ordinary demands for the extension of this service during the next fiscal year, the rate of increase is placed at about 7 per cent. of the appropriation for the current fiscal year, thus making the estimate for 1882 for the use of railway post-office cars \$1,460,000.

#### SPECIAL FACILITIES FOR FAST MAILS.

In the annual report for 1879, the need of an appropriation to be used in obtaining and maintaining special and necessary facilities upon the most important railroad lines was explained. The subject is of so much



importance, especially to business communities, that I again venture to call particular attention thereto. As heretofore stated, the need for this specific appropriation grows out of the reductions in the rates of compensation required by acts of July 12, 1876, and June 17, 1878, coupled with the increasing demands which have been made on the railroad companies for the acceleration of trains and additional space.

The net reduction on railroad routes (other than land grant) by the two acts to which reference has been made, is  $14\frac{1}{2}$  per centum of the rates allowable under act of March 3, 1873. These reductions were made when the cost of labor and the material used in the construction of railroads was at the lowest point, and was, probably, in the matter of remuneration, in a line with all other business transacted by railroad companies. These circumstances are now entirely changed, and it would be impossible to maintain the present high state of efficiency in the transportation of mails on the important lines if the pay was restricted to the rates of compensation fixed during the period of business prostration. Therefore the use of this special fund, which is a small sum compared with the annual saving under the reductions, has enabled the department to this time not only to maintain the service as it was in 1876, but to secure an important service on the great lines of the utmost value and importance to the people.

In view of all the circumstances I earnestly recommend that this appropriation be continued so long as the laws governing the compensation for the transportation of mails on railroad routes remain unchanged. The amount necessary to be appropriated for this purpose for the fiscal year ending June 30, 1882, is \$450,000.

#### STAR SERVICE.

The cost of transportation on star routes for the year was \$7,321,449. This was \$919,619 in excess of the expenditure for the same branch of service in the preceding year, and was also \$1,421,449 greater than the estimate submitted to Congress in December, 1878. The causes of this increase and the reasons which induced it may not inappropriately be briefly set forth.

The estimates for this and all other branches of the postal service for the year beginning July 1, 1879, were, of course, determined during the months of October and November, 1878, and were therefore based upon the requirements of the country as impressed upon the department by the experience of the preceding year. They were in consequence what may be called "hard times estimates;" that is to say, the experience upon which they were based had been that of a time of depression in all branches of industry and traffic, and, consequently, an era of the most rigid economy in all directions of public expenditure. But the beginning of the year 1879, subsequent to the submission of these estimates, was marked by an unexampled revival in every branch of business, and a great flow of emigration to the western and southwestern States and Territories. The resumption of specie payments, restoring the confidence of capital and stimulating the enterprise of labor, expanded every industry, and as the quickened energies of the people sought new outlets of rapid development in the Territories, and particularly in those sections in which precious metals are mined, a large population was suddenly brought into the remote and almost inaccessible mountainous regions of Colorado, Nevada, &c.

A peculiarity of the mail service is its more intimate relation to the daily life of the individual citizen than is sustained by the operations of



any other branch of the government. This is particularly true of the sparsely settled and newly developed regions of the West, where the comparative scarcity and expensiveness of telegraph communication renders business correspondence entirely dependent upon the mails for transmission. The Post-Office was therefore the first department of the government to feel the effect of the sudden impetus which resumption gave to the public prosperity and popular enterprise. From every quarter of the West and Southwest, and much of the South, came urgent and incessant demands for increase in facilities and greater celerity in the carriage of the mails. These demands reached the department in the usual form of petitions from the people and recommendations by their representatives. The files of the department show that at no time since the foundation of the government have so many demands, or for so great an increase in amount and cost of service poured in upon the Second Assistant Postmaster-General in the same space of time as came to hand during the year 1879. To have been governed by the policy of the past and kept within the bounds of the appropriation granted for the year would have denied much clearly needed increase in the efficiency of this service. And appreciating the necessity of keeping pace with the business interests of the country, and, respecting the reasonable and urgent demands of the people directly concerned, it was determined to enter upon a new departure in policy of no less proportions than the assumption by the department of the responsibility of increasing the efficiency, and thereby the cost of this service, beyond the *pro rata* limits of the appropriation, trusting to the wisdom and patriotism of Congress for relief in the form of a supplemental appropriation at its session next following. The adoption of this policy compelled an appeal to Congress for an additional appropriation, which, after an exhaustive investigation into the methods of the department, was granted in sufficient sum to meet the requirements of the increased service.

The recommendations of this bureau, embodied in the report of the Postmaster-General for the last fiscal year touching modifications of the law relating to expedition of schedules so as to restrict the allowances to contractors in such premises within the limits of 50 per centum of the amount of the contract as it stood immediately prior to such expedition, instead of a sum *pro rata* based upon certain items prescribed by law as had obtained for many years, were also favorably considered by Congress, and a proviso to that effect inserted in the supplemental appropriation bill.

The star service, viewed as a principal means of mail transportation is, of course, like all other primitive modes of intercourse, doomed to give way and disappear before the steady march of the locomotive. Each year the number of great star routes will become less and the distances traversed by them shortened; and on all of these short routes the intelligence and enterprise of the people will demand and secure at least a daily mail.

The improvements in the star service during the last year are fully shown in the statistical tables accompanying this report; but I will add that, in pursuance of the liberal policy of your predecessor, this service is now (having gone into operation the first of July last) practically double what it was on the 30th June last in the States of Indiana, Ohio, Kentucky, Tennessee, Alabama, Mississippi, Georgia, North Carolina, South Carolina, and Florida. It is not yet what it ought to be throughout these great States, and in many others, or what it will be under a continued wise administration and generous legislation.



## TEMPORARY SERVICE.

In consequence of the late period in the last session of Congress at which the appropriations for the current fiscal year were determined it was found impossible to issue the usual miscellaneous advertisement in the early spring. This failure in the advertisement has rendered it necessary to make an unusual number of temporary contracts. And inasmuch as temporary service is always secured at a larger cost than where an opportunity is afforded for competition, I have to recommend that where service is required upon new routes in advance of the regular yearly or half yearly advertisements the Postmaster-General, upon failure to secure bids for mail service at rates that seem to him reasonable, be authorized to invite bids by advertisement for the space of three weeks in a newspaper at each terminus of the route, or if there are no such newspapers there in not exceeding three newspapers published nearest the terminal points of such route, being in all other respects governed by the laws concerning the letting of similar service under regular advertisement. I believe the adoption of some such provision as this will result in great saving to the department.

## FAST MAIL TO HAVANA AND IMPROVED MAIL FACILITIES TO MEXICAN AND SOUTH AMERICAN PORTS.

In the report of last year reference was made to the desirability of a fast mail line between Cedar Keys, Key West, and Havana, in order to the advancement of the commercial interests of the United States.

Cuba, Mexico, and many of the important South American ports, because of their geographical relation, are in close alliance with this country in commercial affairs; and these important and rapidly growing interests should be guided into our own channels of trade. Other governments extend material aid to their steamship lines, so that they can compete successfully with ours for the carrying trade of our immediate neighbors, and consequently this country is made dependent upon these foreign vessels for such communication as our business interests with these neighboring ports render necessary, besides which this state of things leads a large source of wealth from the marts of the United States to enrich the merchants of other countries. It would be conducive to a change in this respect and in harmony with the latest expressions of the public will, if the recommendation of last year were made operative through the enactment of a law authorizing the Postmaster-General to contract for carrying the mails in American ships between the United States and such ports of the countries named as will, in his judgment, be most likely to promote the interests of the people of this country, at such a rate of pay per mile per annum as will be sufficient to secure the performance of the service.

## CLERICAL FORCE.

I desire to commend to you the clerical force of this bureau as most efficient and worthy, and greatly overworked. And I have to again ask the following additions thereto: six clerks of the third class; four of the second; seven of the first; and four at a salary of \$1,000 each, and one laborer. Of the additional clerks asked for of the third class, five are required to take charge of corresponding sections for the care of star service; and one for a corresponding desk in the division of railway adjustment. These duties are now performed by clerks of class two, while all others employed in similar work are receiving not less than



\$1,600 per annum. Of the four additional clerks asked for of class two, two are needed as bookkeepers on railroad and star routes, and two for such duty in the mail equipment division. Of the seven additional clerks of class one, three are needed as helpers to route registrars and four for duty in the mail equipment division. Of the four additional clerks at a salary of \$1,000 each, two are required as copyists on reports called for by Congress, and to aid in the work of the letting of contracts for star service, and other miscellaneous and important work, and two are required for duty in the mail equipment division. The additional force asked for is absolutely necessary in order to the orderly, prompt, and accurate transaction of the business of this office. The amount and character of the labor required of a clerk in charge of a corresponding section requires thoughtful application, and more than ordinary executive capacity.

The law recognizing subcontracts, while most just and salutary in its effect, has of itself almost doubled the work of corresponding clerks, while the growth of the service has also added largely to the current work. This work should not be disposed of without deliberate and careful investigation, and to do it in any other manner would be detrimental to the interests of all concerned. In the estimate for 1881 the salary for the chief clerk of this office was placed at \$2,500 per annum, and the same was recommended in the annual report, and by letter to the Committee on Appropriations, but through inadvertence the estimate reported to the Secretary of the Treasury for this officer was \$2,000 per annum. I now earnestly renew the recommendation. In this estimate the salary of the chief of the division of inspection and the superintendent of railway adjustment is placed at \$2,250. This, too, was recommended by the Postmaster-General in letters to the Committee on Appropriations, for the reason that the chiefs of the other divisions in this department receive \$2,250 per annum, and there is no reason why there should be unfavorable discrimination in the case of these important divisions. In this estimate provision is also made for a chief of the division of mail equipment, at a salary of \$2,250 per annum. The intelligence, care, and responsibility required of the officer in charge of this division, render a less salary inadequate compensation for the service received by the government.

The following special reasons are submitted for the eight additional clerks asked for the mail equipment division: "From want of adequate clerical force this division is already overburdened with regular current business, continually augmenting; and there will be no diminution of it, aside from the extraordinary work of changing all the locks and keys, now in the service, as hereafter referred to more fully. Therefore it will be physically impossible to effect the change of locks and keys without an additional number of clerks for that work alone. It will require the employment of these eight temporary clerks; two for *eighteen months*, from the 1st January next, and six more for *twelve months* from the 1st July next, viz:

"Two clerks, as bookkeepers (having 10 large books of 600 pages each), to keep the records of issue.

"Two clerks to write up all blank instructions and to insert therein the exact number stamped on the key to be enveloped therewith.

"Two clerks (good and rapid penmen, to keep up with working gang), to write the addresses on the envelopes and packages, and number the same.

"Two clerks to check and duly file the receipts returned, to check the number of each key enveloped, and examine locks and keys before issue, besides assist in folding and packing, and to prepare corrected lists of post-offices, &c.



"It is assumed, also, that a laborer will be specifically assigned to this division, as his service for portorage of boxes and heavy weights will be in constant requisition."

#### ESTIMATES—STAR SERVICE.

The cost of the star service for 1880 was \$7,321,449, which is \$919,619 in excess of the cost for the preceding year, or about 14.36 per cent. The appropriation for the current year is \$7,375,000, which does not more than cover the cost of the service now in operation, but to which the expenditure for the remainder of the fiscal year will be carefully restricted. There are over 1,200 routes, established at the recent sessions of Congress, upon which proposals have been invited for carrying the mails to commence July 1, 1881.

Then the regular advertisement has been issued inviting proposals for carrying the mails on all star routes in New England, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia, for the new contract term of four years commencing July 1, 1881. The intention is to give to such of these States as may need them facilities superior to those now in operation. The bids for the new service cannot reasonably be expected to be as low as those made in 1876, upon which the present service is being performed, and there will doubtless be many routes established at the next session of Congress in the West and Southwest upon which it will be necessary to establish service. In addition to these reasons, provision has been made during the past year for the performance of mail-messenger service, in the wagons constructed upon plans and specifications prescribed by the Department, in the cities of Wilmington, N. C., Charleston, S. C., Savannah, Ga., Chattanooga, Knoxville, Memphis, and Nashville, Tennessee, and Louisville, Ky. This service, because of the security it affords to the mails, is the only kind that should exist in the important towns and cities, and it is the intention to extend the same to points where most needed as fast as the appropriations will admit. The estimate for the ensuing fiscal year is placed at \$8,260,000, or 12 per cent. over the appropriation for 1881, and this sum it is believed will be sufficient to maintain the service as herein proposed.

#### STEAMBOAT SERVICE.

The cost of steamboat service for 1880 was \$887,221. The appropriation for the current year is \$900,000, which is \$100,000 less than the amount estimated to be necessary. The demand and necessity for steamboat service call for an increased appropriation for this item for the year 1882, and the estimate is therefore placed at \$1,000,000, which is a little more than 11.11 per cent. over the amount provided for the current year, being the same amount as was estimated to be necessary for the current fiscal year.

#### MAIL MESSENGERS.

The cost of mail-messenger service on the 30th June, 1880, was \$697,298. The length of railroad service in operation at the same date was, in round numbers, 85,000 miles. The cost of the mail-messenger service is therefore an average of about \$8 per mile of railroad routes. The new service for the current year will not, probably, fall below 6,000 miles, which, with the additional service for the year 1882, will make not less than 10,000 miles more service in 1882 than there was in operation



in 1880. This applied to the mail-messenger service, at the relative cost of \$8 to the mile, gives \$80,000. It is believed, however, that \$753,000, which is an increase of \$55,702, or about 8 per cent. over the cost for 1880, will be sufficient for this object, inasmuch as a considerable amount of the service to new railroads will be in operation only a portion of the year.

#### MAIL EQUIPMENT DIVISION.

To supply current wants of the mail service during the year ended 30th June last, there were distributed, by the issue of 6,764 drafts on the various depositories, 454,135 mail-bags, of which 71,543 were locked pouches (used for 1st-class matter), and 382,592 were canvas or tie sacks (used for 2d, 3d, and 4th class matter), being an increase in number of drafts of 1,056, and a decrease in number of mail-bags of 76,424 compared with the preceding year. There were also distributed by draft 292 mail catchers, 352 sockets, 298 handles, and 322 rubber springs for mail catchers. There were issued directly from this office, with instructions, 40,740 mail locks, 4,283 mail keys, 2,700 mail-key chains, 44,175 mail-bag cord clamps, and 15,350 mail-bag label cases. There were examined and tested also in this office 57,246 mail locks, 3,188 mail keys, 4,000 mail-key chains, 55,000 mail-bag cord clamps, 16,690 mail-bag label cases, and 1,554 brass tags.

The accompanying table (G) prepared for the appendix of the Postmaster-General's annual report shows that the total number of new mail bags of every description purchased and put into service during the year was 64,398, of which 10,963 were locked pouches and 53,435 were tie sacks, being, altogether, a decrease, compared with the preceding year, of 39,623 mail bags; that the number of mail catchers purchased, besides extra appurtenances thereto, was 300, and that the total expense of mail bags and mail catchers, including repairs, &c., was \$146,601.76, being a decrease in expense of \$23,664.50 compared with the preceding year.

The total number of mail bags repaired during the year was 363,352, and the total cost of their repairs was \$42,191.91; an increase in quantity of 6,825 and in cost of \$4,578.81 compared with the preceding year.

The total expense of mail locks and keys during the year ended 30th June, 1880, was \$14,728, being an increased expense of \$2,686.34 compared with the preceding year.

Proposals for furnishing new kinds of mail locks and keys were re-advertised for on the 22d June last, in compliance with the proviso annexed to the appropriation for "mail locks and keys" made by the act approved June 11, 1880. But as the further proceedings had with reference thereto do not properly appertain to the operations of this office during the fiscal year ended June 30, 1880, a statement of the same is reserved for the appropriate occasion for rendering an account of its operations during the fiscal year to be ended 30th June, 1881.

#### ESTIMATES FOR 1882.

The following are the estimates of the necessary amounts of appropriations for mail bags and mail catchers and for mail locks and keys for the fiscal year ending June 30, 1882, viz:

For mail-bags and mail-catchers.....	\$220,000
For mail locks and keys.....	50,000



The demand for mail-bags depends upon the amount of mail-matter to be moved; and therefore increases with the extension and development of the postal service.

With the current fiscal year the mail service has set in with largely increased demands for mail-bags, caused not only by the expansion of mail facilities, but also by the fact that thousands of old damaged mail-bags which were reclaimed and repaired from time to time for service during the last six years are at length rapidly giving out and falling into decay, and will require to be replaced with new bags during the present and ensuing fiscal years. It is apprehended from the increased expense, relatively, of the first quarter, just ended, that the amount appropriated (\$185,000) for the current fiscal year, ending June 30, 1881, will be insufficient, without extreme and perhaps unwise economy, to supply the wants of the mail service during the year. The large reduction in the quantities of new mail-bags purchased during the year ended 30th of June last, compared with the preceding year, will, it is feared, claim compensation for it in the next year, and is another fact tending to strengthen the apprehension of future necessity for greater expense.

I conclude, therefore, that less than the amount here estimated would be greatly at the risk of seriously embarrassing the mail service, the demands of which are, from a multitude of incidents affecting them, variable, fluctuating, and impossible to be foreseen with exactness of amount, and yet such demands, in most cases, are of a nature too urgent to be refused or even deferred without imminent danger of interrupting or stopping the transmission of the mails.

The appropriation of \$100,000 for "mail locks and keys" was made for the specific purpose of substituting new, different, and improved kinds of mail locks and keys for the old kinds now in the service throughout the United States, after a readvertisement for proposals to furnish the same. But no appropriation was made for needful supplies, by repairs or otherwise, of the old kinds, which must of necessity be continued in the service until an equal quantity of the new kinds to take their place can be manufactured, inspected, and distributed, which will probably cover a period of two years.

There are now in the service 180,000 locks of one kind alone (the iron lock for the general mails), and the present appropriation will pay for only 105,000 of the new kind (the contract price of which is less than the price of the old kind), besides paying for the quantities needed of the other kinds of new locks contracted for in pursuance of the readvertisement of 22d June last. This leaves 75,000 iron locks of the new kind to be provided for in the next fiscal year, the cost of which, at 52 cents each, will amount to \$39,000; adding to this \$11,000 for repairs of old locks and for purchase under contract of a new of kind of through registered mail locks and keys, to be readvertised for again (because none suitable were obtainable under the last advertisement), the total amount required is \$50,000. By this amount of appropriation, together with the amount already appropriated for the current fiscal year (making up exactly the cost originally estimated by the department), the mail service can be fully equipped with the new kinds of mail locks and keys which the better security of the mails requires; and it may then be safely predicted that thereafter only very small annual appropriations will be required for mail locks and keys for many years to come.

#### RAILWAY MAIL SERVICE.

I commend to your attention the comprehensive report of the General Superintendent of Railway Mail Service. The business of that im-



portant branch of the service has been ably and economically conducted; and I earnestly approve his estimates for the ensuing year for railway post-office clerks, route agents, and mail messengers, as well as to the very clear and strong reasons which he gives for the amounts estimated to be necessary for these items. Too much care and attention cannot be bestowed upon the mail in transit. It interests directly every intelligent citizen; and no obstacles should be allowed to exist that would retard its proper extension, or impair its efficiency in any respect.

The suggestion of last year that the persons employed in the care of mails on railroad routes be classed or designated as railway post-office clerks, suitably graded, and that the appropriation therefor be made as a whole, instead of dividing it into three parts as at present, is renewed, for the reasons that the present practice has neither the merit of usefulness nor economy.

Particular attention is invited to the recommendation that provision be made for the relief of employes injured in the line of duty on railroad routes. Other governments make provision for those incapacitated in the line of duty in the public service, and some relief should be afforded under such circumstances to employes of the United States postal service.

That part of the report of the General Superintendent of Railway Mail Service concerning the proposed second daily mail on the Saint Louis, Iron Mountain and Southern Railroad is recommended to your especial attention. The new railroad arrangements to Texas, via New Orleans, and the Missouri, Kansas and Texas Railroad, will give that State improved and sufficient postal facilities; and the course of events clearly indicates that two daily trains will have to be placed on the line of road from Saint Louis, via Little Rock, to Texarkana, in order to secure to that road its proportion of the Texas business; but, for the present, the State of Arkansas, and more especially the city of Little Rock, is without proper mail facilities, and provision should be made for a second daily train between Saint Louis and Little Rock.

#### 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, 1880, was \$415,723.83, and the amount remitted for the same period was \$92,301.26, leaving the net amount of fines and deductions \$323,422.57.

#### REVIEW OF RESULTS OF CHANGES IN THE LAW.

In briefly reviewing the changes in the laws touching the transportation of the mails and the compensation therefor, which have been brought about at my suggestion since I assumed the conduct of the contract office, I mention with the highest satisfaction the law giving subcontractors a lien upon the pay of contractors for carrying the mails. The persons employed as subcontractors or carriers are, as a rule, dependent upon their own labor for the support of themselves and families, and have but meager knowledge of business transactions to which the government is a party. The character of the employment being in the nature of a service rendered for the Post-Office Department, they did the work and in many cases for long periods, under the impression that the government was obligated to and could pay them for such service, and the mistaken confidence growing out of this idea removed suspicion and rendered them an easy prey to designing men. The present



law extends the protection of the government to those who actually carry the mails, and thus much injustice and suffering are averted. The provision of law enacted at the last session of Congress limiting the increase in compensation for increased celerity to not exceed 50 per centum of the cost of the service at the time of the change, is a decided improvement over the law which prevailed for about a half century. It is believed that the needed facilities can be obtained under the new law; and it is certain that its effect will be to reduce the cost of carrying the mails.

I have in previous annual reports favored a change in the law regulating the compensation to railroad companies for carrying the mail, so as to make space the principal element of the basis upon which to fix the rates of pay, coupled with the weight of mails as a gauge to the amount of space to be paid for in each case. Space should be the principal factor, because it is the element essential to the proper performance of the service on every route; and the amount to be paid for should be gauged by the weight carried in order to secure uniformity in the rate of compensation, and for the more important reason that the expenditure of \$10,000,000 annually for a service covering 85,000 miles of road, and for which there can be no competition, should be restricted by law, and not left to the discretion of any officer of the government.

I have repeatedly urged the propriety of relieving railroad companies of the delivery of mails beyond stations, and I now renew the recommendation. The custom of requiring the companies to do this work is not supported by law, it operates unfairly as it is not an element in the basis upon which the rates of compensation are determined; and in addition to this it is a hindrance to the usefulness of the postal service, and must, in the end, give way to the rules and customs which govern railroad transportation generally. But the cost of assuming this service would be so considerable that the department could not be justified in doing so without the sanction of Congressional action, and a corresponding increase of the appropriation for mail-messenger service. The transfer of mails in cities between railroad stations and between railroad stations and post-offices was formerly done in open express wagons, upon which large quantities of pouches, &c., were piled. The frequent loss of pouches in New York City led to an investigation, which disclosed the fact that, in the confusion of the street and the darkness of the night, mails were easily stolen from such wagons. In order to afford every security to the mails so carried it was determined to establish in the great cities a service to be performed in wagons constructed upon plans and specifications prescribed by this office. The improved service has been in operation in the largest cities for several years, and the absolute security with which the mails are carried furnishes the most potent reason why the service should be extended to all cities and important towns.

The suggestion made in this report that authority be given to advertise for proposals in newspapers contiguous to routes upon which temporary service is desired and for which reasonable bids cannot otherwise be obtained, if favorably considered by Congress will enable the department to secure such service upon the most favorable terms for the government.

I last year urged that authority be given to establish a fast mail line to Havana; and also to provide improved facilities for postal intercourse with Mexican and South American ports, and I have again called attention to this subject.

The mails, with slight exception, are carried between our own and the ports mentioned, in the ships of other countries, and our postal as well



as commercial intercourse with our nearest neighbors, is thus made dependent upon their enterprise. And these interests are in this way strengthening the influences which are leading a large source of wealth from our marts to enrich the merchants of other countries.

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

THOS. J. BRADY,

*Second Assistant Postmaster-General.*

Hon. HORACE MAYNARD,  
*Postmaster-General.*



*Cost of inland transportation and the items incident thereto for the years 1879 and 1880, with the appropriation for 1881, and the estimates of the amounts necessary to be appropriated for 1882, 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 1879.	Cost for 1880.	Per centum increase or decrease of 1880 as to 1879.		Appropriation for 1881.	Per centum increase or decrease of appropriation of 1881 as to cost for 1880.		Estimate for 1882.	Per centum increase or decrease as to appropriation for 1881.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, railroad routes	\$0, 567, 589	\$9, 227, 945		3. 00	\$9, 315, 000		0. 83	\$10, 288, 282		10. 45
Railway post-office car service		1, 391, 041			1, 392, 000		8. 32	1, 460, 000		6. 88
For proper facilities on trunk lines	125, 000		20. 00		500, 000		133. 33	1, 450, 000		29. 57
Inland transportation, steamboat routes	754, 300	897, 221	17. 86		900, 000		1. 44	1, 000, 000		12. 11
Inland transportation, star routes	6, 471, 820	7, 391, 449	14. 36		7, 875, 000		6. 73	8, 390, 000		12. 96
Railway post-office clerks	1, 272, 896	1, 378, 160	8. 32		1, 450, 000		5. 21	1, 550, 000		6. 89
Route agents	1, 072, 459	1, 398, 540	28. 19		1, 390, 000		7. 35	1, 375, 000		1. 08
Mail-route messengers	167, 649	390, 540	13. 11		400, 000		3. 16	393, 000		17. 50
Local messengers	112, 351	327, 398	13. 11		325, 000		0. 69	350, 000		7. 69
Mail messengers	604, 144	697, 398	4. 98		725, 000		3. 97	775, 750		7. 00
Mail locks and mail-bag catchers	12, 781	14, 728	15. 25		150, 000		378. 93	50, 000		50. 00
For miscellaneous items in the office of the Second Assistant Postmaster-General	170, 566	146, 062		13. 80	185, 000		26. 19	220, 000		18. 92
Total					23, 325, 000			25, 715, 032		10. 24

\* The cost of railway post-office car service for 1879 was \$1, 104, 392.

N. B. The above estimates are based upon contract prices and annual salaries, irrespective of fines and deductions; hence the apparent discrepancy between this table and the Auditor's statement.

THOS. J. BRADY.

Second Assistant Postmaster-General.



## EXPLANATION OF TABLES.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 17, 1880.*

SIR: For a statement of the mail service for the contract year ended June 30, 1880, &c., I have the honor to refer you to the tables hereto annexed.

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

Table B exhibits the railroad service as in operation on the 30th of June, 1880, with the postal-car service; also the pay per mile per annum for each class of service.

Table C exhibits the steamboat service as in operation on the 30th of June, 1880.

Table D shows the weight of the mails, the speed with which they are conveyed, the accommodations for mails and agents, the number of trips per week, the rates of pay per mile per annum, on railroad routes in States in which the contract term expired June 30, 1880, and also in other States and Territories, returns having been obtained with a view to the readjustment of pay, in accordance with the acts of March 3, 1873, July 12, 1876, and June 17, 1878. This table is accompanied with an alphabetical index of titles of companies carrying the mails.

Table E shows the readjustment of the rates of pay per mile on railroad routes, in States in which the contract term expired June 30, 1880, and also in other States and Territories, and on certain new routes, the adjustments being 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 acts of March 3, 1873, July 12, 1876, and June 17, 1878. This table also is accompanied with an alphabetical index of titles of companies carrying the mails.

Table F shows the rate of pay per annum for the use of railway post-office cars for the fiscal years ended June 30, 1879, and June 30, 1880, and the increase or decrease of 1880 as compared with 1879, with the reasons therefor.

Table G is a statement of the number, description, and prices of mail bags, mail-bag catchers, mail locks and keys purchased, and of the expense incurred on account thereof during the fiscal year ended June 30, 1880.

Table H is a list of railway post-office lines June 30, 1880, showing the increase and decrease therein since June 30, 1879.

Table I is a statement of railway post-office lines, route-agent and mail-route messenger service in operation on the 30th of June, 1880.

Very respectfully, your obedient servant,

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

Hon. HORACE MAYNARD,  
*Postmaster-General.*



A.—Table of mail-service for the year ended June 30, 1880, as exhibited by the state of the arrangements at the close of the year, authorized by the Postmaster-General.  
 (The entire service and pay on each route are set down to the State under which the route is numbered, though extending sometimes into other States, instead of being divided among the States in which the different portions lie.)

States and Territories.	Length of routes.	Annual transportation and cost.				Total annual trans- portation by rail- road.				Total annual trans- portation by steam- boat.				Total annual trans- portation by color- ity, certainty and security.				Total annual trans- portation by rail- road.				Total annual cost.						
		By steamboat.		By railroad.		Annual pay for office cars.		Total pay.		Total annual trans- portation by steam- boat.		Total annual trans- portation by rail- road.		Total annual trans- portation by color- ity, certainty and security.		Total annual trans- portation by rail- road.		Total annual trans- portation by steam- boat.		Total annual trans- portation by color- ity, certainty and security.		Total annual trans- portation by rail- road.		Total annual cost.				
		Miles.	Dollars.	Miles.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Dollars.	Dollars.
Maine	5,492	3,571	89,220	789	2,659	12,455	129,714	145,169	65,913	109,564	1,236,634	3,136,880	234,088	1,790,691	619,242	1,236,634	3,136,880	109,564	1,236,634	3,136,880	234,088	1,790,691	619,242	1,236,634	3,136,880	234,088	1,790,691	
New Hampshire	1,919	1,164	35,420	65	2,659	4,150	61,763	65,913	109,564	1,236,634	3,136,880	234,088	1,790,691	619,242	1,236,634	3,136,880	109,564	1,236,634	3,136,880	234,088	1,790,691	619,242	1,236,634	3,136,880	234,088	1,790,691	619,242	
Vermont	3,376	1,548	49,231	65	2,659	9,532	88,154	97,686	290,631	60,528	3,788,424	4,750,109	136,655	901,157	112,417	3,788,424	4,750,109	60,528	3,788,424	4,750,109	136,655	901,157	112,417	3,788,424	4,750,109	136,655	901,157	
Massachusetts	3,149	1,200	60,629	82	9,375	31,665	286,096	317,447	20,578	47,898	385,689	555,804	42,475	112,417	112,417	385,689	555,804	47,898	385,689	555,804	42,475	112,417	112,417	385,689	555,804	42,475	112,417	
Rhode Island	1,415	1,150	11,826	75	10,073	3,129	20,578	23,706	20,578	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	
Connecticut	1,855	785	31,379	214	10,807	30,169	146,020	176,189	20,578	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	17,447	
New York	12,680	6,329	248,794	214	10,807	274,524	970,806	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	1,245,330	
New Jersey	7,290	873	29,611	1,426	167,196	28,700	167,196	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	195,896	
Pennsylvania	14,410	9,109	247,337	134	9,490	71,715	545,505	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	617,220	
Delaware	464	187	5,307	277	19,390	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	19,580	
Maryland	3,723	1,767	62,562	756	14,406	45,244	254,689	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	299,933	
West Virginia	5,862	5,313	61,673	303	35,922	4,183	40,105	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	44,288	
Virginia	12,185	8,865	137,914	1,315	46,627	45,774	273,938	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	319,712	
North Carolina	11,509	9,896	116,158	1,322	94,321	8,154	102,473	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	110,627	
South Carolina	8,513	3,231	43,947	50	1,281	16,451	108,846	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	125,297	
Georgia	8,819	6,150	84,463	155	3,600	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	186,653	
Florida	8,285	3,309	46,533	42	457	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	23,283	
Alabama	10,905	8,921	120,072	834	18,177	20,424	171,161	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	191,585	
Mississippi	7,212	5,498	94,390	522	8,576	8,161	95,772	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	103,938	
Louisiana	7,353	4,453	84,364	2,311	310,657	5,161	310,657	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	315,818	
Texas	22,280	19,106	205,597	680	57,422	2,910	182,720	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	201,830	
Arkansas	15,724	10,460	156,407	690	47,464	5,161	156,407	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	
Missouri	15,724	10,460	156,407	690	47,464	5,161	156,407	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	161,568	
Tennessee	8,419	6,980	92,984	358	9,106	1,081	103,048	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	112,149	
Kentucky	9,855	6,881	105,867	1,095	48,800	1,095	48,800	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	52,895	
Ohio	13,455	6,415	150,073	216	17,500	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	162,626	
Indiana	7,855	4,628	84,835	327	304,621	38,579	304,621	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	343,200	
Illinois	12,617	5,364	103,914	723	25,533	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	127,133	
Michigan	9,094	4,400	70,759	928	27,349	7,152	70,759	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	77,871	
Wisconsin	8,151	6,121	72,883	3,030	258,505	25,527	258,505	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	
Iowa	12,051	7,433	109,608	3,030	258,505	21,974	258,505	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	284,032	
Minnesota	7,891	4,486	57,015	3,455	226,004	3,964	226,004	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	231,968	
Nebraska	9,179	7,177	147,095	2,002	406,946	51,760	406,946	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	436,708	



A.—Table of mail-service for the year ended June 30, 1880, as exhibited by the state of the arrangements at the close of the year, &amp;c.—Continued.

States and Territories.	Length of routes.	Annual transportation and cost.				Total annual pay.	Total annual transportation by color, certainty and security.	Total annual transportation by steamboat.	Total annual transportation by rail-road.	Total annual transportation.	Total annual cost.
		Celerity, certainty, and security.	By steamboat.	By railroad.	Transportation.	Annual pay for office cars.	Annual pay for railway post-offices.	Dollars.	Miles.	Dollars.	Dollars.
Kansas	14,565	11,002	185,177	3,563	345,082	15,859	380,941	3,178,110	2,605,003	5,783,113	546,118
Nevada	2,904	2,761	227,982	143	9,590	...	9,599	1,254,286	89,244	1,343,530	237,941
California	13,464	8,910	573,959	2,143	482,202	41,712	473,914	3,790,450	2,390,924	6,388,044	1,092,153
Oregon	4,802	4,353	237,776	324	25,107	...	25,107	1,340,030	292,481	1,676,677	275,360
Colorado	5,890	4,726	361,362	1,164	81,384	...	81,384	1,903,239	756,044	2,659,283	442,756
Washington Territory	3,013	1,410	42,832	1,369	55,415	...	11,531	331,812	117,377	578,435	100,778
Idaho Territory	2,263	2,263	156,765	...	...	...	...	925,708	...	925,708	156,705
Montana Territory	3,320	3,320	227,135	...	...	...	...	1,400,929	...	1,400,929	237,135
Dakota Territory	6,067	5,146	217,781	814	13,000	...	6,498	1,404,073	66,030	1,573,331	237,220
Wyoming Territory	1,753	1,753	152,780	...	...	...	...	733,217	...	733,217	152,780
Utah Territory	3,464	2,937	222,759	527	31,973	...	31,973	1,440,127	360,953	1,810,080	254,732
Indian Territory	3,430	3,430	227,634	...	...	...	...	1,214,824	...	1,214,824	227,634
New Mexico Territory	2,518	2,499	218,136	19	796	...	796	875,456	11,625	887,081	218,032
Arizona Territory	2,575	2,575	352,578	...	...	...	...	1,109,342	...	1,109,342	352,578
Total	343,888	235,248	7,321,499	23,320	9,237,945	1,261,041	10,498,986	76,070,995	96,497,463	178,236,996	18,707,706
Railway post-office clerks	...	...	...	...	...	...	...	...	...	...	1,378,160
Route-agents	...	...	...	...	...	...	...	...	...	...	1,139,000
Mail-route messengers	...	...	...	...	...	...	...	...	...	...	206,540
Local-agents	...	...	...	...	...	...	...	...	...	...	127,240
Mail-messengers	...	...	...	...	...	...	...	...	...	...	697,208
Aggregate	...	...	...	...	...	...	...	...	...	...	22,255,984

NOTE.—The above table shows 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.



## B.—Railroad service as in operation on the 30th of June, 1880.

Number of route.	State and terminus.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Total cost per mile.	Remarks.
	MAINE.				Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
1	Augusta to Skowhegan	Maine Central	18.21	12	4,768 38	960 50	5,729 08	185 54	50 00	235 54	On 19.21 miles.
2	Newport to Dexter	do	14.78	12	638 97		638 97	64 13		64 13	On 18.78 miles.
3	Farmington to Brunswick	do	18.90	12	5,533 02		5,533 02	42 75		42 75	
4	Belfast to Burnham Village	do	51	12	2,221 86		2,221 86	80 95		80 95	
5	Portland to Bangor	do	34.79	12	18,054 87	2,778 50	20,833 37	76 95		76 95	
6	Portland to Augusta	do	72.53	9	17,531 03	3,164 00	20,695 03	63 86		63 86	
7	Branch, Brunswick to Bath	do	96.28	18	13,650 72		13,650 72	179 55	50 00	229 55	
8	Portland to Canada Line, n. o.	Grand Trunk	96.31	9	7,607 10		7,607 10	83 79		83 79	
9	Portland to Rochester, N. H.	Portland and Rochester	96.42	12	14,060 10	2,028 00	16,088 10	264 20	50 00	314 20	
10	Portland to Portsmouth, N. H.	Eastern	82.56	19	10,080 88		10,080 88	89 77		89 77	
11	Portland to Lunenburg Station, Vt., n. o.	Portland and Ogdensburg	114.05	12	6,003 00	1,499 40	7,502 40	134 83		134 83	
12	Salmon Falls, N. H., to Portland, Me.	Boston and Maine	45	12	17,341 60	1,424 12	18,765 72	317 62	50 00	367 62	
13	Bangor to Vanceborough	European and North American; Hannibal Hamlin and W. E. Hayford, trustees of the bondholders.	113.83	6	1,610 39		1,610 39	88 39		88 39	
14	Bangor to Bucksport	do	19.88	12	4,331 92		4,331 92	151 33	12 50	163 83	
15	Oldtown to Blanchard	Bangor and Piscataquis	63.80	6	1,810 39		1,810 39	80 96		80 96	
16	Woodwich to Rockland	Knox and Lincoln	48.86	12	4,331 92		4,331 92	65 84		65 84	
17	Houlton to New Brunswick Line, n. o.	New Brunswick and Canada	3.83	6	171 36		171 36	88 66		88 66	
18	Calais to Princeton	Saint Croix and Penobscot	21.29	6	728 12		728 12	43 60		43 60	
19	West Waterville to North Anson	Somerset	25.70	6	1,250 52		1,250 52	34 20		34 20	
20	Mechanics Falls to Canton	Rumford Falls and Buckfield	27.71	6	1,184 60		1,184 60	47 88		47 88	
	Farmington to Phillips	Sandy River	18.13	6	860 85		860 85	42 75		42 75	Pay estimated.
			1,132.19		129,713 88	12,454 52	142,168 40	45 00		45 00	
1001	Concord to Nashua	Concord	38.28	37	6,571 39	1,451 20	8,022 59	181 13	40 00	221 13	
1002	Concord to Portsmouth	do	40.90	12	3,747 39		3,747 39	66 43		66 43	
			18.35					56 43		56 43	



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mails.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Total cost per mile.	Remarks.
NEW HAMPSHIRE—Continued.											
1003	Manchester to North Weare	Concord	19.85	12	832.86		832.86	42.75		42.75	
1004	Hooksett to Pittsfield	do	20.35	6	904.76		904.76	44.46		44.46	
1005	Concord to Wells River, Vt.	Boston, Concord and Montreal.	51	13½	11,923.75		11,923.75	131.41		131.41	
1006	Groveton to Wells River, Vt.	do	28.01	12	4,723.36		4,723.36	121.41		121.41	
1007	Wing Road, n. o., to Fabyan House.	do	13.50	6	689.46		689.46	82.08		82.08	
1008	Concord to White River Junction, n. o.	Northern.	69.64	18	10,801.71	2,688.53	13,500.26	92.08		92.08	
1009	Branch, Franklin to Bristol.	Concord and Claremont	13.11	6	2,906.46		2,906.46	49.59		49.59	
1010	Concord to Claremont Junction, n. o.	do	56.80	12	2,906.46		2,906.46	147.06		147.06	
1011	Contoosook Village to Peterborough.	do	32.76	12	1,400.49		1,400.49	38.75		38.75	
1012	Nashua to Greenfield	Nashua and Lowell	26.58	18	1,681.71		1,681.71	42.75		42.75	
1013	Nashua to Rochester	Nashua and Rochester	49.40	6	6,829.55		6,829.55	51.17		51.17	
1014	Dover to Alton Bay	Boston and Maine.	28.42	12	1,572.05		1,572.05	42.75		42.75	
1015	Brock's Crossing to North Conway.	Eastern	71.11	6	5,258.71		5,258.71	63.27		63.27	
1016	Wolfborough Junction, n. o., to Wolfborough.	do	12.11	6	517.70		517.70	138.25		138.25	
1017	Portsmouth to Dover	do	11.60	6	495.90		495.90	55.31½		55.31½	
1018	Whitefield Junction, n. o., to Jefferson.	Whitefield and Jefferson	11.83	6	505.73		505.73	73.53		73.53	
1019	Pierce's Bridge to Profile House	Profile and Franconia Notch	9.56	6	430.20		430.20	42.75		42.75	
VERMONT.											
2001	Burlington to Rouse's Point, N. Y.	Central Vermont	690.29		61,763.18	4,149.75	65,912.93	42.75		42.75	
2002	Windsor to Burlington	do	24.50	19	7,036.31	1,225.00	8,261.31	42.75		42.75	
	Branch, Montpelier to Barre.	do	32.65	20	17,109.65	4,800.00	22,050.05	42.75		42.75	
		do	22.67	18	17,109.65	4,800.00	22,050.05	42.75		42.75	
		do	6.70	12				42.75		42.75	



2003	Bellows Falls to Burlington	129.57	18	15,527.46	1,804.03	17,331.51	120.104	15.00	144.103
2004	Bellows Falls to Windsor	26.34	18	4,901.84		4,901.84	153.98		153.98
2005	Brattleborough to Bellows Falls	24.40	18	3,820.77		3,820.77	156.204		156.204
2006	Saint Albans to Canada Line, n. o.	17.10	18	1,067.30		1,067.30	62.41		62.41
2007	Saint Albans to Richmond	28.47	6	1,338.80		1,338.80	47.023		47.023
2008	Leicester Junction to Addison Junction, N. Y.	15.60	6	668.90		668.90	42.75		42.75
2009	Richford to Newport	31.95	15	2,048.79		2,048.79	64.123		64.123
2010	White River Junction to Derby Line	114.30	6	13,877.16	1,642.49	15,519.65	121.41	14.37	135.78
2011	Linneburgh Junction, n. o., to Swanton	118.14	6	7,979.76		7,979.76	67.54		67.54
2012	Wells River to Montpelier	38.78	6	3,348.84		3,348.84	86.253		86.253
2013	White River Junction to Woodstock	14.41	12	616.03		616.03	42.75		42.75
2014	Burlington to Cambridge Junction, n. o.	34.97	6	1,584.66		1,584.66	45.313		45.313
2015	Rutland to Bennington	57.10	15	6,339.94		6,339.94	107.10		107.10
2016	Branch, North Bennington to State Line, n. o.	1.85	15				117.90		117.90
MASSACHUSETTS.									
2001	Boston to Portsmouth, N. H.	57.28	24	13,032.86	2,864.00	15,916.86	227.88	50.00	277.88
2002	Boston to West Lynn Depot, n. o.	11.40	12	485.90		485.90	42.75		42.75
2003	Salem to Rockport	20.40	164	972.94		972.94	47.023		47.023
2004	Salem to Marblehead	4.49	12	207.30		207.30	46.17		46.17
2005	Salem to Lawrence	19.01	173	812.68		812.68	42.75		42.75
2006									
2007	East Salisbury to Amesbury	3.90	21	166.73		166.73	42.75		42.75
2008	Wenham to Essex	5.34	6	256.64		256.64	42.75		42.75
2009	Lynn to North Andover	6.16	6	358.15		358.15	58.14		58.14
2010	Wickford to Peabody	9.08	6	368.17		368.17	42.75		42.75
2011	Boston to Salem Falls, N. H.	71.50	18	9,523.42	2,382.38	11,905.80	131.70	33.32	165.02
2012	Branch, Eastford to Great Falls, N. H.	2.50	18				42.75		42.75
2013	Boston to Medford	5.31	18	227.00		227.00	42.75		42.75
2014	Georgetown to Haverhill	7.45	6	254.79		254.79	34.20		34.20
2015	Akesheld to Newburyport	31.36	12	1,340.64		1,340.64	42.75		42.75
2016	Newton Junction, N. H., to Merriam, Mass.	4.83	12	206.48		206.48	42.75		42.75
2017	Boston to Lowell	25.81	273	4,303.17	1,290.50	5,593.67	168.723	50.00	218.723
2018	Lowell to Lawrence	13.08	164	559.17		559.17	42.75		42.75
2019	Winchester to Woburn	2.18	18	98.20		98.20	42.75		42.75
2020	Somerville Station, n. o., to Concord	16.61	12	710.08		710.08	42.75		42.75
2021	Nashua and Lowell	16.39	12	1,130.82		1,130.82	68.993		68.993



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.		Annual pay for office cars.		Total annual pay.	Cost per mile for transportation.		Cost per mile for railway post-office cars.		Total cost per mile.	Remarks.	
					Dollars.	Cents.	Dollars.	Cents.		Dollars.	Cents.	Dollars.	Cents.			Dollars.
MASSACHUSETTS—Continued.																
3021	Boston to Greenfield	.....	49.60	16½	\$18,541	12		\$1,882	06	\$20,523	18		\$183	54½	\$202	31½
3022	Greenfield to North Adams	.....	56.11	18												
3022	Branch, Greenfield to Tur-	.....	37.12	18												
3022	South Acton Depot, n. o., to	.....	4.37	18												
3023	South Acton Depot, n. o., to	.....	0.19	12												
3024	Hudson	.....														
3024	Ayer to Greenville, N. H.	.....	23.50	12												
3025	Boston to Albany, N. Y.	.....	98.38	41½												
3026	Grafton Depot, n. o., to Mil-	.....	103.86	9												
3026	bury	.....	4.46	9												
3027	Auburndale Station, n. o., to	.....	2.29	12												
3028	Newton Lower Falls	.....														
3028	South Framingham to Milford	.....	12.30	12												
3029	Pittsfield to North Adams	.....	20.44	24												
3030	Palmer to Winchendon	.....	49.65	10½												
3031	North Brookfield to East Brook-	.....	4.28	12												
3032	field	.....														
3032	Natick to Saxtonville	.....	3.94	12												
3033	Boston to Bellingham	.....	31.77	14												
3034	Boston to Southbridge	.....	53	21												
3035	Boston to Providence, R. I.	.....	44.19	36												
3036	Boston to Dedham	.....	10.45	18												
3037	Caston Depot, n. o., to Stoughton	.....	4.15	18												
3038	Boston to Plymouth	.....	37.27	23½												
3038	Branch, Atlantic to West	.....	3.17	12												
3039	Quincy	.....														
3039	South Braintree Junction, n. o.,	.....	61.16	13½												
3040	to Newport, R. I.	.....														
3041	South Abington to Bridgewater	.....	7.07	12												
3041	Middleborough to Hyanis	.....	45.20	12												
3042	South Braintree Junction, n. o.,	.....	31.07	12												
3043	Taunton to Middleborough	.....	11.71	24												



No.	Name of Railroad.	Miles.	Gross Receipts.	Operating Expenses.	Net Income.	Assets.	Liabilities.	Capital.	Surplus.	Total.	Notes.
3044	South Braintree Junction, n. o., to Fall River.	34.36	1,703 91	49 59	1,703 91	49 59	40 59				
3045	Dartmouth Bay to Wood's Hole.	17.92	888 65	49 30	888 65	49 30	49 30				
3046	South Framingham to Pratt's Junction.	29.74	2,186 78	73 53	2,186 78	73 53	73 53				
3047	Sterling Junction, n. o., to Fitchburg.	14.15	967 86	68 40	967 86	68 40	68 40				
3048	Mansfield to South Framingham.	22.02	1,632 23	74 12	1,632 23	74 12	74 12				
3049	South Framingham to Lowell.	29.44	2,013 70	68 40	2,013 70	68 40	68 40				
3050	Fair Haven to West Wareham.	15.68	870 32	42 75	870 32	42 75	42 75				
3051	New Bedford to Mansfield Junction.	21.53	2,610 79	74 34	2,610 79	74 34	74 34				
3052		10.83		92 34		92 34	92 34				
3053	Taunton to Attleborough.	11.12	380 30	34 20	380 30	34 20	34 20				
3054	New Bedford to Fall River.	15	641 25	42 75	641 25	42 75	42 75				
3055	Fitchburg to Bellows Falls, Vt.	64.65	7,738 60	119 70	7,738 60	119 70	119 70				
3056	South Vernon Junction, n. o., to Keene, N. H.	24.19	1,323 68	54 72	1,323 68	54 72	54 72				
3057	Worcester to Winchendon.	38.04	2,517 28	76 69	2,517 28	76 69	76 69				
3058	Winchendon to Peterborough, N. H.	16.37	933 50	57 02	933 50	57 02	57 02				
3059	Millford to Bellingham.	4.10	175 28	42 75	175 28	42 75	42 75				
3060	Millford to Ashland.	12.02	513 86	42 75	513 86	42 75	42 75				
3061	Palmer to Miller's Falls.	34.95	2,360 69	67 54	2,360 69	67 54	67 54				
3062	Miller's Falls to Brattleborough, Vt.	21.28	3,089 30	144 40	3,089 30	144 40	144 40				
3063	Lawrence to Manchester, N. H.	27.06	3,579 22	132 27	3,579 22	132 27	132 27				
3064	Braintree Depot, n. o., to Cohasset.	11.61	655 15	56 43	655 15	56 43	56 43				
3065	Cohasset to South Duxbury.	17.63	753 68	42 75	753 68	42 75	42 75				
3066	Worcester to Nashua, N. H.	46.54	7,150 40	133 64	7,150 40	133 64	133 64				
3067	Springfield to South Vernon Junction, n. o.	50.46	8,133 62	153 90	8,133 62	153 90	153 90				
3068	Springfield to Athol.	2.30	1,450 72	55 57	1,450 72	55 57	55 57				
3069	Holyoke to Westfield.	48.27	2,662 60	52 75	2,662 60	52 75	52 75				
3070	Assburnham Depot to Assburnham.	2.89	123 55	42 75	123 55	42 75	42 75				
3071	Boston to Waltham.	10.00	465 97	42 75	465 97	42 75	42 75				
3072	Lowell to Nashua, N. H.	14.48	2,414 17	166 72	2,414 17	166 72	166 72				
3073		1,400.65	228,086 24	260,650 74	228,086 24	260,650 74	260,650 74				
RHODE ISLAND.											
4001	Providence to Worcester, Mass.	44.17	4,256 00	96 33	4,256 00	96 33	96 33				
4002	Providence to Groton.	62.57	9,683 02	154 73	9,683 02	154 73	154 73				
4003	Providence to Bristol.	15.75	929 17	58 99	929 17	58 99	58 99				
4004	Providence to Warren, and Bristol.	15.75	929 17	58 99	929 17	58 99	58 99				

Consolidated with  
route 3051.

Discontinued.

Discontinued.



## B.—Railroad service as in operation on the 20th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars, railway post-office.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, railway post-office.	Total cost per mile.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
RHODE ISLAND—Continued.											
4005	Warren to Fall River, Mass.	Fall River, Warren, and Providence.	9.99	6	432 69		432 69	45 31½		45 31½	
4006	Providence to Pascoag.	Providence and Springfield.	23.43	12	1,001 63		1,001 63	42 75		42 75	
4007	Kingston Depot, n. o., to Narragansett Pier.	Narragansett Pier.	9.14	15	421 99		421 99	46 17		46 17	
4008	Auburn to Hope.	Pawtuxet Valley.	10.57	6	451 86		451 86	42 75		42 75	
4009	Wood River Junction, n. o., to Hope Valley.	Wood River Branch.	5.87	6	250 96		250 96	42 75		42 75	
			181.49		17,447 32	3,128 50	20,575 82				
CONNECTICUT.											
5001	Norwich to Worcester, Mass.	New York and New England, lessee Norwich and Worcester Railroad.	59.65	18	4,896 07		4,896 07	82 08		82 08	
5002	East Thompson to Willimantic.	New York and New England.	33.21	21	5,159 17		5,159 17	155 35		155 35	
5003	Middletown to Berlin Depot, n. o.	New York, New Haven, and Hartford.	11.15	18	905 26		905 26	45 31½		45 31½	
5004	New Haven to New London.	do.	51.71	31	8,621 34	4,385 35	13,016 69	166 73½	85 00	251 72½	
	{ New York, N. Y., to Springfield, Mass.	{	{ 73.23	{ 52½	{	{	{	{ 517 01½	{ 214 00	{ 731 01½	
5005	Branch, Windsor Locks to Suffield.	do.	4.79	12	61,525 61	25,773 54	87,299 15	376 20	162 00	538 20	
5006								42 75		42 75	Consolidated with route 5005.
5007	Waterbury to Providence, R. I.	New York and New England.	122.94	16½	9,460 23		9,460 23	76 95		76 95	
5008	Vernon Depot to Rockville.	do.	4.54	18	164 08		164 08	42 75		42 75	
5009	New London to Palmer, Mass.	Central Vermont.	65.27	31	4,520 27		4,520 27	69 25½		69 25½	
	{ New Haven to Williamsburgh, Mass.	{	{ 85.82	{ 16	{	{	{	{ 122 00½	{	{ 122 00½	
5010	Branch, Farmington to New Hartford.	New Haven and Northampton.	14.32	18	11,274 81		11,274 81	56 17		56 17	
	{ Bridgeport to Winsted.	{	{ 62.28	{ 12	{	{	{	{ 94 90½	{	{ 94 90½	
5011	Branch, Waterbury to Watertown.	Naugatuck.	6.15	12	6,173 59		6,173 59	42 75		42 75	



No.	Name of Railroad	Miles	Capital	Revenue	Expenses	Profits	Assets	Liabilities	Total	Notes
5012	Bridgeport to Pittsfield, Mass. Branch, Van Dusenville to State Line, Mass. Branch, Danbury to Brookfield Junction, n. o. South Norwalk to Danbury. Branch, Branchville to Ridgefield. Branch, Bethel to Hawleyville.	110.35 11.05 6.30 23.65 4.34 6.38	12 6 18 17 14 6	11, 110 20 2, 234 53 7, 822 96	93 79 42 75 42 75 79 51 42 75 42 75	144 404	64 124 62 414 53 01 77 54 42 75 42 75	144 404	64 124 62 414 53 01 77 54 42 75 42 75	144 404
5013	Boston and New York Air Line.	54.14	104	7, 822 96	144, 494	144 404	64 124	144 404	64 124	144 404
5014	Hartford to Saybrook Point.	44.15	12	2, 831 11	64 124	64 124	64 124	64 124	64 124	64 124
5015	Hartford to Springfield, Mass.	31.07	6	1, 976 68	62 414	62 414	62 414	62 414	62 414	62 414
5016	New Haven to Ansonia.	13.42	12	711 39	53 01	53 01	53 01	53 01	53 01	53 01
5017	Hartford to Milford, N. Y.	69.03	13	5, 422 72	77 54	77 54	77 54	77 54	77 54	77 54
5018	Litchfield to Hawleyville.	32.78	94	1, 401 34	42 75	42 75	42 75	42 75	42 75	42 75
5019	Turnerville to Colchester.	4.19	6	179 12	42 75	42 75	42 75	42 75	42 75	42 75
5020	New York, Lake Erie and Western.	1, 069.87	214	90, 054 704	122, 294 704	122 294 704	107 504	80 00	277 504	277 504
5021	Suffern to Piermont.	18	64	769 50	42 75	42 75	42 75	42 75	42 75	42 75
5022	Buffalo to Suspension Bridge.	25.04	9	1, 108 93	42 75	42 75	42 75	42 75	42 75	42 75
5023	Newburgh to Chester.	19.75	194	1, 657 42	47 88	47 88	47 88	47 88	47 88	47 88
5024	Branch, Van's Gate Junction to Junction Main Stem.	12.75	204	1, 377 87	70 964	70 964	70 964	70 964	70 964	70 964
5025	Rochester to Avon.	30.73	15	1, 812 91	58 964	58 964	58 964	58 964	58 964	58 964
5026	Avon to Danville.	111	314	9, 660 31	87 21	87 21	87 21	87 21	87 21	87 21
5027	Attica to Corning.	91	264	13, 382 46	147 06	147 06	147 06	147 06	147 06	147 06
5028	Buffalo to Hornellsville.	10.25	9	552 11	53 864	53 864	53 864	53 864	53 864	53 864
5029	Goshen to Montgomery.	11	12	470 25	42 75	42 75	42 75	42 75	42 75	42 75
5030	Goshen to Pine Island.	144	144	292, 212 14	419, 854 64	419 854 64	843 82	300 00	939 471	939 471
5031	New York to Buffalo.	108	144	292, 212 14	419, 854 64	419 854 64	843 82	300 00	939 471	939 471
5032	Troy to Schenectady.	22	23	2, 238 39	2, 238 39	2 238 39	101 744	30 00	131 744	131 744
5033	Syracuse to Rochester.	104	274	13, 515 84	129 96	129 96	129 96	129 96	129 96	129 96
5034	Cannaduaque to Tonawanda.	96	6	3, 676 50	42 75	42 75	42 75	42 75	42 75	42 75
5035	Buffalo to Lockport.	22	12	940 50	42 75	42 75	42 75	42 75	42 75	42 75
5036	Buffalo to Lewiston.	20	24	2, 405 11	82 934	82 934	82 934	82 934	82 934	82 934
5037	Rochester to Niagara Falls.	76	324	10, 656 72	140 22	140 22	140 22	140 22	140 22	140 22
5038	Dunkirk to Elmira.	91.16	6	4, 442 76	48 734	48 734	48 734	48 734	48 734	48 734
5039	Thirtieth Street, New York City.	9	18	427 50	42 75	42 75	42 75	42 75	42 75	42 75
5040	City to Spuyten Duyvil.	9	18	427 50	42 75	42 75	42 75	42 75	42 75	42 75
5041	Rochester to Charlotte.	130.50	114	12, 327 21	90 63	90 63	90 63	90 63	90 63	90 63
5042	New York to Chatham Village.	130.50	114	12, 327 21	90 63	90 63	90 63	90 63	90 63	90 63

And \$300 for transporting messengers to Fordham.

On 277 miles.  
On 164 miles.  
On 133 miles.  
On 144 miles.



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Total cost per mile.	Remarks.
NEW YORK—Continued.											
6023	Golden's Bridge to Mahopie.....	New York and Harlem.....	7.50	6	\$20 82	.....	\$20 82	.....	.....	.....	
6024	Eagle Bridge to Rutland.....	Delaware and Hudson Canal Co.....	62.87	6	4,315 32	.....	4,315 32	.....	.....	.....	
6025	Schoenectady to Ballston.....	.....do.....	15.31	18	630 55	.....	630 55	.....	.....	.....	
6026	Albany to Canada Line.....	.....do.....	191.37	18	.....	.....	.....	.....	.....	.....	
	Branch, Albany Junction to Troy, Whitehall to Castle- ton.....	.....do.....	6.20	18	26,071 72	.....	26,071 72	.....	.....	.....	
6027	Catskill to Cherry Valley.....	.....do.....	13.71	16	970 83	.....	970 83	.....	.....	.....	
6028	Albany to Binghamton.....	.....do.....	22.85	6	11,758 31	.....	11,758 31	.....	.....	.....	
6029	Plattsburgh to Annville.....	.....do.....	23.52	6	1,005 48	.....	1,005 48	.....	.....	.....	
6030	Quaker Street to Schoenectady.....	.....do.....	14.72	12	900 75	.....	900 75	.....	.....	.....	
6031	Nineveh Junction to Jefferson Junction.....	.....do.....	21	6	807 75	.....	807 75	.....	.....	.....	
6032	Fort Edward to Glens Falls.....	.....do.....	6.31	18	323 70	.....	323 70	.....	.....	.....	
6033	West Chazy to Rouse's Point.....	Rome, Watertown and Ogdens- burgh.....	14.78	12	1,300 00	.....	1,300 00	.....	.....	.....	
6034	Oswego to Richland.....	.....do.....	28.50	6	1,851 85	.....	1,851 85	.....	.....	.....	
6035	Watertown to Cape Vincent.....	.....do.....	26	12	1,422 72	.....	1,422 72	.....	.....	.....	
	Rome to Ogdensburg.....	.....do.....	73	12	10,713 88	.....	10,713 88	.....	.....	.....	
6036	Branch, DeKalb Junction to Norwood.....	.....do.....	25	6	.....	.....	.....	.....	.....	.....	
6037	Syracuse to Pulaski.....	.....do.....	38.42	6	2,900 88	.....	2,900 88	.....	.....	.....	
6038	Owego to Lewisville.....	.....do.....	146.92	6	8,667 54	.....	8,667 54	.....	.....	.....	
6039	Watertown to Sackett's Harbor.....	Utica and Black River.....	12.51	12	534 40	.....	534 40	.....	.....	.....	
6040	Chenango Forks to Norwich.....	Delaware, Lackawanna and Western.....	30.69	12	2,453 61	.....	2,453 61	.....	.....	.....	
6041	Utica to Norwich.....	.....do.....	54.50	12	5,111 55	.....	5,111 55	.....	.....	.....	
	Owego to Ithaca.....	.....do.....	35	12	2,423 42	.....	2,423 42	.....	.....	.....	
6042	Cassville Junction to Richfield Springs.....	.....do.....	21	12	951 61	.....	951 61	.....	.....	.....	
6043	Albany to Locust Valley.....	Long Island.....	12.25	12	523 69	.....	523 69	.....	.....	.....	
6044	Albany to Locust Valley.....	.....do.....	94.31	12	7,817 81	.....	7,817 81	.....	.....	.....	
6045	Albany to Locust Valley.....	.....do.....	2.50	12	.....	.....	.....	.....	.....	.....	



6046	Hicksville to Port Jefferson	16.50	12	2,006 24	60 44 1/2	60 44 1/2	42 75
6047	Masserville to Sag Harbor	50 25	12	1,748 05	49 59	49 59	42 75
6048	Oswego to Middletown	250 20	6	13,177 26	51 30	51 30	42 75
6049	Branch, Summitville Junction to Ellenville	8	6		42 75	42 75	42 75
6050	Watson to Delhi	16	6	684 00	42 75	42 75	42 75
6051	Clinton to Rome	13.75	12	587 51	42 75	42 75	42 75
6052	Buffalo to Chicago	184.50	18		614 75	295 00	870 75
		25.70	18		614 75	275 00	890 75
		72.30	15	238,974 42	998 00	97 50	398 45
		4.50	24		574 58	275 00	840 54
		143	24		338 55	112 50	351 05
		101	18		473 87	287 50	761 17
		119	9	9,564 03	80 37	80 37	80 37
6053	Rouse's Point to Ogdensburgh	58.20	6	2,836 66	48 74	48 74	48 74
6054	Chatham Village to Bennington	5.50	18	235 12	42 75	42 75	42 75
6055	Schoharie to Middleburgh	4.38	12	1,188 47	45 31 1/2	45 31 1/2	45 31 1/2
6056	Schoharie Junction to Schoharie	31.40	12	1,763 74	56 17	56 17	56 17
6057	Utica to Smith Valley Station	123.51	6	8,976 70	72 68	72 68	72 68
6058	Buffalo to Emporium	5.50	18	235 12	42 75	42 75	42 75
6059	Skaneateles Junction to Skaneateles	44.80	6	2,911 10	64 98	64 98	64 98
6060	Brookton to Corry	11	12	470 25	42 75	42 75	42 75
6061	Chesterfield to Warwick	68.50	18	6,500 00	94 90 1/2	94 90 1/2	94 90 1/2
6062	Canadawaga to Elmira	33.50	18	2,035 25	85 54	85 54	85 54
6063	Syracuse to Oswego	80	12	6,429 60	80 37	80 37	80 37
6064	Syracuse to Binghamton	2.25	13	173 13	76 95	76 95	76 95
6065	New York	50	30		203 17	203 17	203 17
6066	Rouse's Point to Canada Line	5.50	18	235 12	42 75	42 75	42 75
6067	Troy to North Adams	13	12	470 25	42 75	42 75	42 75
6068	Branch, North Hoosick Junction to State Line	17.25	12	737 44	42 75	42 75	42 75
6069	Stapleton to Rotterdam	6.55	12	280 01	42 75	42 75	42 75
6070	Hudson to Chatham Village	20 47	6	1,997 15	47 02 1/2	47 02 1/2	47 02 1/2
6071	East Ganeeville to Perry	22.62	6	6,493 58	70 11	70 11	70 11
6072	Syracuse to Earlville	43.50	6	3,760 20	51 30	51 30	51 30
6073	Lyons to Sayre	48 30	6	2,830 60	65 83	65 83	65 83
6074	Rondout to Stamford	43 50	6	2,114 84	43 60 1/2	43 60 1/2	43 60 1/2
6075	Albany to Delaware	28.82	6	1,232 05	42 75	42 75	42 75
6076	Forestburg to Ithaca	24	6	1,046 52	43 60 1/2	43 60 1/2	43 60 1/2
6077	Port Jervis to Scipio	44.93	6	1,920 75	42 75	42 75	42 75
6078	Monticello and Port Jervis	28.80	12	1,923 40	64 98	64 98	64 98
6079	Port Jervis to Monticello						
6080	Poughkeepsie to State Line						
6081	Cazenovia to De Ruyter						
6082	Canastota to De Ruyter						



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and terminus.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Total cost per mile.	Remarks.
	New York—Continued.										
6081	Fonda to Gloversville	Fonda, Johnstown and Gloversville.	10	15	Dollars, 726 75	.....	726 75	Dollars, 72 67½	.....	72 67½	
6082	Johnsonville to Greenwich	Greenwich and Johnsonville.	14	12	598 50	.....	598 50	42 75	.....	42 75	
6083	Montgomery to Rondout	Walkkill Valley.	33.46	6	1,087 88	.....	1,087 88	50 44½	.....	50 44½	
6084	Sayre to Fair Haven	Southern Central	121	6	9,104 04	.....	9,104 04	75 24	.....	75 24	
6085	Newburgh to Miltonton	Newburgh, Dutchess and Connecticut.	56.50	6	3,244 72	.....	3,244 72	42 75	.....	42 75	Pay on 3½ miles on branch estimated.
6086	Branch, Clove Branch Junction to Clove Valley.		8.10	6		.....			.....		
6086	Cooperstown to Cooperstown Junction.	Cooperstown and Susquehanna Valley.	16	12	738 72	.....	738 72	46 17	.....	46 17	
6087	Utica to Watertown	Utica and Black River.	92.22	12	10,936 36	.....	10,936 36	118 59	.....	118 59	
6088	Carthage to Ogdensburg	do	61.25	12	5,303 13	.....	5,303 13	75 24	.....	75 24	
6088	Branch, Theresa Junction to Clayton.		16.35	6		.....		42 75	.....	42 75	
6089	Sayre to Ithaca	Geneva, Ithaca and Sayre.	38.05	9	1,886 90	.....	1,886 90	49 59	.....	49 59	
6090	Sodus Point to Gorham Station	Ontario Southern	34	6	1,453 50	.....	1,453 50	42 75	.....	42 75	
6091	Buffalo to Jamestown	Buffalo and Southwestern	71.09	12	4,600 94	.....	4,600 94	64 72	.....	64 72	
6092	Middletown to Pine Bush	Middleburgh and Crawford	13.50	6	577 12	.....	577 12	42 75	.....	42 75	
6093	Long Island City to Babylon	Southern Railroad Company of Long Island.	37.08	12	1,902 20	.....	1,902 20	51 30	.....	51 30	
6094	(Long Island City to Patchogue, Flashing to White-stone, Great Neck Junction to Great Neck.)	Flashing, North Shore and Central.	53.46	11		.....		42 75	.....	42 75	
6094			4	11	2,744 55	.....	2,744 55	42 75	.....	42 75	
6095	Saratoga Springs to North Creek	Adirondack	57.96	6	3,865 35	.....	3,865 35	66 69	.....	66 69	
6096	Bath to Hammondsport	Bath and Hammondsport.	9.40	18	401 85	.....	401 85	42 75	.....	42 75	
6097	Rhinecliff to Boston Corner	Rhinebeck and Connecticut	35.20	6	1,504 80	.....	1,504 80	42 75	.....	42 75	
6098	Gloversville to Northville	Gloversville and Northville	17½	12	1,198 78	.....	1,198 78	68 90½	.....	68 90½	
6099	Crown Point to Northmountville	Crown Point Iron Company	11.82	6	404 24	.....	404 24	34 20	.....	34 20	
6100	Valley Stream to Oceanside	Long Island	8.50	6	327 04	.....	327 04	38 47½	.....	38 47½	
6101	Staten Island to New Berlin	New York, Ontario and Westchester.	24.84	6	1,061 91	.....	1,061 91	42 75	.....	42 75	
6102	Rochester to Salamanca	Rochester and State Line	108.92	6	9,053 22	.....	9,053 22	55 57½	.....	55 57½	
6103	Corning to Geneva	Fall Brook Coal Company	62.41	6	4,909 17	.....	4,909 17	78 60	.....	78 60	



6104	Springville to Sardonia Junction	Springville and Sardonia	11.30	12	405 47	405 47	49 76	42 76	Pay on 16.06 miles between Daune- more and Lyon Mountain, esti- mated at \$42.25 per mile.
6103	Plattsburgh to Lyon Mountain	Chateaugay	34.35	12	1,468 45	1,468 45	42 76	42 76	
6106	Albany to Troy	New York Central and Hudson River	7.37	6	1,178 38	1,178 38	159 89	159 89	
6107	Mechanicville to Eagle Bridge	Boston, Hooaac Tunnel and Western	20.44	6	873 81	873 81	42 75	42 75	
			6,149.605		970,800 81	274,524 25			
7001	New York, N. Y., to Easton, Pa.	Central Railroad Company of New Jersey	74	12	10,736 00	10,736 00	145 09	145 09	
7002	Somerville to Flemington	do	16.06	6	686 56	686 56	42 75	42 75	
7003	Elizabethport to Sea Plain (New York to West Philadel- phia)	do	47.90	12	4,943 28	4,943 28	103 20	103 20	
	Branch, Princeton Junction	Pennsylvania	90	98			890 63	1,210 63	
7004	Branch, Princeton Junction to Princeton		3.20	12	70,635 99	29,700 00	47 02	47 02	
	Branch, Frankfort Junction to Kensington Station		2.95	18			76 95	76 95	
	Camden to Monmouth Junc- tion		53.56	204			330 00	330 00	
7005	Branch, Bordentown to Tren- ton	do	7	18	4,516 10	4,516 10	67 54	67 54	
	Branch, Jamesburgh to South Amboy	do	14.95	9			46 17	46 17	
7006	Camden to Hightstown	do	51.75	151	3,141 48	3,141 48	38 47	38 47	
7007	Burlington to Medford	do	13.50	15	577 12	577 12	60 70	60 70	
7008	Trenton to intersection with Delaware, Lackawanna and Western Railroad	do	68.70	134	5,168 99	5,168 99	42 75	42 75	
7009	Lambertville to Flemington	do	12.13	12	518 56	518 56	42 75	42 75	
7010	East Millstone to New Bruns- wick	do	8.55	13	328 96	328 96	38 47	38 47	
7011	Rocky Hill to Monmouth Junc- tion	do	8	12	342 00	342 00	42 75	42 75	
7012	Kirkton to Lewistown	do	10.81	15	462 13	462 13	42 75	42 75	
7013	Hoboken to Easton	Morris and Essex	84.24	144	10,925 93	10,925 93	129 70	129 70	
7014	Dover to Chester	do	10	9	427 50	427 50	42 75	42 75	
7015	Camden to Atlantic City	Camden and Atlantic	60	12	3,744 90	3,744 90	62 41	62 41	
7016	Egg Harbor City to May's L'd'g.	do	7.43	19	317 63	317 63	42 75	42 75	
7017	Jersey City to Nyack	Northern Railroad Company of New Jersey	28.71	6	1,374 63	1,374 63	47 88	47 88	
7021	Elmer to Salem	West Jersey	16.60	6	752 22	752 22	45 31	45 31	
7022	Woodbury to Swedesborough	do	11	6	470 25	470 25	42 75	42 75	
7023	Jamesburgh to Sea Girt	Pennsylvania	27.70	12	1,340 06	1,340 06	48 72	48 72	
7024	Jersey City to Stony Point	New Jersey and New York	42.81	12	1,860 13	1,860 13	42 75	42 75	

8 months.  
4 months.



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Total cost per mile.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
7025	New Jersey—Continued.	Waterloo to Franklin Fur-	11.76	19½	1,485 18	48 73½	1,485 18	{ 54 46 44 46 42 75	.....	54 46	
		Branch, Lafayette Junction	13	9½							
		Branch, Sandy Hook to Pemberton	6.24	9							
7026	New Jersey Southern	Branch, Eatontown to Port	11.40	12½	5,624 13	42 75	5,624 13	{ 63 27 42 75 48 73½	.....	63 27	Pay on 2.12 miles es- timated at \$48.73½.
		Branch, Monmouth	53.60	6½							
		Branch, Manchester to Bar-	9.80	6							
7027	Newark and Bloomfield	Branch, Newark to Mont Clair	22.42	12	242 39	42 75	242 39	{ 48 73½ 42 75 116 02	.....	48 73½	
		Branch, Hoboken to Deuville	5.67	12							
		Branch, Newark to Deuville	34.15	12							
7028	New Jersey Southern	Branch, Newark to Paterson	33.30	7½	1,281 22	38 47½	1,281 22	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	13.12	12							
		Branch, Newark to Paterson	37.75	6							
7031	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7032	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7033	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7034	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7035	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7036	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7037	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7038	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7040	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7041	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7042	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7043	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7044	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	Pay estimated.
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7045	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7046	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7047	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7048	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7049	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7050	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7051	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7052	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7053	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7054	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7055	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7056	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7057	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7058	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7059	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7060	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7061	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7062	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7063	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7064	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7065	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7066	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7067	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7068	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7069	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7070	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7071	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7072	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7073	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7074	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7075	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7076	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7077	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7078	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7079	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7080	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	38.06	12							
		Branch, Newark to Paterson	20.24	9½							
7081	New Jersey Southern	Branch, Newark to Paterson	46.90	6	1,804 48	38 47½	1,804 48	{ 38 47½ 42 75 48 73½	.....	38 47½	
		Branch, Newark to Paterson	37.75	6							
		Branch, Newark to Paterson	38.06	12							
7082	New Jersey Southern	Branch, Newark to Paterson	37.75	6	1,452 43	38 47½	1,452 43	{ 38 47½ 42			



	PENNSYLVANIA.	Title of company changed Decem-ber 22, 1879.										
			8001	8002	8003	8004	8005	8006	8007	8008	8009	8010
	Philadelphia to Pittsburgh.....	Pennsylvania.....	353.6	42	234,304.20	70,720.00	305,024.20	602.624	200.00	862.624	45.314	132.524
	Philadelphia to Pottsville.....	Philadelphia and Reading.....	92.64	174	9,500.35	.....	9,500.35	103.62	.....	103.62	45.314	42.75
	Philadelphia to West Chester.....	West Chester and Philadel-phia.....	26.35	24	1,082.57	.....	1,082.57	75.24	.....	75.24	45.314	42.75
	Philadelphia to Bethlehem.....	Philadelphia and Reading.....	54.46	62	8,118.98	.....	8,118.98	140.22	.....	140.22	45.314	42.75
	Branch, Lansdale to Doylestown.....	.....	10.65	72	.....	.....	.....	.....	.....	.....	45.314	42.75
	Philadelphia to Norristown.....	do.....	16.45	174	815.76	.....	815.76	40.59	.....	40.59	45.314	42.75
	Philadelphia to Darby.....	Philadelphia and Darby.....	7.56	9	290.87	.....	290.87	38.474	.....	38.474	45.314	42.75
	Bridgeport to Downingtown.....	Philadelphia and Reading.....	21.63	6	832.21	.....	832.21	38.474	.....	38.474	45.314	42.75
	Chester to Port Deposit.....	Philadelphia and Baltimore Central.....	59.25	12	4,959.22	.....	4,959.22	83.70	.....	83.70	45.314	42.75
	Honesdale to Lackawanna.....	New York, Lake Erie and Western.....	25.04	12	1,134.68	.....	1,134.68	45.314	.....	45.314	45.314	42.75
	East Penn Junction to Waverly.....	Lehigh Valley.....	180.57	154	25,122.76	.....	25,122.76	132.524	.....	132.524	45.314	42.75
	Penn Haven Junction to Mount Carmel.....	do.....	52.84	94	2,258.91	.....	2,258.91	42.75	.....	42.75	45.314	42.75
	Hazel Creek Bridge to Audenried and Treckow.....	do.....	8.6	6	363.37	.....	363.37	42.75	.....	42.75	45.314	42.75
	Pottsville to Herndon.....	Philadelphia and Reading.....	59.76	104	4,611.91	.....	4,611.91	59.59	.....	59.59	45.314	42.75
	Port Clinton to Williamsport.....	do.....	121.63	74	5,407.67	.....	5,407.67	44.46	.....	44.46	45.314	42.75
	Sunbury to Tomhicken.....	Pennsylvania.....	44.1	6	1,185.27	.....	1,185.27	42.75	.....	42.75	45.314	42.75
	Penn Haven Junction to Tomhicken.....	do.....	24.1	114	.....	.....	.....	70.11	.....	70.11	45.314	42.75
	Branch, Lumber Yard to Ebervale.....	Lehigh Valley.....	6.23	15	2,051.32	.....	2,051.32	42.75	.....	42.75	45.314	42.75
	Branch, Tunnel to Eckley.....	do.....	2.23	6	.....	.....	.....	42.75	.....	42.75	45.314	42.75
	Scranton to Northumberland.....	Delaware, Lackawanna and Western.....	80.0	214	6,771.60	.....	6,771.60	84.644	.....	84.644	45.314	42.75
	Scranton to Carbondale.....	do.....	17.6	12	978.12	.....	978.12	55.574	.....	55.574	45.314	42.75
	Binghamton, N. Y., to New Hampton, N. J.....	Delaware, Lackawanna and Western.....	144.5	12	13,590.22	.....	13,590.22	94.05	.....	94.05	45.314	42.75
	Elmira, N. Y., to Blossburgh, Pa.....	do.....	45.5	12	.....	.....	.....	57.284	.....	57.284	45.314	42.75
	Branch, Tioga Junction to Lawrenceville.....	do.....	3.83	12	.....	.....	.....	42.75	.....	42.75	45.314	42.75
	Branch, Blossburgh to Arnot.....	Tioga.....	4.09	6	3,124.17	.....	3,124.17	42.75	.....	42.75	45.314	42.75
	Branch, Blossburgh to Morris Run.....	do.....	4.09	6	.....	.....	.....	42.75	.....	42.75	45.314	42.75
	Williamsport to Elmira.....	Northern Central.....	79.17	18	7,378.24	.....	7,378.24	83.194	.....	83.194	45.314	42.75
	Sunbury to Erie.....	Pennsylvania.....	248.08	134	26,527.79	.....	26,527.79	77.804	.....	77.804	45.314	42.75



B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars.	Annual pay for office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post office cars. Dollars.	Total cost per mile. Dollars.	Remarks.
PENNSYLVANIA—Continued.											
8023	Sunbury to Mount Carmel	Northern Central	26.36	12	1,126 80	42 75	1,169 55	42 75	42 75	42 75	
8024	Buttsville to Carrollton	New York, Lake Erie and Western.	24.79	84	1,059 77	42 75	1,102 52	42 75	42 75	42 75	
8025	Irvine to Corry	Pittsburgh, Titusville and Buffalo.	95	124	5,085 75	59 85	5,145 60	59 85	59 85	59 85	
8026	Strasburgh to Leaman Place	T & H. Baumgardner	5.25	6	924 44	42 75	967 19	42 75	42 75	42 75	
8027	Lancaster to Middletown	Pennsylvania	31.5	104	9,073 80	65 834	9,139 63	65 834	65 834	65 834	
8028	Harrisburgh to Auburn	Philadelphia and Reading	58.76	73	2,511 99	42 75	2,554 74	42 75	42 75	42 75	
8029	Newcastle to Homewood	Pennsylvania	15.2	12	1,793 45	117 90	1,911 35	117 90	117 90	117 90	
8030	Harrisburgh to Martinsburgh, W. Va.	Cumberland Valley	94.07	18	7,158 25	76 094	7,234 34	76 094	76 094	76 094	
8031	Columbia to Sinking Spring, Branch, Junction to Quarryville.	Reading and Columbia.	40.17	144	2,919 84	47 88	3,067 72	47 88	47 88	47 88	
8032	Columbia to Frederick, Md.	Pennsylvania	23.31	134	3,287 05	47 024	3,334 07	47 024	47 024	47 024	
8033	Hanover to Gettysburgh Branch, Junction to East Berlin.	Hanover Branch	69.90	88	1,339 99	42 75	1,382 74	42 75	42 75	42 75	
8034	Huntingdon to Mount Dallas	Huntingdon and Broad Top	45.14	12	2,795 56	54 72	2,850 28	54 72	54 72	54 72	
8035	Brone to Martinsville, Altoona to Martinsburgh Branch, Duncansville to Newry.	Pennsylvania	47.50	6	2,802 36	42 75	2,845 11	42 75	42 75	42 75	
8036	Branch, Martinsburgh to Henrietta.	do	22.52	21	1,367 13	38 474	1,405 60	38 474	38 474	38 474	
8037	Crescen to Ebensburg	do	6.51	6	465 97	38 474	504 44	38 474	38 474	38 474	
8038	Tyrone to Lookhaven Branch, Millsburgh to Bellefonte.	do	10.90	12	465 97	465 97	931 94	465 97	465 97	465 97	
8039	Wilmington to Allegheny	do	55.10	12	3,120 44	57 024	3,177 46	57 024	57 024	57 024	
8040	Washington to Wheeling, Va.	Baltimore and Ohio	3.50	18	4,252 94	65 834	4,318 78	65 834	65 834	65 834	
8041	Pittsburgh to On City	Allegheny Valley	64.60	6	1,588 95	42 75	1,631 70	42 75	42 75	42 75	
8042	Branch Junction to Indiana	Pennsylvania	32.40	12	15,305 35	115 424	15,420 79	115 424	115 424	115 424	
8043			122.60	19	1,055 92	56 574	1,112 49	56 574	56 574	56 574	



8043	Meadville to Oil City .....	New York, Pennsylvania and Ohio .....	12	2, 004 39	54 72	2, 004 30	54 72	54 72
8044	Erie to New Castle .....	Pennsylvania .....	12	9, 432 36	95 76	9, 432 36	95 76	95 76
8045	Oil City to Ashtabula, Ohio .....	Lake Shore and Michigan Southern .....	6	3, 964 61	45 31½	3, 964 61	45 31½	45 31½
8046	Bethlehem to Wind Gap .....	Lehigh and Lackawanna .....	28 25	1, 122 18	42 75	1, 122 18	42 75	42 75
8047	Davertown to New Holland .....	Pennsylvania .....	12	1, 197 00	42 75	1, 197 00	42 75	42 75
8048	West Chester to Frazier .....	do .....	6	237 78	38 47½	237 78	38 47½	38 47½
8049	Junction Pennsylvania Railroad to Milroy .....	do .....	15	534 37	42 75	534 37	42 75	42 75
8050	Pottsville to Trachville .....	Philadelphia and Reading .....	9½	497 61	42 75	497 61	42 75	42 75
8051	Greenville Hills .....	Shenandoah and Allegheny .....	9	2, 062 94	44 46	2, 062 94	44 46	44 46
8052	Carlisle to Pine Grove Furnace .....	Iron Mountain Railway and Iron Company .....	6	650 48	34 20	650 48	34 20	34 20
8053	Freeport to Butler .....	Pennsylvania .....	12	1, 056 23	47 88	1, 056 23	47 88	47 88
8054	Winington to Reading .....	Winnington and Northern .....	73	3, 120 75	42 75	3, 120 75	42 75	42 75
8055	Pittsburgh to Washington .....	Pittsburgh, Cincinnati and Saint Louis .....	12	1, 581 22	06 69	1, 581 22	06 69	06 69
8056	Pottsville Junction to Emans .....	Pennsylvania .....	12	1, 633 90	42 75	1, 633 90	42 75	42 75
8057	Pottsville to Carbondale .....	Philadelphia and Reading .....	6	597 22	42 75	597 22	42 75	42 75
8058	Lebanon to Tower City .....	Philadelphia and Reading .....	8½	1, 584 92	42 75	1, 584 92	42 75	42 75
8059	Towanda to Bernice .....	State Line and Sullivan .....	6	974 19	38 47½	974 19	38 47½	38 47½
8060	Schuykill Haven to Glen Car- bon .....	Philadelphia and Reading .....	9½	583 11	42 75	583 11	42 75	42 75
8061	Tipton to Kittstown .....	do .....	21	206 91	42 75	206 91	42 75	42 75
8062	Pittsburgh to Cumberland, Md .....	Pittsburgh and Connellville .....	18	13, 450 18	42 75	13, 450 18	42 75	42 75
8063	Pleasant, Branch, Broad Ford to Mount Pleasant .....	do .....	6	13, 450 18	42 75	13, 450 18	42 75	42 75
8064	Branch, Connellville to Union- town .....	do .....	12	51 30	51 30	51 30	51 30	51 30
8065	Carbondale to Susquehanna .....	New York, Lake Erie and Western .....	6	1, 635 19	42 75	1, 635 19	42 75	42 75
8066	Corning, N. Y., to Antrim, Pa .....	Fall Brook Coal Company .....	14½	3, 265 21	51 30	3, 265 21	51 30	51 30
8067	Branch, Lawrenceville to Elk- land .....	do .....	12	44 46	44 46	44 46	44 46	44 46
8068	Phoenixville to Eagle .....	Philadelphia and Reading .....	12 06	515 56	42 75	515 56	42 75	42 75
8069	Lewistown to Spring Mills .....	Pennsylvania .....	6	1, 918 74	42 75	1, 918 74	42 75	42 75
8070	Union City to Titusville .....	Pittsburgh, Titusville and Buffalo .....	6	602 77	42 75	602 77	42 75	42 75
8071	Towanda to Barclay .....	Towards Coal Company .....	6	601 38	38 47½	601 38	38 47½	38 47½
8072	Rockwood to Somerset .....	Somerset and Cambria .....	12	421 51	42 75	421 51	42 75	42 75
8073	Marion Junction to Mercers- burg .....	Cumberland Valley .....	6	916 56	42 75	916 56	42 75	42 75
8074	Mount Dallas Station to Cum- berland, Md. ....	Pennsylvania .....	12	2, 449 24	53 86½	2, 449 24	53 86½	53 86½
8075	Allentown to Harrisburg .....	Philadelphia and Reading .....	25½	10, 045 73	110 77	10, 045 73	110 77	110 77
8076	Cushocktown to Flourtown .....	do .....	0	312 07	42 75	312 07	42 75	42 75

Discontinued.

Including \$107 per annum for m. m. service.

Pay on 14.47 miles not fired; esti-mated \$53.86½ per mile.



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Total cost per mile.	Remarks.
8075	PENNSYLVANIA—Continued. Easton to Allentown	Lehigh Valley	Miles. 17.20	48½	Dollars. 3,163 20	Dollars. .....	Dollars. 3,163 20	Dollars. 151 93	Dollars. .....	Dollars. 151 93	Including on allowance of \$550 per annum for transfer of mails beyond terminus at Easton to Metchen, thence to New York City.
8076	Red Bank Furnace to Driftwood	Allegheny Valley	109.80	9	5,355 48	.....	5,355 48	48 73½	.....	48 73½	Pay on 8.63 miles not fixed; estimated \$88.47½ per mile.
8077	Chambersburg to Waynesboro	Mont Alto	23.38	6	899 54	.....	899 54	38 47½	.....	38 47½	Discontinued.
8078	Tunkhannock to Montrose	Montrose	28.05	6	1,199 14	.....	1,199 14	42 75	.....	42 75	Do.
8080	Mechanicsburgh to Dillsburgh	Cumberland Valley	8.65	6	378 34	.....	378 34	42 75	.....	42 75	
8081	Pittsburgh to Monongahela City	Pennsylvania	31.04	12	1,643 43	.....	1,643 43	53 01	.....	53 01	
8082	Valley Junction to Eboliavale, Md	Bachman Valley	12.97	6	352 68	.....	352 68	25 63	.....	25 63	
8083	Holidaysburgh to Royer	Pennsylvania	20.43	9	873 38	.....	873 38	42 75	.....	42 75	
8084	Mount Union to Broad Top	East Broad Top Railroad and Coal Company.	32.05	6	1,253 12	.....	1,253 12	38 47½	.....	38 47½	
8086	Pollack to Butler	Parker and Kames City	27	8½	1,338 03	.....	1,338 03	49 59	.....	49 59	
8087	Bellwood to Lloydsville	Bell's Gap	8.64	6	322 33	.....	322 33	34 20	.....	34 20	
8088	Phillipsburgh to Morrisdale Mines.	Pennsylvania	3.59	6	133 47	.....	133 47	42 75	.....	42 75	
8089	Reading to Slatington	Philadelphia and Reading	43.73	6	1,682 51	.....	1,682 51	38 47½	.....	38 47½	
8090	Berlin to Garrett	Buffalo Valley	8.55	12	304 06	.....	304 06	42 75	.....	42 75	
8091	Larabee to Clermont	McKean and Buffalo	22.15	6	946 91	.....	946 91	42 75	.....	42 75	
8092	York to Delta	Peach Bottom	36.25	6	1,549 69	.....	1,549 69	42 75	.....	42 75	
8093	Lawsonum to Sligo	Allegheny Valley	10.41	6	356 02	.....	356 02	34 30	.....	34 30	
8094	Oxford to Peter's Creek	Peach Bottom	21.03	6	843 75	.....	843 75	38 47½	.....	38 47½	
8095	Pittsburgh to Castle Shannon	Pittsburgh and Castle Shannon	7	6	299 25	.....	299 25	42 75	.....	42 75	
8096	New Castle to Stoneboro	New Castle and Franklin	36.49	6	1,559 06	.....	1,559 06	42 75	.....	42 75	
8097	White Haven to Upper Lehigh.	Central Railroad Company of New Jersey.	9.85	6	336 87	.....	336 87	34 20	.....	34 20	



8008	Norristown to Lansdale	Stony Creek	2	10.30	3900 30	38 47 1/2
8009	Owens Mills to Rancocas	Pennock Branch	6	9.20	3533 07	38 47 1/2
8100	Panacea to Mauch Chunk	Central Railroad of New Jersey	6	13.70	527 11	38 47 1/2
8101	Wilkes Barre to Waukegan	do	6	11.55	444 38	38 47 1/2
8102	Hanover Junction to Hanover	Hanover Branch	12	13.37	881 48	65 03
8103	Franktown to Round Brook	Delaware and Round Brook	6	2,009 02	2,000 02	42 75
8104	Southwest Junction to Oilplant Furnace	Pennsylvania	6	41.90	2,436 06	58 14
8105	Eminton to Clarion	Eminton and Shippensburg	12	30.12	1,099 07	56 43
8106	Millersburg to Williamstown	Summit Branch	12	21.09	901 00	42 75
8107	Lewistown Junction to Selin's Grove Junction	Pennsylvania	6	45	1,923 75	42 75
8109	Arlington to Broadville	Northeast Pennsylvania	6	11.30	483 07	42 75
8110	Catawissa Junction to Hughesville	Muncy Creek	6	6.74	245 38	42 75
8111	Blossburg to Fall Brook	Fall Brook Coal Company	6	6.50	277 87	42 75
8112	Foxburgh to Turkey City	Foxburgh, Saint Petersburg and Clarion	6	8.60	367 65	42 75
8113	Washington to Waynesborough	Waynesborough and Washington	6	28.72	1,227 78	42 75
8115	Pittsburgh to Washington	Pittsburgh Southern	6	38.26	1,035 01	42 75
8116	Honesdale to Carbondale	Delaware and Hudson Canal Company	6	17.30	739 57	42 75
8117	Newtown Junction to Newtown	Philadelphia, Newtown and New York	6	27.10	1,158 52	42 75
8118	Lattrobe to Ligonier	Ligonier Valley	6	11.04	471 06	42 75
8119	Shenandoah to Mahanoy Plane	Philadelphia and Reading	6	7.02	300 10	42 75
8120	Salisbury Junction to Elk Lick	Salisbury	6	7.43	317 63	42 75
8121	Bradford to Olean	Olean, Bradford and Warren	6	22.83	975 08	42 75
8122	Elfdred to Bradford	Kendall and Elfdred	6	21.94	937 93	42 75
8123	Pittsburgh to Youngstown	Pittsburgh and Lake Erie	6	68.03	2,908 28	42 75
8124	Columbia to Port Deposit, Md	Columbia and Port Deposit	6	39.65	1,095 03	42 75
8125	Allegheny City to Wurttenburgh	Pittsburgh and Western	6	47.10	2,013 52	42 75
8126	Rowmansdale to Walnut Bottom	Harrisburgh and Potomac	6	25.63	1,095 08	42 75
8127	Montour Junction to Imperial	Montour	6	10.90	465 07	42 75
8128	Portland to Bangor	Portland and Bangor	6	8.71	372 35	42 75
				5,106.89	617,220 10	
DELAWARE.						
9501	Wilmington to Delmar	Philadelphia, Wilmington and Baltimore	12	97.02	10,451 00	107 73
9502	Delmar to Crisfield, Md.	Eastern Shore	6	38	2,500 20	68 40
9503	Clayton to Easton	do	6	44	2,332 44	53 01
9504	Harrington to Lewes	Junction and Breakwater	12	1,710 00	1,710 00	42 75
9505	Wilmington to Pomeroy, Pa.	Delaware Western	6	38.85	1,000 83	42 75



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation. Dollars. 825 07	Annual pay for office cars. Dollars. .....	Total annual pay. Dollars. 825 07	Cost per mile for transportation. Dollars. 42 75	Cost per mile for railway post-office cars. Dollars. .....	Total cost per mile. Dollars. 42 75	Remarks.
DELAWARE—Continued.											
9506	Georgetown to Selbyville	Breakwater and Frankfort	19.30 277.17	6	19,579 50	.....	19,579 50	42 75	.....	42 75	
MARYLAND.											
10001	Baltimore to Philadelphia } Branch, Perryville to Port } Deposit.	Philadelphia, Wilmington } and Baltimore.	96 4.11	300	46,058 90	.....	55,658 90	477 95 42 75	100 00	577 95 42 75	
10002	Baltimore to Sunbury, Pa.	Northern Central	140.70	24	23,819 10	3,517 50	27,336 60	109 29	25 00	104 29	
10003	Baltimore to Wheeling, W. Va.	Baltimore and Ohio	303.92	22	97,335 06	27,516 80	124,852 46	247 09½	40 00	327 09½	
10004	Anby to Frederick	do	3.75	33	195 56	.....	195 56	52 15	.....	52 15	
10005	Frederick to Hagerstown	do	24.53	12	1,293 06	.....	1,293 06	52 75	.....	52 75	
10006	Baltimore to Williamsport	Western Maryland	93.02	12	5,805 84	.....	5,805 84	62 41½	.....	62 41½	
10007	Annapolis to Annapolis Junction	Annapolis and Elk Ridge	21.50	15	1,296 77	.....	1,296 77	50 85	.....	50 85	
10008	Cambridge to Seaford, Del.	Dorchester and Delaware	33.63	6	1,437 68	.....	1,437 68	42 75	.....	42 75	
10009	Salisbury to Ocean City	Frederick and Potomac	31.02	6	1,296 10	.....	1,296 10	42 75	.....	42 75	
10010	Towson, Del., to Centerville, Md.	Queen Ann's and Kent County	36.34	6	1,553 53	.....	1,553 53	42 75	.....	42 75	
10011	Cumberland to Piedmont, W. Va.	Cumberland and Pennsylvania	32.76	6	1,443 24	.....	1,443 24	42 75	.....	42 75	
10012	Clayton, Del., to Chestertn, Md.	Towson Branch	30.08	6	1,401 66	.....	1,401 66	42 75	.....	42 75	
10013	Bayview to Washington	Baltimore and Potomac	46.10	41½	21,015 01	4,610 00	26,525 01	475 26	100 00	575 38	
10014	Bowie to Pope's Creek	do	48.88	6	2,256 78	.....	2,256 78	46 17	.....	46 17	
10015	Newtown Junction to Newtown	Worcester and Somerset	9.70	6	414 67	.....	414 67	42 75	.....	42 75	
10016	Selbyville to Franklin City	Worcester and Ohio	35.96	6	1,537 29	.....	1,537 29	42 75	.....	42 75	
10017	Balto. to Harper's Ferry, W. Va.	Baltimore and Ohio	81	14½	4,858 11	.....	4,858 11	67 50	.....	67 50	
10018	Lake Road to Western Maryland Junction.	Northern Central	8.50	6	290 70	.....	290 70	34 20	.....	34 20	
10019	Emmitsburgh to Rocky Ridge.	Emmitsburgh	7	12	290 25	.....	290 25	42 75	.....	42 75	
10020	Valley Junction to Emory Grove	Baltimore and Hanover	20.00	6	858 85	.....	858 85	42 75	.....	42 75	
VIRGINIA.											
11001	Washington, D. C., to Richmond, Va.	Richmond, Fredericksburgh and Potomac.	116 1,290.40	13	28,563 84 284,688 68	9,280 00	37,843 84	246 24	80 00	326 24	



11002	Alexandria to Lynchburgh. Branch, Owl Run to Warren.	Washington City, Virginia and Great South- ern.	171.85 8.17	14 12	29,023.06 2,874.01	8,567.50	37,590.56	106.724 49.56	50.00	216.724 49.56
11003	Manassas to Strasburgh.	do	62.55	6	2,874.01		2,874.01	43.75		42.75
11004	Alexandria to Round Hill.	Washington and Ohio	52.74	12	2,885.93		2,885.93	54.72		42.75
11005	Richmond to Huntington, W. Va.	Chesapeake and Ohio	421.14	12	33,486.94		33,486.94	79.514		70.514
11006	Richmond to Charlotte, N. C.	Richmond and Danville	282.88	104	57,322.80	14,144.00	71,466.80	202.64	50.00	253.64
11007	Richmond to West Point.	Richmond, York River and Chesapeake.	40.50	12	1,800.63		1,800.63	44.46		44.46
11008	Richmond to Petersburg.	Richmond and Petersburg	24.07	20	4,580.30	1,925.60	6,514.90	190.664	80.00	270.664
11009	Petersburgh to Weldon.	Petersburgh	65.31	13	11,488.01	3,265.50	14,753.51	171.00	50.00	221.00
11010	Petersburgh to City Point.	Atlantic, Mississippi and Ohio	10.50	13	11,427.50		11,427.50	42.75		42.75
11011	Petersburgh to Norfolk.	do	81.50	6	5,295.47		5,295.47	64.98		64.98
11012	Petersburgh to Lynchburgh.	do	123.25	6	6,533.46		6,533.46	53.01		53.01
11013	Lynchburgh to Beulah, Tenn.	do	205	14	29,446.20	5,125.00	34,571.20	168.64	25.00	193.64
11014	Glade Spring to Seville.	do	9.50	20	324.80		324.80	34.20		34.20
11015	Portsmouth to Weldon.	Seward and Roanoke	79.81	64	3,797.36	47.88	3,797.36	47.88		47.88
11016	Lynchburgh to Danville.	Washington City, Virginia Mid- land and Great Southern.	65.87	12	3,327.85	3,268.50	6,626.35	50.444	50.00	100.444
11017	Chester to Wintropk dria, Va.	Claret Hill	18.75	6	320.62		320.62	17.10		17.10
11018	Washington, D. C., to Alexan- dria, Va.	Alexandria and Washington	7	184	1,228.92	175.00	1,403.92	175.274	25.00	200.274
11019	Sutherland to Milton.	Milton and Sutherland Narrow Gauge.	7	6	299.25		299.25	42.75		42.75
11020	Fredericksburgh to Orange C. H.	Royal Land Company	38.25	6	1,635.19		1,635.19	42.75		42.75
11021	Bentonville to Shepherdstown, W. Va.	Shenandoah Valley	56.47	6	2,414.09		2,414.09	42.75		42.75
11022	Elba to Rocky Mount.	Washington City, Virginia Mid- land and Great Southern.	37.23	6	1,591.57		1,591.57	42.75		42.75
WEST VIRGINIA.										
12001	Harper's Ferry to Staunton, Va.	Baltimore and Ohio	101.60	74	7,715.81		7,715.81	63.27		63.27
12002	Grafton to Parkersburgh.	do	26.42	20	476.24	4,183.20	24,659.44	48.734	40.00	235.794
12003	Laurel Junction to Vairoano	Laurel Fork and Sand Hill	104.58	12	242.00		242.00	34.20		34.20
12004	Pennsboro' to Ritchie C. H.	Pennsboro' and Harrisville, Ritchie County.	9	12	384.75		384.75	42.75		42.75
12005	Steubenville, Ohio, to Wheeling, W. Va.	Pittsburgh, Cincinnati and Saint Louis.	26.13	6	1,697.92		1,697.92	64.98		64.98
12006	Clarksburgh to Weston.	Clarksburgh, Weston and Glen	26.25	6	1,122.19		1,122.19	42.75		42.75
NORTH CAROLINA.										
13001	Raleigh to Weldon.	Raleigh and Gaston	97	6	5,473.71		5,473.71	56.43		56.43
13002	Branch, Rocky Mount to Tar- borough.	Wilmington and Weldon.	183.07 19.79	13 7	163.07 25,663.64	8,153.60	33,817.14	153.19 42.75	50.00	202.19 42.75
13003	Wilmington to Charlotte.	Carolina Central	195.90	13	9,212.20		9,212.20	47.024		47.024
13004	Goldborough to Greensborough.	Richmond and Danville.	130.35	7	8,358.69		8,358.69	64.124		64.124
13005	Goldborough to Morehead City.	Atlanta and North Carolina	94.04	6	4,743.86		4,743.86	50.444		50.444



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and terminus.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Total cost per mile.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>NORTH CAROLINA—Cont'd.</b>											
13006	Salisbury to Cooper's	Western North Carolina	133.03	6	8,303 73	.....	8,303 73	62 42	.....	62 42	
13007	Charlotte to Augusta, Ga.	Charlotte, Columbia and Augusta	195.75	104	19,247 13	.....	19,247 13	98 324	.....	98 324	
13008	Charlotte to Shelby	Carolina Central	55.25	6	2,361 94	.....	2,361 94	42 75	.....	42 75	
13009	Charlotte to Stateville	Atlantic, Tennessee and Ohio	46.38	6	1,899 90	.....	1,899 90	38 474	.....	38 474	
13010	Raleigh to Hatter	Raleigh and Augusta	101.28	6	4,935 88	.....	4,935 88	48 734	.....	48 734	
13011	Fayetteville to Gulf	Cape Fear and Yadkin Valley	44.97	6	1,922 46	.....	1,922 46	42 75	.....	42 75	
13012	Greensborough to Salem	North Western, North Carolina	29.31	6	1,428 42	.....	1,428 42	48 734	.....	48 734	
13013	Jamesville to Washington	Jamesville and Washington Railroad and Lumber Co.	22.51	6	1,769 84	.....	1,769 84	34 20	.....	34 20	
			1,331.63		94,321 40	8,153 50	102,474 90				
<b>SOUTH CAROLINA.</b>											
14001	Columbia to Greenville C. H.	Greenville and Columbia	144.01	6	.....	.....	.....	53 91	.....	53 91	
	Branch, Hodges to Abbeville	do	11.81	6	8,566 78	.....	8,566 78	42 75	.....	42 75	
	Branch, Belton to Anderson C. H.	do	16.01	6	.....	.....	.....	42 75	.....	42 75	
14002	Columbia to Florence	do	82.08	7	21,791 98	.....	21,791 98	76 95	.....	76 95	
	Branch, Florence to Wilmington	Wilmington, Columbia and Augusta	138.70	13	.....	5,485 00	27,276 98	141 074	50 00	191 074	
	Branch, Kingsville to Camden	do	118	13	.....	.....	.....	67 53	.....	67 53	
14003	Branch, Kingsville to Columbia	do	39.25	6	17,679 89	.....	17,679 89	42 75	.....	42 75	
	Branch, Branchville to Charleston.	do	62.25	29	.....	.....	.....	66 09	.....	66 09	
	Branch, Charleston to Savannah	do	116.33	13	12,930 08	5,816 50	18,746 58	111 15	50 00	161 15	
14004	Charleston to Florence	Savannah and Charleston	103	13	13,269 75	5,150 00	18,359 75	128 25	50 00	178 25	
14005	Florence to Cheraw	Northeastern	40.88	6	1,747 62	.....	1,747 62	42 75	.....	42 75	
14007	Cheraw to Dallas	Cheraw and Lenoir Narrow Gauge.	40.93	6	2,134 51	.....	2,134 51	42 75	.....	42 75	
14008	Alaton to Spartanburgh C. H.	Spartanburgh Union and Columbia	98.12	6	2,912 13	.....	2,912 13	42 75	.....	42 75	
14009	Anderson C. H. to Walhalla	do	35.06	6	1,498 82	.....	1,498 82	42 75	.....	42 75	
14010	Port Royal to Augusta	Port Royal and Augusta	112.20	6	5,468 07	.....	5,468 07	48 734	.....	48 734	



14011	Spartanburgh C. H. to Hender- sonville.....	Spartanburgh and Asheville ..	40. 86	6	2, 131. 51		2, 131. 1	42. 76
14012	Newberry C. H. to Laurens C.H.	Laurens .....	32. 25	6	1, 378. 68		1, 378. 03	42. 75
14013	Chester to Cedar Shoal.....	Chester and Chester .....	21. 50	6	944. 77		944. 77	42. 75
			1, 232		92, 304. 50	16, 451. 50	108, 846. 00	
GEORGIA.								
15001	Atlanta to Air Line Junction, N. C., n. o.	Atlanta and Charlotte .....	290. 35	7	363, 853. 25	13, 467. 50	47, 320. 75	135. 66½
15002	Atlanta to Chattahoochee.....	Western and Atlantic.....	138. 47	14	19, 297. 87	6, 923. 50	28, 221. 37	189. 96½
15003	Atlanta to West Point .....	Atlanta and West Point .....	98. 68	11	11, 561. 34	4, 234. 00	15, 795. 34	183. 88
15004	Augusta to Atlanta.....	Georgia and West Point .....	171. 62	12	2, 850. 18	2, 574. 30	23, 410. 68	186. 41
15005	Millen to Augusta.....	Central Railroad and Banking Company.....	53½	14	3, 301. 21		3, 301. 21	63. 27
15006	Washington to Barnett .....	Georgia .....	18. 86	6	806. 26		806. 26	42. 75
15007	Union to Athens .....	do .....	59. 92	6	2, 116. 16		2, 116. 16	53. 01
15008	Kingsdon to Rome.....	Rome .....	30. 35	7	869. 96		869. 96	42. 75
15009	Savannah to Live Oak, Fla.	Savannah, Florida and Western	179. 20	13	4, 480. 00		4, 480. 00	112. 86
15010	Branch, Dupont to Bainbridge.	do .....	108. 37	7	94, 771. 83		29, 251. 83	42. 75
15011	Savannah to Macon.....	Central Railroad and Banking Company.....	124. 94	14	12, 977. 08		12, 977. 08	67. 54½
15012	Macon to Columbus .....	South-Western .....	100. 94	13	6, 045. 28		6, 045. 28	65. 83½
	Macon to Atlanta .....	Central Railroad and Banking Company.....	163. 52	13	10, 091. 58		10, 091. 58	96. 61½
15013	Macon to Brunswick .....	Macon and Brunswick .....	188	6	12, 236. 76		12, 236. 76	63. 27
	Branch, Cochran to Hawkins- ville.....	do .....	10	6				34. 20
15014	Gordon to Milledgeville .....	Central Railroad and Banking Company.....	18. 25	6	780. 19		780. 19	42. 75
15015	Fatonton to Milledgeville .....	South-Western .....	22½	6	945. 85		945. 85	42. 75
	Macon to Enclave, Ala.	do .....	144. 84	6			64. 12½	64. 12½
15016	Branch, Smithville to Albany ..	do .....	23. 78	5	12, 142. 11		12, 142. 11	42. 75
	Branch, Guthbert to Fort Gaines	do .....	22. 67	5			34. 20	34. 20
	Branch, Albany to Arlington ..	do .....	35. 5	5			29. 82½	29. 82½
15017	Fort Valley to Perry .....	do .....	13. 32	6	455. 54		455. 54	34. 20
15018	Thomasville to Albany .....	Savannah, Florida and Western Central Railroad and Banking Company.....	58. 91	7	2, 518. 40		2, 518. 40	42. 75
15019	Barnesville to Thomas .....	do .....	17. 25	6	569. 05		589. 05	34. 20
15020	Cartersville to Cedartown .....	Georgia Railroad and Banking Company.....	38. 33	6	931. 86		931. 86	25. 65
15021	Cannal to Macon .....	do .....	80. 66	6	4, 137. 80		4, 137. 80	51. 30
15022	Griffin to Carrollton .....	Savannah, Griffin and North Alabamian .....	59. 86	6	2, 303. 11		2, 303. 11	38. 47½
15023	Brunswick to Albany .....	do .....	173. 31	6	6, 068. 96		6, 068. 96	38. 48
15024	Columbus to Belmont .....	Brunswick and Albany .....	31. 11	6	830. 93		830. 93	29. 92½
15025	Athens to Dalton .....	Columbus and Rome .....	40. 53	6	1, 732. 66		1, 732. 66	42. 75
15026	Toccoa to Elberton .....	Northeastern of Georgia .....	51	6	2, 180. 25		2, 180. 25	42. 75
		Elberton Air Line.....			195, 652. 77	31, 779. 30	227, 432. 07	
			2, 507. 975					



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Total cost per mile.	Remarks.
	FLORIDA.										
16001	Fernandina to Cedar Keys.....	Atlantic, Gulf and West India Transit.	154.8	6	8,577 46		8,577 46	55 41		55 41	
16002	Lake City to Chattahoochee branch, Tallahassee to Saint Mark's.	Jacksonville, Pensacola and Mobile.	152.73 21.89	11½	8,731 70	431 25	9,162 95	54 72 17 10	18 75	73 47 54 72 17 10	On 23 miles. On 120.73 miles. On 21.80 miles.
16003	Pensacola to Whiting Junction.	Pensacola and Louisville.....	44.05	13	1,807 81		1,807 81	41 04		41 04	
16004	Tocoi to Saint Augustine.	Saint John's Railway.....	15.09	6	670 75		670 75	42 75		42 75	
16005	Pensacola to Milby.	Pensacola and Perdido.....	8	6	205 20		205 20	25 65		25 65	
16006	Jacksonville to Lake City.....	Florida Central.....	60.3	13	3,299 62	1,507 50	4,807 12	54 72	25 00	79 72	
	ALABAMA.										
			457.46		23,292 54	1,938 75	25,231 29				
17001	Montgomery to West Point, Ga.	Western of Alabama.....	88.5	14	11,577 13	4,425 00	16,002 13	130 81½	50 00	180 81½	
17002	Montgomery to Selma.....	do.....	50	7	2,137 50		2,137 50	42 75		42 75	
17003	Montgomery to Eufaula.....	do.....	81.24	7½	3,542 46		3,542 46	43 60½		43 60½	
17004	Montgomery to Decatur.....	Alabama Central.....	183.66	14	15,742 79		15,742 79	84 13½		84 13½	
	Branch, Elmore to Wetumpka.	South and North Alabama.....	6.81	14				42 75		42 75	
	Memphis, Tenn., to Stevenson, Ala.	do.....	271.5	16				94 05		94 05	
17005	Branch, Moscow to Somerville, Tenn.	Memphis and Charleston.....	14.5	7	26,432 32		26,432 32	42 75		42 75	
	Branch, Tusculum to Florence.	do.....	6.5	7				42 75		42 75	
17006	Selma to Greensborough.....	Selma and Greensborough.....	55.03	6	2,352 53		2,352 53	42 75		42 75	Pay estimated on 19 miles.
17007	Opelika to Columbus, Ga.	Western of Alabama.....	28	14	1,675 80		1,675 80	50 85		50 85	
17008	Columbus, Ga., to Troy, Ala.	Mobile and Grand.....	90	6	3,447 36		3,447 36	38 30½		38 30½	
17009	Selma to Meridian, Miss.	Alabama Central.....	114.13	7	6,537 03		6,537 03	57 28½		57 28½	
17010	Selma to Dalton, Ga.	Selma, Rome and Dalton.....	156	7	13,228 08½		13,228 08½	51 30		51 30	
17011	Gainesville to Narketta, Miss.	Tram Road Transportation.....	81.5	7	943 06		943 06	64 12½		64 12½	On 156 miles.
17012	Mobile to Montgomery.....	Mobile and Montgomery.....	22.00	6	30,868 58	8,915 50	20,802 08	134 23½	50 00	184 23½	Estimated pay. On 64.98 miles.
17013	Mobile to New Orleans, La.	New Orleans, Mobile and Texas.....	113.29	14	19,604 40	7,085 00	26,689 40	107 41½	50 00	157 41½	On 113.29 miles.
17014	Opelika to Buffalo.....	East Alabama and Cincinnati.....	22.5	6	769 50		769 50	34 20		34 20	



Year	Location	Alabama and Chattanooga	Mississippi	Tennessee	Other	Pay estimated.	Remarks
17015	Chattanooga, Tenn., to Meridian, Miss.	24.5	2,050.02	34.11	15,800 31	65.84	On 24.5 miles.
17016	Meridian to Good Water, Tenn.	270.5		384.11	15,800 31	52.07	On 270.5 miles.
17017	Good Water to Pine Apple, Ga.	60.65		384.11	15,800 31	38.47	
17018	Pine Apple to Tuskegee, Ala.	43.19		384.11	15,800 31	38.47	
17019	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
17020	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
17021	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
17022	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
17023	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
18001	Chattanooga, Tenn., to Meridian, Miss.	24.5	2,050.02	34.11	15,800 31	65.84	On 24.5 miles.
18002	Meridian to Good Water, Tenn.	270.5		384.11	15,800 31	52.07	On 270.5 miles.
18003	Good Water to Pine Apple, Ga.	60.65		384.11	15,800 31	38.47	
18004	Pine Apple to Tuskegee, Ala.	43.19		384.11	15,800 31	38.47	
18005	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
18006	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
18007	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
18008	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
18009	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
18010	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
19001	Chattanooga, Tenn., to Meridian, Miss.	24.5	2,050.02	34.11	15,800 31	65.84	On 24.5 miles.
19002	Meridian to Good Water, Tenn.	270.5		384.11	15,800 31	52.07	On 270.5 miles.
19003	Good Water to Pine Apple, Ga.	60.65		384.11	15,800 31	38.47	
19004	Pine Apple to Tuskegee, Ala.	43.19		384.11	15,800 31	38.47	
19005	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
19006	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
19007	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
19008	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
19009	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	
19010	Tuskegee to Tuskegee, Ala.	6		384.11	15,800 31	42.75	



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Total cost per mile.	Remarks.
			<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
TENNESSEE—Continued.											
19011	Knoxville to Carville	Knoxville and Ohio	38.04	6	1,408.22	.....	1,408.22	38.47½	.....	38.47½	
19012	Morristown to Wolf Creek	East Tennessee, Virginia and Georgia	33.8	6	1,361.16	.....	1,361.16	34.20	.....	34.20	
19013	Tracy City to Cowan	Tennessee Coal and R. Co.	23	6	786.60	.....	786.60	34.20	.....	34.20	
19014	Memphis to Covington	Paducah and Memphis	28.31	6	1,310.20	.....	1,310.20	42.75	.....	42.75	
19015	Victoria to Biddeford	Nashville and Chattanooga	19.87½	6	849.65	.....	849.65	42.75	.....	42.75	
19016	Tullahoma to McMinnville	Nashville, Chattanooga and Saint Louis	35	6	1,496.25	.....	1,496.25	42.75	.....	42.75	
19017	Knoxville to Marsville	Knoxville and Charleston	17.48	6	672.54	.....	672.54	38.47½	.....	38.47½	
19018	Columbia to Peterburgh	Duck River Valley	34.91	6	1,492.40	.....	1,492.40	42.75	.....	42.75	
19019	Dickson to Graham	Nashville and Tuscaloosa	21	6	897.75	.....	897.75	42.75	.....	42.75	Estimated.
			1,081.418		103,487.54	7,980.00	111,467.54				
KENTUCKY.											
20001	Ashland to Geigersville	Lexington and Big Sandy	13.98	6	358.50	.....	358.50	25.65	.....	25.65	
20002	Covington to Lexington	Kentucky Central	97	12	10,513.80	.....	10,513.80	106.20	.....	106.20	
20003	La Grange to Lexington	Louisville, Cincinnati and Lexington	67	12	4,983.79	.....	4,983.79	74.38½	.....	74.38½	
20004	Cincinnati to Louisville	.....do.....	108.45	18	21,582.34	6,507.00	28,089.34	236.65	60.00	296.65	
20005	Louisville to Nashville, Tenn.	Louisville and Nashville	112.44	18½	38,300.08	8,929.40	47,229.48	416.65	60.00	476.65	
20006	Bardstown, Junction to Bardstown.	.....do.....	72.10	6	665.62	.....	665.62	96.91	30.00	126.91	
			17.3	6	665.62	.....	665.62	38.47½	.....	38.47½	
20007	Lebanon Junction to Livingston Station.	.....do.....	76.4	6	8,081.55	.....	8,081.55	105.83½	.....	105.83½	
	Branch, Richmond Junction to Richmond	.....do.....	33.5	6	.....	.....	.....	38.47½	.....	38.47½	
			33.8	6	.....	.....	.....	52.15½	.....	52.15½	
20008	Bowling Green to Memphis, Tenn.	.....do.....	134.08	13	46,708.74	7,499.40	54,208.14	401.60	.....	401.60	
20009	Paducah to Trimble	Paducah and Memphis	42.5	12	3,270.36	.....	3,270.36	269.14½	25.00	294.14½	
20010	Paducah to Paducah	.....do.....	86.88	12	.....	.....	.....	126.25	25.00	151.25	
20011	Elizabethtown to Paducah	Paducah and Elizabethtown	50.64	6	.....	.....	.....	42.75	.....	42.75	Transferred.
			186.19	6	11,030.44	.....	11,030.44	64.12½	.....	64.12½	



Year	Location	12	10	513 00	42 75	513 00	42 75	Estimated.	Do.
20012	Glasgow Junction to Glasgow	12	10	513 00	42 75	513 00	42 75		
20013	Anchorage to Stedleyville, Tenn.	10	12	812 25	42 75	812 25	42 75		
20014	Willard to Greenup	34.5	6	1,327.50	38.47	1,327.50	38.47		
20015	Owensboro to Stroud	38.13	6	1,544.56	42.75	1,544.56	42.75		
20016	Mayville to Paris	50	6	2,970.00	50.40	2,970.00	50.40		
20017	Lexington to Mount Sterling	33.84	12	1,562.40	46.17	1,562.40	46.17		
20018	Cincinnati Junction to Louisville and Nashville Junction.	4.13	12	642.67	215.61	890.47	275.61		
20019	Louisville to Coolton	46.72	6	1,797.55	38.47	1,797.55	38.47		
20020	Johnson's Junction to Hillsborough.	17.08	6	730.17	42.75	730.17	42.75		
20021	Cincinnati to Chattanooga	6.43	6	274.88	73.53	274.88	73.53		
20022	Harrisburgh to Harrisburgh Junction.	337.50	6	24,816.37	42.75	24,816.37	42.75		
20023	Mount Sterling to Cornwell	19.68	6	757.19	38.47	757.19	38.47		
20024	Louisville to Prospect	11	6	405.00	45.00	405.00	45.00		
20025	Lexington to Greensburg	32	6	1,440.00	45.00	1,440.00	45.00		
20026	Henderson to Nashville, Tenn.	145.92	6	11,228.54	78.95	11,228.54	78.95		
		1,969.40		197,502.28		230,665.48			
21001	Bellaire to Columbus	104.875	20	20,478.00	171.85	20,478.00	171.85		
21002	Pittsburgh to Chicago	33	13	119,850.16	4,195.00	119,850.16	4,195.00		
21003	Pittsburgh to Bellaire	468.85	184	10,503.68	11,721.25	10,503.68	11,721.25		
21004	Hudson to Columbus	94.50	18	11,225.46	76.95	11,225.46	76.95		
21005	Cleveland to Sharpville, Pa.	44.88	12	6,638.91	78.66	6,638.91	78.66		
21006	Cleveland to Wellsville	54.50	18	13,505.26	132.52	13,505.26	132.52		
21007	Elyria to Millbury	74.98	19	20,387.14	405.27	20,387.14	405.27		
21008	Bayard to New Philadelphia	32.50	6	1,667.25	51.30	1,667.25	51.30		
21009	Canton to Del Roy	22.22	6	949.91	42.75	949.91	42.75		
21010	Sandusky to Newark	18.58	6	704.20	42.75	704.20	42.75		
21011	Xenia to Dayton	28	18	17,506.98	181.26	17,506.98	181.26		
21012	Springfield to Sandusky	17	18	930.24	54.72	930.24	54.72		
21013	Columbus to Delaware	131.35	13	8,984.34	68.40	8,984.34	68.40		
21014	Columbus to Cincinnati	24.75	6	2,116.13	85.50	2,116.13	85.50		
21015	Columbus to Indianapolis	120.46	13	30,491.08	253.68	30,491.08	253.68		
21016	Columbus to Indianapolis	188	20	56,741.22	301.81	56,741.22	301.81		



B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.		Annual pay for railway post-office cars.		Total annual pay.		Cost per mile for transportation.		Cost per mile for railway post-office cars.		Total cost per mile.	Remarks.
					Dollars.	Cents.	Dollars.	Cents.	Dollars.	Cents.	Dollars.	Cents.	Dollars.	Cents.		
21016	Ohio—Continued.	Gallion to Indianapolis	119.40	13	31,395.60		5,100.00		36,495.60		153.90		25.00		178.90	
21017	Branch, Dayton to Keokuk	Cincinnati and Indianapolis	84.60	19												
21018	Blanchester to Hillsborough	do	21	12	915.71				915.71		43.60				43.60	
	Potsmouth to Hamilton Junction.	do	56	12	4,404.96				4,404.96		78.66				78.66	
21019	(Toledo to Quincy	Walsh, Saint Louis and Pacific	476	12	94,135.50		19,040.00		113,175.50		192.37		40.00		232.37	
	Branch, Bluffs to Naples	do	4	12							76.95				76.95	
	Branch, Dayton to Keokuk	do	44	12							51.30				51.30	
21020	Fremont to Huntington, Ill.	Lake Erie and Western	353.24	6	15,100.01				15,100.01		42.75				42.75	
	Branch, Saint Mary's to Manchester.	do	10.87	6	464.09				464.09		42.75				42.75	Estimated.
21021	Cary to Findlay	Cincinnati, Sandusky and Cleveland	16	6	615.60				615.60		38.47				38.47	
21022	Dayton to Union City	Dayton and Union	48.17	12	2,265.20				2,265.20		47.02				47.02	
21023	Dayton to Toledo	Dayton and Michigan	142.96	16	15,645.55				15,645.55		109.44				109.44	
21024	Hamilton to Indianapolis	Cincinnati, Hamilton and Dayton	90.49	13	5,444.09				5,444.09		54.72				54.72	
21025	Hamilton to Richmond	Cincinnati, Richmond and Chicago	45.10	12	3,470.45				3,470.45		76.95				76.95	
21026	Cincinnati to Dayton	Cincinnati, Hamilton and Dayton	26.53	59	8,433.21				8,433.21		153.90				153.90	
21027	Xenia to Springfield	Pittsburgh, Cincinnati and Saint Louis	33.92	27	812.25				812.25		128.25				128.25	
21028	Cincinnati to Parkersburg	do	19	12	812.25				812.25		42.75				42.75	
21029	Morrow to Dresden	St. Louis and Cincinnati	195.15	13	39,711.07		7,806.00		47,517.07		203.49		40.00		243.49	
		Pittsburgh, Cincinnati and Saint Louis	140.40	61	8,047.44				8,047.44		53.86				53.86	
21030	Dayton to Richmond	do	42	12	2,046.87				2,046.87		48.73				48.73	
21031	Harrison to Hagerstown	White Water	63.16	6	3,726.12				3,726.12		58.93				58.93	
21032	Columbus to Pittsburgh	Pittsburgh, Cincinnati and Saint Louis	193	20	44,694.67		38,600.00		123,294.67		436.80		200.00		636.80	
21033	Branch, Means to Cadiz	do	8	12							42.75				42.75	
	Springfield to Columbus	Cincinnati	45.80	6	2,666.30				2,666.30		58.14				58.14	
21034	Salamanca to Dayton	Cincinnati, Sandusky and Ohio	380.55	16	31,308.14				31,308.14		80.37				80.37	



21035	Youngstown to Cross Cut	Pennsylvania Company	22.89	6	974.70	974.70	42.75	42.75
21036	Columbus to Athens	Columbus and Hocking Valley	77.47	15	5,082.82	5,082.82	38.99	38.99
21037	Niles to New Lisbon	New York, Pennsylvania and Ohio	33.84	6	1,537.00	1,537.00	38.47	38.47
21038	Newark to Shawnee	Newark, Somerset and Stralville	44.045	12	1,500.34	1,500.34	43.31	43.31
21039	Clinton to Massillon	Cleveland, Mount Vernon and Delaware	13.70	6	468.54	468.54	34.20	34.20
21040	Marietta to Canal Dover	Marietta and Pittsburgh	99.96	0	4,615.15	4,615.15	46.17	46.17
21041	Lorain to Bridgeport	Cleveland, Tuscarawas Valley and Wheeling	102.45	63	6,569.62	6,569.62	64.12	64.12
21042	Cleveland to Cincinnati	Cleveland, Columbus, Cincinnati and Indianapolis	33.98	10	3,569.71	3,569.71	64.12	64.12
21043	Mansfield to Toledo	Pennsylvania Company	163.25	12	5,498.77	5,498.77	235.40	235.40
21044	Turkey to Youngstown	do	88.10	12	5,498.77	5,498.77	50.00	50.00
21045	Toledo to Elkhart	Lake Shore and Michigan Southern	133.60	10	49,917.63	49,917.63	62.41	62.41
21046	Painesville to Youngstown	Painesville and Youngstown	60.12	6	2,672.94	2,672.94	373.63	373.63
21047	Chicago, Ohio, to Chicago, Ill.	Baltimore and Ohio	271.10	13	53,166.14	53,166.14	44.46	44.46
21048	Dyson's to Cumberland	Eastern Ohio	7.80	12	333.45	333.45	263.49	263.49
21049	Marietta to Parkersburg	Marietta and Cincinnati	15.87	20	976.95	976.95	42.75	42.75
21050	Columbus to Portsmouth	Scioto Valley	51.76	12	7,505.21	7,505.21	61.56	61.56
21051	Little Miami Junction to Winchester	Cincinnati and Eastern	50.34	14	2,884.17	2,884.17	74.39	74.39
21052	Branch, New Richmond Junction to New Richmond	do	14.06	6	626.71	626.71	50.85	50.85
21053	Columbus to Toledo	Columbus and Toledo	125.23	12	5,888.94	5,888.94	42.75	42.75
21054	Dayton to Wellston	Dayton and Southeastern	35.56	6	4,195.31	4,195.31	47.02	47.02
21055	Saint Clairsville to Quincy Junction	Bellaire and Saint Clairsville	7.07	24	301.39	301.39	51.30	51.30
21056	Alentown Junction to Waynesville	Narrow Gauge, Columbus, Washington and Cincinnati	26.97	0	1,152.96	1,152.96	42.75	42.75
21057	Jackson to Springfield	Springfield Southern	108.92	6	4,636.33	4,636.33	42.75	42.75
21058	Union with Dayton Railroad to Mount Healthy	College Hill	7.08	6	302.67	302.67	42.75	42.75
21059	Columbia Junction with Pittsburgh, Cincinnati and Saint Louis Railroad to Amelia	Cincinnati and Portsmouth	20.40	6	872.10	872.10	42.75	42.75
21060	Holgate and Shans Crossing	Toledo, Delphos and Burlington	57.19	6	2,444.87	2,444.87	42.75	42.75
21061	Andover to Youngstown	Lake Shore and Michigan Southern	38.87	6	2,825.07	2,825.07	72.68	72.68

Estimated.

Discontinued.

Estimated.

Estimated.

Discontinued.



B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Total cost per mile.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>OHIO—Continued.</b>											
21063	Bellaire to Woodsville	Bellaire and Southwestern	43	6	1,838 24	.....	1,838 24	42 75	.....	42 75	
21064	Dayton to Covington	Dayton, Covington and Toledo.	30	6	1,282 50	.....	1,282 50	42 75	.....	42 75	
21065	Delphos to Warren	Delphos and Burlington.	64.65	6	2,763 78	.....	2,763 78	42 75	.....	42 75	
21066	Hillsborough to Sardinia	Columbus and Mayaville	19.59	6	837 47	.....	837 47	42 75	.....	42 75	
21067	Alliance to Paines Station.	Alliance and Lake Erie	23.17	6	1,076 01	.....	1,076 01	42 75	.....	42 75	Estimated.
21068	Columbus to Corning	Ohio Central	65.82	6	2,813 80	.....	2,813 80	42 75	.....	42 75	Do.
21069	Cleveland to Euclid	Cleveland, Youngstown and Ashtabula.	11	6	470 25	.....	470 25	42 75	.....	42 75	Do.
21070	Tontogany to Bowling Green	Bowling Green	6.37	6	272 31	.....	272 31	42 75	.....	42 75	Do.
21071	North Bend to Harrison	Indianapolis, Cincinnati and La Fayette.	9.42	6	335 73	.....	335 73	58 99½	.....	58 99½	
21072	Gilead Station to Mount Gilead.	Cleveland, Columbus, Cincinnati and Indianapolis.	2.35	6	100 46	.....	100 46	42 75	.....	42 75	Estimated.
21073	Cleveland to Canton	Valley	60.39	6	2,581 67	.....	2,581 67	42 75	.....	42 75	Do.
			6,824.49		923,780 47	182,625 70	1,106,406 17				
<b>INDIANA.</b>											
22001	Indianapolis to Vincennes	Pennsylvania Company	116.32	6	6,265 58	.....	6,265 58	53 96½	.....	53 96½	
22002	Indianapolis to Terre Haute	Terre Haute and Indianapolis	73	22	22,456 24	9,125 00	31,781 24	310 36½	125 00	410 36½	
	Indianapolis to Cincinnati, Ohio	Cincinnati, Indianapolis, Saint Louis and Chicago.	111.50	18	24,786 45	10,035 00	34,821 45	222 50	50 00	312 50	
22003	Branch, Lawrenceburgh to Newton Junction.	do	2.66	6	113 71	.....	113 71	42 75	.....	42 75	
22004	Indianapolis to Peru.	Indianapolis, Peru and Chicago	78	20½	6,068 58	.....	6,068 58	70 11	.....	70 11	Includes \$600 per annum for side service.
22005	Indianapolis to La Fayette	Cincinnati, Indianapolis, Saint Louis and Chicago.	65.625	22	15,317 86	4,265 62	19,583 48	223 41½	65 00	298 41½	



	46	12	2,399 13	2,399 13	52 15	52 15	Includes \$1.140 per annum for second daily line with route agent's apartment.
22006 22007	Columbus to Madison. New Albany to Indianapolis.	114	19	13,468 09	13,468 09	52 15	125 68
	Pennsylvania Company do						
22008	New Albany to Michigan City.	288	7	18,408 00	18,408 00	64 12	64 12
22009	Richmond to Chicago.	224 41	13	15,733 39	15,733 39	70 11	70 11
22010	Cincinnati to East Saint Louis.	341	13	57,727 89	57,727 89	169 29	169 29
22011	Cambridge City to Columbus.	68	6	2,907 00	2,907 00	42 75	42 75
22012	Evansville and Crawfordsville.	110	12	9,989 30	9,989 30	90 63	90 63
22013	Terre Haute and Indianapolis.	23	6	883 25	883 25	42 75	42 75
22014	State Line to Logansport.	61	6	3,911 62	3,911 62	64 12	64 12
22015	Peru to La Porte.	73	12	3,807 31	3,807 31	52 15	52 15
22016	Fairland to Martinsville.	38 50	6	1,645 87	1,645 87	42 75	42 75
22017	Bradford to Logansport.	114 60	2	5,781 00	5,781 00	50 44	50 44
22018	Indianapolis to Peoria.	212 20	18	19,413 12	19,413 12	91 48	91 48
22019	Louisville, Ky., to North Ver- non.	54 94	13	6,108 57	6,108 57	111 15	111 15
22020	Fort Wayne to Connersville.	109	6	5,498 50	5,498 50	50 44	50 44
22021	Richmond to Fort Wayne.	91 50	12	5,163 34	5,163 34	56 43	56 43
22022	Anderson to Goshen.	114 32	6	6,353 33	6,353 33	55 57	55 57
22023	Oakland City to Albion.	31 03	6	928 58	928 58	29 92	29 92
22024	Terre Haute to Danville.	56 60	13	2,903 58	2,903 58	51 30	51 30
22025	Indianapolis to Terre Haute.	72	12	7,879 68	7,879 68	109 44	109 44
22026	La Porte to Michigan City.	12 36	12	528 39	528 39	42 75	42 75
22027	Butler to Logansport.	94 50	6	4,847 85	4,847 85	51 30	51 30
22028	Rockville to Logansport.	92 10	6	4,173 51	4,173 51	45 31	45 31
22029	La Fayette to Kankakee.	75 75	13	10,191 56	10,191 56	213 75	213 75
22030	Terre Haute to Worthington.	40 65	6	1,772 74	1,772 74	43 61	43 61
22031	Attica to Veedersburgh.	14	12	788 80	788 80	34 20	34 20
22032	Evansville to Booneville.	18	6	709 50	709 50	42 75	42 75
22033	Frankfort to Kokomo.	25 50	12	1,046 32	1,046 32	41 04	41 04
22034	Rockport to Jasper.	37 60	6	1,507 30	1,507 30	42 75	42 75
22035							

Estimated.



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for railway post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office care.	Total cost per mile.	Remarks.
<b>INDIANA—Continued.</b>											
22036	Switz City to Bedford.	Bedford, Springfield, Owensburgh and Bloomfield.	Miles. 41.04	6	Dollars. 1,754 40	.....	Dollars. 1,754 40	Dollars. 42 75	.....	Dollars. 42 75	
22037	Anderson to Noblesville.	Anderson, Lebanon and Saint Louis.	20.20	6	863 55	.....	863 55	42 75	.....	42 75	
22038	Delphi to Rensselaer.	Indianapolis, Delphi and Chicago Railroad (Yeaman, Rogers & Co., operators).	39.43	6	1,685 62	.....	1,685 62	42 75	.....	42 75	
22039	Princeton to Owensville.	Evansville and Terre Haute.	12.95	6	553 01	.....	553 01	42 75	.....	42 75	
			3,227.335		304,820 90	38,579 37	343,400 27				
<b>ILLINOIS.</b>											
22001	Chicago to Milwaukee.	Chicago and Northwestern.	85.37	12	14,087 75	3,756 98	17,844 03	185 02	44 00	209 02	
22002	Chicago to Freeport.	do.	121.29	14.11	18,066 52	2,668 38	21,334 90	153 90	29 90	175 90	
22003	Chicago to Union Pacific Depot.	do.	401.18	12.40	108,666 81	19,502 10	128,168 91	248 81	21 87	260 04	For 219 miles.
22004	Algon to Geneva.	do.	43.65	6	1,898 03	.....	1,898 03	43 65	.....	43 65	For 272.18 miles.
22005	Steele to East Saint Louis.	Chicago, Burlington and Quincy.	301.12	10.9	26,266 67	.....	26,266 67	87 21	.....	87 21	
22006	Kansas to Westfield.	Quincy, Olney and Ohio River.	8.98	6	353 97	.....	353 97	42 75	.....	42 75	
22007	Chicago to Burlington.	Chicago, Burlington and Quincy.	38.01	22.6	63,786 40	17,510 32	83,296 72	294 98	102 50	278 35	
22008	Branch, Galva to Sagetown.	do.	76.12	7.1	.....	.....	.....	49 59	80 00	.....	
22009	Branch, Aurora to Turner Junction.	do.	14.39	15	.....	.....	.....	42 75	.....	.....	
22010	Rushville to Yates City.	do.	30.31	10.7	6,077 08	.....	6,077 08	73 27	.....	104 40	
22011	Branch, Elmwood to Bush.	do.	33.61	7.7	.....	.....	.....	63 27	.....	48 74	
22012	Branch, Galesburg.	do.	47.80	7.7	.....	.....	.....	46 74	.....	109 81	
22013	Peoria to Galesburg.	do.	28.30	14.9	6,031 17	.....	6,031 17	105 17	.....	225 28	
22014	Galesburg to Quincy.	do.	56.25	12	17,403 18	5,074 50	22,477 68	175 00	50 00	48 74	
22015	Burlington, Iowa, to Quincy.	do.	101.37	6	3,589 70	.....	3,589 70	48 74	.....	.....	



[illegible]



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Total cost per mile.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
ILLINOIS—Continued.											
23042	Chicago to Danville.	Chicago and Eastern Illinois Central.	125.48	12	9,334 46	74 39	9,334 46	42 75	74 39	42 75	
	Branch, Bismarck to Snoddy's Mills.		24.35	6	1,040 96	42 75	1,040 96	42 75	42 75	42 75	
23043	Streator to Alton.	Chicago and Paducah.	156.81	6	7,239 91	46 17	7,239 91	46 17	46 17	46 17	Discontinued.
23044	Carbondale to Marion.	Saint Louis Coal.	18.36	12	784 89	42 75	784 89	42 75	42 75	42 75	
23045	Jacksonville to Virden.	Jacksonville Southeastern.	31.08	6	1,354 32	42 75	1,354 32	42 75	42 75	42 75	
23046	Chester to Tamaroa.	Wabash, Chester and Western.	42.31	6	2,459 90	58 14	2,459 90	58 14	58 14	58 14	
23047	Terre Haute to Peoria.	Illinois Midland.	177.91	6	9,128 78	51 30	9,128 78	51 30	51 30	51 30	
23048	Springfield to Havana.	Springfield and Northwestern.	47.48	7.3	2,070 60	43 61	2,070 60	43 61	43 61	43 61	
23049	Vincennes to Danville.	Danville and Northwestern.	114.91	6	5,305 39	46 17	5,305 39	46 17	46 17	46 17	
23050	Joliet to Peoria.	Chicago, Pekin and Southwestern.	126.02	6	6,142 21	48 74	6,142 21	48 74	48 74	48 74	
23051	Courtland Station to Sycamore.	Sycamore, Courtland and Chicago.	5.26	13	242 85	46 17	242 85	46 17	46 17	46 17	
23052	East Saint Louis to Cairo.	Cairo and Saint Louis.	174.80	6	8,470 65	54 72	8,470 65	54 72	54 72	54 72	Pay estimated on 51.83 miles.
23053	Chicago to Byron.	Chicago and Pacific.	88.85	6	3,874 74	43 61	3,874 74	43 61	43 61	43 61	
23054	Decatur to Indianapolis.	Indianapolis, Decatur and Springfield.	153.90	6	7,237 91	47 03	7,237 91	47 03	47 03	47 03	
23055	Geneva to Batavia.	Chicago and Northwestern.	2.66	12	156 46	42 75	156 46	42 75	42 75	42 75	
23056	Rochelle to Rockford.	Chicago and Iowa.	27.70	6	1,184 17	42 75	1,184 17	42 75	42 75	42 75	
23057	West Lebanon to Leroy.	Havana, Rantoul and Eastern.	76.50	6	3,270 37	42 75	3,270 37	42 75	42 75	42 75	
23058	Rock Island to Cable.	Rock Island and Mercer County.	26.12	6	1,116 63	42 75	1,116 63	42 75	42 75	42 75	
23059											
23060	Kankakee to Strawn.	Illinois Central.	41.78	6	2,205 90	42 75	2,205 90	42 75	42 75	42 75	Discontinued.
23061	Shumway to Effingham.	Chicago and Paducah.	9.82	6	374 06	42 75	374 06	42 75	42 75	42 75	Do.
23062	Kempton to Pontiac.	Kankakee and Northwestern.	21.87	6	934 94	42 75	934 94	42 75	42 75	42 75	*Pay not fixed.
23063	Pearl to Colfax.	Clinton, Bloomington and Northeastern.	14.71	6	628 85	42 75	628 85	42 75	42 75	42 75	Do.
23064											Do.
23065											
			7,253.43		816,714 71	127,133 43	943,848 14				



## MICHIGAN.

No.	Name of Road	Miles	Capital	Assets	Liabilities	Income	Expenses	Net Income	Dividend	Notes
24001	Toledo to Detroit.....	71	14.47	10,987.00	.....	10,987.00	154.76	.....	154.76	.....
24002	Monroe to Adrian.....	34.82	12	2,441.23	.....	2,441.23	70.11	.....	70.11	.....
24003	Adrian to Jackson.....	47.24	6	3,110.28	.....	3,110.28	65.84	.....	65.84	.....
24004	White Pigeon to Grand Rapids.....	95.67	6	7,852.59	.....	7,852.59	82.08	.....	82.08	.....
24005	Jonesville to Lansing.....	60.86	6	2,913.97	.....	2,913.97	47.88	.....	47.88	.....
24006	Detroit to Chicago.....	240.09	16.55	55,887.93	7,152.25	63,040.18	192.60*	25.00	25.00	*For 75.7 miles. †For 210.39 miles.
24007	Kalamazoo to South Haven.....	40.65	6	1,737.78	.....	1,737.78	42.75	.....	42.75	.....
24008	Jackson to Niles.....	105.93	6	6,220.21	.....	6,220.21	59.85	.....	59.85	.....
24009	Jackson to Gaylord.....	24.94	37.21	16,421.90	.....	16,421.90	64.98	.....	64.98	.....
24010	Jackson to Grand Rapids.....	94.46	12	8,803.67	.....	8,803.67	93.20	.....	93.20	.....
24011	Covered by extension of 24004	.....	.....	.....	.....	.....	.....	.....	.....	.....
24012	Niles to South Bend.....	12.55	6	523.68	.....	523.68	42.75	.....	42.75	.....
24013	Detroit and Bay City.....	108.62	12	10,679.51	.....	10,679.51	98.32	.....	98.32	.....
24014	Saginaw to Caro.....	33.72	6	1,441.53	.....	1,441.53	42.75	.....	42.75	.....
24015	Monroe to Ludington.....	274.83	19.88	.....	.....	.....	112.54	.....	112.54	For 83.02 miles. For 168.21 miles, land grant.
24016	Branch, Otter Lake Junction to Otter Lake.....	14.52	6	25,909.42	.....	25,909.42	42.75	.....	42.75	.....
24017	Branch, East Saginaw to Bay City.....	12.75	27	.....	.....	.....	67.55	.....	67.55	.....
24018	Ironia to Blanchard.....	41.84	6	2,250.30	.....	2,250.30	53.87	.....	53.87	.....
24019	Detroit to Lansing and Northern Branch, East Saginaw to Bay City.....	100.72	8.3	14,016.39	.....	14,016.39	87.21	.....	87.21	.....
24020	Grand Rapids and Indiana.....	262.03	14.2	18,543.87	.....	18,543.87	77.03	.....	77.03	For 98 miles. For 164.06 miles.
24021	Fort Wayne to Toledo.....	71.81	6	3,782.23	.....	3,782.23	52.67	.....	52.67	.....
24022	Walton to Petoskey.....	46.15	6	1,972.91	.....	1,972.91	42.75	.....	42.75	.....
24023	Toledo to Ann Arbor.....	170.2	12.6	.....	.....	.....	75.24	.....	75.24	.....
24024	New Buffalo to Port Water Branch, Holland to Grand Rapids.....	25.9	12	14,577.40	.....	14,577.40	68.40	.....	68.40	.....
24025	Muskegon to Big Rapids.....	55.5	6	2,372.62	.....	2,372.62	42.75	.....	42.75	.....
24026	Allegan to Muskegon.....	50.28	6	2,534.22	.....	2,534.22	42.75	.....	42.75	.....
24027	Ypsilanti to Bankers.....	65.5	6	3,024.13	.....	3,024.13	46.17	.....	46.17	.....
24028	Flint to Lansing.....	50.18	6	2,874.81	.....	2,874.81	57.29	.....	57.29	.....
24029	Grand Rapids to White Cloud.....	47.03	6	2,010.53	.....	2,010.53	42.75	.....	42.75	.....
24030	Chicago and Northeastern western.....	191.15	20.2	23,088.77	.....	23,088.77	123.98	.....	123.98	.....
24031	Grand Rapids, Newaygo and Lake Shore.....	57.03	6	2,010.53	.....	2,010.53	42.75	.....	42.75	.....
24032	Detroit to Grand Haven.....	64.85	13.5	8,206.11	.....	8,206.11	126.54	.....	126.54	.....
24033	Detroit to Port Huron.....	35.23	6	1,056.86	.....	1,056.86	47.03	.....	47.03	.....
24034	Jackson to Fort Wayne.....	179.07	7	13,227.90	.....	13,227.90	73.87	.....	73.87	.....
24035	East Saginaw to Saint Louis.....	23.09	6	1,072.50	.....	1,072.50	42.75	.....	42.75	.....
24036	Fort Howard to Ishpeming.....	30.98	9.2	1,135.00	.....	1,135.00	42.75	.....	42.75	.....
24037	Powers to Quinnesec.....	24.26	6	1,235.00	.....	1,235.00	47.03	.....	47.03	.....
24038	Lenox to Rochester.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24039	Walton to Traverse City.....	.....	.....	.....	.....	.....	.....	.....	.....	.....



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and terminus.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars, railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for railway post-office cars.	Total cost per mile.	Remarks.
					Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>MICHIGAN—Continued.</b>											
24035	Toledo to Detroit.....	Toledo, Canada Southern and Detroit.	81.32	18.6	10,187 36	.....	10,187 36	163 31	163 31	163 31	For 44 miles.
24036	Grosse Ile to Payette.....	Chicago and Canada Southern.	70.30	6	3,787 06	.....	3,787 06	53 87	53 87	173 31	For 17.23 miles.
24037	Saint Clair to Richmond.....	Michigan, Midland and Canada.	16.78	12	716 49	.....	716 49	42 75	42 75	53 87	
24038	Lansing to Fort Wayne Junction.....	Chicago and Lake Huron.	167.75	6	9,752 94	.....	9,752 94	58 14	58 14	42 75	
24039	Port Huron to Flint.....	Northwestern Grand Trunk.	68.15	6	4,015 90	.....	4,015 90	60 71	60 71	60 71	
24040	Branch, Humboldt to Republic. Ile.	Marquette, Houghton and Ontonagon.	61.48	6	3,632 06	.....	3,632 06	51 99	51 99	51 99	
24041	Saint Louis to Lake View.....	Chicago, Saginaw and Canada.	23.39	6	1,039 91	.....	1,039 91	34 20	34 20	34 20	
24042	Port Huron to Farmers.....	Port Huron and Northwestern.	38.90	6	1,602 97	.....	1,602 97	44 46	44 46	44 46	
24043	Coleman to Mount Pleasant.....	Flint and Pere Marquette, see Saginaw and Mount Pleasant.	15	6	641 25	.....	641 25	42 75	42 75	42 75	
<b>WISCONSIN.</b>											
25001	Milwaukee to North McGregor.	Chicago, Milwaukee and Saint Paul.	197.14	13.9	25,452 74	.....	25,452 74	129 11	129 11	129 11	
25002	Milwaukee to La Crosse.....	.....do.....	197.84	12	47,194 73	15,827 20	63,021 93	238 55	80 00	318 55	For 81.50 miles.
25003	Milwaukee to Berlin.....	.....do.....	97.54	12	8,241 66	.....	8,241 66	76 10	76 10	76 10	For 15.63 miles.
25004	Milton Junction to Monroe.....	.....do.....	42.56	6	2,010 64	.....	2,010 64	47 88	47 88	47 88	
25005	Watertown to Madison.....	.....do.....	30.05	6	1,660 38	.....	1,660 38	42 75	42 75	42 75	
25006	Horton to Portage.....	.....do.....	45.64	6	2,458 62	.....	2,458 62	53 87	53 87	53 87	
25007	Nepeuskun to Winneconne.....	.....do.....	14.29	6	610 80	.....	610 80	42 75	42 75	42 75	
25008	Oshkosh to Ripon.....	.....do.....	20.95	12	1,003 08	.....	1,003 08	47 88	47 88	47 88	
25009	Chicago to Green Bay.....	Chicago and Northwestern.	242.5	13.13	31,043 87	9,700 00	41,643 87	111 50	40 00	151 50	* For 178 miles. † For 66.50 miles; land grant.
25010	Caledonia Station to Winona Junction.	.....do.....	135	12	17,871 38	.....	17,871 38	94 05	94 05	94 05	
25011	Kenosha to Rockford.....	.....do.....	61.02	6	4,525 45	.....	4,525 45	62 42	62 42	62 42	
25012	Milwaukee to Fond du Lac.....	.....do.....	63.53	6	8,039 08	.....	8,039 08	126 54	126 54	126 54	
25013	Onalaska to La Crosse.....	.....do.....	8.51	6	363 80	.....	363 80	42 75	42 75	42 75	
25014	Winona to Winona Junction.....	La Crosse, Tempeleau and Prescott.	20.83	12	3,558 70	.....	3,558 70	115 43	115 43	115 43	



25013	Stevens Point to Portage.....	Wisconsin Central.....	73.30	6	2,908 54	2,908 54	38 64	30 68	
25016	{ Milwaukee to Green Bay..... }	{ do do do..... }	{ 114.53 }	{ 6 }	{ 13,180 99 }	{ 13,180 99 }	{ 87 21 }	{ 90 18 }	Estimated on 4.80 miles at \$87.21.
25017	Menasha to Ashland.....	do do do.....	250.42	6	10,378 12	10,378 12	48 74	38 99	For 63 miles. For 187.42 miles; land grant.
25018	{ Milwaukee to Two Rivers..... }	{ Milwaukee, Lake Shore and Western..... }	{ 85 }	{ 12 }	{ 11,005 00 }	{ 11,005 00 }	{ 53 87 }	{ 53 87 }	Estimated on 18.97 miles at \$53.87.
25019	{ Branch, Manitowish to Tiger..... }	{ do do do..... }	{ 99.06 }	{ 6 }			66 60	66 60	
25020	Sheboygan to Princeton.....	do do do.....	78.79	6	3,705 40	3,705 40	47 03	47 03	
25021	Warren to Mineral Point.....	Mineral Point.....	1,861 37	6	1,861 37	1,861 37	55 58	55 58	
25022	Calumet to Platteville.....	do do do.....	18.97	6	810 96	810 96	42 75	42 75	
25023	New Lisbon to Neeshah.....	Chicago, Milwaukee and Saint Paul.....	12.76	6	545 40	545 40	42 75	42 75	
25024	Madison to Portage.....	do do do.....	40.72	6	2,124 47	2,124 47	52 16	52 16	
25025	{ Racine to Rock Island..... }	{ do do do..... }	{ 194.40 }	{ 12 }	{ 17,329 37 }	{ 17,329 37 }	{ 42 75 }	{ 42 75 }	Estimated.
25026	Branch, Elkhorn to Eagle.....	do do do.....	17.94	6	1,008 47	1,008 47	45 32	45 32	
25027	Galena to Platteville.....	Galena and Wisconsin.....	23.50	6	528 88	528 88	47 03	47 03	
25028	Eau Claire to Chippewa Falls.....	Chippewa Falls and Western.....	11.67	6	10,102 51	10,102 51	42 75	42 75	
25029	Green Bay to Winona, Minn.....	Green Bay and Minnesota.....	214.41	6	2,571 41	2,571 41	42 75	42 75	
25030	Hudson to Cumberland.....	North Wisconsin.....	60.15	6	697 25	697 25	72 51	72 51	Estimated on 19.04 miles at \$52.16.
25031	Lone Rock to Richland Centre.....	Pine River Valley and Stevens Point.....	198.40	12	14,385 98	14,385 98	42 75	42 75	Estimated.
25032	Elroy to Saint Paul.....	Chicago, Saint Paul and Minneapolis.....	91.61	6	5,771 40	5,771 40	42 75	42 75	Do.
25033	Tonah to Jenny.....	Wisconsin Valley.....	30.60	6	1,311 99	1,311 99	42 75	42 75	
25034	Woodman to Lancaster.....	Chicago and Tonah.....	11.9	6	508 72	508 72	42 75	42 75	
25035	North Hudson to River Falls.....	Hudson and River Falls.....	35.90	6	1,534 72	1,534 72	42 75	42 75	
25036	Sparta to Viroqua.....	Chicago, Milwaukee and Saint Paul.....	29.33	6	1,253 85	1,253 85	42 75	42 75	
25037	Fond du Lac to Iron Ridge.....	Fond du Lac, Aubrey and Peoria.....	3,020 00		258,565 11	25,327 20	284,052 31		
25001	Duluth to Blomack.....	Northern Pacific.....	309.03	6	27,075 14	27,075 14	34 20	34 20	For 23.62 miles. For 91 miles.
25002	Sauk Rapids to Brainerd.....	do do do.....	138.50	12	5,264 50	5,264 50	70 11	70 11	For 322.91 miles.
25003	Saint Paul to Sauk Rapids.....	Saint Paul, Minneapolis and Manitoba.....	60.06	6	6,367 23	6,367 23	86 36	86 36	
25004	East Saint Cloud to Barnesville.....	do do do.....	76.3	12	5,081 72	5,081 72	83 45	83 45	
25005	Breckenridge to Saint Vincent.....	do do do.....	145.65	6	13,870 15	13,870 15	34 89	34 89	Estimated on 76.17 miles at \$34.89.
25006	Branch, Crookston to Fisher's Landing.....	do do do.....	202.91	6	17,271 32	17,271 32	63 62	63 62	Estimated on 16 miles at \$34.20.
25007	Saint Paul to Breckenridge.....	do do do.....	217.66	10	6,817 85	6,817 85	79 35	79 35	
25008	Saint Paul to Duluth.....	Saint Paul and Duluth.....	155.73	6	544 30	544 30	43 78	43 78	
25009	White Bear Lake to Stillwater.....	do do do.....	13.2	12			42 75	42 75	

MINNESOTA.



## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Total cost per mile.	Remarks.
MINNESOTA—Continued.											
20009	Mendota to McGregor, Iowa.	Chicago, Milwaukee and Saint Paul.	207.96	6	17,601 75	.....	17,601 75	74 56	.....	74 56	For 95.5 miles; land grant.
20010	Hastings to Ortonville.	do.	157.28	6	9,179 89	.....	9,179 89	58 20	.....	58 20	For 112.46 miles.
20012	Austin to Mason City.	do.	41.47	12	2,730 38	.....	2,730 38	65 84	.....	65 84	Estimated on 40.04 miles at \$45.13.
20013	Minneapolis to La Crosse.	do.	146.84	12	25,336 26	.....	25,336 26	174 42	.....	174 42	
20014	Saint Peter to Watertown.	Winona and Saint Peter.	150.09	12	8,944 86	3,063 50	28,999 76	47 88	25 00	199 42	Estimated on 34.1 miles at \$47.88.
20015	Winona to Saint Peter.	do.	34.10	6	.....	.....	8,944 86	80 61	.....	80 61	For 141.40 miles.
20016	Sleepy Eye to Redwood Falls.	Chicago and Northwestern.	145.15	6	12,853 62	.....	12,853 62	48 74	.....	48 74	For 3.75 miles.
20017	Rochester to Zumbrota.	Winona and Saint Peter.	26.76	6	1,143 96	.....	1,143 96	42 75	.....	42 75	
20018	Chatfield to Plainview.	do.	26.42	6	1,129 45	.....	1,129 45	42 75	.....	42 75	
20020	Worthington to Sioux Falls.	Worthington and Sioux Falls.	28.47	6	1,217 09	.....	1,217 09	42 75	.....	42 75	
20021	White Bear Lake to Forest City.	Minneapolis and Saint Louis.	63.07	6	3,181 88	.....	3,181 88	50 45	.....	50 45	
20022	White Bear Lake to Forest City.	Minneapolis and Saint Louis.	123.54	8.65	10,742 21	.....	10,742 21	68 40	.....	68 40	33.51 miles estimated at \$68.40.
20023	Wabasha to Zumbrota.	Chicago, Milwaukee and Saint Paul.	50.09	6	2,526 09	.....	2,526 09	42 75	.....	42 75	
20024	La Crosse to Flandreau.	Southern Minnesota.	311.79	6	16,063 79	.....	16,063 79	53 36	.....	53 36	34.73 miles estimated at \$53.36.
20025	Marquette to Wells.	Central of Minnesota.	40.81	6	1,744 62	.....	1,744 62	42 75	.....	42 75	
20026	Saint Paul to Saint James.	Saint Paul and Sioux City.	122.53	12	9,890 62	.....	9,890 62	80 72	.....	80 72	
20027	Saint James to Sioux City.	do.	148.44	6	10,690 96	.....	10,690 96	71 82	.....	71 82	
20028	Saultwater to Stillwater Junction.	Saint Paul, Stillwater and Tay- lor Falls.	3.25	.....	188 93	.....	188 93	42 75	.....	42 75	
20029	Heron Lake to Woodstock.	Black Hills Branch of Saint Paul and Sioux City.	44.32	6	1,804 68	.....	1,804 68	42 75	.....	42 75	Estimated at \$42.75.
20030	Lake Crystal to Blue Earth City.	Blue Earth Branch of Saint Paul and Sioux City.	34.51	6	1,475 30	.....	1,475 30	42 75	.....	42 75	Do.
20031	Laverne to Doon.	Rock River Branch of Saint Paul and Sioux City.	28.95	6	1,237 61	.....	1,237 61	42 75	.....	42 75	Do.



Tracy to Volga California Junction to Preston California Junction to Mississippi and Western.	70.84 57.67	0 0	3,082.84 2,465.30	42.75 42.75	Do. Do.
IOWA.	3,454.70		228,004.25	3,663.50	231,467.75
Burlington to Albert Lea	253.47	12	19,722.50	77.81	
Burlington, Cedar Rapids and Northern.					77.81
Cedar Rapids to Postville	90.80	9	4,522.93	45.32	
Cedar Rapids to Holland	56.48	9	2,846.89	50.45	
Muscatine to What Cheer	30.98	6	1,924.39	42.75	
	{ 45.62 }	{ 6 }	{ 1,950.25 }	{ 42.75 }	{ * Pay for 45.62 not fixed; estimated.
Burlington to Council Bluffs.	278.58	12	57,283.01	164.16	40.00
Branch, Pacific Junction to East Pleasantmouth.	19.84	12	4,075.27	205.20	40.00
Branch, Red Oak to Eastport.	5.06	12	298.51	52.67	
Chicago, Burlington and Quincy					65.84
Chariton to Mount Ayr	30.10	9	3,360.03	3,360.03	
	{ 34.73 }	{ 6 }	{ 1,671.52 }	{ 42.75 }	{ * 34.73 miles, pay not fixed; estimated.
Creston to Hopkins	44.40	9	2,885.11	64.98	
Burlington to LaClede	182.37	6	8,898.71	48.74	
Burlington and Southwestern	17.22	12	738.15	42.75	
Villisca to Burlington Junction	{ 20.26 }	{ 12 }	{ 866.11 }	{ 1,602.26 }	{ * 20.26 miles, pay not fixed; estimated.
Ottumwa to Mason City	172.66	12	13,581.43	78.66	
Branch, Albia to Eddyville Junction.	14.84	6	634.41	42.75	
Keokuk to Burlington	43.69	12	3,025.96	69.26	
Clinton to La Crosse, Wis.	181.24	8.9	12,862.60	70.97	
Chicago, Burlington and Quincy					69.26
Chicago, Clinton, Dubuque and Minnesota.					70.97
Chicago and Northwestern	9.44	12	403.56	42.75	
Davenport to Missouri River	317.40	12	62,308.79	196.31	{ 65.00 }
{ Chicago, Rock Island and Pacific.					{ 25.00 }
Des Moines to Indianapolis	22.07	14.03	1,358.64	61.56	
Branch, Somerset to Winterset	27.04	12	1,502.88	55.58	
Washington to Knoxville	78.83	7.5	3,639.58	78.83	
Wilton Junction to Leavenworth	322.90	12.3	28,989.96	89.78	
Chicago, Milwaukee and Saint Paul.	42.76	6	1,827.99	42.75	
Chicago, Rock Island and Pacific.					69.26
Chicago, Rock Island and Saint Paul.	162.88	12	11,281.06	54.72	
Farley to Cedar Rapids	57.98	6	3,172.66	3,172.66	
Dubuque to Sioux City	329.61	12	31,790.88	96.45	
Waterloo to Monona	79.70	12	5,247.44	65.84	
Beulah to Elkader	19.48	6	833.19	42.75	
Clinton to Anamosa	71.57	6	3,059.61	42.75	
Chicago, Milwaukee and Saint Paul.	210.66	{ 6 }	{ 12,940.65 }	{ 56.78 }	{ For 210.66 miles.
Calmar to Pattersonville	13.90	12	12,940.65	70.97	
Conover to Decorah	9.50	12	495.52	52.16	
					{ For 13.80 miles.



B.—Railroad service as in operation on the 30th of June, 1880.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.		Annual pay for office care.	Total annual pay.		Cost per mile for transportation.		Cost per mile for railway post-office care.		Remarks.
					Dollars.	Dollars.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
Iowa.—Continued.														
27027	Davenport to Fayette.	Chicago, Milwaukee and Saint Paul.	129.33	6	5,750 01			5,750 01		44 46				Total cost per mile. Dollars. 44 46
27028	Savannah to Marion.	{ Missouri Valley to Sioux City. } Branch, California Junction to Fremont.	89.08	6	4,646 41			4,646 41		52 16				52 16
27029	Des Moines to Callahan.		76.18	12	8,467 41			8,467 41		115 15				115 15
27030	Des Moines to Port Dodge.		32.23	6	1,763 62			1,763 62		54 72				54 72
27031	Des Moines to Port Dodge.	Des Moines and Minneapolis.	57.92	13.5	3,367 46			3,367 46		58 14				58 14
27032	Grinnell to Montezuma.	Des Moines and Port Dodge.	87.90	7.8	5,336 40			5,336 40		87 90				87 90
27033	Albia to Des Moines.	Grinnell and Montezuma.	17.44	12	745 56			745 56		42 75				42 75
27034	Sioux City to Sioux Falls.	Chicago, Burlington and Quincy.	75.51	6	1,517 19			1,517 19		42 75				42 75 { 35.51 miles, pay not fixed. }
27035	Burlington to Washington.	Sioux City and Dakota.	65.18	6	2,786 44			2,786 44		42 75				42 75 { 22.17 miles, not fixed. }
27036	Newton to Monroe.	Burlington and Northwestern.	18.70	6	864 55			864 55		42 75				42 75 { 18.70 miles, pay not fixed. }
27037	Judd to Lehigh.	Chicago, Rock Island and Pacific.	17.50	6	748 12			748 12		42 75				42 75
27038	Maple River Junction to Mapleton.	Crooked Creek, Railway and Coal Company.	8.50	6	363 37			363 37		42 75				42 75
27039	Turkey River to Wadena.	Chicago and Northwestern.	60.20	6	2,573 55			2,573 55		42 75				42 75
27040	Adams to Waukon.	Chicago, Clinton, Dubuque and Minnesota.	44.98	6	1,922 89			1,922 89		42 75				42 75
27041	Creston to Fontanelle.	Waukon and Mississippi.	22.92	12	979 83			979 83		42 75				42 75
27042	Chariton to Indianola.	Chicago, Burlington and Quincy.	34.62	6	1,052 50			1,052 50		42 75				42 75
27043	Hastings to Sidney.	do.	34.67	9	1,482 14			1,482 14		42 75				42 75
27044	Atlantic to Audubon.	do.	23.81	12	1,017 87			1,017 87		42 75				42 75
27045	Avoca to Harlan.	Chicago, Rock Island and Pacific.	26.01	6	1,111 92			1,111 92		42 75				42 75*
27046	Panora to Wankee.	do.	12.40	6	530 10			530 10		42 75				42 75 { 21.58 miles, pay not fixed; estimated. }
27047	Port Dodge to Humboldt.	Des Moines, Adel and Western.	71.50	12	1,243 17			1,243 17		42 75				42 75
27048	Elmira Junction to Riverdale.	Port Dodge and Fort Ridgely.	18.50	6	790 87			790 87		42 75				42 75
27049	Pattersonville to Running Water.	Burlington, Cedar Rapids and Northern.	24.12	6	1,073 88			1,073 88		42 75				42 75 { Pay not fixed. }
27050		Chicago, Milwaukee and Saint Paul.	62.92	6	2,689 83			2,689 83		42 75				42 75 Do.



[illegible]



B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for		Annual pay for office cars.	Total annual pay.	Cost per mile for		Total cost per mile.	Remarks.
					transportation.	railway post-office cars.			transportation.	railway post-office cars.		
MISSOURI—Continued.												
28021	Mexico to Cedar City	Chicago and Alton	50.41	6	2,327 43	46 17	2,373 60	11,165 09	39 16	25 00	124 18	
28022	Hoodhouse, Ill., to Mexico, Mo.	do.	89.81	13	8,919 34	2,245 75	11,165 09	11,165 09	42 75		124 18	
28023	Cuba to Salem.	St. Louis, Salem and Little Rock	40.98	6	1,751 89		1,751 89	1,751 89	42 75		42 75	
28024	Golden to Paola.	Missouri, Kansas and Texas	54.53	8	2,564 55		2,564 55	2,564 55	47 03		47 03	
28025	Salisbury to Glasgow.	Wabash, St. Louis and Pacific	13.90	13	710 91		710 91	710 91	44 46		44 46	
28026	Blamarek to Texarkana.	St. Louis, Iron Mountain and Southern.	91	13	66,805 96		66,805 96	66,805 96	180 67	25 00	215 67	
28027	Calro, Ill., to Poplar Bluff, Mo.	do.	324.21	7	2,860 22		2,860 22	2,860 22	38 31		38 31	
28028	Saint Joseph to Hopkiss.	Kansas City, St. Joseph and Council Bluffs.	74.66	7	3,806 42		3,806 42	3,806 42	65 84		65 84	
28029	Hannibal to Prairieville.	St. Louis, Hannibal and Keokuk.	47.60	6	2,038 74		2,038 74	2,038 74	42 75		42 75	
28030	Saint Joseph to Atchison, Kans.	Hannibal and St. Joseph.	22.18	13	2,597 94		2,597 94	2,597 94	117 13		117 13	
28031	Saint Louis to Florissant.	West End Narrow Gauge.	16.60	6	709 65		709 65	709 65	42 75		42 75	
28032	Atchison, Kans., to Edgerton Junction, Mo.	Chicago, Rock Island and Pacific.	30	7	1,667 40		1,667 40	1,667 40	55 58		55 58	
28033	Kansas City to Lexington.	Wyandotte, Kansas City and Northwestern.	43.35	6	1,853 21		1,853 21	1,853 21	42 75		42 75	
28034	Blamarek to Columbus, Ky.	St. Louis, Iron Mountain and Southern.	121.32	13	10,062 28		10,062 28	10,062 28	82 94		82 94	
28035	New Madrid to Malden.	Little River, Pine Valley and Arkansas.	27.51	6	1,058 58		1,058 58	1,058 58	38 48		38 48	
28036	Springfield to Ash Grove.	Springfield and Western Missouri.	20.08	6	858 42		858 42	858 42	42 75		42 75	
28037	Saint Joseph to Albany.	St. Joseph and Des Moines.	51.92	6	2,210 57		2,210 57	2,210 57	42 75		42 75	
28038	Mexico to Kansas City.	Chicago and Alton	104.00	6	16,353 95		16,353 95	16,353 95	99 18		99 18	Estimated at same rate paid between Hoodhouse and Mexico.
					551,446 00		59,125 34	610,572 03				
ARKANSAS.												
28001	Hopfield to Little Rock.	Memphis and Little Rock	184.21	7	12,576 81		12,576 81	12,576 81	93 21		93 21	
28002	Helena to Clarendon.	Arkansas Central	48.20	6	2,060 55		2,060 55	2,060 55	42 75		42 75	

Estimated at same rate paid between Hoodhouse and Mexico.



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## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.		Annual pay for office cars, railway post.		Total annual pay.	Cost per mile for transportation.		Cost per mile for railway post, office cars.		Total cost per mile.	Remarks.		
					Dollars.	Cents.	Dollars.	Cents.		Dollars.	Cents.	Dollars.	Cents.				
TEXAS.—Continued.																	
31009	Shreveport, La., to Weatherford, Tex.	Texas and Pacific	251.44	12	28,227	70	.....	.....	28,227 70	104	31	.....	.....	104 31	Pay not fixed on 31.40 miles, but estimated at same rate as residue.		
31010	Marshall to Texarkana, Ark.	do	74.66	7	7,532	44	.....	.....	7,532 44	100	89	.....	.....	100 89	Pay not fixed on 13.46 miles, but estimated at same rate as residue.		
31011	Sherman to Texarkana, Ark.	do	155.22	6	11,147	90	.....	.....	11,147 90	71	82	.....	.....	71 82			
31012	Houston to Orange	Texas and New Orleans	106.24	6	4,541	76	.....	.....	4,541 76	42	75	.....	.....	42 75			
31013	Jefferson to Sulphur Springs	East Line and Red River	91.66	6	3,918	46	.....	.....	3,918 46	42	75	.....	.....	42 75			
31014	Tyler to Big Sandy	Tyler Tap	22.05	6	842	63	.....	.....	842 63	42	75	.....	.....	42 75			
31015	Henderson to Overton	Henderson and Overton Branch	15.53	7	663	00	.....	.....	663 00	42	75	.....	.....	42 75			
31016	Corpus Christi to San Diego	Corpus Christi, San Diego and Rio Grande Narrow Gauge.	53.46	6	2,285	41	.....	.....	2,285 41	42	75	.....	.....	42 75			
31017	Denison City to White Wright	Missouri, Kansas and Texas	21.23	6	907	38	.....	.....	907 38	42	75	.....	.....	42 75	Pay not fixed, but estimated.		
31018	Brownsville to Brazos, Smith, Tex.	Rio Grande	28.04	6	1,108	71	.....	.....	1,108 71	42	75	.....	.....	42 75			
31019	Indianola to Cuero	Gulf, Western Texas and Pacific	68.80	6	2,855	70	.....	.....	2,855 70	42	75	.....	.....	42 75			
31020	Houston to Patterson Station	Texas Western	41.00	3	1,226	72	.....	.....	1,226 72	29	92	.....	.....	29 92			
31021	Waxahachie to Garrett	Waxahachie Tap	11.94	6	510	43	.....	.....	510 43	42	75	.....	.....	42 75			
31022	Denison City to Gainesville	Missouri, Kansas and Texas	40.60	7	2,048	26	.....	.....	2,048 26	50	15	.....	.....	50 15			
31023	Houston to Shepherd	Houston and Eastern and Western Texas	56.00	6	2,394	00	.....	.....	2,394 00	42	75	.....	.....	42 75	Pay not fixed, but estimated.		
31024	Narvasa to Montgomery	Central and Montgomery	28.17	6	1,294	26	.....	.....	1,294 26	42	75	.....	.....	42 75			
31025	Texarkana, Ark., to Pittsburg, Tex.	Texas and Saint Louis	73.35	6	3,131	43	.....	.....	3,131 43	42	75	.....	.....	42 75			
31026	Georgetown to Round Rock	International and Great Northern	10.22	6	436	00	.....	.....	436 00	42	75	.....	.....	42 75	Do.		
					213,500	00	.....	.....	213,500 00			.....	.....	213,500 00			
					2,492	83											







## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips a week.	Annual pay for transportation.		Annual pay for office cars.		Total annual pay.	Cost per mile for transportation.		Cost per mile for railway post-office cars.		Total cost per mile.	Remarks.
					Dollars.	Miles.	Dollars.	Dollars.		Dollars.	Dollars.	Dollars.	Dollars.		
33030r	KANSAS—Continued. Ossawatimic to Ottawa	Missouri Pacific	21.50	6	345,081.54	1,075.00	15,859.75	390,941.29	387,216.56	1,075.00	324.05	50.00	50.00	50.00	
			3,563.19												
	NEBRASKA.														
34001	Council Bluffs, Iowa, to Ogden, Utah.	Union Pacific	1,035.20	7	335,456.56	51,760.00	51,760.00	387,216.56	387,216.56	1,075.00	324.05	50.00	50.00	274.05	
34002	Plattsmouth to Kearney	Burlington and Missouri River (in Nebraska).	180.80	6	27,080.24			27,080.24	27,080.24		141.03			141.03	
34003	Omaha to Oakland	Omaha and Northern Nebraska	64.65	6	2,084.89			2,084.89	2,084.89		46.17			46.17	16.20 miles estimated.
34004	Omaha to Oregopolis, Iowa	Burlington and Missouri River (in Nebraska).	17.76	6	2,490.30			2,490.30	2,490.30		140.22			140.22	
34005	Omaha to York	Nebraska	137.60	6	8,005.29			8,005.29	8,005.29		58.14			58.14	
34006	Crete to Beatrice	Burlington and Missouri River (in Nebraska).	30.60	6	1,412.80			1,412.80	1,412.80		46.17			46.17	
34007	Covington to Ponca	Covington, Colorado and Black Hills.	26.50	6	1,132.87			1,132.87	1,132.87		42.75			42.75	
34008	Valley to Stromsburg	Omaha and Republican Valley	90.78	6	4,346.55			4,346.55	4,346.55		47.88			47.88	29.49 miles estimated.
34009	Hastings to Arapahoe	Republican Valley	125.34	6	8,916.67			8,916.67	8,916.67		70.97			70.97	52.65 miles estimated.
34010	Fremont to Oakdale	Sioux City and Pacific	110.30	6	6,507.70			6,507.70	6,507.70		50.00			50.00	
34011	York to Central City	Republican Valley	42.35	6	2,117.50			2,117.50	2,117.50		50.00			50.00	Estimated.
34012	Duncan to Norfolk	Omaha, Nebraska and Black Hills.	48.37	6	2,418.50			2,418.50	2,418.50		50.00			50.00	Do.
34013	Beatrice to Marysville	Omaha and Republican Valley	38.29	6	1,914.50			1,914.50	1,914.50		50.00			50.00	Do.
34014	Valparaiso to Lincoln	do	20.65	6	1,032.50			1,032.50	1,032.50		50.00			50.00	Do.
34015	Grand Island to Saint Paul	do	22.62	6	1,131.00			1,131.00	1,131.00		50.00			50.00	Do.
			2,001.90		406,947.87			51,760.00	468,707.87						







## B.—Railroad service as in operation on the 30th of June, 1880—Continued.

Number of route	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips a week.	Annual pay for transportation.	Annual pay for office cars, rail way post.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars, rail way post.	Total cost per mile.	Remarks.
					Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
CALIFORNIA—Continued.											
46000	Monterey to Salinas.....		23.68	6	1,012 32	.....	1,012 32	42 75	.....	42 75	
46001	San Francisco to Santa Cruz.....		81.58	6	3,487 54	.....	3,487 54	42 75	.....	42 75	Estimated.
46002	Post Costa to Lathrop.....		62.17	6	8,239 39	.....	8,239 39	132 53	.....	132 53	
COLORADO.											
38001	Denver to El Moro.....		209.20	7	20,837 58	.....	20,837 58	87 21	.....	87 21	
38002	Branch, Pueblo to Canon City.....		45.00	6	27.75	.....	27.75	42 75	.....	42 75	
	High Station to Boulder.....		27.75	6	1,186 31	.....	1,186 31	69 26	.....	69 26	
	Branch, Golden Junction to Denver.....		135.62	7	37.72	.....	37.72	55 58	.....	55 58	
38003	Georgetown, Branch, Forks Creek to Central City.....		12.07	7	12,046 78	.....	12,046 78	46 17	.....	46 17	
38004	Cucharas to Alamosa.....		81.35	6	4,345 42	.....	4,345 42	81 23	.....	81 23	Estimate on 58.8 miles.
38005	Denver to Buena Vista.....		135.69	6	12,847 15	.....	12,847 15	105 17	.....	105 17	Estimate on 29.5 miles.
38006	Branch, Bear Creek Junction and Morrison.....		10.00	6	22,491 63	.....	22,491 63	42 75	.....	42 75	
38007	La Junta to Albuquerque.....		357.35	6	7,250 40	.....	7,250 40	76 10	.....	76 10	Estimate on 141.01 miles.
38008	Denver to Cheyenne.....		104.00	6	298 50	.....	298 50	68 40	.....	68 40	
	Branch, Union Pacific.....		6.75	6	81,393 83	.....	81,393 83	42 75	.....	42 75	
NEVADA.											
45001	Virginia City to Reno.....		51.75	6	4,292 14	.....	4,292 14	92 84	.....	92 84	
45002	Palm Springs to Eureka.....		91.27	6	5,306 43	.....	5,306 43	58 14	.....	58 14	
			143.02		9,598 57	.....	9,598 57		.....		



OREGON.							
44001	Portland to Roseburg.....	190.10	0	19,746.73	.....	99.18	.....
44002	Portland to McMinnville.....	51.67	0	2,208.88	.....	42.75	.....
44003	Dayton to Sheridan.....	26.18	0	1,119.19	.....	42.75	.....
44004	McMinnville to Corvallis.....	47.64	0	2,032.33	.....	42.75	.....
		324.49	.....	25,107.13	.....		
UTAH.							
41001	Ogden City to Salt Lake City.....	38.15	6	3,741.18	.....	98.06 1/2	.....
41002	Salt Lake City to Juniper.....	105.03	6	7,183.28	.....	78.66	.....
41003	Ogden City to Red Rock.....	303.87	7	17,638.14	.....	100.89	.....
41004	Sandy to Brigham Canyon.....	22.50	6	901.87	.....	42.75	.....
41005	Salt Lake City to Stockton.....	40.50	6	1,731.37	.....	42.75	.....
41006	Sandy to Alta.....	16.78	6	717.34	.....	42.75	.....
		526.83	.....	31,973.18	.....		
WASHINGTON.							
43001	Kalama to Wilkeson.....	126.33	6	8,625.59	.....	63.27	.....
43002	Seattle to New Castle.....	20.28	6	866.97	.....	42.75	.....
43003	Olympia to Tenino.....	15.31	6	654.50	.....	42.75	.....
43004	Walla Walla to Wallula.....	32.37	3	1,383.81	.....	42.75	.....
		204.29	.....	11,530.87	.....		
NEW MEXICO.							
39001	Galisteo to Santa Fe.....	18.63	6	790.43	.....	42.75	.....

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



## C.—Steamboat service as in operation on the 30th of June, 1890.

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.	
290	{ Bath to Booth Bay { Wiscasset to Booth Bay	{ Eastern Steamboat Company	{ 16 20		{ 6 1/2 6 1/2	700 00		{ During season of navigation, from about April 1 to November 30, twelve times a week from July 5 to September 20, and six times a week during the residue of the season.
294	Portland to Chebeague Island.	Portland and Harpswell Steamboat Company.	11		6	299 00		Four months, June 1 to September 30.
350	Green Vale to Indian Rock	C. W. Howard	10		6	200 00		
351	Boston, Mass., to Eastport	Charles Deering	320		1	500 00		
352	Boston, Mass., to Machias Port	do	324		1	700 00		
353	Rockland to Sullivan	do	78	789	1	300 00	2,699 00	
	NEW HAMPSHIRE.							
1101	Alton Bay to Meredith Village.	William M. Ashley	{ 10 25		{ 6 1/2 3 1/2	2,000 00		During season of navigation.
1232	Weir's Bridge to Wolfborough	Lake Winnipisaukee Steamboat Company.	30	65	6	650 00	2,650 00	During season of navigation, say from about June 1 to October 20 in each year.
	MASSACHUSETTS.							
3127	Wood's Holl to Nantucket	Nantucket and Cape Cod Steamboat Company.	30			7,875 00		Twelve times a week six months, six times a week six months.
3132	New Bedford to Edgartown.	New Bedford, Vineyard and Nantucket.	37		6	1,500 00		Without expense to the department.
3252	Boston to Hull	Boston and Hingham Steamboat Company.	15	82	6		9,375 00	
	RHODE ISLAND.							
4102	Newport to Wickford Junction	Newport and Wickford Railroad and Steamboat Company.	15.40			7,573 37		Twenty-five times a week three and a half months, eighteen times a week eight and a half months.
4130	{ Block Island to Newport { Block Island to Providence	{ George W. Conley	60	75.4		2,500 00	10,073 37	{ Three times a week nine months, six times a week three months.



NEW YORK.					
6249	Plattsburgh to Burlington		Champlain Transportation Company	23	1,050 00
6651	Genova to Watkins		Schenck Lake Steam Navigation Com- pany	65	2,432 44
6883	Lake George to Fort Ticonderoga		Champlain Transportation Company	40	500 00
6884	Hartford River to Jersey City		New England Transfer Company	14	1,800 00
6877	Brooklyn to Jersey City		Brooklyn Annex Company	3	1,825 00
6724	Sag Harbor to New London		New London and Long Island Steam A. M. Kent	42	1,200 00
6727	Mayville to Jamestown		A. M. Kent	30	2,000 00
				214.5	10,807 44
PENNSYLVANIA.					
8151	Pittsburgh to Greensborough		Adam Jacobs	884	5,500 00
8151a	Wrightsville to Havre de Grace		Denison Recside	45	3,900 00
					133.5
MARYLAND.					
10004	Baltimore to Talchester		William C. Eliason	25	100 00
10095	Virginia to Seaford		W. J. Wood and M. D. Twiford	12	400 00
10096	Baltimore to Stoughton		H. C. Dodson	62	158 00
10097	Washington to Georgetown		J. W. McKibben	30	2,800 00
10098	Baltimore to Benedict		Jas. C. Williams	2	1,840 00
10099	Baltimore to Frederick		Harold	2	1,840 00
10100	Baltimore to Cambridge Md		Maryland Steamboat Company	2	2,400 00
10101	Baltimore to Wilson's Wharf		do do	6	4,200 00
10102	Baltimore to Queens-town		Eastern Shore Steamboat Company	150	
			Chester River Steamboat Company	40	750 00
				755.5	14,406 00
VIRGINIA.					
11103	Washington, D.C. to Conn Wharf		Edwin Recside	1344	8,450 02
11104	Washington to Norfolk &c		George H. Plant	213	4,777 00
11105	West Point to Baltimore, Md		Baltimore Chesapeake and Richmond Steamboat Company	200	1,800 00
11106	Norfolk to Baltimore		Baltimore Steam Packet Company	200	18,000 00
11107	Norfolk to Eastville		Old Dominion Steamship Company	50	3,500 00
11108	Mathews Court House to Norfolk		do	86	3,010 00
11109	Norfolk to Richmond		do	151	4,500 00
11110	Fredericksburg to Baltimore		Henry Williams	2801	2,800 00
				1,315	46,627 02
WEST VIRGINIA.					
12082	Wheeling to Parkersburg		Charles H. Booth	96	8,000 00
12089	Parkersburg to Gallipolis		Parkersburg and Ohio River Trans- portation Company	874	5,200 00
12100	Kanawha Court House to Gallipolis, Ohio.		J. A. McClurg and J. B. Dudding	62	2,600 00
				245.5	15,800 00



C.—Steamboat service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Name of contractor.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State. Dollars.	Remarks.
NORTH CAROLINA.								
3096	Norfolk to Poplar Branch.	Zimri McDonald.	75	6	2	1,393 00		
3097	Plymouth to Franklin.	do.	106	6	2	8,474 00		
3098	Plymouth to Windsor.	do.	30	3	3	999 00		
3099	Wilmington to Smithville.	do.	28	6	6	2,199 00		
31100	Wilmington to Fayetteville.	William H. Bagley.	112	2	2	1,175 00	14,240 00	
SOUTH CAROLINA.								
4099	Charleston to Moultrieville.	Zimri McDonald.	74	7	7	481 07		
41100	Charleston to Edisto Island.	Peter Toglio.	43	1	1	800 00	1,281 07	
GEORGIA.								
51100	Rome to Gadsden.	James M. Elliott.	155	2	2	3,600 00	3,600 00	
FLORIDA.								
6080	Jacksonville to Middleburgh.	H. M. Aiken.	55	2	2	1,200 00		Gratuitous service.
6082	Fernandina to Brunswick, Ga.	Macon and Brunswick Railroad.	40	7	7	2,100 00		
6083	New Orleans, La., to Havana, Cuba.	John Miller.	832	1	1	1,200 00		
6087	Jacksonville to Fort George.	James W. Fitzgerald.	294	6	6	3,200 00		
6088	Milton to Warrington.	Samuel Rushing.	37	1	1	10,400 00		Six times a week twenty-seven days, three times residue of year.
6089	New York, N. Y., to Galveston, Tex.	C. H. Mallory & Co.	2,036	1	1	1,252 75		
6090	Palatka to Crescent City.	John F. Rhoads.	30					
6091	Cedar Keys to Key West.	Miller & Henderson.	290	2	2	32,000 00		
6092	Fernandina to Trader's Hill, Ga.	H. L. Hart.	10	4	4	2,768 00		
6093	Pensacola to Freeport.	John L. McKinnon.	884	2	2	1,939 00		
6096	Palatka to Okahumpka.	Sidney J. Bonknight.	289			2,417 98		Two times a week four months, once a week eight months.
6097	Jacksonville to Enterprise.	Sherley & Hite.	81 1461 2	6 3 3	6 3 3	16,979 20		{ Six times a week six months, three times a week six mos. on 1461 miles. { Three times a week on 2 miles.
6098	Chattahoochee to Apalachicola.	Samuel J. Whiteside.	151			2,802 78		
6099	Cedar Keys to New Troy.	W. B. McIlvaine.	148	1	1	1,400 00		
6100	Cedar Keys to Tampa.	James McKay.	175	2	2	13,570 00	93,259 71	



ALABAMA.									
17064	Mobile to Gasque .....	Edwin Baldwin .....	70	3	3,000 00	884	18,177 30	Seven times a week six months, three times a week six months.	
17065	Gadsden to Ohio .....	J. M. Elliott .....	40	1	2,348 39				
17066	Chattanooga, Tenn., to Decatur, Ala. ....	Capelhart & Samuels .....	150	1	2,800 00				
17067	Mobile to Mobile .....	Frank S. Stone .....	240	2	5,200 00				
17068	Mobile to Selma .....	Owen Finnegan .....	310	2	2,500 00				
17069	Mobile to Point Clear .....	Edwin Baldwin .....	25	2	3,500 00				
MISSISSIPPI.									
18067	English Lookout, La., to Gainesville .....	Potter & Favre .....	18	3	775 50	522	8,575 30	Twice a week from December 1 to July 1, and once a week the rest of the year.	
18068	Vicksburg to Faisonville .....	S. H. Parisot .....	240	1	3,000 00				
18106	Vicksburg to Greenwood .....	do .....	206	2	4,800 00				
TENNESSEE.									
19066	Nashville to Paducah, Ky .....	T. G. Ryman .....	215		5,000 00	338	9,106 00	Twice a week from December 1 to July 1, and once a week the rest of the year.	
19068	Landon to King's Creek .....	Thomas W. Fritts .....	47	6	2,400 00				
19069	Chattanooga to King's Creek .....	Joseph Glover .....	96	2	1,640 00				
KENTUCKY.									
20006	Louisville to Cincinnati .....	United States Mail Line Company .....	143	6	8,000 00	1,005	48,800 00	Twice a week from December 1 to July 1, and once a week the rest of the year.	
20007	Louisville to Evansville, Ind .....	Sherley & Hite .....	202	6	15,000 00				
20008	Evansville, Ind., to Cairo, Ill .....	John S. Hopkins, president Evansville Cairo and Memphis Packet Co. ....	202	6	15,000 00				
20089	Bowling Green to Evansville, Ind .....	C. G. Smallhouse .....	198	2	4,800 00				
20100	Paducah to Waterloo, Ala .....	W. G. Brown .....	260	2	6,000 00				
OHIO.									
21141	Portsmouth to Cincinnati .....	David Gibson .....	127 75	6	9,000 00	215 75	17,500 00	Twice a week from December 1 to July 1, and once a week the rest of the year.	
21142	Portsmouth to Gallipolis .....	William Bay .....	51 35	12	8,500 00				
			36 65	6					
MICHIGAN.									
24085	Detroit to Marquette .....	Capt. J. T. Whiting .....	500	5		350	27,348 56	Twice a week from December 1 to July 1, and once a week the rest of the year.	
24086	Petoskey to Mackinac .....	William O. Hughart, president Grand Rapids and Indiana Railroad Co. ....	55	3					
24087	Manistee to Milwaukee .....	M. Engelman .....	130	6					
24088	L'Anse to Hancock .....	R. M. Hour .....	35	6					
24089	Bay City to Alpena .....	Darius Cole and Ira F. Holt .....	123	6					
24100	Grand Haven to Milwaukee .....	A. E. Goodrich .....	85	6		928			

{ \$528.57 per month during season of navigation.  
 { \$400 per month, from June 15 to September 30, 1880.  
 { \$20 per round trip, from July 1, 1879, to June 30, 1881.  
 { \$3,000 per annum, from July 1, 1879, to June 30, 1883.  
 { \$35 round trip during season of navigation.  
 { \$25 round trip during the season of navigation.



C. — Steamboat service as in operation on the 30th of June, 1880—Continued.

Number of route.	State and termini.	Name of contractor.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay.		Annual pay in each State. Dollars.	Remarks.
						Dollars.	Dollars.		
MISSOURI.									
29096	Saint Louis to Keokuk, Iowa	William F. Davidson	207	660	6	22,464 00	22,464 00	47,464 00	
29100	Saint Louis to Memphis, Tenn	John A. Scudder	433		3	25,000 00	25,000 00		
ARKANSAS.									
29099	Memphis, Tenn., to Priar's Point, Miss	H. M. Norton	111		3	3,900 00	3,900 00		
29051	Memphis, Tenn., to Osceola, Ark	James G. Andrews	96		3	6,000 00	6,000 00		
29053	Memphis, Tenn., to Wittsburgh, Ark.	James D. Randall	140		3	12,133 33	12,133 33		
29054	Terrene, Tenn., to Pine Bluff, Ark	John N. Harbin	140		3	8,800 00	8,800 00		
29055	Pine Bluff to Little Rock	do	85		2	3,250 00	3,250 00		
29056	Terrene, Tenn., to Jacksontown, Ark.	M. R. Harry	362		2	4,962 00	4,962 00		
29057	Jacksontown to Pocatontas	do	143		2	6,400 00	6,400 00		
29058	Camden to New Orleans, La	J. W. Blanks	671		13	30,000 00	30,000 00		
29060	Memphis, Tenn., to Vicksburgh, Miss	John D. Adams	408		4	52,924 62	52,924 62		
29062	Jacksontown to Ralesville	M. R. Harry	50		3	4,000 00	4,000 00		
29063	Vicksbutzh, Miss., to Greenville, Miss	John D. Adams	135		2	11,349 68	11,349 68		
29064	Memphis, Tenn., to Greenville, Miss	do	361		3	30,000 00	30,000 00		
29065	Little Rock to Fort Smith	H. Hennequin	290	2,910	1	9,000 00	9,000 00	182,719 63	
LOUISIANA.									
30090	New Orleans to Grand Isle	George F. Brett	96		3	6,000 00	6,000 00		
30091	New Orleans to Washington	H. H. Broad	420		3	6,500 00	6,500 00		
30092	Lake Charles to Cameron	James B. Price	48		3	2,880 00	2,880 00		
30093	New Orleans to Shreveport	Joseph A. Aiken	660		3	30,000 00	30,000 00		
30096	New Orleans to Vicksburgh, Miss	Messrs. Leathers, Tobin and Cannon	408		3	35,000 00	35,000 00		
30097	New Orleans to Hope Villa	Milton B. Muncey	119		1	2,300 00	2,300 00		
30098	New Orleans to Bayou Sara	John W. Cannon	170		2	7,666 66	7,666 66		
30099	do	John J. Brown	170		2	7,666 66	7,666 66		
30099a	New Orleans to Covington	Cohen M. Sofia	62			5,700 00	5,700 00		Six times a week six months: three times a week six months.
30100	New Orleans to Port Eads	(Messrs. Kouns, Scovell, O'Pry and Hawett.)	{ 116 42 }	2,311	{ 3 1 }	6,944 00	6,944 00	110,657 32	

Six times a week six months: three  
times a week six months.



TEXAS.									
31098	Galveston to Morgan City, La.	Morgan's Louisiana and Texas Railroad and Steamship Company.	225			22, 022 22			Seven times a week four months; six times a week two months; four times a week six months.
31100	Morgan City, La., to Brazos de Santiago.	do.	465			4, 800 00			Two times per month. Service is twice a month, or as much oftener as steamships may run, at \$200 per round trip.
35009	Blmarack to Fort Benton	Benton Line of Steamboats, T. C. Power, manager, Chicago, Ill.	814		680			57, 422 22	
43085	Port Townsend to Neah Bay.	James Brittain	101			3, 350 00			Once a month.
43096	Port Townsend to Sitka, Alaska.	P. B. Cornwall	897			14, 800 00			
43097	Port Townsend to Seualhmo	William F. Munroe	130			2, 974 00			
43098	Seattle to Sehome.	J. C. Brittain	151			4, 560 65			Twice a week on 11½ miles, and once a week on 3½ miles.
43099	New Tacoma to Port Townsend.	L. M. Starr	894		1, 368 75	29, 700 00		55, 414 65	151
44099	Portland to the Dalles.	Oregon Steam Navigation Company, S. G. Reed, vice-president.	117			7, 487 00			
44100	Portland to Astoria.	do.	98		215	4, 900 00		12, 477 00	
46095	Lakeport to Lower Lake.	William Giselman.	28			1, 650 00			Often as boats run.
46096	San Francisco to Eureka.	{ Pacific Coast Steamship Company, {	216			5, 000 00			
46097	Branch, Eureka to Crescent City.	{ Goodall, Perkins & Co., agents. {	58			5, 200 00			
46098	San Francisco to San Diego.	do.	482			2, 400 00			Six times a week for six months, and once a week for six months.
46099	Tahoe to Tahoe.	Arthur Lyman and F. H. Fish.	464						
46099	San Francisco to Sacramento City.	Thomas Walker, California Steam Navigation Company.	230			8, 000 00			Four times per month.
46100	San Francisco to Portland.	H. Villard, Oregon Steam Navigation Company.	676		1, 738 5	22, 000 00		44, 280 00	

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



D.—Table showing the weight of the mails, the speed with which they are conveyed, the amount on railroad routes in States in which the contract term expired June 30, 1880, 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-double line; t. l., tripple line; q. l., quadruple line; l. line or lines; m., miles; r. a., route-agent; m. figures 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.	Miles per hour.
1	Ohio	21032	21032	Columbus, Pittsburgh	Pittsburgh, Cincinnati and Saint Louis.	193.86	27
2	Md	10001	10001	Baltimore, Philadelphia	Philadelphia, Wilmington and Baltimore.	96	32
3	Nebr	34001	34001	Council Bluffs, Ogden	Union Pacific	1,035.20	20
4	Ind	22002	22002	Indianapolis, Terre Haute	Terre Haute and Indianapolis.	74.39	31
5	Ohio	21015	21015	Columbus, Indianapolis	Pittsburgh, Cincinnati and Saint Louis.	189.07	27
6	Cal	46001	46001	San Francisco, Ogden	Central Pacific	834.24	25
7	Ohio	21002	21002	Pittsburgh, Chicago	Pennsylvania Company	468.20	28
8	Ohio	21014	21014	Columbus, Cincinnati	Pittsburgh, Cincinnati and Saint Louis.	120.18	28
9	Md	10013	10013	Bay View (n. o.), Washington.	Baltimore and Potomac	46.10	28
10	Ind	22005	22005	Indianapolis, La Fayette	Cincinnati, Indianapolis, Saint Louis and Chicago.	64.9	28
11	Me	1	1	Augusta, Skowhegan	Maine Central	37.99	24
12	Me	5	5	Portland, Bangor	do	128.10	23
13	Ind	22003	22003	Indianapolis, Cincinnati	Cincinnati, Indianapolis, Saint Louis and Chicago.	111.50	28
14	Me	6	6	Portland, Augusta	Maine Central	63.28	25
15	Ind	22029	22029	La Fayette, Kankakee	Cincinnati, La Fayette and Chicago.	72.75	28
16	Mo	28002	28002	Saint Louis, Bismarck	Saint Louis, Iron Mountain and Southern.	76.09	22
17	Ky	20005	20005	Louisville, Nashville	Louisville and Nashville	185.23	28
18	Ohio	21028	21028	Cincinnati, Parkersburgh	Marietta and Cincinnati	193.15	24



*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, 1875, and June 17, 1877, 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., mail-messenger. A number followed by an asterisk (\*) shows the equivalent in round trips. The

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.		Remarks.	Order.
30 days, total.	Per day, total.			Dollars.	Dollars.		
Pounds.	Pounds.	Feet and inches.					
1,319,572	43,985	r. p. o., 60 by 8.6½; 60 by 8.7½ f. f. c., q. l.; r. a. apt., 14.4 by 5.10 f. f. d. l., between Mansfield and Pittsburgh, 8 m.	18.29	436 90½	200 00	Main route; branch, \$42.75 (228). .86 m. increase.	1
1,012,171	33,739	r. p. o., 60 by 8.6 f. f. c., d. l.; r. a. apt., 23.10 by 8.6 f. f. q. l., to Lamokin Junction, 14 m., d. l., thence to Wilmington, 12 m.; s. l. residue.	44.77*	380 47½	100 00	In February, 1880 .....	2
744,992	24,833	r. p. o., 60.1 by 8.11 f. f. c., s. l.	7.02*	324 05	50 00	In February, 1880 .....	3
919,502	30,650	r. p. o., 60 by 8.7½ f. f. c., d. l.; apt., 17 by 10 f. f.	23	310 36½	125 00	1.39 m. increase .....	4
925,119	30,837	r. p. o., 60 by 8.6½ f. f. c., d. l.	22.73*	361 81½	100 00	1.07 m. increase .....	5
594,842	19,827	r. p. o., 55.13 by 9.5½ f. f. c., s. l.; apt. (av.), 25.3 by 8.6 f. f., between San Francisco and Port Costa and between Sacramento and Junction.	10.38*	277 88	50 00	In February, 1880 .....	6
492,607	16,420	r. p. o., 49.4 by 9 f. f. c., s. l.; apt. (av.), 17 by 9 f. f., s. l., between Pittsburgh and Homewood and between Crestline and Chicago.	25.49*	255 64½	25 00	.65 m. decrease .....	7
436,250	14,608	r. p. o., 60 by 8.7½ f. f. d. l.; r. a. apt., 15.8 by 8.7 f. f., s. l.	28.48*	253 08	100 00	.32 m. decrease .....	8
1,006,575	33,552	r. p. o., 60 by 8.8 f. f. c., d. l.; r. a. apt., 14.10 by 8.7 f. f., s. l.	63	243 86	100 00	In February, 1880 .....	9
421,256	14,041	r. p. o., 50 by 9.8, 40.4 by 9.5 f. f. c., d. l.	25	233 41½	65 00	.72 m. decrease .....	10
103,936	3,464	r. p. o., 42 by 8.7 f. f. c., d. l., to Waterville, 19.21 m.; apt., 16 by 7 f. f., s. l. residue, 18.78 m.	18	228 69½	.....	18.78 m. at \$58.14. In May, 1879. See parts. (27, 155.)	11
87,184	2,906	r. p. o., 42 by 8.7 f. f. c., Waterville to Bangor, 55.57 m.; r. a. apt., 16.3½ by 6.10 f. f., s. l., to Waterville, 72.53 m.	18	222 71	.....	72.53 m. at \$71.82. In May, 1879. See parts. (29, 93.)	12
345,813	11,527	r. p. o., 50 by 9.8, 40.4 by 9.5, 40 by — f. f. c., t. l.	19	222 30	90 00	Main route; branch, \$42.75 (222).	13
412,386	13,746	r. p. o., 42 by 8.7, 40 by 8.7, 29 by 8.7, 29 by 8.7 f. f. c., d. l.; r. a. apt., 15 by 6.7 f. f., s. l., Cumberland Junction to Augusta, 52.58 m.	21*	217 17	50 00	52.28 m. at \$207.17. Main route; branch, \$89.77½. In May, '79.	14
380,957	12,698	r. p. o., 50 by 9.8, 40.4 by 9.5 f. f. c., d. l.	13	213 75	65 00	3 m. decrease .....	15
259,936	8,664	r. p. o., 49 by 9 f. f. c., s. l.; r. a. apt., 14 by 9.3, f. f., s. l.	20	209 48	25 00	Main route; branch, \$42.75 (312). 1.64 m. decrease. In March, 1879. 40 feet cars authorized.	16
375,865	12,528	r. p. o., 45 by 9 f. f. c., d. l., 112.13 m., s. l. residue.	15.44*	206 91	60 00	.31 m. decrease. 73.10 m. at \$236.91; 73.10 m. r. p. o. at \$30.	17
366,505	12,216	r. p. o., 51.6 by 8.9 f. f. c., s. l.	18.87*	263 49	40 00	.....	18



D.—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.	Miles per hour.
19	Ohio ..	21047	21047	Chicago, Ohio, Chicago, Ill ..	Baltimore and Ohio .....	271. 03	31
20	Ky ...	20004	20004	Cincinnati, Louisville.....	Louisville, Cincinnati and Lexington.	110	23
21	Ohio ..	21001	21001	Benwood, Newark .....	Central Ohio .....	106. 03	36
22	Ohio ..	21019	21019	Toledo, Quincy .....	Wabash, Saint Louis and Pacific.	474. 54	30
23	Kans ..	33016	33016	Kansas City, Topeka .....	Atchison, Topeka and Santa Fe.	66. 20	24
24	Ohio ..	21010	21010	Chicago, Newark .....	Baltimore and Ohio .....	88. 88	32
25	Ohio ..	21010	21010	Sandusky, Newark .....	do .....	116. 88	32
26	Ohio ..	21042	21042	Cleveland, Cincinnati.....	Cleveland, Columbus, Cincinnati and Indianapolis.	244. 34	26
27	Me ...	1	1	Augusta, Waterville .....	Maine Central .....	19. 21	24
28	Mo ...	28026	28026	Bismarck, Texarkana.....	Saint Louis, Iron Mountain and Southern.	415. 21	20
29	Me ...	5	5	Waterville, Bangor .....	Maine Central .....	55. 57	23
30	Ohio ..	21001	21001	Benwood, Columbus .....	Central Ohio .....	139. 03	36
31	Ky ...	20008	20008	Bowling Green, Memphis...	Louisville and Nashville.....	263. 20	25
32	Ind. ...	22010	22010	Cincinnati, East Saint Louis.	Ohio and Mississippi.....	338. 6	30
33	Ill ...	23032	23032	Saint Louis, Nashville .....	Saint Louis and Southeastern.	315. 10	24
34	Va ...	11006	11006	Richmond, Charlotte.....	Richmond and Danville.....	282. 88	21
35	Kans ..	33001	33001	Kansas City, Denver.....	Kansas Pacific.....	640. 10	25
36	Ky ...	20018	20017	Cincinnati Junction, Louisville and Nashville Junction.	Louisville, Cincinnati and Lexington.	4	20
37	Ohio ..	21016	21016	Gallion, Indianapolis .....	Cleveland, Columbus, Cincinnati and Indianapolis.	203. 96	26
38	Kans ..	33010	33010	Atchison, Pueblo .....	Atchison, Topeka and Santa Fe.	618. 85	26
39	Ill ...	23002	23002	Chicago, Freeport.....	Chicago and Northwestern.....	121. 29	24
40	Ohio ..	21026	21026	Cincinnati, Dayton.....	Cincinnati, Hamilton and Dayton.	60. 41	24½
41	N. C ..	13002	13002	Weldon, Wilmington .....	Wilmington and Weldon .....	162. 07	28
42	N. J ..	7001	7001	New York, Easton .....	Central, of New Jersey.....	74	25



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
174, 927	5, 830	r. p. o., 51.7½ by 8.10, f. f. c., s. l.	12. 50*	203 49	40 00	.50 m. decrease .....	19
458, 082	15, 269	r. p. o., 45 by —, f. f. c., d. l. to Louisville and Nashville Junction, 108.7 m.; r. a. apt., 10 by 7.5, f. f. 1½ line.	23. 59*	196 65	60 00	1.30 m. at \$193.65. .25 m. increase.	20
217, 438	7, 247	r. p. o., 51.7½ by 8.10, f. f. c., s. l.; r. a. apt., 19.10 by 8.6, f. f., s. l.	21	194 94	.....	Part. res. (75) .....	21
209, 232	6, 975	r. p. o., 50 by 9.3½, f. f. c., s. l.; r. a. apt., 20 by 9½, f. f., s. l. to La Fayette, 210 m.	15. 65*	192 87½	40 00	Main route; branches, \$76.95, \$51.30 (100, 182), 1.46 m. decrease.	22
227, 875	7, 595	r. p. o., 50 by 9.3, f. f. c., s. l.	13	187 25	25 00	In Feb., 1880. 40 feet cars authorized.	23
237, 003	7, 900	r. p. o., 51.7½ by 8.10, f. f. c., s. l.	14. 55*	181 26	40 00	.88 m. increase. Part. res. (160).	24
187, 133	6, 237	21.8 by 8.6, f. f., s. l. ....	14. 55*	181 26	.....	28 m. at \$55.57½. .88 m. increase. In Mar., 1879. 40 feet cars authorized.	25
300, 039	10, 001	r. p. o., 39.5 by 9.6, 40.1 by 9.3½, f. f. c., d. l.	25	180 40½	50 00	80 m. r. p. o. at \$75. .91 m. decrease.	26
192, 323	6, 411	r. p. o., 42 by 8.7, f. f. c., d. l.	.....	178 69½	50 00	Part. In May, 1879 ...	27
207, 567	6, 918	r. p. o., 49 by 9, f. f. c., s. l. ....	7	173 42½	25 00	90.24 m. at \$210.53½. .96 m. increase. In Mar., 1879. 40 feet cars authorized.	28
174, 505	5, 816	r. p. o., 42 by 8.7, f. f. c., d. l.	18	172 71	50 00	In May, 1879 .....	29
177, 054	5, 901	r. p. o., 51.7½ by 8.10, f. f. c., s. l. to Newark, 110 m.; r. a. apt., 19.10 by 8.6, f. f., s. l. to Newark, 110 m.; residue in b. c.	22. 61*	171 85½	40 00	33 m. at \$74.38. 1.16 m. increase. See parts. (21, 75.)	30
194, 433	6, 481	r. p. o., 45 by 9.5, f. f. c., s. l.; apt., 14.8 by 9.6, f. f. once a week between McKenzie and Memphis, 121 m. in charge of r. a.	13. 46*	171 00	30 00	86.88 m. r. p. o. at \$25. .26 m. decrease. 43.5 m. at \$170.14½. 86.88 m. at \$12-.23.	31
170, 299	5, 676	r. p. o., 49.6 by 9.3, 41.6 by 9.3 (av.), 45.6 by 9.3, f. f. c., s. l.	18. 54*	169 29	30 00	2.4 m. decrease .....	32
27, 167	905	11.8 by 8.3 (av.), f. f., s. l. ....	12. 8*	162 65	.....	107.60 m. at \$44.12½; 47.72 m. at \$67.54½. Main route; branch, \$38.47½ (332). \$360 per annum for transfer.	33
241, 162	8, 038	r. p. o., 49.11 by 9.4½, d. l. ....	14	160 74	50 00	93.21 m. from Feb. 18, 1880. In Feb., 1880. 40 feet cars authorized.	34
148, 295	4, 943	24 by 9.4, f. f., s. l. ....	8. 8*	159 03	.....	In February, 1880 .....	35
339, 738	11, 324	r. p. o., 45 by —, f. f. c., d. l.	14	155 61	60 00	.13 m. decrease .....	36
161, 364	5, 378	r. p. o., 39.2 by 9.6, f. f. c., s. l.	23*	153 90	25 00	.04 m. decrease .....	37
128, 250	4, 275	r. a. apt., 13.8 by 9.3½, f. f., s. l. between Atchison and Topeka, 50.8 m.; r. p. o., 50 by 9.3, f. f. c., s. l. between Topeka and Pueblo, 56.8, 19 m.	8. 62*	153 90	25 00	470.41 m. at \$123.12 (l. g.). \$25 per m. for r. p. o. cars, 568.19 m. 40 feet cars authorized. In Feb., 1880.	38
114, 280	3, 808	r. p. o., 35.8 by 9.5, f. f. c., s. l.	14. 11*	153 90	22 00	1.11 m. increase. In March, 1879.	39
59, 522	1, 984	19.2 by 8.8 (av.), f. f., d. l. to Hamilton, 25 m., s. l. residue.	28. 45*	153 90	.....	33.92 m. at \$128.25. .04 m. decrease.	40
175, 003	5, 833	r. p. o., 50.2 by 8.8½, f. f. c., d. l.	14	152 19	50 00	Main route; branch, \$42.75 (238). 1 m. decrease. 40 feet cars authorized.	41
75, 283	2, 509	12 by 8, f. f., d. l. ....	13	144 23½	.....	In July, 1879 .....	42



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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route. <i>Miles.</i>	Miles per hour.
43	Ill	23086	23036	Aurora, Foreston	Chicago and Iowa	82.47	23
44	Tenn	19004	19004	Nashville, Chattanooga	Nashville, Chattanooga and Saint Louis	151	25
45	La	30001	30001	New Orleans, Canton	New Orleans, Saint Louis and Chicago	208.43	28
46	Cal	46032	46032	Port Costa, Lathrop	Central Pacific	62.17	25
47	Ga	15002	15002	Atlanta, Chattanooga	Western and Atlantic	138.47	30
48	Tenn	19002	19002	Bristol, Chattanooga	East Tennessee, Virginia and Georgia	242.10	26
49	Ala	17013	17013	Mobile, New Orleans	Louisville and Nashville	141.70	28
50	Kans	33016	33016	Kansas City, Topeka	Atchison, Topeka and Santa Fé	66.20	20
51	Cal	46010	46010	Lathrop, Goshen	Central Pacific	146.30	25
52	Ala	17012	17012	Mobile, Montgomery	Mobile and Montgomery	179.67	26
53	Ga	15003	15003	Atlanta, West Point	Atlanta and West Point	86.60	25
54	Kans	33001	33001	Kansas City, Denver	Kansas Pacific	640.10	25
55	Ohio	21006	21006	Cleveland, Wellsville	Pennsylvania Company	101.90	30
56	Ala	17001	17001	Montgomery, West Point	Purchasers Western Railroad of Alabama	86	29
57	S. C.	14005	14005	Charleston, Florence	Northeastern	102	23
58	Mich	24001	24001	Toledo, Detroit	Lake Shore and Michigan Southern	71	19
59	S. C.	14002	14002	Florence, Wilmington	Wilmington, Columbia and Augusta	110	28
60	Ga	15001	15001	Atlanta, Air Line Junction	Atlanta and Charlotte Air Line	269.33	26
61	Ind	22007	22007	New Albany, Indianapolis	Pennsylvania Company	114.77	28
62	Miss	18001	18001	Canton, Cairo	Chicago, Saint Louis and New Orleans	344.27	25
63	Ga	15004	15004	Augusta, Atlanta	Georgia	172.59	23
64	Ill	23030	23030	Saint Louis, El Dorado	Saint Louis, Alton and Terre Haute	121.52	23
65	Ga	15009	15009	Savannah, Live Oak	Savannah, Florida and Western	180.08	20
66	Mich	24016	24016	Monroe Junction, Ludington	Flint and Pere Marquette	251.23	19
67	S. C.	14004	14004	Charleston, Savannah	Charleston and Savannah	115	28
68	Ohio	21003	21003	Pittsburgh, Bellaire	Pennsylvania Company	94.69	30
69	Tenn	19006	19006	Nashville, Decatur	Louisville and Nashville	122.83	26
70	Ind	22019	22019	Louisville, North Vernon	Ohio and Mississippi	53.73	26
71	Ohio	21023	21023	Dayton, Toledo	Cincinnati, Hamilton and Dayton	142.95	23
72	Ind	22025	22025	Indianapolis, Terre Haute	Indianapolis and Saint Louis	72.45	26
73	Kans	33010	33010	Atchison, Pueblo	Atchison, Topeka and Santa Fé	618.85	22
74	Ky	20002	20002	Covington, Lexington	Kentucky Central	99.98	25
75	Ohio	21001	21001	Newark, Columbus	Central Ohio	33	36
76	Pa	8123	8123	Pittsburgh, Youngstown	Pittsburgh and Lake Erie	70.93	21
77	S. C.	14003	14003	Branchville, Augusta	South Carolina	75.45	21



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. c. cars.	Remarks.	Order.
80 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
92, 286	3, 078	r. p. o., 35.4½ by 8.10½, f. f. c., s. l.; r. a. apt., 9 by 8.6, f. f., s. l.	12	142 79	22 00	.83 m. increase. In March, 1879.	43
151, 700	5, 058	r. p. o., 29.6 by 9, f. f., s. l.	16. 18*	142 78½	12 50	Main route; branch, \$42.75 (244). 2 m. decrease. 20 feet cars authorized.	44
79, 036	2, 634	r. p. o., 45.2 by 9.4, f. f. c., s. l.	7	140 22	25 00	In Feb., 1880. 40 feet cars authorized.	45
84, 848	2, 828	(av.) 28.3 by 8.6, f. f., s. l.	9. 51*	139 37		In February, 1880.	46
147, 959	4, 931	r. p. o., 50 by 9.8, 41.4½ by 8.8, f. f. c., d. l.	14	139 36½	50 00	40 feet cars authorized.	47
134, 319	4, 477	r. p. o., 39.8 by 8.10, f. f. c., s. l.	9. 7*	138 51	25 00	Main route; branch, \$86.35½ (88). .60 m. decrease.	48
108, 703	3, 623	r. p. o., 50 by 9.3, f. f. c., d. l.	14	138 41½	50 00	.18 decrease. 40 feet cars authorized.	49
197, 111	6, 570	r. p. o., 50 by 9.3, f. f. c., s. l.	13	135 09	25 00	In Oct., 1879. 40 feet cars authorized.	50
95, 529	3, 184	(av.) 28.3 by 8.6, f. f., s. l.	7	135 09		In February, 1880.	51
127, 744	4, 258	r. p. o., 49.8 by 9.4, f. f. c., d. l.	14	134 23½	25 00	113.29 m. at \$157.38½.	52
154, 110	5, 137	r. p. o., 49.4 by 9.3, f. f. c., d. l.	14	133 38	25 00	1.40 m. increase. 40 feet cars authorized.	53
125, 622	4, 187	24 by 9.4, f. f., s. l.	9. 4*	132 53		.08 m. decrease. 40 feet cars authorized.	54
107, 770	3, 592	19.10½ by 8.11, f. f., s. l.	24	132 52½		In October, 1879.	54
140, 885	4, 696	r. p. o., 50 by 8.6, f. f. c., d. l.	14	130 81½	50 00	.49 m. decrease.	55
129, 367	4, 312	r. p. o., 42.2 by 8.9, f. f., d. l.	14	128 25	50 00	2.5 m. decrease. 40 feet cars authorized.	56
116, 601	3, 887	29.6½ by 8.10, 17.11½ by —, f. f., d. l. to Monroe, 24½ m., s. l., thence to Warner, 1.1 m., ½ l., thence to Detroit, 45.4 m. (av. s. l.).	14. 47*	128 25		1 m. decrease. 1 line withdrawn prior to July 1, 1880.	57
140, 896	4, 696	r. p. o., 42.3 by 8.10, f. f. c., s. l.	14	126 95	50 00	5.73 m. increase. In March, 1879.	58
188, 034	6, 267	r. p. o., 49.4 by 9.3, f. f. c., d. l.	14	125 68½	50 00	Part. 1.74 m. increase.	59
118, 780	3, 969	12.11 by 7.2 (av.), f. f., d. l. to Columbus, 73.77 m., t. l. residue.	21. 14*	125 60½		.02 m. decrease. 40 feet cars authorized.	60
106, 287	3, 542	r. p. o., 45.2 by 9.4, f. f. c., s. l.	7. 94*	122 26½	25 00	.77 m. increase.	61
57, 386	1, 912	r. p. o., 25.4 by 8.8, f. f. c., s. l.	14	121 41	15 00	.36 m. increase. 40 feet cars authorized.	62
43, 921	1, 484	18 by 7.6, f. f., s. l.	10. 29*	120 56		.97 m. increase.	63
77, 636	2, 587	r. p. o., 41.4 by 9.2½, f. f. c., s. l.	7	112 86	25 00	50.25 m. from Feb. 16, 1880. In Mar., 1880.	64
46, 832	1, 561	20.11 by 8.11, 15 by 9, f. f., d. l. between East Saginaw and Wayne Junction, 91 m., s. l. residue.	19. 88*	112 54		.88 m. increase.	65
101, 012	3, 367	r. p. o., 39 by 9, f. f. c., d. l.	14	111 15	50 00	Main route; branches \$40, \$60. In March, 1879.	66
49, 780	1, 658	19.10½ by 8.11, f. f., s. l.	18	111 15		1.83 m. decrease.	67
49, 529	1, 650	14.10 by 8.9, f. f., s. l.	14	111 15		.18 m. increase.	68
18, 416	618	17.6½ by 9.4½, f. f., s. l.	22*	111 15		75.83 m. at \$95.76.	69
67, 008	2, 233	19.2 by 6.8 (av.), f. f., s. l.	20. 04*	109 44		.23 m. increase.	70
36, 328	1, 210	r. p. o., 40 by 9.10, f. f. c., s. l.	18	109 44			71
114, 694	3, 823	r. p. o., 50 by 9.3, f. f. c., s. l., 568.19 m.; apt., 13.3 by 9.4, between Atchison and Topeka.	9. 6*	106 71	25 00	.45 m. increase.	72
48, 468	1, 615	12 by 6.6, f. f., s. l. to Paris, 80.25 m., d. l. residue.	19. 14*	106 20		148.44 m. at \$133.38. In October, 1879.	73
42, 444	1, 414	in b. c.; no r. a.	28	102 60		.98 m. increase.	74
41, 588	1, 386	14 by 8, f. f., s. l.	19	101 75			75
32, 016	1, 067	18 by 8.11, f. f., d. l.	21	101 48		In March, 1880.	76
						Branch; main route, \$87.55 (125).	77



D.—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.	Miles per hour.
78	N. C.	13007	13007	Charlotte, Augusta .....	Charlotte, Columbia and Augusta.	197.53	21
79	Ga.	15012	15012	Macon, Atlanta .....	Central Railroad and Banking Company.	103.80	19
80	Ala.	17005	17005	Memphis, Stevenson .....	Memphis and Charleston .....	271.86	20
81	Ind.	22018	22018	Indianapolis, Peoria .....	Indiana, Bloomington and Western.	213.02	28
82	Minn.	26021	26002	Sank Rapids, Brainerd .....	Northern Pacific .....	60.96	22
83	Nebr.	34002	34002	Plattsmouth, Kearney Junction.	Burlington and Missouri River in Nebraska.	190.8	20
84	Nebr.	34004	34004	Omaha, Orecopolis .....	do .....	17.76	20
85	Ind.	22012	22012	Evansville, Terre Haute .....	Evansville and Terre Haute ..	110.45	
86	Colo.	38005	38005	Denver, Weston .....	Denver, South Park and Pacific.	104.10	12
87	Colo.	38005	38005	Denver, Webster .....	do .....	88.10	14
88	Tenn.	19002	19002	Cleveland, Dalton .....	East Tennessee, Virginia and Georgia.	28.31	21½
89	Mo.	28030	28030	Saint Joseph, Atchison .....	Hannibal and Saint Joseph ...	22.18	24
90	Ohio.	21013	21013	Columbus, Delaware .....	Cleveland, Columbus, Cincinnati and Indianapolis.	25.70	26
91	Ill.	23032	23032	Saint Louis, Evansville .....	Saint Louis and Southeastern.	160.10	24
92	Ala.	17004	17004	Montgomery, Decatur .....	South and North Alabama ....	183.31	27
93	Me.	5	5	Portland, Waterville .....	Maine Central .....	72.53	23
94	Kans.	33026	33026	Concordia, Gaylord .....	Atchison, Colorado and Pacific.	73.03	20
95	Ohio.	21034	21034	Salamanca, Dayton .....	New York, Pennsylvania and Ohio.	389.31	30
96	Minn.	26015	26015	Mankato Junction, Mankato.	Winona and Saint Peter .....	3.75	18
97	Ohio.	21005	21005	Cleveland, Sharpsville .....	New York, Pennsylvania and Ohio.	84.50	23
98	Ohio.	21018	21018	Portsmouth, Hamden Junction.	Marietta and Cincinnati .....	56	18½
99	S. C.	14002	14002	Columbia, Wilmington .....	Wilmington, Columbia and Augusta.	193	28
100	Ohio.	21019	21019	Bluffs, Naples .....	Wabash, Saint Louis and Pacific.	4.32	25
101	Ohio.	21025	21025	Hamilton, Richmond .....	Cincinnati, Richmond and Chicago.	44.04	24½
102	Ohio.	21004	21004	Hudson, Columbus .....	Cleveland, Mount Vernon and Delaware.	144.63	30
103	Ky.	20026	20026	Henderson, Nashville .....	Louisville and Nashville .....	144.63	17
104	Miss.	18003	18003	Vicksburg, Meridian .....	Vicksburg and Meridian .....	140.54	17
105	Ky.	20026	20025	Henderson, Nashville .....	Louisville and Nashville .....	145.99	19
106	Colo.	38006	38006	La Junta, Las Vegas .....	Atchison, Topeka and Santa Fe	216.34	14
107	Ohio.	21051	21051	Columbus, Portsmouth .....	Scioto Valley .....	101.39	22
108	Mo.	28034	28034	Bismarck, Columbus .....	Saint Louis, Iron Mountain and Southern.	121.32	17
109	Ky.	20003	20003	La Grange, Lexington .....	Louisville, Cincinnati and Lexington.	67.25	21
110	Tenn.	19007	19007	Nashville, Hickman .....	Nashville, Chattanooga and Saint Louis.	170.56	22
111	Mo.	28018	28018	Keokuk, Saint Peters .....	Saint Louis, Keokuk and Northwestern.	139.35	20
112	Ohio.	21062	21062	Andover, Youngstown .....	Lake Shore and Michigan Southern.	38.89	19
113	Cal.	46028	46028	San Francisco, Sacramento ..	Central Pacific .....	140.04	23



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks	Order.
30 days total.	Per day total.						
<i>Pounds.</i>	<i>Pounds.</i>	<i>Feet and inches.</i>		<i>Dollars.</i>	<i>Dollars.</i>		
58,142	1,938	22.2 by 8.10, f. f., s. l. ....	13	98 32½	.....	1.78 m. increase. ....	78
78,597	2,619	21.6 by 8.4, f. f., s. l. ....	14	96 61½	.....	.28 m. increase. ....	79
40,442	1,348	15.6 by 9, f. f., s. l. ....	7.86*	94 05	.....	Main route: branches, \$42.75 (253, 289). .36 m. increase. ....	80
56,162	1,672	12.11 by 8.10 (av.), f. f., s. l. ....	14.2*	91 48½	.....	.82 m. increase. ....	81
30,798	1,026	20.2 by 9, f. f., s. l. ....	12	90 90	.....	In March, 1879. ....	82
89,180	2,972	18.5 by 8.10, f. f., s. l. between Oreapolis Junction and Hastings, 147.9 m., no r. a. residue. ....	6.14*	90 63	.....	In February, 1880. ....	83
86,671	2,889	18.5 by 8.10, f. f., s. l. ....	6	90 63	.....	In February, 1880. ....	84
53,425	1,780	20.4 by 7.6, f. f., s. l. ....	13	90 63	.....	.45 m. increase. ....	85
44,077	1,469	11 by 7.5, f. f., s. l. ....	7	88 92	.....	In November, 1879. ....	86
32,672	1,089	7.6 by 5.6, fixtures, s. l. ....	7	88 92	.....	Main route: branch, \$42.75 (314). In July, 1879. ....	87
51,563	1,716	25 by 8.5, f. f., s. l. ....	13	86 35½	.....	Branch: main route, \$138.51 (48). .19 m. decrease. ....	88
52,781	1,759	13.1½ by 9.1½, f. f., s. l. ....	13	85 50	.....	1 m. increase. In Mar., 1879. ....	89
50,265	1,675	20 by 9.6, f. f., s. l. ....	13	85 50	.....	.95 m. increase. ....	90
30,129	1,004	11.8 by 8.3 (av.), f. f., s. l. ....	12	85 50	.....	Part. Main route; branch not weighed. ....	91
26,967	898	20.3 by 8.10, f. f., s. l. ....	14	84 13½	.....	Main route: branch \$42.75 (277). .29 m. decrease. ....	92
29,321	977	r. a. apt., 16.3½ by 6.10, f. f., s. l. ....	.....	83 79	.....	Part. In May, 1879, res. (12). ....	93
29,118	970	16.8 by —, f. f., s. l. ....	6	83 79	.....	In Oct., 1879. ....	94
35,483	1,189	49.6 by 9.6, f. f. c., s. l. to Kent, 192 miles, 18.1½ by 6.10½ residue, 197.31 m. ....	20.42*	80 37	.....	.24 m. decrease. 49 feet cars not authorized nor necessary. ....	95
8,723	290	*15.3 by 7.6, f. f., s. l. ....	12	80 00	.....	Part. In Mar., 1879. ....	96
44,876	1,499	12.2 by 7.3, f. f., s. l. ....	21*	78 66	.....	.01 m. increase. ....	97
21,574	719	14.3 by —, f. f., s. l. ....	12	78 66	.....	.....	98
88,608	2,953	r. p. o., 42.3 by 8.10, f. f. c., s. l. Florence to Wilmington, 110 m.; no r. p. o. residue. ....	14	76 95	.....	\$126.95 per mile for 109.70 m. 1.74 m. increase. ....	99
34,009	1,133	17.7 by 9.3½, f. f., s. l. ....	6	76 95	.....	Branch: main route, \$192.37½ (22). .32 m. increase. ....	100
28,300	943	13.6 by 8.6, f. f., s. l. ....	19	76 95	.....	.94 m. increase. ....	101
25,472	849	15 by 7, f. f., s. l. ....	12	76 95	.....	.75 m. increase. ....	102
24,034	801	9.2 by 7.5, f. f., s. l. ....	0.9*	76 95	.....	Late part of route 23032. ....	103
23,517	783	11.9½ by 7.4½, f. f., s. l. ....	7	76 95	.....	95.21 m. at \$43.77½. ....	104
18,984	632	11.3 by 7.2, f. f., s. l. ....	10.10*	76 95	.....	.....	105
23,597	786	in b. c.; no r. a. ....	7	76 10	.....	134.77 m. from Oct. 1, 1879. In Oct., 1879. ....	106
30,501	1,016	11.6 by 7 (av.), s. l. ....	12	75 24	.....	.71 m. decrease. ....	107
28,312	943	14 by 9.3, f. f., s. l. ....	13	75 24	.....	2.05 m. increase. In Mar., 1879. ....	108
28,748	958	8.6 by 8, f. f., s. l. ....	18	74 38½	.....	.26 m. increase. ....	109
29,984	999	12.6 by 8.7½, f. f., s. l. ....	14	73 53	.....	.26 m. decrease. ....	110
53,495	1,783	19.8 by 9, f. f., s. l. ....	13	72 68	.....	43.27 m. from Aug. 11, 1879. In Apr., 1880. ....	111
21,150	705	17.4 by 4.9, f. f., s. l. ....	12	72 68	.....	.02 m. increase. ....	112
52,206	1,748	21.10½ by 8.10½, f. f., s. l. ....	11.05*	71 82	.....	In Feb., 1880. ....	113



D.—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.
114	Neb.	34009	34009	Hastings, Bloomington .....	Republican Valley .....	<i>Miles.</i> 72.99	20
115	Ind.	22004	22004	Indianapolis, Peru .....	Indianapolis, Peru and Chicago .....	75.67	26
116	Ind.	22009	22009	Richmond, Chicago .....	Pittsburgh, Cincinnati and Saint Louis .....	224.12	25
117	Minn.	26001	26001	Brainerd, Bismarck .....	Northern Pacific .....	332.91	17
118	Minn.	26001	26001	Duluth, Bismarck .....	do .....	447.53	17
119	Minn.	26001	26001	Duluth, Brainerd .....	do .....	114.62	17
120	N. Y.	6087	6087	Utica, Watertown .....	Utica and Black River .....	92.22	28
121	Colo.	38007	38007	Denver, Cheyenne .....	Denver, Pacific Railway and Telegraph Company .....	106	22
122	Ohio.	21012	21012	Springfield, Sandusky .....	Cincinnati, Sandusky and Cleveland .....	131.35	25
123	S. C.	14002	14002	Columbia, Florence .....	Wilmington, Columbia and Augusta .....	83	28
124	Kans.	33003	33003	Atchison, Waterville .....	Central Branch Union Pacific .....	100.5	20
125	S. C.	14003	14003	Columbia, Charleston .....	South Carolina .....	131.02	24
126	Ky.	20007	20007	Lebanon Junction, Livingston Station .....	Louisville and Nashville .....	111.94	17
127	Ga.	15011	15011	Macon, Columbus .....	Southwestern .....	100.47	17
128	N. Y.	6058	6058	Buffalo, Emporium .....	Buffalo, New York and Philadelphia .....	123.51	30
129	Ga.	15016	15016	Macon, Euftaula .....	Southwestern .....	143.99	20
130	Ky.	20011	20010	Elizabethtown, Paducah .....	Paducah and Elizabethtown .....	186.65	23
131	Ind.	22014	22014	State Line, Logansport .....	Pittsburgh, Cincinnati and Saint Louis .....	61.19	25
132	N. C.	13004	13004	Goldsboro, Greensboro .....	Richmond and Danville .....	186.35	20
133	Ohio.	21041	21041	Lorain, Bridgeport .....	Cleveland, Tuscarawas Valley and Wheeling .....	158.43	20
134	Ind.	22008	22008	New Albany, Michigan City .....	Louisville, New Albany and Chicago .....	289.66	22
135	Ga.	15013	15013	Macon, Brunswick .....	Macon and Brunswick .....	190.58	18
136	Ga.	15010	15010	Savannah, Macon .....	Central Railroad and Banking Company .....	193.44	19
137	Miss.	18002	18002	Memphis, Grenada .....	Mississippi and Tennessee .....	102.34	20
138	Ohio.	21043	21043	Mansfield, Toledo .....	Pennsylvania Company .....	87.98	20
139	Ga.	15005	15005	Millen, Augusta .....	Central Railroad and Banking Company .....	53.57	16
140	Mich.	24031	24031	Fort Howard, Ishpeming .....	Chicago and Northwestern .....	179.07	23
141	Ohio.	21049	21049	Marietta, Parkersburg .....	Marietta and Cincinnati .....	15.06	18
142	W. Va.	12006	12006	Clarksburg, Weston .....	Clarksburg, Weston and Glenville Railroad and Transportation Company .....	28.25	12
143	Mo.	28015	28015	Keokuk, Corydon .....	Missouri, Iowa and Nebraska .....	119.34	20
144	Ala.	17007	17007	Opelika, Columbus .....	Purchasers Western Railroad of Alabama .....	29.62	25
145	Ky.	20021	20020	Cincinnati, Chattanooga .....	Cincinnati .....	337.50	28
146	Ky.	20016	20015	Maysville, Paris .....	Kentucky Central .....	50.73	20
147	Ohio.	21020	21020	Fremont, Bloomington .....	Lake Erie and Western .....	353.24	23
148	N. J.	7003	7003	Elizabethport (n. o.), Sea Plain (n. o.) .....	Central of New Jersey .....	47.90	25
149	Ohio.	21036	21036	Columbus, Athens .....	Columbus and Hocking Valley .....	77.47	25
150	Ohio.	21071	21071	Valley Junction, Harrison .....	Cincinnati, Indianapolis, Saint Louis and Chicago .....	7.4	20
151	W. Va.	12005	12005	Steubenville, Wheeling .....	Pittsburgh, Cincinnati, and Saint Louis .....	28.13	22
	Ohio.	21031	21031	Harrison, Hagerstown .....	White Water Valley .....	63.16	22



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. c. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
19,817	660	18.5 by 8.10, f. f., s. l.	6	70 97		29.60 m. from Apr. 1, 1879. In Nov., 1879.	114
27,807	926	11.10 by 7, f. f., s. l.	25	70 11		2.33 m. decrease. \$600 side service.	115
18,127	604	12 by 9, f. f., s. l.	10.35*	70 11		29 m. decrease.	116
19,504	650	20.2 by 9, f. f., s. l.	7.8*	70 00		Part. In Mar., 1879.	117
14,707	490	20.2 by 9, f. f., s. l. between Brainard and Bismarck.	7.8*	70 00		195.12 m. at \$40. In Mar., 1879. 23.41 m. increase.	118
858	28		6	70 00		Part. In Mar., 1879.	119
46,557	1,551	18.6 by 8.6, f. f., d. l.	18	68 40		In Mar., 1879.	120
31,046	1,034	11.64 by 8.7, f. f., s. l.	7	68 40		In Feb., 1880.	121
22,734	757	13.7 by 9, f. f., s. l.	18	68 40			122
18,465	615	r. a. apt., 22.7 by 8.9, f. f., s. l.	7	68 40		Part.	123
49,770	1,659	16.8 by —, f. f., s. l.	6	67 55		In Oct., 1879.	124
27,929	930	18 by 8.11, f. f., d. l.	23.04*	67 55		Main route: branches, \$42.75, \$66.09, \$101.48 (77, —, —).	125
16,954	565	in. b. c.; no r. a.	6	65 83½		Main route: branch, \$52.15½ (180). 2.04 m. increase. 33.5 m. at \$38.47½.	126
14,935	497	10.10 by 8.6 (av.), f. f., s. l.	6	65 83½		.47 m. decrease.	127
21,543	718	14.10 by 7.1 (av.), f. f., s. l.	6.8*	64 98		In July, 1879.	128
30,659	1,021	11.6 by 6.4 (av.), f. f., s. l.	7	64 12½		Main route: branches, \$42.75, \$29.92½ (217, 362). .85 m. decrease.	129
27,132	904	14 by 7.3, f. f., s. l.	7	64 12½		.66 m. increase.	130
19,426	647	18.3 by 8, f. f., s. l.	8.25*	64 12½		.19 m. increase.	131
19,408	646	20 by 9.8, f. f., s. l.	13	64 12½			132
15,603	520	14 by 7.8, f. f., s. l.	12	64 12½		55.98 m. from June 1, 1880. In Aug., 1880.	133
42,101	403	11.3 by 7.3, f. f., s. l.	8.07*	64 12½		1.66 m. increase.	134
30,510	1,017	19 by 8.11, f. f., s. l.	11.63*	63 27		Main route: branch, \$34.20 (348). 2.58 m. increase.	135
23,086	767	9.3 by 6.9, f. f., s. l.	14	62 54½		1.32 m. increase.	136
16,873	562	12.4 by 6.9, f. f., s. l.	6	62 41½		1.04 m. increase.	137
14,021	467	19.1 by 8.8, f. f., s. l.	12	62 41½		.12 m. decrease.	138
16,526	550	9.3 by 6.9, f. f., s. l.	14	62 27		.45 m. increase.	139
35,009	1,166	19 by 7, f. f., s. l.	6	61 56		1.23 m. decrease. In Mar., 1879.	140
19,288	642	in b. c.; no r. a.	20	61 56			141
13,800	460	8.1 by 6, f. f., s. l.	12	60 71		In May, 1880.	142
9,434	314	17.6 by 7, f. f., s. l.	6	60 71		27.92 m. from Dec. 1, 1879. In June, 1880.	143
22,945	784	17 by 8.3, f. f., s. l.	7	59 85		1.62 m. increase.	144
21,946	731	16.8 by 7.1, f. f., s. l.	8.01*	59 85		177.24 m. from Feb. 2, 1880.	145
15,523	517	12 by 6.6, f. f., s. l.	9*	59 40		.73 m. increase.	146
12,841	428	14.6 by 7.10, f. f., s. l.	6	59 00		Main route: branch, \$42.75 (308). In June, 1880.	147
35,696	1,189	12 by 8, f. f., d. l.	12	58 99½		In July, 1879.	148
20,561	685	16 by 8.7, f. f., s. l.	12	58 99½		Main route: branch, \$38.47½ (329).	149
19,635	654	12 by 7.6, f. f., s. l.	12	58 99½			150
15,788	526	in b. c.	15*	58 99½		In November, 1879.	151
44,060	468	12 by 7.8, f. f., s. l.	6	58 99½			152



D.—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>	
153	Ohio...	21033	21033	Springfield, Columbus .....	Cincinnati, Sandusky and Cleveland.	45.88	25
154	N. Y. ...	6088	6088	Carthage, Ogdensburg .....	Utica and Black River .....	61.25	28
155	Me ...	1	1	Waterville, Skowhegan .....	Maine Central .....	18.78	24
156	Me ...	14	14	Oldtown, Blanchard .....	Bangor and Piscataquis .....	63.90	21
157	Ala ...	17009	17009	Selma, Meridian .....	Alabama Central .....	114.15	15
158	N. C. ...	13001	13001	Raleigh, Weldon .....	Raleigh and Gaston .....	97.03	25
159	Ind ...	22021	22021	Richmond, Fort Wayne .....	Cincinnati, Richmond and Fort Wayne.	92.71	22
160	Ohio ...	21010	21010	Sandusky, Chicago .....	Baltimore and Ohio .....	28	32
161	Ind ...	22022	22022	Anderson, Goeben .....	Cincinnati, Wabash and Michigan.	113.29	28
162	Fla ...	16006	16006	Jacksonville, Lake City .....	Florida Central .....	60.32	15
163	Minn ...	26015	26015	Winona, Saint Peter .....	Winona and Saint Peter .....	141.40	18
164	Miss ...	18004	18004	Mobile, Columbus .....	Mobile and Ohio .....	472.40	25
165	Fla ...	16002	16002	Lake City, Chattahoochee ..	Jacksonville, Pensacola and Mobile.	155.87	.....
166	Ohio ...	21011	21011	Xenia, Dayton .....	Pittsburgh, Cincinnati and Saint Louis.	16.89	20
167	Ohio ...	21024	21024	Hamilton, Indianapolis .....	Cincinnati, Hamilton and Dayton.	100.68	24
168	Kans ...	33021	33021	Waterville, Washington .....	Atchison, Colorado and Pacific.	20.5	.....
169	Nebr ...	34010	34010	Fremont, Oakdale .....	Sioux City and Pacific .....	110.30	15
170	Ohio ...	21029	21029	Morrow, Dresden .....	Pittsburgh, Cincinnati and Saint Louis.	148.73	25
171	Ind ...	22001	22001	Indianapolis, Vincennes .....	Pennsylvania Company .....	118	22
172	Kans ...	33022	33022	Greenleaf, Concordia .....	Atchison, Colorado, and Pacific.	41.97	20
173	S. C. ...	14001	14001	Columbia, Greenville .....	Greenville and Columbia .....	143.84	20
174	Kans ...	33019	33019	Ottawa, Burlington .....	Kansas City, Burlington and Santa Fé.	47.05	15
175	Mich ...	24042	24042	Port Huron, Farmers .....	Port Huron and Northwestern	38.90	19
176	Ga ...	15007	15007	Union Point, Athens .....	Georgia .....	40.95	16
177	Ala ...	17015	17015	Chattanooga, Meridian .....	Alabama Great Southern .....	295.54	30
178	Ind ...	22015	22015	Peru, La Porte .....	Chicago, Cincinnati and Louisville.	73.68	24
179	Ind ...	22006	22006	Columbus, Madison .....	Pennsylvania Company .....	45.90	22
180	Ky ...	20007	20007	Richmond Junction, Richmond.	Louisville and Nashville .....	34.48	15
181	Ala ...	17010	17010	Selma, Dalton ..	Selma, Rome and Dalton .....	236.38	20
182	Ohio ...	21019	21019	Clayton, Keokuk .....	Wabash, Saint Louis and Pacific.	43.02	25
183	Ga ...	15021	15021	Camak, Macon .....	Georgia Railroad and Banking Company.	78.59	14
184	Ind ...	22024	22024	Terre Haute, Danville .....	Evansville, Terre Haute and Chicago.	56.42	25
185	Ohio ...	21008	21008	Bayard, New Philadelphia ..	Pennsylvania Company .....	32.39	20
186	Ind ...	22027	22027	Butler, Logansport .....	Wabash, Saint Louis and Pacific.	94.08	20
187	Ohio ...	21054	21054	Dayton, Wellston .....	Dayton and Southeastern .....	117.34	18



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
25,681	856	16.8 by 6.1, f. f., a. l.	18	58 14			153
23,248	775	18.6 by 6.6, f. f., a. l.	12	58 14		Main route; branch	154
15,549	518	apt., 16 by 7, f. f., a. l.	18	58 14		Part. In May, 1879	155
16,567	552	11.6 by 7.10 (av.), a. l.	6	57 28½		In September, 1879	156
11,869	395	12 by 7, f. f., a. l.	7	57 28½		.02 m. increase	157
21,633	701	18.9 by 9, f. f., a. l.	6	56 43		.63 m. increase	158
14,213	473	12.8 by 9.4 (av.), f. f., a. l.	11.48	56 43		1.21 m. increase	159
28,608	953	in b. c.	14.55	55 57½		Part.	160
9,315	310	11 by 9, f. f., a. l.	6	55 57½		1.03 m. decrease	161
65,032	2,167	r. p. o., 41 by 9.2½, f. f. c., a. l.	9.25½	54 72	25 00	.02 m. increase	162
48,757	1,625	15.3 by 7.6, f. f., a. l.	12	54 72		3.75 m. at \$90. Part.	163
24,806	828	21.5 by 8.9½, f. f., a. l.	7	54 72		.90 m. increase.	164
24,020	800	r. p. o., — by —, f. f. c., a. l. between Live Oak and Lake City, 23 m.; r. a. apt., 12.3 by 6.7 (av.), f. f., a. l.	7	54 72	18 75	Main route; branches, \$42.75; \$29.92½ (224, 358), .04 m. decrease.	165
20,259	675	19.6 by 8.6, f. f., a. l.	18	54 72		3.14 m. increase. Main route; branch, \$17.10 (368).	166
17,044	568	18.5 by 7.2, f. f., a. l.	12	54 72		.11 m. decrease	168
31,267	1,042	16.8 by —, f. f., a. l. to Greenleaf, 13 m.; nor. a. residue.	6	53 57		1.19 m. increase.	167
13,091	436	13.5 by 9, f. f., a. l.	6	53 87		In October, 1879	168
20,358	678	14.6 by 6.10, f. f., d. l.	18	53 86½		In Jan., 1880. 17.82 m. from Aug. 18, 1879; 12.03 m. from Oct. 1, 1879; 9.46 m. from Nov. 15, 1879; 19.52 m. from Dec. 16, 1879.	169
14,869	493	15.2 by 8.4 (av.), f. f., a. l.	8.67	53 86½		.67 m. decrease	170
41,400	1,380	16.8 by —, f. f., a. l.	6	53 01		1.68 m. increase	171
18,334	611	12 by 8, f. f., a. l.	6	53 01		In October, 1879	172
17,062	568	18.9 by 8.9 (av.), f. f., a. l.	6	53 01		Main route; branches, \$42.75 (239, 268), .17 m. decrease.	173
10,586	352	8 by 7, f. f., a. l.	6	53 01		In February, 1880	174
9,126	304	11 by 7.6, f. f., a. l.	7	53 01		28.25 m. from June 1, 1879; 10.65 m. from April 1, 1880. In March, 1880.	175
22,811	760	11.9 by 7.2, f. f., a. l.	7	52 67		1.03 m. increase.	176
14,910	497	11.10 by 7, f. f., a. l.	12	52 15½		24.5 m. at \$65.84. .54 m. increase.	177
13,529	450	10.10 by 6, f. f., a. l.	12	52 15½		.68 m. increase	178
3,601	123	20 by 9, f. f., a. l.	6	52 15½		.10 m. decrease	179
24,580	817	12.3 by 7.10, f. f., a. l.	7	51 30		Branch; main route, \$65.83½, \$38.47½ (128), .68 m. increase	180
18,699	623	17.7 by 9.3½, f. f., a. l.	12	51 30		81.5 m. at \$64.12; res. l. g. 1.12 m. decrease.	181
18,382	611	11 by 7.6, f. f., a. l.	6	51 30		Branch; main route, \$192.87½ (22), .98 m. decrease.	182
17,821	504	12 by 7, f. f., a. l.	13	51 30		2.07 m. decrease	183
12,476	415	14.5 by 8.7, f. f., a. l.	6	51 30		.18 m. decrease	184
12,064	402	14 by 7, f. f., a. l.	6	51 30		.11 m. decrease	185
8,332	277	12.8 by 5.9, f. f., a. l.	10.08	51 30		.42 m. decrease	186
						36.10 m. from June 16, 1880. In July, 1880.	187



D.—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>	
188	Tex ..	31022	31022	Denison, Gainesville.....	Missouri, Kansas and Texas ..	40.60	12
189	N. C. ..	13005	13005	Goldaborough, Morehead City.	Atlantic and North Carolina..	94.05	20
190	Ind ...	22020	22020	Fort Wayne, Connersville ..	Fort Wayne, Muncie and Cincinnati.	109.89	22
191	Ind ...	22017	22017	Bradford, Logansport.....	Pittsburgh, Cincinnati and Saint Louis.	114.6	25
192	N. C. ...	13006	13006	Salisbury, Coopers.....	Western North Carolina.....	132.96	13
103	Ohio ..	21054	21054	Dayton, Chillicothe.....	Dayton and Southeastern.....	81.24	20
104	Ill ....	23047	23047	Tamaroa, Chester.....	Wabash, Chester and Western	42.31	15
195	Nebr ..	34005	34005	Nemaha City, York.....	Nebraska.....	137.09	15
196	N. C. ...	13010	13010	Raleigh, Hamlet.....	Raleigh and Augusta Air Line	97.58	18
197	N. C. ...	13012	13012	Greensborough, Salem.....	Richmond and Danville.....	28.98	14½
198	Ohio ..	21030	21030	Dayton, Richmond.....	Pittsburgh, Cincinnati and Saint Louis.	42.16	20
199	S. C. ...	14010	14010	Port Royal, Augusta.....	Port Royal and Augusta.....	110.77	24½
200	Nebr ..	34008	34008	Valley, Stromsburg.....	Omaha and Republican Valley.	90.78	12
201	Ohio ..	21053	21053	Columbus, Toledo.....	Columbus and Toledo.....	125.38	27
202	Ohio ..	21073	21073	Cleveland, Canton.....	Valley Railway.....	60.39	25
203	N. C. ...	13003	13003	Wilmington, Charlotte.....	Carolina Central.....	188.89	15
204	Ohio ..	21022	21022	Dayton, Union City.....	Dayton and Union.....	47.48	20
205	Minn ..	26014	26014	Saint Peter, Gary.....	Winona and Saint Peter.....	150.63	20
206	Ky ...	20017	20016	Lexington, Mount Sterling..	Louisville, Cincinnati and Lexington.	34.19	23
207	Ohio ..	21052	21052	Batavia Junction, Winchester.	Cincinnati and Eastern.....	47.75	16
208	Ohio ..	21052	21052	Batavia Junction, Scott.....	.....do.....	48.19	12
209	Ohio ..	21040	21040	Marietta, Canal Dover.....	Cleveland and Marietta.....	98.22	25
210	Ohio ..	21020	21020	Fremont, Celina.....	Lake Erie and Louisville.....	99.32	25
211	Ind ...	22028	22028	Rockville, Logansport.....	Terre Haute and Indianapolis.	95.03	18
212	Ohio ..	21037	21037	Niles, New Lisbon.....	New York, Pennsylvania and Ohio.	34.08	18
213	Ohio ..	21046	21046	Painesville, Youngstown ..	Painesville and Youngstown..	61.69	17½
214	Ala... ..	17003	17003	Montgomery, Enfauia.....	Montgomery and Enfauia.....	80.73	22
215	Ohio ..	21017	21017	Blanchester, Hillsboro'.....	Marietta and Cincinnati.....	21	22
216	Ala... ..	17002	17002	Montgomery, Selma.....	Louisville and Nashville.....	50.59	22
217	Ga....	15016	15016	Smithville, Albany.....	Southwestern.....	24.07	17½
218	Ga....	15018	15018	Dupont, Albany.....	Savannah, Florida and Western	128.24	19
219	N. C. ...	13008	13008	Charlotte, Shelby.....	Carolina Central.....	55.59	13
220	S. C. ...	14003	14003	Kingsville, Camden.....	South Carolina.....	39.03	15
221	Ohio ..	21035	21035	Youngstown, Cross Cut.....	Pennsylvania Company.....	18.82	25
222	Ind ...	22003	22003	Newton Junction, Lawrenceburg.	Cincinnati, Indianapolis, Saint Louis and Chicago.	2.66	20
223	Ky ...	20015	20014	Owensboro', Owensboro' Junction.	Owensboro' and Nashville....	35.50	10
224	Miss..	18004	18004	Artesia, Columbus.....	Mobile and Ohio.....	14.11	12



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
9,363	312	7.4 by 7.11, f. f., no r. a.	7	60 45		25.64 m. from March 18, 1879; 14.96 m. from Jan. 1, 1880. In March, 1880.	188
11,808	393	11 by 8.3, f. f., s. l.	6	50 44½		.01 m. increase	189
11,668	388	12 by 7.8, f. f., s. l.	6	50 44½		.89 m. increase	190
9,721	324	13 by 9.3, f. f., s. l.	10.89*	50 44½			191
14,348	478	12.6 by 8.2, f. f., s. l.	6	49 59		11.41 m. from Oct. 1, 1879; 4.31 m. from Feb. 2, 1880. .07 m. decrease.	192
9,631	321	12.8 by 5.9, f. f., s. l.	12	49 59		11.69 m. from Jan. 1, 1880. .54 m. decrease.	193
12,674	422	12 by 6.3, f. f., s. l.	6	48 74		In January, 1880. 56 m. increase.	194
12,681	422	9.6 by 6.8, f. f., s. l.	6	48 74		5.05 m. from Jan. 16, 1879. In Feb., 1880.	195
14,806	493	12.6 by 9. f. f., s. l.	6	48 73½		3.70 m. decrease	196
11,303	376	17 by 8. f. f., s. l.	6	48 73½		.33 m. decrease	197
10,895	363	19.6 by 8.6, f. f., s. l.	12	48 73½		.16 m. increase	198
10,088	336	10.4 by 6.10, f. f., s. l.	7	48 73½		1.43 m. decrease	199
10,408	346	12.4 by 6.6, f. f., s. l.	6	47 88		In Feb., 1880. 9.80 m. from Jan. 1, 1879; 14.38 m. from Sept. 1, 1879; 5.31 m. Feb. 2, 1880.	200
16,118	537	16 by 9.3, f. f., s. l.	12	47 82½		.15 m. increase	201
7,955	265	12.3 by 9. f. f., s. l.	12	47 03		In July, 1880	202
9,701	323	14 by 9. f. f., s. l.	6	47 02½		7.01 m. decrease	203
8,045	268	11 by 7.4, f. f., s. l.	12	47 02½		.69 m. decrease	204
13,302	443	15.3 by 7.6, f. f., s. l.	7.71*	46 80		.54 m. decrease. 40.97 m. at \$43.77; 79.66 m. at \$21.80. In Mar., 1879.	205
15,745	524	8.6 by 8. f. f., s. l.	12	46 17		.35 m. increase	206
15,690	523	13.9 by 6. f. f., s. l.	12	46 17		Main route; branch, \$42.75 (287). .44 m. decrease.	207
13,367	445	13 by 6.6, f. f., s. l.	12	47 17		In Oct., 1879. Main route; branch, (—) \$42.75.	208
9,151	305	12 by 9. f. f., s. l.	6	46 17		1.74 m. decrease	209
13,741	458	12 by 6.10, f. f., s. l.	12	45 31½		6.97 m. from Aug. 1, 1878. Main route; branch, \$42.75. In Aug., 1879.	210
9,728	324	(av.) 11.4 by 7.2, f. f., s. l.	6	45 31½		2.93 m. increase	211
7,451	248	6.6 by 6.6, f. f., s. l.	9*	45 31½		.14 m. increase	212
5,393	186	12.2 by 6.2, f. f., s. l.	6	44 46		1.57 m. increase	213
25,879	862	11.6 by 7.4 (av.), f. f., s. l.	7	48 60½		.51 m. decrease	214
11,784	392	in b. c.; no r. a.	12	43 00½			215
15,857	528	12 by 8.3, f. f., s. l.	7	42 75		.59 m. increase	216
13,582	452	no apt.; no r. a.	7	42 75		Branch; main route, \$64.12½ (129). .29 m. increase.	217
11,448	281	12.7 by 8.2, f. f., s. l.	7	42 75			218
11,343	378	12 by 7. f. f., s. l.	6	42 75		.34 m. increase	219
11,305	376	18 by 8.11, f. f., s. l., between Kingsville and Camden Junction, 19 m.; no r. a. residue.	9.5*	42 75		Branch; main route \$67.55 (125). .22 m. decrease.	220
10,598	353	24.3 by 8.11½, f. f., s. l.	12	42 75		3.98 m. decrease	221
10,199	339	in b. c.; no r. a.	26	42 75		Branch; main route, \$287.30 (13).	222
9,573	319	8.6 by 6.6, f. f., s. l.	6	42 75		.63 m. decrease	223
9,324	310	in b. c.; no r. a.	14	42 75		Branch; main route, \$54.72 (164). .08 m. increase.	224



*D.—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>	
225	Ind ...	22026	22026	La Porte, Michigan City ....	Michigan City and Indianap- olis.	13.39	24
226	Fla. ...	16004	16004	Tocoi, Saint Augustine.....	Saint Johns.....	15.69	15
227	Tenn. ...	19001	19001	Nashville, Lebanon .....	Nashville, Chattanooga and Saint Louis.	31.12	18
228	Ohio. ...	21032	21032	Means, Cadiz.....	Pittsburgh, Cincinnati and Saint Louis.	8.20	12
229	Ky ...	20012	20011	Glasgow Junction, Glasgow ..	Louisville and Nashville.....	16.83	17
230	Ind. ...	22013	22013	Terre Haute, Rockville .....	Terre Haute and Indianapolis.	23.96	18
231	Miss. ...	18010	18010	Natchez, Martin .....	Natchez, Jackson and Colum- bus.	42.93	12
232	Ala. ...	17006	17006	Selma, Greensborough .....	Selma and Greensborough....	56	15
233	Ga. ...	15025	15025	Athens, Belton .....	Northeastern of Georgia.....	40.53	25
234	S. C. ...	14006	14006	Florence, Cheraw .....	Cheraw and Darlington .....	40.90	13
235	Ky ...	20013	20012	Anchorage, Shelbyville .....	Louisville, Cincinnati and Lex- ington.	19.19	15
236	Ohio. ...	21060	21060	Columbia, Amelia.....	Cincinnati and Portsmouth ...	21.43	14
237	S. C. ...	14007	14007	Chester, Dallas .....	Chester and Lenoir Narrow Gauge.	50.97	.....
238	N. C. ...	13002	13002	Rocky Mount, Tarborough..	Wilmington and Weldon.....	17.80	15
239	S. C. ...	14001	14001	Belton, Walhalla .....	Greenville and Columbia.....	43.53	15
240	Tex. ...	31019	31019	Indianola, Cuero .....	Gulf, Western Texas and Pa- cific.	66.80	15½
241	Tenn. ...	19016	19013	Tullahoma, McMinnville....	Nashville, Chattanooga and Saint Louis.	35.44	15
242	Mo. ...	28037	28037	Saint Joseph, Albany .....	Saint Joseph and Des Moines.	51.92	12½
243	Ohio. ...	21044	21044	Harbor, Youngstown .....	Pennsylvania Company.....	63.95	22
244	Tenn. ...	19004	19004	Wartrace Depot, Shelbyville	Nashville, Chattanooga and Saint Louis.	8.37	15
245	Ohio. ...	21063	21063	Bellaire, Woodsfield.....	Bellaire and Southwestern....	43	11
246	Ohio. ...	21056	21056	Saint Clairsville, Quincy ...	Saint Clairsville .....	7.39	20
247	Ky ...	20025	20024	Lebanon, Greensburgh .....	Louisville and Nashville.....	32	11
248	Iowa. ...	27046	27046	Panora, Waukeee .....	Des Moines, Adel and Western	29.08	12
249	Ky ...	20009	20009	Paducah, Trimble.....	Memphis, Paducah and North- ern.	74.47	15½
250	N. C. ...	13011	13011	Fayetteville, Gulf.....	Cape Fear and Yadkin Valley.	45.03	15
251	Ind. ...	22011	22011	Cambridge City, Columbus..	Pennsylvania Company.....	65.61	22
252	S. C. ...	14012	14012	Newberry, Laurens .....	Laurens .....	31.93	15
253	Ala. ...	17005	17005	Tusculumbia, Florence .....	Memphis and Charleston.....	6.31	18
254	Ga. ...	15026	15026	Toccoa, Elberton .....	Elberton Air Line .....	50.42	15
255	Ga. ...	15008	15008	Kingston, Rome .....	Rome .....	20.32	18
256	Mich. ...	24033	24033	Lenox, Rochester .....	Michigan Air Line.....	26.55	10
257	Ohio. ...	21072	21072	Mount Gilead, Mount Gilead Station.	Cleveland, Columbus, Cincin- nati and Indianapolis.	2.35	12
258	Ind. ...	22032	22032	Evansville, Boonville .....	Lake Erie, Evansville and Southwestern.	19.35	20
259	Pa. ...	8103	8103	Bound Brook, Jenkintown ..	Delaware and Bound Brook...	49.1	32
260	Ohio. ...	21066	21066	Hillaboro, Sardinia .....	Columbus and Maysville.....	19.59	16
261	Tenn. ...	19005	19005	Fayetteville, Decherd .....	Nashville, Chattanooga and Saint Louis.	40.37	15
262	Ga. ...	15015	15015	Eatonton, Milledgeville .....	Central Railroad and Banking Company.	21.94	13
263	Ind. ...	22016	22016	Fairland, Martinsville .....	Fairland, Franklin and Mar- tinsville.	38.35	18
264	Wis. ...	25028	25028	Hudson, Cumberland .....	North Wisconsin .....	60.15	12
265	Me. ...	21	21	Lewiston, South Auburn....	Grand Trunk.....	5.41	30



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
9,212	307	11.10 by 7, f. f., s. l. ....	12	42 75	.....	1.03 m. increase. ....	225
8,939	297	in b. c.; no r. a. ....	6	42 75	.....	.....	226
8,766	292	10.5 by 6.5, f. f., s. l. ....	9	42 75	.....	1.63 m. decrease. ....	227
8,552	285	11.10 by 8.6, f. f., s. l., no r. a. ....	15 <sup>+</sup>	42 75	.....	.20 m. increase; branch; main route, \$436 (1). ....	228
8,393	279	in b. c.; no r. a. ....	7	42 75	.....	1.17 m. decrease. ....	229
8,033	267	(av.) 11.4 by 7.2, f. f., s. l. ....	6	42 75	.....	.96 m. increase. ....	230
7,499	249	in b. c.; no r. a. ....	6	42 75	.....	.16 m. decrease. ....	231
7,399	246	8.6 by 6.6, f. f., s. l. ....	6	42 75	.....	19 m. from Apr. 1, 1880, .97 m. increase. ....	232
7,177	239	6 by 8, f. f., s. l. ....	7 <sup>+</sup>	42 75	.....	.....	233
6,949	231	13 by 8.6, f. f., s. l. ....	6	42 75	.....	.02 m. increase. ....	234
6,597	219	in b. c.; no r. a. ....	12	42 75	.....	.09 m. increase. ....	235
6,550	218	10.6 by 7.6, f. f., s. l. ....	9 <sup>+</sup>	42 75	.....	1.03 m. increase. ....	236
6,562	218	8.4 by 7.4, f. f., s. l. ....	6	42 75	.....	1.04 m. increase. ....	237
6,408	213	19.8 by 7.10, f. f., s. l. ....	7	42 75	.....	Branch; main route, \$152.19 (41). 1.99 m. decrease. ....	238
6,233	207	11.8 by 8.5, f. f., s. l. ....	6	42 75	.....	Branch; main route, \$53.01 (173). 1.54 m. decrease. ....	239
6,019	200	11.6 by 6.3, fixtures; no r. a. ....	6	42 75	.....	In January, 1880. ....	240
5,928	197	10.4 by 6.4, f. f., s. l. ....	6	42 75	.....	.44 m. increase. ....	241
5,846	194	6 by 6.6, f. f., s. l. ....	6	42 75	.....	26.62 m. from May 1, 1879; 6.92 m. from Sept. 1, 1879; 18.38 m. from Nov. 10, 1879; in Apr., 1880. ....	242
5,770	192	24 by 9, f. f., s. l. ....	12	42 75	.....	1.85 m. increase. ....	243
5,435	181	in b. c.; no r. a. ....	18	42 75	.....	Branch; main route, \$142.78 (44). .37 m. increase. ....	244
5,360	178	6 by 8, f. f., s. l. ....	6	42 75	.....	21.25 m. from Dec. 8, 1879. ....	245
5,103	170	10 by 8; no r. a. ....	18	42 75	.....	.34 m. increase. ....	246
4,979	165	in b. c.; no r. a. ....	6	42 75	.....	19.74 m. from Oct. 15, 1879; 12.26 m. from Apr. 1, 1880; in July, 1880. ....	247
4,913	163	no apt.; no r. a. ....	7.47 <sup>+</sup>	42 75	.....	21.58 m. from Apr. 16, 1880; in July, 1880. ....	248
4,868	162	10.2 by 8.10, f. f., s. l. ....	6	42 75	.....	.33 m. decrease. ....	249
4,840	161	10.6 by 6.1, f. f., s. l. ....	6	42 75	.....	.06 m. increase. ....	250
4,816	160	10.10 by 6, f. f., s. l. ....	6	42 75	.....	2.39 m. decrease. ....	251
4,781	159	in b. c.; no r. a. ....	6	42 75	.....	.32 m. decrease. ....	252
4,583	152	in b. c.; no r. a. ....	7	42 75	.....	.19 m. decrease; branch; main route, \$94.05 (80). ....	253
4,546	151	5.6 by 5.6, f. f., s. l. ....	6	42 75	.....	.58 m. decrease. ....	254
4,485	149	8 by 6; no r. a. ....	9.5 <sup>+</sup>	42 75	.....	.03 m. decrease. ....	255
4,479	149	no apt.; no r. a. ....	9.2 <sup>+</sup>	42 75	.....	10.42 m. from May 1, 1879; in Feb., 1880. ....	256
4,456	148	12.4 by 8.8, f. f.; no r. a. ....	12	42 75	.....	In July, 1880. ....	257
4,414	147	14 by 8; no r. a. ....	12	42 75	.....	1.35 m. increase. ....	258
4,398	146	in b. c.; no r. a. ....	30 <sup>+</sup>	42 75	.....	In May, 1880. ....	259
4,323	144	in b. c.; no r. a. ....	6	42 75	.....	.....	260
4,320	144	11.10 by 9, f. f., s. l. ....	6	42 75	.....	.37 m. increase. ....	261
4,281	142	7.4 by 6.3, f. f., s. l. ....	8	42 75	.....	.18 m. decrease. ....	262
4,236	141	12 by 7.6, f. f., s. l. ....	6	42 75	.....	.15 m. decrease. ....	263
4,212	140	6 by 3.6, f. f., s. l. ....	6	42 75	.....	15.07 m. from May 1, 1879; in Sept., 1879. ....	264
4,194	139	17.6 by 7.6, f. f.; no r. a. ....	12	42 75	.....	In Apr., 1880. ....	265



*D.—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.	Miles per hour.
266	S. C.	14008	14008	Alston, Spartanburg .....	Spartanburg, Union and Columbia.	68.50	15
267	Ohio	21027	21027	Xenia, Springfield .....	Pittsburgh, Cincinnati and Saint Louis.	20.05	20
268	S. C.	14001	14001	Hodges, Abbeville .....	Greenville and Columbia .....	11.82	12
269	Ohio	21058	21058	Jackson, Springfield .....	Springfield Southern .....	109.98	15
270	Minn.	26025	26017	Rochester, Zumbrota .....	Winona and Saint Peter .....	26.42	14
271	Wis.	25035	25035	Fond du Lac, Iron Bridge .....	Fond du Lac, Amboy and Peoria.	29.33	20
272	Ky.	20022	20021	Harrodsburg, Harrodsburg Junction.	Southwestern .....	5.62	20
273	N. Y.	60088	60088	Theresa Junction, Clayton .....	Utica and Black River .....	16.25	20
274	Minn.	26023	26013	Sleepy Eye, Redwood Falls .....	Chicago and Northwestern .....	26.76	17
275	Ga.	15006	15006	Washington, Barnett .....	Georgia .....	18.56	14
276	S. C.	14011	14011	Spartanburg, Hendersonville .....	Spartanburg and Asheville .....	51.25	15
277	Ala.	17004	17004	Elmore, Wetumpka .....	South and North Alabama .....	6.81	20
278	Ind.	22038	22038	Delphi, Rensselaer .....	Yeoman, Hegler & Co., operators.	40.01	20
279	S. C.	14013	14013	Chester, Cedar Shoal .....	Cheraw and Chester .....	22.1	15
280	Tenn.	19003	19003	Rogersville, Bull's Gap .....	Rogersville and Jefferson .....	16.40	16
281	Ala.	17020	17020	Atalla, Gadsden .....	East Alabama and Cincinnati.	6	15
282	N. H.	1018	1018	Whitefield Junction, Jefferson.	Whitefield and Jefferson .....	11.83	20
283	R. I.	4008	4008	Auburn, Hope .....	Pawtuxet Valley .....	10.57	21
284	Ga.	15028	15028	Wadley, Louisville .....	Louisville and Wadley .....	10.62	15
285	Ga.	15014	15014	Gordon, Milledgeville .....	Central Railroad and Banking Company.	17.79	13
286	Ohio	21057	21057	Allentown Junction, Waynesville.	Columbus, Washington and Cincinnati.	28.25	15
287	Ohio	21052	21052	Richmond Junction, New Richmond.	Cincinnati and Eastern .....	14.66	12
288	Ga.	15031	15031	Thomasville, Bainbridge .....	Savannah, Florida and Western.	37	14
289	Ala.	17005	17005	Moscow, Somerville .....	Memphis and Charleston .....	13.67	18
290	Ind.	22036	22036	Switz City, Bedford .....	Bedford, Springville, Owensburgh and Bloomfield.	41.29	16
291	Ala.	17019	17019	Tuskegee, Chehard's .....	Tuskegee .....	6	15
292	Ohio	21061	21061	Delphos, Shane's Crossing .....	Toledo, Delphos and Burlington.	26.48	15
293	Ohio	21064	21064	Dayton, Covington .....	Dayton, Covington and Toledo.	30	16
294	Ky.	20020	20019	Johnson's Junction, Hillsborough.	Covington, Flemingsburg and Pound Gap.	17.08	15
295	S. C.	14012	14012	Newberry C. H., Laurens .....	Laurens (late Greenville and Columbia).	32.25	12
296	Ohio	21020	21020	Saint Mary's, Minster .....	Lake Erie and Louisville .....	10.87	25
297	Ky.	20020	20020	Johnson's Junction, Hillsborough.	Covington, Flemingsburg and Pound Gap.	17.08	15
298	Tenn.	19015	19012	Victoria, Bridgeport .....	Nashville, Chattanooga and Saint Louis.	19.62	15
299	Iowa	27047	27047	Fort Dodge, Humbolt .....	Fort Dodge and Fort Ridgely.	18.5	14
300	Ohio	21009	21009	Canton, Dell Roy .....	Connotton Valley .....	40.80	24
301	Ohio	21059	21059	Junction with Cincinnati, Hamilton, and Dayton Railroad to Mount Healthy.	College Hill Railroad, Grant H. Burrows, lessee.	7.08	15
302	Ga.	15027	15027	Sandersville, Tennesse .....	Sandersville and Tennesse .....	3.48	15
303	Kans.	33027	33027	Concordia, Scandia .....	Atchison, Colorado and Pacific	19.96	20
304	Ohio	21048	21048	Dyson's, Cumberland .....	Eastern Ohio .....	8.69	16



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

Average weight carried distance.	weight whole	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for trans- portation.	Pay per mile per annum for: p. o. cars.	Remarks.	Order.
30 days total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
4, 142	138	8 by 9, f. f., a. l.	6	42 75		.38 m. increase	266
3, 997	133	in b. c.; no r. a.	12	42 75		1.05 m. increase	267
4, 012	133	in b. c.; no r. a.	6	42 75		Branch; main route, \$53.01 (173). .02 m. increase.	268
3, 987	132	14 by 7.8, f. f., a. l.	6	42 75		1.06 m. increase	269
3, 936	131	no apt.; no r. a.	12	42 75		.30 m. increase; in Mar., 1879.	270
3, 965	128	in b. c.; no r. a.	12	42 75		In Nov., 1879	271
3, 786	126	10 by 8, f. f.; no r. a.	18	42 75		.81 m. decrease	272
3, 750	125	in b. c.	12	42 75		Branch; main route, \$— (—).	273
3, 690	123	in b. c.; no r. a.	6	42 75		.09 m. increase; in Mar., 1879.	274
3, 662	122	in b. c.; no r. a.	6	42 75		.30 m. decrease	275
3, 650	121	7 by 8.10, f. f., a. l.	6	42 75		1.39 m. increase	276
3, 652	121	in b. c.; no r. a.	14	42 75		Branch; main route, \$84.134 (92).	277
3, 599	119	7.8 by 8, f. f., a. l.	6	42 75		12.61 m. from July 1, 1879. .58 m. increase.	278
3, 590	119	in locked chest	6	42 75		3.60 m. increase	279
3, 531	117	3.7 by 2.7, f. f., a. l.	6	42 75		1.40 m. increase. \$40 for m. m. service.	280
3, 480	116	in charge of conductor	14	42 75			281
3, 493	116	no r. a.	10. 52*	42 75		In Aug., 1879	282
3, 454	115	no apt.; no r. a.	12	42 75		7.47 m. from March 1, 1880. In May, 1880.	283
3, 356	111	no apt.; no r. a.	12	42 75			284
3, 257	108	7.4 by 6.3, f. f., a. l.	6	42 75		.46 m. decrease	285
3, 162	105	in b. c.; no r. a.	6	42 75		1.28 m. increase	286
3, 039	101	one end of b. c., a. l.	6	42 75		Branch; main route, \$46.17 (207). 9.16 m. from May 1, 1880. In July, 1880.	287
2, 937	98	8.10 by 7.7, f. f., a. l.	7	42 75		Formerly branch of route 15009.	288
2, 943	98	in b. c.; no r. a.	6	42 75		Branch; main route, \$94.05 (80). .45 m. decrease.	289
2, 933	97	10 by 6.6, f. f., a. l.	6	42 75		.25 m. increase	290
2, 910	97	in charge of conductor	13	42 75			291
2, 935	97	in b. c.; no r. a.	6	42 75		Distances to be paid for from Jan. 1, 1879, to June 30, 1880, 57.19 m.	292
2, 883	96	no apt.; no r. a.	6	42 75			293
2, 866	95	12.6 by 7.6; no r. a.	8. 1*	42 75			294
2, 834	94	in b. c.; no r. a.	3	42 75		In May, 1879	295
2, 714	90	in b. c.; no r. a.	6	42 75		Branch; main route, \$60.71 (—). In Nov., 1879.	296
2, 612	87	13 by 7.6; no r. a.	8. 1*	42 75		11.66 m. from April 15, 1879. In Oct., 1879.	297
2, 616	87	in b. c.; no r. a.	6	42 75		.25 m. decrease	298
2, 600	86	no apt.; no r. a.	6	42 75		In Oct., 1879	299
2, 530	84	6 by 5.10, f. f., a. l.	6	42 75		18.58 m. from April 1, 1880. In July, 1880.	300
2, 530	84	no apt.; no r. a.	12	42 75			301
2, 431	81	in b. c.; no r. a.	12	42 75			302
2, 397	79	11.9 by 9.4; no r. a.	6	42 75		In Oct., 1879	303
2, 390	79	in b. c.; no r. a.	12	42 75		.89 m. increase	304



D.—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>	
305	Pa....	8110	8110	Catawissa Junction, Hughesville.	Muncy Creek.....	5.74	18
306	Ind....	22039	22039	Princeton, Owensville.....	Evansville and Terre Haute..	13.34	.....
307	Ga....	15027	15027	Sandersville, Tennille.....	Sandersville and Tennille.....	3.48	12
308	Ohio...	21020	21020	Saint Mary's, Minster.....	Lake Erie and Western.....	10.87	23
309	Ga....	15029	15029	Hartwell, Bowersville.....	Hartwell Railroad Construction and Operating Company	10	10
310	Pa....	8046	8046	Bethlehem, Wind Gap.....	Lehigh and Lackawanna.....	25.5	25
311	Ohio...	21065	21065	Holgate, Warren.....	Toledo, Delphos and Burlington.	95.36	15
312	Mo....	28002	28002	Mineral Point, Potosi.....	Saint Louis, Iron Mountain and Southern.	4.45	18
313	N. H..	1017	1017	Greenfield, Keene.....	Manchester and Keene.....	23.91	5
314	Colo..	38005	38005	Bear Creek Junction, Morrison.	Denver, South Park and Pacific	10	15
315	Miss...	18006	18006	Grand Gulf, Port Gibson...	Grand Gulf and Port Gibson..	7.81	16
316	Ind....	22037	22037	Anderson, Noblesville.....	Anderson, Lebanon and Saint Louis.	19.04	20
317	Pa....	8124	8124	Columbia, Port Deposit.....	Columbia and Port Deposit...	39.65	20
318	Ky....	20024	20023	Louisville, Prospect.....	Louisville, Harrod's Creek and Westport.	11	15
319	Ala....	17028	17023	Birmingham, Pratt Mines...	Pratt Coal and Coke Company.	6.09	.....
320	Wash	43004	43004	Walla Walla, Wallula.....	Walla Walla and Columbia River.	32.37	15
321	Fla....	16003	16003	Pensacola, Whiting Junction	Pensacola.....	45.29	25
322	Ind....	22033	22033	Frankfort, Kokomo.....	Frankfort and Kokomo.....	27.85	18
323	Ill....	23022	23022	Joliet, Lake Station.....	Michigan Central.....	45.65	.....
324	Ky....	20019	20018	Louisville, Cecilian.....	Louisville and Nashville.....	48.75	21
325	Ala....	17016	17016	Opelika, Goodwater.....	Savannah and Memphis.....	60.34	16
326	N. C...	13009	13009	Charlotte, Statesville.....	Atlantic, Tennessee and Ohio.	49.38	15
327	N. J...	7002	7002	Somerville, Flemington.....	Central of New Jersey.....	16.06	25
328	Ky....	20006	20006	Bardstown Junc., Bardstown	Louisville and Nashville.....	17.98	17
329	Ohio...	21036	21036	Logan, New Straitsville.....	Columbus and Hocking Valley	13.32	25
330	Ga....	15022	15022	Griffin, Carrollton.....	Savannah, Griffin and North Alabama.	60.12	12
331	Ala....	17017	17017	Selma, Pine Apple.....	Selma and Gulf.....	51.06	20
332	Ill....	23032	23032	McLeansborough, Shawneetown.	Saint Louis and Southeastern.	41.7	24
333	Tenn...	19011	19008	Knoxville, Careyville.....	Knoxville and Ohio.....	38.94	13
334	Ky....	20014	20013	Willard, Greenup.....	Eastern Kentucky.....	34.76	20
335	Iowa...	27038	27038	Maple River Junction, Mapleton.	Chicago and Northwestern (lessees Maple River).	60.20	13
336	Tenn...	19018	19015	Columbia, Petersburg.....	Duck River Valley.....	35.37	15
337	Tenn...	19017	19014	Knoxville, Maryville.....	Knoxville and Charleston....	18.45	16
338	Ky....	20023	20022	Mount Sterling, Cornwell...	Coal Road Construction Company.	19.68	8
339	Ohio...	21021	21021	Carey, Findlay.....	Cincinnati, Sandusky and Cleveland.	18	16
340	Ala....	17008	17008	Columbus, Troy.....	Mobile and Girard.....	85.69	18
341	Fla....	16001	16001	Fernandina, Cedar Keys...	Atlantic, Gulf and West India Transit Railroad Company.	154.8	17
342	Mo....	28027	28027	Cairo, Poplar Bluff.....	Saint Louis, Iron Mountain and Southern.	74.66	21
343	Ohio...	21038	21038	Newark, Shawnee.....	Baltimore and Ohio.....	43.69	22
344	Miss...	18008	18008	Middleton Station, Ripley...	Ship Island, Ripley and Kentucky.	25.09	15



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
2,330	78	in charge of conductor.....	12	42 75		In March, 1880 .....	305
2,284	76	3 by 4, f. f.; no r. a .....	6	42 75		.39 m. increase .....	306
2,298	76	in b. c. ....	12	42 75		In Sept., 1879 .....	307
2,241	74	10.2 by 7.4, f. f.; no r. a .....	6	42 75		Branch: main route, \$50 (147).	308
2,163	72	in b. c.; no r. a .....	6	42 75			309
2,135	71	in b. c.; no r. a .....	8.9*	42 75		8.32 m. from Nov. 16, 1878. In Feb., 1880.	310
1,944	64	9 by 7, f. f., a. l. ....	6	42 75		Distance to be paid for from Jan. 1 to June 30, 1880, 64.65 m.	311
1,741	58	no apt.; no r. a .....	6	42 75		Branch: main route, \$235.07 (16). .45 m. increase. In March, 1879.	312
1,608	53		6	42 75		In Dec., 1879. Mails carried by stage on account of discontinuance of railroad.	313
1,220	40	in b. c.; no r. a .....	6	42 75		Branch: main route, \$68.92 (87). In July, 1879.	314
1,206	40	no apt.; no r. a .....	6	42 75		\$200 m. m. .42 m. decrease.	315
1,212	40	in b. c.; no r. a .....	6	42 75		1.16 m. decrease .....	316
1,069	36	in b. c.; no r. a .....	6	42 75		In Feb., 1880 .....	317
874	29	13.8 by 7.6; no r. a .....	6	42 75		In Dec., 1879 .....	318
720	24	in closet .....	6	42 75		.12 m. increase .....	319
647	21	8 by 6, fixtures; no r. a .....	6	42 75		In Feb., 1880 .....	320
10,564	352	40 by 8.9, f. f., a. l. ....	7	41 04		1.24 m. increase .....	321
3,024	101	10 by 7, f. f., a. l. ....	6	41 04		2.35 m. increase .....	322
1,862	62	7.1 by 6.8, a. l. ....	6	40		In March, 1879 .....	323
37,303	1,243	17.3 by 9.9, f. f., a. l. ....	6	38 47½		.03 m. increase .....	324
8,638	288	6 by 6.7, f. f., a. l. ....	6	38 47½		.69 m. increase .....	325
7,539	251	9.1 by 7.7, f. f., a. l. ....	6	38 47½			326
5,091	169	no apt.; no r. a .....	15*	38 47½		In July, 1879 .....	327
4,506	150	in b. c.; no r. a .....	6	38 47½		.68 m. increase .....	328
4,244	141	in b. c.; no r. a .....	12	38 47½		Branch: main route, \$54.99½ (149).	329
4,187	139	12 by 7.11, f. f., a. l. ....	6	38 47½		.26 m. increase .....	330
4,018	133	25.9 by 8.6, f. f., a. l. ....	4	38 47½		7.87 m. increase. Title reported "Pensacola and Selma" Railroad.	331
3,988	132	6.4 by 3, f. f., a. l. ....	12	38 47½		Branch: main route, \$71.82, \$44.12½, \$67.54½ (33). .8 m. increase. In March, 1879.	332
3,884	129	5.6 by 4.6, f. f., a. l. ....	6	38 47½			333
3,635	121	10.6 by 5, f. f., a. l. ....	6	38 47½		.26 m. increase .....	334
3,408	113	12.3 by 7.4½, f. f., a. l. ....	6	38 47½		.98 m. decrease. In March, 1879.	335
2,962	98	in b. c.; no r. a .....	6	38 47½		5.66 m. from Aug. 12, 1879. 9.02 m. from Nov. 1, 1879. .46 m. increase.	336
2,814	93	6 by 6.2, f. f., a. l. ....	6	38 47½		.97 m. increase .....	337
2,224	74	in charge of conductor.....	6	38 47½			338
1,819	60	in b. c.; no r. a .....	12	38 47½			339
13,493	449	13 by 7, f. f., a. l. ....	6	38 30½		4.31 m. decrease .....	340
18,614	620	10.6 by 5.4, f. f., a. l. ....	6	34 20		In January, 1880 .....	341
8,270	275	11.3 by 6.7, f. f., a. l. ....	7	34 20		.93 m. increase. In March, 1879.	342
8,013	267	12.2 by 8.9, f. f., a. l. ....	12	34 20		.76 m. decrease .....	343
6,068	202	24 by 6 .....	7	34 20		.06 m. decrease .....	344



\*D.—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>	
345	Miss.	18009	18009	Durant, Kosciusko .....	Chicago, Saint Louis and New Orleans.	21.70	11
346	Miss.	18007	18007	Muldon, Aberdeen .....	Mobile and Ohio .....	9.50	9
347	Tenn.	19012	19009	Morristown, Wolf Creek .....	East Tennessee, Virginia and Georgia.	40	12
348	Ga.	15013	15013	Cochran, Hawkinsville .....	Macon and Brunswick .....	10.59	12
349	Tenn.	19014	19011	Memphis, Covington .....	Memphis, Paducah and North-ern.	37.56	14
350	Ga.	15019	15019	Barnesville, Thomaston .....	Central Railroad and Banking Company.	16.43	11
351	Ohio.	21039	21039	Clinton, Massillon .....	Cleveland, Mount Vernon and Delaware.	13.61	28
352	Ga.	15017	15017	Fort Valley, Perry .....	Southwestern .....	13.32	15
353	Ala.	17021	17021	Enfauia, Clayton .....	Vicksburgh and Brunswick ..	21.51	16
354	Ind.	22031	22031	Attica, Veedersburgh .....	Chicago and Block Coal Rail-road Company.	14.33	14
355	Ala.	17014	17014	Opelika, Buffalo .....	East Alabama and Cincinnati	22.59	18
356	N. C.	13013	13013	Jamesville, Washington .....	Jamesville and Washington Railroad and Lumber Com-pany.	22.57	15
357	Ind.	22030	22030	Terre Haute, Worthington .....	Terre Haute and Southeastern	40.03	20
358	Miss.	18004	18004	Artesia, Starkville .....	Mobile and Ohio .....	11.60	10
359	Ind.	22023	22023	Oakland City, Albion .....	Louisville, New Albany and Saint Louis.	41.12	14
360	Ga.	15024	15024	Columbus, Hamilton .....	Columbus and Rome .....	25.10	15
361	Ind.	22034	22034	Rockport, Jasper .....	Cincinnati, Rockport and Southwestern.	37.60	16
362	Ga.	15016	15016	Albany, Arlington .....	Southwestern .....	36.23	16
363	Tex.	31020	31020	Houston, Patterson .....	Texas Western .....	41	13
364	Ga.	15020	15020	Cartersville, Cedartown .....	Cherokee Railroad of Georgia.	36.55	12
365	Ky.	20001	20001	Ashland, Geigersville .....	Ashland Coal and Iron Rail-way Company.	14.02	12
366	Ala.	17022	17022	Selma, Martin's Station .....	Selma and New Orleans .....	20.55	12
367	Fla.	16005	16005	Pensacola, Millview .....	Pensacola and Perdido .....	8.33	12
368	Fla.	16002	16002	Tallahassee, Saint Mark's .....	Jacksonville, Pensacola and Mobile.	21.89	17



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

Average weight carried whole distance.		Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Remarks.	Order.
30 days, total.	Per day, total.						
Pounds.	Pounds.	Feet and inches.		Dollars.	Dollars.		
5,308	176	in b. c.; no r. a.	6	34 20		.19 m. increase.	345
4,901	163	in b. c.; no r. a.	14	34 20		.03 m. increase.	346
4,824	160	11.11 by 6.11, f. f., a. l.	6	34 20		.20 m. increase.	347
4,734	157	in b. c.; no r. a.	6	34 20		Branch; main route, \$63.27 (135). .59 m. increase.	348
3,668	122	8.2 by 6.3, f. f., a. l.	6	34 20		.75 m. decrease.	349
2,049	68	in b. c.; no r. a.	6	34 20		.82 m. decrease.	350
2,012	67	in b. c.; no r. a.	6	34 20		.09 m. decrease.	351
1,963	65	in charge of conductor.	6	34 20			352
1,487	49	in charge of conductor.	6	34 20		.30 m. decrease.	353
1,324	44	no apt.; no r. a.	6	34-20		.33 m. increase.	354
941	31	6.4 by 5.6, f. f.; no r. a.	6	34 20		.09 m. increase.	355
611	20	4 by 7, f. f.; no r. a.	9*	34 20		.06 m. increase.	356
6,702	223	9.6 by 7, f. f., a. l.	6	29 92½		14.50 m. from Jan. 1, 1880. .02 m. decrease.	357
3,506	116	in b. c.; no r. a.	7	29 92½		Branch; main route, \$54.72, (164). .09 m. increase.	358
2,272	75	10.9 by 8.2, f. f., a. l.	6	29 92½		13.05 m. from Dec. 1, 1879; 2.88 m. decrease.	359
1,838	61	in b. c.; no r. a.	6	29 92½		1.59 m. increase.	360
1,766	58	5.8 by 3.10, f. f.; no r. a.	6	29 92½		In Jan., 1880. 6.58 m. from Mar. 5, 1879.	361
1,640	54	no apt.; no r. a.	4	29 92½		Branch; main route, \$64.12½ (129). .85 m. decrease.	362
879	29	26 by 6, f. f.; no r. a.	3	29 92		In Jan., 1880.	363
2,578	85	in b. c.; no r. a.	6	25 65		.22 m. increase.	364
1,105	36	in box	6	25 65		.04 m. increase.	365
966	32	in b. c.; no r. a.	3	25 65		.05 m. increase.	366
873	29	in charge of conductor.	6	25 65		.33 m. increase.	367
476	15	no apt.; no r. a.	3	17 10		Branch; main route, \$54.72 (165). 1.11 m. decrease.	368



E.—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 and 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-agent; m. m., mail-messenger. A number "Remarks" column refer to the order of the routes in this table.]

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
1	Ohio	21032	21032	Columbus, Pitts- burgh.	P. C. & St. L.	193.86	43,985	27	r. p. o., 60 by 8.6; f. f. c., q. l.; r. a. apt., 14.4 by 5.10, f. f., d. l. be- tween Mansfield and Pittsburgh, 8 m.	18.29*	587 39
2	Md	10001	10001	Baltimore, Phila- delphia.	P. W. & B.	96	33,739	32	r. p. o., 60 by 8.6; f. f. c., d. l.; r. a. apt., 23.10 by 8.6, f. f., q. l. to Lamokin Junc- tion, 14 m.; d. l. thence to Wil- mington, 12 m.; s. l. residue.	44.77*	477 95
3	Md	10018	10013	Bay View (n. o.), Washington.	B. & P. ....	46.10	33,552	28	r. p. o., 60 by 8.8; f. f. c., d. l.; r. a. apt., 14.10 by 8.7, f. f., s. l.	63	475 38
4	Ohio	21015	21015	Columbus, Indian- apolis.	P. C. & St. L.	189.07	30,837	27	r. p. o., 60 by 8.6; f. f. c., d. l.	22.73*	446 31
5	Ind	22002	22002	Indianapolis, Terre Haute.	T. H. & I. ....	74.39	30,650	31	r. p. o., 60 by 8.7; f. f. c., d. l.; apt., 17 by 10. f. f.	23*	444 60
6	Nebr.	34001	34001	Council Bluffs, Og- den.	U. P. ....	1,035½	24,833	20	r. p. o., 60.1 by 8.11, f. f. c., s. l.	7.02*	382 19
7	Cal.	46001	46001	San Francisco, Og- den.	C. P. ....	834.24	19,827	25	r. p. o., 55.1½ by 9.53, f. f. c., s. l., apt., 25.3 by 8.6, f. f., between San Francisco and Port Costa and between Sacramento and Junction.	10.38*	329 18
8	Ohio	21002	21002	Pittsburgh, Chica- go.	Penn. Co. ....	468.20	16,420	28	r. p. o., 49.4 by 9; f. f. c., s. l.; apt., 17 by 9, f. f., s. l. between Pitts- burgh and Homewood and between Cren- line and Chica- go.	25.49*	292 41
9	Ky	20004	20004	Cincinnati, Louis- ville.	L. C. & L. ....	110	15,209	23	r. p. o., 45 by —; f. f. c., d. l. to Louisville and Nashville Junc- tion, 108.7 m.; r. a. apt., 10 by 7.5, f. f., s. l.	23.59*	280 44
10	Ohio	21014	21014	Columbus, Cincin- nati.	P. C. & St. L.	120.16	14,608	28	r. p. o., 60 by 8.7; f. f. c., d. l.; r. a. apt., 15.8 by 8.7, f. f., s. l.	28.48*	273 60
11	Ind	22005	22005	Indianapolis, La Fayette.	C. I., St. L. & C.	64.9	14,041	28	r. p. o., 50 by 9.8; d. l. by 9.5, f. f.	25	367 62
12	Me	6	6	Portland, Augusta	Me. C. ....	63.28	13,746	25	r. p. o., 42 by 8.7; 40 by 8.7, 29 by 8.7; 29 by 8.7, f. f. c., d. l.; r. a. apt., 15 by 6.7, f. f., s. l. Cumber- land Junction to Augusta, 52.58 m.	21*	264 20



and Territories in which the contract term expired June 30, 1880, 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

post-office; apt., apartment; b. c., baggage-car; l., line or lines; a. 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

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of readjustment or adjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
200	436 90½	200	113, 871 42	38, 772 00	84, 322 67	38, 600 00	July 1, '80	Main route; branch, \$48.74 (217). 0.86 m. increase.	1
100	480 47½	100	45, 883 20	9, 600 00	45, 882 20	9, 600 00	July 1, '79	In Feb., 1880. Main route; branch not weighed.	2
100	283 86	100	21, 915 01	4, 610 00	18, 085 95	4, 610 00	Jan. 1, '80	In Feb., 1880.....	3
100	301 81½	100	84, 383 83	18, 907 00	56, 741 22	18, 800 00	July 1, '80	1.07 m. increase.....	4
125	310 36½	125	33, 073 79	9, 298 75	22, 656 64	9, 125 00	July 1, '80	1.39 m. increase.....	5
50	324 05	50	395, 643 08	51, 700 00	335, 456 56	51, 700 00	July 1, '80	In Feb., 1880.....	6
50	277 88	50	274, 615 12	41, 712 00	231, 818 61	41, 712 00	Dec. 28, '79	.....do.....	7
25	255 64½	25	136, 906 36	11, 705 00	119, 859 16	11, 721 25	July 1, '80	0.65 m. decrease; 40-foot cars authorized.	8
60	196 65	60	30, 848 40	6, 522 00	21, 582 34	6, 507 00	July 1, '80	No r. p. o. car on 1.3 m. 0.25 m. increase.	9
100	253 08	100	32, 875 77	12, 016 00	30, 491 08	12, 048 00	July 1, '80	0.32 m. decrease.....	10
65	233 41½	65	17, 368 53	4, 218 50	15, 317 86	4, 285 62	July 1, '80	0.72 m. decrease.....	11
50	217 17	50	16, 718 57	3, 164 00	.....	3, 164 00	July 1, '79	Formerly 52.28 m., at \$207.17. Main route; branch, \$89.77½. In May, 1879.	12



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

Order.	State.	Number of routes.	New number of routes.	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.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
13	Ind.	22028	22029	La Fayette, Kan- kee.	C., La F. & C.	72.75	12,698	28	r. p. o., 50 by 9.8, 13 40.4 by 9.5, f. f. c. d. l.	13	253 08
14	Ky.	20005	20005	Louisville, Nash- ville.	L. & N.	185.23	12,528	28	r. p. o., 45 by 9, f. 15.44* f. c. 112.13 m.; s. l. residue.	15	251 37
15	Ohio	21028	21028	Cincinnati, Par- kersburgh.	M. & C.	185.15	12,216	24½	r. p. o., 51.6 by 8.9, 18.87* f. f. c., s. l.	18	247 95
16	Ind.	22008	22003	Indianapolis, Cin- cinnati.	C., I., St. L. & C.	111.50	11,527	28	r. p. o., 50 by 9.8, 19 40.4 by 9.5, f. f. c. t. l.	19	240 28
17	Ky.	20018	20017	Cincinnati Junc- tion, Louisville and Nashville Junction.	L., C. & L.	4	11,324	20	r. p. o., 45 by —, f. 14 f. c. d. l.	14	238 55
18	Ohio	21042	21042	Cleveland, Cincin- nati.	C., C., C. & I	244.34	10,001	26	r. p. o., 39.5 by 9.6, 25 40.1 by 9.3½ f. f. c. d. l.	25	224 01
19	Mo.	28002	28002	Saint Louis, Bis- marck.	St. L., I. M. & S.	70.00	8,664	22	r. p. o., 49 by 9, f. 20 f. c., s. l.; apt., 14 by 9.3, f. f. s. l.	20	209 48
20	Va.	11006	11006	Richmond, Char- lotte.	R. & D.	282.88	8,038	21	r. p. o., 49.11 by 14 9.4½ f. f. c., d. l.	14	202 64
21	Ohio	21010	21010	Chicago, Newark.	B. & O.	88.88	7,900	32	r. p. o., 51.7½ by 14.55 8.10, f. f. c., s. l.	14	201 78
22	Kans.	33016	33016	Kansas City, To- peka.	A., T. & S. Fé.	66.20	7,595	24	r. p. o., 50 by 9.3, f. 13 f. c., s. l.	13	198 36
23	Ohio	21001	21001	Benwood, Newark.	Cent. Ohio	106.03	7,247	36	r. p. o., 51.7½ by 21 8.10, f. f. c., s. l.; r. a. apt., 19.10 by 8.6, f. f., s. l.	21	194 94
24	Ohio	21019	21019	Toledo, Quincy ..	W., St. L. & P.	474.54	6,975	30	r. p. o., 50 by 9.3½ f. f. c., s. l.; r. a. apt., 20 by 9½ f. f., s. l. to LaFay- ette, 210 m.	15	191 53
25	Kans.	33016	33016	Kansas City, Tope- ka.	A., T. & S. Fé.	66.20	6,570	20	r. p. o., 50 by 9.3, 13 f. f. c., s. l.	13	187 25
26	Ky.	20008	20008	Bowling Green, Memphis.	L. & N.	263.20	6,481	25	r. p. o., 45 by 9.5, 13.46* f. f. c., s. l.; apt., 14.8 by 9.6, f. f. once a week be- tween McKen- zie and Mem- phis, in charge of r. a., 121 m.	13	186 39
27	Me.	1	1	Augusta, Water- ville.	Me. C.	19.21	6,411	24	r. p. o., 42 by 8.7, 18 f. f. c., d. l.	18	185 54
28	Ga.	15001	15001	Atlanta, Air Line Junction.	A. & C. A. L.	269.33	6,267	26½	r. p. o., 49.4 by 14 9.3, f. f. c., d. l.	14	183 83
29	N. C.	13002	13002	Weldon, Wilming- ton.	W. & W.	162.07	5,833	28	r. p. o., 50.2 by 14 8.8½ f. f. c., s. l.	14	179 55
30	Ohio.	21047	21047	Chicago, O., Chi- cago, Ill.	B. & O.	271.03	5,830	31	r. p. o., 51.7½ by 12.5* 8.10, f. f. c., s. l.	12	179 55
31	Mo.	5	5	Waterville, Bangor.	Me. C.	55.57	5,816	23	r. p. o., 42 by 8.7, 18 f. f. c., d. l.	18	179 55
32	Ind.	22010	22010	Cincinnati, East Saint Louis.	O. & M.	338.6	5,676	30	r. p. o., 45.6 by 9.3, 18.54* (average), f. f. c., s. l.	18	177 84
33	Ohio.	21016	21016	Gallion, Indianapo- lis.	C., C., C. & I.	203.96	5,378	20	r. p. o., 39.2 by 9.6, 23* f. f. c., s. l.	23	174 42
34	Ga.	15003	15003	Atlanta, West Point.	A. & W. P.	86.60	5,137	25	r. p. o., 49.4 by 9.3, 14 f. f. c., d. l.	14	171 86
35	Tenn.	19004	19004	Nashville, Chatta- nooga.	N., C. & St. L.	151	5,056	25	r. p. o., 29.6 by 9, 16.18* f. f., s. l.	16	171 00
36	Ga.	15002	15002	Atlanta, Chatta- nooga.	W. & A.	138.47	4,931	30	r. p. o., 50 by 9.8, 14 41.4½ by 8.8, f. f. c. d. l.	14	169 29
37	Ala.	17001	17001	Montgomery, West Point.	Pur. W. R. R. of A.	86	4,696	29½	r. p. o., 50 by 8.6, 14 f. f. c., d. l.	14	165 87
38	S. C.	14002	14002	Florence, Wilming- ton.	W., C. & A.	110	4,696	28	r. p. o., 42.3 by 14 8.10, f. f. c., s. l.	14	165 87



States and Territories on which the contract term expired June 30, 1880, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of readjustment or adjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
65	213 75	65	18,411 57	4,728 75	16,191 56	4,923 75	July 1, '80	3 m. decrease .....	13
60	206 91	60	46,561 26	8,920 80	38,390 08	8,939 40	July 1, '80	r. p. o. on 73.10 m., \$30. 0.31 m. decrease.	14
40	203 49	40	48,387 44	7,806 00	39,711 07	7,806 00	July 1, '80	.....	15
90	222 30	90	26,788 99	10,035 00	.....	10,035 00	July 1, '80	Main route; branch, \$52.16 (200).	16
60	155 61	60	954 20	240 00	642 67	247 80	July 1, '80	0.13 m. decrease .....	17
50	180 40	50	54,734 60	12,217 00	44,244 32	14,262 50	July 1, '80	Formerly r. p. o. on 80 m., at \$75. 0.91 m. decrease.	18
25	210 07	25	15,939 33	1,902 25	16,328 79	1,943 25	July 1, '79	40-foot cars authorized. Main route; branch, \$42.75. (—). 1.64 m. decrease. In Mar., 1879.	19
50	160 74	50	57,322 80	14,144 00	30,487 55	9,483 50	Feb. 18, '80	93.21 m. added from Feb. 18, 1880. In Feb., 1880.	20
40	181 26	40	17,934 20	3,555 20	17,506 98	3,520 00	July 1, '80	Part; residue, \$82.94 (107). 0.88 m. increase.	21
25	187 25	25	13,131 43	1,655 00	12,395 95	1,655 00	July 1, '80	40-foot cars authorized. In Feb., 1880.	22
40	171 85	40	20,669 48	4,241 20	20,478 00	4,195 00	July 1, '80	Part; residue, \$102.60 (84). 1.16 m. increase.	23
40	192 37	40	90,883 90	18,981 60	91,570 50	19,040 00	July 1, '80	Main route; branches, \$69.26, \$90.63 (92, 141). 1.46 m. decrease.	24
25	135 09	.....	12,395 95	1,655 00	8,942 95	.....	July 1, '79	In Oct., 1879 .....	25
30	171 00	30	49,057 84	7,896 00	41,471 34	7,499 40	July 1, '80	43.5 m., formerly at \$170.14; 86.88 m., formerly at \$128.25; 86.88 m., formerly at \$25 for r. p. o. cars. 0.26 m. decrease.	26
50	178 69	50	3,564 22	960 50	3,432 73	960 50	July 1, '79	Part; residue, \$64.13 (160). In May, 1879.	27
50	132 30	25	40,510 93	13,466 50	33,853 25	13,467 50	July 1, '80	40-foot cars authorized. 0.2 m. decrease.	28
50	152 19	50	29,099 66	8,103 50	25,063 63	8,153 50	July 1, '80	Main route; branch, \$42.75 (—). 1 m. decrease.	29
40	203 49	40	48,663 43	10,841 20	55,166 14	10,844 00	July 1, '80	0.50 m. decrease .....	30
50	172 71	50	9,977 50	2,778 50	9,597 49	2,778 50	July 1, '79	Part; residue, \$83.79 (104). In May, 1879.	31
30	169 29	30	00,216 62	10,158 00	57,727 89	10,230 00	July 1, '80	2.4 m. decrease .....	32
25	153 90	25	35,574 70	5,099 00	31,395 80	5,100 00	July 1, '80	0.4 m. decrease .....	33
50	133 38	50	14,883 07	4,330 00	11,561 38	4,334 00	July 1, '80	0.8 m. decrease. 40 foot cars authorized.	34
12	142 78	12	25,821 00	1,887 50	21,274 96	1,912 50	July 1, '80	Main route; branch, \$42.75 (—). 2 m. decrease.	35
50	139 36	50	23,441 58	6,923 50	19,297 87	6,923 50	July 1, '80	40-foot cars authorized .....	36
50	130 81	50	14,264 82	4,300 00	11,577 13	4,425 00	July 1, '80	2.5 m. decrease .....	37
25	76 95	50	18,245 70	2,750 00	8,441 41	5,485 00	July 1, '80	Part; residue, \$68.40 (142). 0.30 m. increase.	38



E.—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.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolla.
39	Tenn.	19002	19002	Bristol, Chattanooga.	E. T., V. & G.	242.10	4,477.26	10	r. p. o., 39.8 by 8.10, f. f. c., a. l.	9.7*	163.31
40	S. C.	14005	14005	Charleston, Florence.	Northeast'n	102	4,312.23	23	r. p. o., 42.2 by 8.9, f. f. c., d. l.	14	160.74
41	Ala.	17012	17012	Mobile, Montgomery.	M. & M.	179.87	4,258.26	26	r. p. o., 49.8 by 9.4, f. f. c., d. l.	14	159.89
42	Kans.	33001	33001	Kansas City, Denver.	K. P.	640.10	4,187.25	25	24 by 9.4, f. f. c., a. l.	9.4*	159.03
43	Ind.	22007	22007	New Albany, Indianapolis.	Penn. Co.	114.77	3,959.28	28	12.11 by 7.2 (average), f. f. c., d. l. to Columbus, 73.77 m.; t. l. residue.	21.14*	155.61
44	Mich.	24001	24001	Toledo, Detroit.	L. S. & M. S.	71	3,887.19	19	29.94 by 8.10, f. f. c., d. l. to Monroe, 24½ m.; a. l. thence to Warner, 1.1 m.; t. l. thence to Detroit, 45.4 m. (average a. l.)	14.47*	154.78
45	Ill.	23002	23002	Chicago, Freeport.	C. & N.	121.29	3,808.24	24	r. p. o., 35.8 by 9.5, f. f. c., a. l.	14.11*	153.90
46	Mo.	28026	28026	Bismarck, Texarkana.	St. L., I. M. & S.	415.21	6,918.20	20	r. p. o., 49 by 9, f. f. c., a. l.	7	152.54
47	Ala.	17013	17013	Mobile, New Orleans.	L. & N.	141.70	3,623.28	28	r. p. o., 50 by 9.3, f. f. c., d. l.	14	151.34
48	Ohio.	21006	21006	Cleveland, Wellsville.	Penn. Co.	101.90	3,592.30	30	19.10½ by 8.11, f. f. c., a. l.	24	150.48
49	Miss.	18001	18001	Canton, Cairo.	C., St. L. & N. O.	344.27	3,542.25	25	r. p. o., 45.2 by 9.4, f. f. c., a. l.	7.94*	149.63
50	S. C.	14004	14004	Charleston, Savannah.	S. & C.	115	3,367...	...	r. p. o., 39 by 9, f. f. c., d. l.	14	147.06
51	N. J.	7001	7001	New York, Easton.	C. of N. J.	74	2,509.25	25	12 by 8, f. f. c., d. l.	13	145.09
52	Cal.	46010	46010	Lathrop, Goshen.	C. P.	146.30	3,184.25	25	28.3 by 8.6 (average), f. f. c., a. l.	7	144.54
53	Ill.	23036	23036	Aurora, Forreston.	C. & I.	82.47	3,076.23	23	r. p. o., 35.4½ by 8.10½, f. f. c., a. l.; r. a. apt., 9 by 8.6, f. f. c., a. l.	12	142.79
54	Nebr.	34002	34002	Plattsmouth, Kearney Junction.	B. & Mo. R. in Nebr.	180.8	2,972.20	20	18.5 by 8.10, f. f. c., a. l. between Oreopolis Junction and Hastings.	6.14*	141.93
55	Nebr.	34004	34004	Omaha, Oreopolis.	do	17.76	2,889.20	20	18.5 by 8.10, f. f. c., a. l.	6	140.22
56	Cal.	46032	46032	Port Costa, Lathrop.	C. P.	62.17	2,828.25	25	28.3 by 8.6, f. f. c., a. l.	9.51*	139.38
57	La.	30001	30001	New Orleans, Canton.	N. O., St. L. & C.	206.43	2,634.26	26	r. p. o., 45.2 by 9.4, f. f. c., a. l.	7	136.80
58	Ga.	15012	15012	Macou, Atlanta.	C. R. R. & B. Co.	103.80	2,619.19	19	21.6 by 8.4, f. f. c., a. l.	14	136.80
59	Ga.	15009	15009	Savannah, Live Oak.	S., F. & W.	180.08	2,587.20	20	r. p. o., 41.4 by 9.24, f. f. c., a. l.	7	135.95
60	Ohio.	21026	21026	Cincinnati, Dayton.	C., H. & D.	60.41	1,984.24	24	19.2 by 6.8 (average), f. f. c., d. l. to Hamilton, 25 m.; a. l. residue.	28.45*	131.53
61	Ohio.	21023	21023	Dayton, Toledo.	do	142.95	2,233.23	23	19.2 by 6.8 (average), f. f. c., a. l.	20.04*	130.82
62	Kans.	33010	33010	Atchison, Pueblo.	A., T. & S. F.	618.85	4,275.20	20	r. p. o., 50 by 9.3, f. f. c., a. l. between Topeka and Pueblo, 568.19 m.; apt. 13.8 by 9.3½, f. f. c., a. l. between Atchison and Topeka, 50.6 m.	8.62*	127.91
63	Ga.	15004	15004	Augusta, Atlanta.	Ga.	172.59	1,912.23	23	r. p. o., 25.4 by 8.8, f. f. c., a. l.	14	123.98



States and Territories on which the contract term expired June 30, 1880, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of readjustment or adjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
25 138 51	25	39,537 35	6,052 50	33,816 37	6,067 50	July 1, '80	Main route; branch, \$115.43 (71). 0.60 m. decrease.	39	
50 128 25	50	16,395 48	5,100 00	13,209 75	5,150 00	July 1, '80	1 m. decrease	40	
50 134 23	50	12,124 24	8,983 50	20,888 58	8,913 50	July 1, '80	113.29 m. formerly at \$107.38, 112.67 m. at \$127.91. 1.40 m. increase.	41	
..... 132 53	.....	101,795 10	.....	84,832 45	.....	July 1, '79	In Oct., 1879	42	
..... 125 60	.....	17,858 35	.....	15,468 09	.....	July 1, '80	0.77 m. increase	43	
..... 128 25	.....	10,987 96	.....	8,370 87	.....	July 1, '79	5.73 m. increase. In Mar., 1879.	44	
22	.....	18,495 70	2,643 96	24,997 44	.....	July 1, '79	In Mar., 1879	45	
25	.....	66,805 96	10,380 25	75,190 11	.....	July 1, '79	40-foot cars authorized 90.24 m., formerly at \$210.53, 91 m. at \$190.67. 96 m. increase. In Mar., 1879.	46	
50 138 41	50	21,444 87	7,085 00	19,638 32	7,094 00	July 1, '80	0.18 m. decrease	47	
..... 132 52	.....	15,333 91	.....	13,565 28	.....	July 1, '80	0.49 m. decrease	48	
25 122 28	25	51,513 12	8,606 75	42,072 60	8,602 75	July 1, '80	0.36 m. increase	49	
50 111 15	50	16,911 90	5,750 00	12,004 20	5,816 50	July 1, '80	1.33 m. decrease	50	
..... 144 23	.....	10,736 66	.....	10,873 39	.....	July 1, '80	In July, 1879	51	
..... 135 09	.....	21,146 20	.....	19,783 66	.....	Feb. 18, '80	In Feb., 1880	52	
22 106 29	.....	11,775 89	1,814 34	8,677 51	.....	July 1, '79	0.83 m. increase. In Mar., 1879.	53	
..... 90 63	.....	27,080 24	.....	17,292 20	.....	Jan. 1, '80	In Feb., 1880	54	
..... 90 63	.....	2,490 30	.....	1,609 58	.....	Jan. 1, '80	In Feb., 1880	55	
25 140 22	25	28,239 62	5,160 75	28,945 61	5,160 75	Dec. 28, '79	New. In Feb., 1880	56	
..... 96 61	.....	14,199 84	.....	10,001 58	.....	July 1, '80	40-foot cars authorized. In Feb., 1880.	57	
25 112 86	25	24,481 87	4,502 00	24,771 83	4,480 00	July 1, '80	0.28 m. increase	58	
..... 153 90	.....	7,945 72	.....	8,433 21	.....	July 1, '80	0.88 m. increase	59	
..... 109 44	.....	18,700 71	.....	15,645 35	.....	July 1, '80	33.92 m. formerly at \$128.25. 0.04 m. decrease.	60	
25 123 12	25	83,904 21	14,204 75	80,761 78	14,204 75	July 1, '80	148.44 m. formerly at \$153.90. 148.44 m. at \$159.89. (40-foot cars authorized.) In Feb., 1880.	61	
15 136 41	15	21,397 70	2,588 85	20,836 38	2,574 30	July 1, '80	0.97 m. increase	63	



E.—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.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.	Feet and inches.		Dolla.
64	Kans	33010	33010	Atchison, Pueblo.	A., T. & S. F.	618.85	3,823 22	r.p.o., 50 by 9.3, f. f. c., s. l., 568.19 m.; apt. 13.3 by 9.4 between Atchison and Topeka.	9.6*	123 12
65	N. C.	13007	13007	Charlotte, Augusta	C., C. & A.	197.53	1,938 21	22.2 by 8.10, f. f., a. l.	13	124 83
66	Mo...	28018	28018	Keokuk, Saint Peter's	St. L., K. & N.	139.35	1,783 20	19.8 by 9. f. f., a. l.	13	118 85
67	Ind...	22012	22012	Evansville, Terre Haute.	E. & T. H.	110.45	1,780 ..	20.4 by 7.6, f. f., a. l.	13	118 85
68	N. Y.	6087	6087	Utica, Watertown	U. & B. R.	92.22	1,551 28	18.6 by 6.6, f. f., d. l.	18	118 59
69	Cal...	46028	46028	San Francisco, Sacramento.	C. P.	140.04	1,746 23	21.10 $\frac{1}{2}$ by 8.10 $\frac{1}{2}$ , f. f., a. l.	11.05*	117 14
70	Mo...	28030	28030	Saint Joseph, Atchison.	H. & St. J.	22.18	1,759 24	13.1 $\frac{1}{2}$ by 9.1 $\frac{1}{2}$ , f. f., a. l.	13	117 13
71	Tenn	19002	19002	Cleveland, Dalton	E. T., V. & G.	28.31	1,716 21 $\frac{1}{2}$	25 by 8.5, f. f., a. l.	13	115 43
72	Ohio.	21013	21013	Columbus, Delaware.	C., C., C. & I.	25.70	1,075 26	20 by 9.6, f. f., a. l.	13	113 72
73	Ind...	22018	22018	Indianapolis, Peoria	I., B. & W.	213.02	1,672 28	12.11 by 8.10 (average), f. f., a. l.	14.2*	113 72
74	Kans	33003	33003	Atchison, Water-ville.	C. B., U. P.	100.5	1,650 20	16.8 by —, f. f., a. l.	6	112 86
75	Ohio	21003	21003	Pittsburgh, Bell-air.	Penn. Co.	94.68	1,658 30	19.10 $\frac{1}{2}$ by 8.11, f. f., a. l.	18	112 86
76	Tenn	19006	19006	Nashville, Decatur	L. & N.	122.33	1,650 26 $\frac{1}{2}$	14.10 by 8.9, f. f., a. l.	14	112 86
77	Ky...	20002	20002	Covington, Lexington.	Ky. C.	99.98	1,615 25	12 by 6.6, f. f., a. l. to Paris, 80.25 m.; d. l. residue.	19.14*	111 15
78	Ohio	21005	21005	Cleveland, Sharps-ville.	N. Y., Pa., & Ohio.	84.50	1,499 23	12.2 by 7.3, f. f., a. l.	21*	106 86
79	Colo	38005	38005	Denver, Weston ..	D., S. P. & Pacific.	106.10	1,460 12	11 by 7.5, f. f., a. l.	7	105 17
80	Ill...	23030	23030	Saint Louis, Eldo-rado.	St. L., A., & T. H.	121.52	1,464 23	18 by 7.6, f. f., a. l.	10.29*	105 17
81	.....	.....	.....	Vacant .....	.....	.....	.....	.....	.....	.....
82	Fla...	16006	16006	Jacksonville, Lake City.	Fla. C.	60.32	2,167 15	r.p.o., 41 by 9.2 $\frac{1}{2}$ , f. f. c., a. l.	9.25*	103 97
83	N. J.	7003	7003	Elizabethport, Sea-Plain.	C., of N. J.	47.90	1,189 25	12 by 8, f. f., d. l.	12	103 20
84	Ohio	21001	21001	Newark, Columbus	C. Ohio.	33	1,414 36	in b. c.; no r. a.	28	102 60
85	Pa...	8123	8123	Pittsburgh, Youngstown.	P. & L. E.	70.93	1,386 21	14 by 8, f. f., a. l.	18	101 75
86	Kans	33022	33022	Greenleaf, Con-cordia.	A., C. & P.	41.97	1,380 20	16.8 by —, f. f., a. l.	6	101 75
87	Ala...	17005	17005	Memphis, Steven-son.	M. & C.	271.86	1,348 20	15.6 by 9, f. f., a. l.	7.86*	100 04
88	Ky...	20019	20018	Louisville, Cecilian	L. & N.	46.75	1,243 21	17.3 by 9.9, f. f., a. l.	6	95 76
89	Ind...	22025	22025	Indianapolis, Terre Haute	I. & St. L.	72.45	1,210 26	r.p.o., 40 by 9.10, f. f. c., a. l.	18	94 05
90	Ohio	21034	21034	Salamanca, Dayton	N. Y., Pa. & Ohio.	389.31	1,189 30	49.6 by 9.6, f. f. c., a. l. to Kent, 192 m.; 18.1 $\frac{1}{2}$ by 6.10 $\frac{1}{2}$ residue.	20.42*	93 20
91	Minn.	26021	26002	Sauk Rapids, Brain-ard.	N. Pacific	60.06	1,026 22	20.2 by 9, f. f., a. l.	12	90 90
92	Ohio	21019	21019	Bluffs, Naples ....	W., St. L. & Pacific.	4.32	1,133 25	17.7 by 9.3 $\frac{1}{2}$ , f. f., a. l.	6	90 63
93	Mich	24015	24015	Monroe Junction, Ludington.	F. & P. M.	251.23	1,561 19	20.11 by 8.11; 15.19.88* by 9, f. f., d. l. between E. Saginaw and Wayne Junction, 91 m.; a. l. residue.	88*	90 03
94	Minn	26015	26015	Winona Saint Peter.	W. & St. Pe-ter.	141.10	1,625 18	15.3 by 7.6, f. f., a. l.	12	89 61



States and Territories on which the contract-term expired June 30, 1880, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of readjustment or adjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
25	106 71		80, 781 78	14, 204 75	09, 996 37		July 1, '79	148.44 m. formerly at \$133.38. 148.44 m. at \$153.90. In Oct., 1879.	64
	98 32½		24, 657 86		19, 247 13		July 1, '80	1.78 m. increase.	65
	72 68		16, 561 74		6, 983 09		Aug. 11, '80	43.27 m. from Aug. 11, 1880. In Apr., 1880.	66
	90 63		13, 126 98		9, 969 30		July 1, '80	0.45 m. increase.	67
	68 40		10, 936 36		6, 307 84		Mar. 1, '79	In Mar., 1879	68
	71 82		16, 404 28		10, 057 67		Dec. 28, '79	In Feb., 1880	69
	85 50		2, 597 94		1, 887 84		July 1, '79	0.10 m. increase. In Mar., 1879.	70
	86 35½		3, 267 82		2, 461 11		July 1, '80	Branch; main route, \$163.31 (39). 0.19 m. decrease.	71
	85 50		2, 922 60		2, 116 13		July 1, '80	0.95 m. increase.	72
	91 48½		24, 224 63		19, 413 12		July 1, '80	0.82 m. increase.	73
	67 55		11, 342 43		6, 789 37		July 1, '79	In Oct., 1879	74
	111 15		10, 685 58		10, 503 68		July 1, '80	0.18 m. increase.	75
	111 15		13, 806 16		12, 437 97		July 1, '80	75.33 m. formerly at \$95.76.	76
	106 20		11, 112 77		10, 513 80		July 1, '80	0.98 m. increase.	77
	78 66		9, 031 36		6, 638 91		July 1, '80	0.01 m. increase.	78
	88 92		11, 158 53		7, 834 85		Nov. 15, '79	5 m. from Aug. 10, 1879; 13 m. from Sept. 1, 1879. In Nov., 1879.	79
	120 56		12, 780 25		8, 592 31		Feb. 16, '80	50.25 m. from Feb. 16, 1880. In Mar., 1880.	80
25	54 72	18½	6, 271 47	1, 608 00	3, 289 62	1, 130 60	July 1, '80	0.02 m. increase.	81
	56 90½		4, 943 28		2, 825 86		July 1, '79	In July, 1879	82
	74 38		3, 385 80		2, 454 54		July 1, '80	Part; residue, \$194.94 (23).	84
							May 1, '79	New. In Mar., 1880	85
	53 01		4, 270 44		2, 224 82		July 1, '79	In Oct., 1879	86
	94 05		27, 196 87		25, 534 57		July 1, '80	Main route; branches, \$42.75. 0.36 m. increase.	87
	38 47½		4, 476 78		1, 797 55		July 1, '80	0.3 m. increase.	88
25	109 44		6, 813 92	1, 811 25	7, 879 68		July 1, '80	0.45 m. increase.	89
	80 37		36, 283 69		31, 308 14		July 1, '80	49-foot cars not authorized or necessary. 0.24 m. decrease.	90
							Dec. 17, '77	New. In Mar., 1879. From July 1, 1878, rate reduced 5 per cent.	91
	76 95		391 52		307 80		July 1, '80	Branch: main route, \$191.52 (24). 0.32 m. increase.	92
			24, 487 01		21, 197 35		July 1, '79	Main route; branches, \$ (—). In Mar., 1879. 171.17 m. formerly at \$65.66½; 83.12 m. formerly at \$96.	93
	54 72		12 590 20		7, 671 74		July 1, '79	Part; residue, \$48.74 (215). In Mar., 1879, 0.90 m. increase.	94



E.—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.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolla.
95	Colo.	38005	38005	Denver, Webster..	D. S. P. & Pacific.	108.10	1,089	14	7.6 by 5.8, fixtures, s.l.	7	88 82
96	S. C.	14003	14003	Branchville, Augusta.	S. C. ....	75.45	1,067	21½	18 by 8.11, f. f., d. l.	31	88 07
97	Kans.	33021	33021	Waterville, Washington.	A., C. & Pacific.	20.5	1,042	...	16.8 by —, f. f., a. l. to Greenleaf, 13 m.; no r. a. residue.	6	87 21
98	Colo.	38007	38007	Denver, Cheyenne	D. P. R. & T. Co.	106	1,034	22	11.6½ by 8.7, f. f., a. l.	7	88 26
99	Ga.	15016	15016	Macon, Euftaula ...	Southwestern.	143.99	1,021	20	11.6 by 6.4, f. f., a. l.	7	88 26
100	Ga.	15013	15013	Macon, Brunswick	M. & B. ....	190.58	1,017	18	19 by 8.11, f. f., a. l.	11.63*	85 50
101	Ohio.	21051	21051	Columbus, Portsmouth.	Scioto Val.	101.39	1,016	22	11.6 by 7, a. l. ....	12	85 50
102	Ill.	23032	23032	Saint Louis, Evansville.	St. L. & S.	160.10	1,004	24	11.8 by 8.3 (average), f. f., a. l.	12	85 50
103	Tenn.	19007	19007	Nashville, Hickman.	N. C. & St. Louis.	170.56	990	22	12.6 by 8.7½, f. f., a. l.	14	85 50
104	Me.	5	5	Portland, Waterville.	Me. Central	72.53	977	23	16.3½ by 6.10, f. f., a. l.	18	83 79
105	Kans.	33026	33026	Concordia, Gaylord	A., C. & Pacific.	73.03	970	20	16.8 by —, f. f., a. l.	6	83 79
106	Ky.	20003	20003	La Grange, Lexington.	L., C. & L.	67.25	958	21	8.6 by 8, f. f., a. l.	18	82 94
107	Ohio.	21010	21010	Sandusky, Chicago	B. & O. ....	28	953	32	in b. c. ....	14.55*	82 94
108	Ohio.	21025	21025	Hamilton, Richmond.	C., R. & C.	48.04	943	24½	13.6 by 8.6, f. f., a. l.	19	82 94
109	Mo.	28034	28034	Bismarck, Columbus.	St. L., I. M. & S.	121.32	943	17	14 by 9.3, f. f., a. l.	13	82 94
110	S. C.	14003	14003	Columbia, Charleston.	S. C. ....	131.02	930	24	18 by 8.11, f. f., d. l.	23.04*	82 08
111	Ind.	22004	22004	Indianapolis, Peru	L., P. & C.	75.67	926	26	11.10 by 7, f. f., a. l.	25	82 08
112	Ill.	23032	23032	Saint Louis, Nashville.	St. L. & S.	315.10	905	24	11.8 by 8.3 (average), f. f., a. l.	12.8*	81 23
113	Ky.	20011	20010	Elizabethtown, Paducah.	P. & E. ....	188.85	904	23	14 by 7.3, f. f., a. l.	7	81 23
114	Ala.	17004	17004	Montgomery, Decatur.	S. & N. Ala.	183.31	898	27	20.3 by 8.10, f. f., a. l.	14	80 37
115	Ala.	17003	17003	Montgomery, Euftaula.	M. & E. ....	80.73	862	22	11.6 by 7.4 (average), f. f., a. l.	7	79 52
116	Ohio.	21033	21033	Springfield, Columbus.	C., S. & C.	45.86	856	25	16.8 by 6.1, f. f., a. l.	18	78 66
117	Ohio.	21004	21004	Hudson, Columbus	C., M. V. & Del.	146.63	849	30	15 by 7, f. f., a. l.	12	78 66
118	Miss.	18004	18004	Mobile, Columbus	M. & O. ....	472.60	828	25	21.5 by 8.9½, f. f., a. l.	7	77 81
119	Ky.	20026	20026	Henderson, Nashville.	L. & N. ....	145.92	801	17	9.2 by 7.5, f. f., a. l.	9.9*	76 95
120	Colo.	38006	38006	La Junta, Las Vegas.	A., T. & S. F.	216.34	786	14	in b. c.; no r. a. ...	7	76 10
121	Miss.	18003	18003	Vicksburgh, Meridian.	V. & M. ....	140.54	783	17	11.9½ by 7.4½, f. f., a. l.	7	76 10
122	N. Y.	6088	6088	Carthage, Ogdensburg.	U. & B. R.	61.25	775	28	18.6 by 6.6, f. f., a. l.	12	75 24
123	Ga.	15010	15010	Savannah, Macon.	C. R. R. & B. Co.	193.44	767	19	9.3 by 6.9, f. f., a. l.	14	75 24



States and Territories on which the contract term expired June 30, 1880, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of readjustment or adjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
							July 1, '78	New. In July, 1879. Main route; branch, \$42.75 (293). 53.5 m. from July 1, 1878; 1 m. from Oct. 27, 1878; 11.4 m. from Feb. 1, 1879; 3.2 m. from Mar. 10, 1879; 11 m. from May 30, 1879; 8 m. from June 22, 1879.	95
101 48			6,644 88		7,656 66		July 1, '80	Branch; main route, \$82.08 (110).	96
53 87			1,787 80		1,104 33		July 1, '79	In Oct., 1879	97
68 40			9,154 16		7,250 40		July 1, '80	In Feb., 1880	98
64 12½			12,434 97		9,287 86		July 1, '80	Main route; branches, \$80.71 (\$34.20 (175, 305). 0.85 m. decrease.	99
63 27			16,294 59		11,900 76		July 1, '80	Main route; branch, \$42.75 (248). 2.58 m. increase.	100
75 24			8,668 84		7,682 00		July 1, '80	0.71 m. decrease	101
			13,688 55				July 1, '79	Part	102
73 53			14,582 88		12,580 40		July 1, '80	0.26 m. decrease	103
71 82			6,077 28		5,209 10		July 1, '79	Part; residue, \$179.55 (31). In May, 1879.	104
							Nov. 1, '78	New. 18.65 m. from June 16, 1879; 24.68 m. from Oct. 1, 1879. In Oct., 1879.	105
74 38½			5,577 71		4,938 79		July 1, '80	0.26 m. increase	106
55 57½			2,322 32		1,556 10		July 1, '80	Part; residue, \$201.78 (21)	107
76 95			3,818 55		3,470 45		July 1, '80	0.94 m. decrease	108
75 24			10,062 28		8,973 87		July 1, '79	2.05 m. increase. In Mar., 1879.	109
67 55			10,754 12		17,619 89		July 1, '80	Route restated from July 1, 1880. Main route; branches, \$88.07, \$54.72 (98, 195).	110
70 11			6,210 99		6,068 58		July 1, '80	2.33 m. decrease; \$600 formerly for side service.	111
162 65			25,955 57				July 1, '79	Formerly 107.6 m., at \$44.12½ and 47.72 m., at \$67.54½. Main route; branch, \$42.75 (255); \$360 per annum for transfer.	112
64 12½			15,177 82		11,939 43		July 1, '80	0.66 m. increase	113
84 13½			14,732 62		15,446 49		July 1, '80	Main route; branch, \$42.75. 0.29 m. decrease.	114
43 60½			6,419 64		3,542 46		July 1, '80	0.51 m. decrease	115
58 14			3,607 34		2,666 30		July 1, '80		116
76 95			11,533 91		11,225 46		July 1, '80	0.75 m. increase.	117
54 72			38,780 00		25,867 78		July 1, '80	Main route; branches, \$50.45, \$42.75 (209, 264). 0.04 m. decrease.	118
							Aug. 1, '79	New. Late part of route 23032.	119
							Jan. 1, '79	New. In Oct., 1879. 134.77 m. from Oct. 1, 1879.	120
76 95			10,695 09		7,656 05		July 1, '80	Formerly 95.21 miles, at \$43.77½.	121
58 14			4,608 45		2,911 65		Mar. 1, '79	Main route; branch, \$42.75. 11.17 m. from Sept. 1, 1878. In Mar., 1879.	122
62 54½			14,554 42		12,977 70		July 1, '80	1.32 m. increase	123



E.—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.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.	Feet and inches.		Dolla.
124	Ala.	17007	17007	Opelika, Columbus	Purchasers W. R. R. of Ala.	29.82	764 25	17 by 8.3, f. f., a. l.	7	75 24
125	Ohio	21012	21012	Springfield, Sandusky.	C., S. & C.	131.35	757 25	13.7 by 9, f. f., a. l.	18	74 39
126	Mich.	24031	24031	Fort Howard, Ishpeming.	C. & N. W.	179.07	1,166 23	19 by 7, f. f., a. l.	6	73 87
127	Ky.	20021	20020	Cincinnati, Chattanooga.	Cincinnati	337.50	731 28	16.8 by 7.1, f. f., a. l.	8 01*	73 53
128	Ohio	21018	21018	Portsmouth, Hamden Junction.	M. & C.	56	719 18½	14.9 by —, f. f., a. l.	12	72 68
129	N. Y.	6058	6058	Buffalo, Emporium	B., N. Y. & Phila.	123.51	718 30	14.10 by 7.1 (average), f. f., a. l.	6.8*	72 68
130	Ohio	21062	21062	Andover, Youngstown.	L. S. & M. S.	38.89	705 19	17.4 by 4.9, f. f., a. l.	12	72 68
131	N. C.	13001	13001	Ruleigh, Weldon	R. & G.	97.03	701 25	18.9 by 9, f. f., a. l.	6	72 68
132	Ohio	21029	21029	Morrow, Dresden	P., C. & St. L.	148.73	678 25	14.6 by 6.10, f. f., d. l.	18	70 97
133	Ohio	21011	21011	Xenia, Dayton	P., C. & St. L.	18.89	675 20	19.6 by 8.6, f. f., a. l.	18	70 97
134	Nebr.	34009	34009	Hastings, Bloomington.	R. V.	72.99	660 20	18.5 by 8.10, f. f., a. l.	6	70 97
135	Ohio	21071	21071	Valley Junction, Harrison.	C., I., St. L. & C.	7.4	654 20	12 by 7.8, f. f., a. l.	12	70 11
136	Minn.	26001	26001	Brainerd, Bismarck	N. P.	332.91	650 17	20.2 by 9, f. f., a. l.	7.8*	70 11
137	Ind.	22014	22014	State Line, Logansport.	P., C. & St. L.	61.19	647 25	18.3 by 8, f. f., a. l.	8 25*	70 11
138	N. C.	13004	13004	Goldsboro, Greensboro.	R. & D.	130.35	646 20	20 by 9.8, f. f., a. l.	13	70 11
139	Ohio	21049	21049	Marietta, Parkersburg.	M. & C.	15.8	642 18	in b. c.; no r. a.	20	70 11
140	Ky.	20026	20025	Henderson, Nashville.	L. & N.	145.92	632 19	11.3 by 7.2, f. f., a. l.	10 10*	69 26
141	Ohio	21019	21019	Clayton, Keokuk	W., St. L. & P.	43.02	623 25	17.7 by 9.3½, f. f., a. l.	12	69 26
142	S. C.	14002	14002	Columbia, Florence	W., C. & A.	83	615 28	22.7 by 8.9, f. f., a. l.	7	68 40
143	Ind.	22019	22019	Louisville, North Vernon.	O. & Miss.	53.73	613 26	17.6½ by 9.4½, f. f., a. l.	22*	68 40
144	Ga.	15021	15021	Camak, Macon	G. R. R. & B. Co.	78.59	611 14½	11 by 7.6, f. f., a. l.	6	68 40
145	S. C.	14001	14001	Columbia, Greenville.	G. & C.	143.84	611 20	12 by 8, f. f., a. l.	6	68 40
146	Ind.	22009	22009	Richmond, Chicago	P., C. & St. L.	224.12	604 25	12 by 9, f. f., a. l.	10 35*	68 40
147	Ind.	22024	22024	Terre Haute, Danville.	E., T. H. & C.	56.42	594 25	12 by 7, f. f., a. l.	13	67 55
148	Ohio	21024	21024	Hamilton, Indianapolis.	C., H. & D.	100.68	568 24½	10.5 by 7.2, f. f., a. l.	12	66 69
149	Kans.	33019	33019	Ottawa, Burlington	Kans. C., B. & S. F.	47.05	568 15	18.9 by 8.9 (average), f. f., a. l.	6	66 69
150	Ky.	20007	20007	Lebanon Junction, Livingston Station.	L. & N.	111.94	565 17	in b. c.; no r. a.	6	66 69
151	Miss.	18002	18002	Memphis, Grenada.	Miss. & Ten.	102.34	562 20	12.4 by 6.9, f. f., a. l.	6	66 69
152	Me.	14	14	Oldtown, Blanchard.	B. & P.	63.80	552 21	11.6 by 7.10 (average), f. f., a. l.	6	65 84
153	Ga.	15005	15005	Millen, Augusta	C. R. R. & B. Co.	53.57	550 16	9.3 by 6.9, f. f., a. l.	14	65 84
154	Ohio	21053	21053	Columbus, Toledo	C. & T.	125.38	537 27	16 by 9.3, f. f., a. l.	12	64 98
155	Ala.	17002	17002	Montgomery, Selma.	L. & N.	50.59	528 22	12 by 8.3, f. f., a. l.	7	64 98
156	W. Va.	12005	12005	Steubenville, Wheeling.	P., C. & St. L.	26.13	526 22	in b. c.; no r. a.	15*	64 98
157	Ky.	20017	20016	Lexington, Mount Sterling.	L., C. & L.	34.10	524 23	8.6 by 8, f. f., a. l.	12	64 98
158	Ohio	21052	21052	Batavia Junction, Winchester.	C. & E.	47.75	523 16	13.9 by 6, f. f., a. l.	12	64 98
159	Ohio	21041	21041	Lorain, Bridgeport	C., T. V. & W.	158.43	520 20	14 by 7.8, f. f., a. l.	12	64 98
160	Me.	1	1	Waterville, Skowhegan.	Me. C.	18.78	518 24	16 by 7, f. f., a. l.	18	64 13
161	Ky.	20016	20015	Maysville, Paris	Ky. C.	50.73	517 20	12 by 6.6, f. f., a. l.	9*	64 13



States and Territories on which the contract term expired June 30, 1880, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of readjustment or adjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
59 85			2,228 80		1,675 80		July 1, '80	1.62 m. increase	124
68 40			9,771 12		8,984 34		July 1, '80		125
61 56			13,227 90		11,099 26		July 1, '79	1.23 m. decrease. In Mar., '79	126
50 85			24,816 37		9,591 56		July 1, '80	177.24 m. from Feb. 2, 1880	127
78 66			4,070 08		4,404 96		July 1, '80		128
64 98			8,976 70		8,015 67		July 1, '79	In July, 1879	129
							Apr. 1, '79	New. 0.02 m. increase	130
56 43			7,095 74		5,473 71		July 1, '80	0.63 m. increase	131
53 86			10,555 36		8,047 44		July 1, '80	0.07 m. decrease	132
54 72			1,198 68		930 24		July 1, '80	0.11 m. decrease	133
							Jan. 1, '79	29.60 m. from April 1, 1879	134
58 99			518 81		555 73		July 1, '80	New. In Nov., 1879.	135
70 00			23,340 32		23,834 80		July 1, '79	Part: residue \$34.20, \$26.36 (306). In Mar., 1879. Formerly part at \$40.	136
64 12			4,290 03		3,911 62		July 1, '80	0.19 m. increase	137
64 12			9,138 83		8,258 69		July 1, '80		138
61 56			1,057 25		976 95		July 1, '80		139
76 95			10,106 41		11,228 54		July 1, '80		140
51 30			2,979 56		2,257 20		July 1, '80	Branch; main route \$191.52 (24). 0.98 m. decrease.	141
79 65			5,677 20		6,316 05		July 1, '80	Part: residue, \$165.87 (38) 0.92 m. increase.	142
111 15			3,675 13		5,946 52		July 1, '80	0.23 m. increase	143
51 30			5,375 55		4,137 86		July 1, '80	2.07 m. decrease	144
53 01			9,838 65		7,633 97		July 1, '80	Main route; branches, \$42.75 0.17 m. decrease.	145
70 11			15,329 80		15,733 39		July 1, '80	0.29 m. decrease	146
51 30			3,811 17		2,903 50		July 1, '80	0.18 m. decrease	147
54 72			6,714 34		5,444 09		July 1, '80	1.19 m. increase	148
53 01			8,137 76		2,494 12		Feb. 18, '80	In Feb., 1880	149
65 83			7,465 27		6,453 00		July 1, '80	Main route; branch, \$42.75 (200). Formerly 33.5 m., at \$38.47.	150
62 41			6,825 05		6,323 27		July 1, '80	1.04 m. increase	151
57 28			4,200 50		3,654 78		Oct. 1, '79	In Sept., 1879	152
62 27			3,527 04		3,361 21		July 1, '80	0.45 m. increase	153
47 62			8,147 19		5,888 94		July 1, '80	0.15 m. increase	154
42 75			3,287 33		2,137 50		July 1, '80	0.69 m. increase	155
58 99			1,697 92		1,541 53		Nov. 12, '79	In Nov., 1879	156
46 17			2,221 66		1,562 40		July 1, '80	0.35 m. increase	157
46 17			3,102 79		2,224 93		July 1, '80	Main route; branch, \$42.75 (268). 0.44 m. decrease.	158
64 12			10,294 78				June 1, '80	55.98 m. new service, from June 1, 1880. In Aug., '80.	159
58 14			1,204 36		1,091 86		July 1, '79	Part: residue, \$185.54 (27). In May, 1879.	160
59 40			3,253 31		2,970 00		July 1, '80	0.73 m. increase	161



E.—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.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
162	Ga.	15011	15011	Macon, Columbus	Southwest-ern.	100.47	497 17½		10.10 by 8.6 (average), f. f., s. l.	6	63 27
163	Ind.	22015	22015	Peru, Laporte	C. C. & L.	73.68	497 24		11.10 by 7. f. f., s. l.	12	63 27
164	N. C.	13010	13010	Raleigh, Hamlet	R. & A. A. L.	97.58	493 18		12.6 by 9. f. f., s. l.	6	63 27
165	Ind.	22001	22001	Indianapolis, Vincennes.	Penn. Co.	118	493 22½		15.2 by 8.4 (average), f. f., s. l.	8.67*	63 27
166	N. C.	13006	13006	Salisbury, Coopers.	W. N. Carol.	132.96	478 13		12.6 by 8.2, f. f., s. l.	6	63 43
167	Ohio	21036	21036	Columbus, Athens	C. & H. V.	77.47	685 25		16 by 8.7, f. f., s. l.	12	61 23
168	Ala.	17010	17010	Selma, Dalton	S. R. & D.	236.38	817 20		12.3 by 7.10, f. f., s. l.	7	61 56
169	Fla.	16002	16002	Lake City, Chattahoochee.	J., P. & M.	155.87	800		r. p. o., f. f. c., s. l. bet. Live Oak & Lake City, 23 m.; r. a. apt. 12.3 by 6.7 (average), f. f., s. l.	7	61 56
170	Ind.	22021	22021	Richmond, Fort Wayne.	C., R. & Ft. Wayne.	92.71	473 22½		12.8 by 9.4 (average), f. f., s. l.	11.48*	61 56
171	Ohio	21031	21031	Harrison, Hagers-town.	Whitewater	63.16	468 22		12 by 7.8, f. f., s. l.	6	61 56
172	Ohio	21043	21043	Mansfield, Toledo	Penn. Co.	87.98	467 20		10.1 by 8.8, f. f., s. l.	12	61 56
173	W. Va.	12006	12006	Clarksburg, Weston.	C. W. & G. R. R. & T. Co.	26.25	460 12½		8.1 by 6. f. f., s. l.	12	60 71
174	Ohio	21020	21020	Fremont, Celina	L. E. & L.	99.32	458 25		12 by 6.10, f. f., s. l.	12	60 71
175	Ga.	15016	15016	Smithville, Albany	Southwest-ern.	24.07	452 17½		no apt.; no r. a.	7	60 71
176	Ala.	17015	17015	Chattanooga, Meridian.	Ala. G. S.	295.54	760 30		11.9 by 7.2, f. f., s. l.	7	60 20
177	Ind.	22006	22006	Columbus, Madison	Penn. Co.	45.90	450 22		10.10 by 6. f. f., s. l.	12	59 85
178	Ala.	17008	17008	Selma, Troy	M. & G.	85.69	449 18		13 by 7. f. f., s. l.	6	59 85
179	Ohio	21052	21052	Batavia Junction, Scott.	C. & E.	48.19	445 12		13 by 6.6, f. f., s. l.	12	59 85
180	Nebr.	34010	34010	Fremont, Oakdale	S. C. & P.	110.30	436 15		13.5 by 9. f. f., s. l.	6	59 00
181	Ohio	21020	21020	Fremont, Bloomington.	L., E. & W.	353.24	428 23		14.6 by 7.10, f. f., s. l.	6	59 00
182	Ill.	23047	23047	Tamaroa, Chester.	W., C. & W.	42.31	422 15		12 by 6.3, f. f., s. l.	6	58 14
183	Nebr.	34005	34005	Nemaha City, York	Nebraska	137.09	422 15		9.6 by 6.8, f. f., s. l.	6	58 14
184	Ohio	21008	21008	Bayard, New Philadelphia.	Penn. Co.	32.39	415 20		14.5 by 8.7, f. f., s. l.	6	57 29
185	Ind.	22008	22008	New Albany, Michigan City.	L., N. A. & C	280.66	404 22		11.3 by 7.3, f. f., s. l.	8.07*	57 29
186	Ind.	22027	22027	Butler, Logansport	W., St. L. & P.	94.08	402 20		14 by 7. f. f., s. l.	6	56 43
187	Ala.	17009	17009	Selma, Meridian	Ala. Central	111.15	395 15		12 by 7. f. f., s. l.	7	56 43
188	N. C.	13005	13005	Goldsboro, Morehead City.	Atl. & N. C.	94.05	393 20		11 by 8.3, f. f., s. l.	6	56 43
189	Ohio	21017	21017	Blanchester, Hillsboro.	M. & C.	21	392 22		in b. c.; no r. a.	12	56 43
190	Ind.	22020	22020	Fort Wayne, Connersville.	F. W., M & C	109.89	388 22		12 by 7.8, f. f., s. l.	6	55 56
191	Ga.	15018	15018	Dupont, Albany	S., F. & W.	128.24	381 19		12.7 by 8.2, f. f., s. l.	7	55 56
192	Fla.	16001	16001	Fernandina, Cedar Key.	A., G., & W. I. T. Co.	154.8	620 17		10.6 by 5.4, f. f., s. l.	6	55 41
193	N. C.	13008	13008	Charlotte, Shelby.	C. C.	55.59	378 13		12 by 7. f. f., s. l.	6	54 72
194	N. C.	13012	13012	Greensborough, Salem.	R. & D.	28.98	376 14½		17 by 8. f. f., s. l.	6	54 72
195	S. C.	14003	14003	Kingsville, Camden	S. C.	39.03	378 15		18 by 8.11 f. f., s. l. between Kingsville and Camden Junction, 19 m.; no r. a. residue.	9.5*	54 72
196	Ohio	21030	21030	Dayton, Richmond	P., C. & St. L.	42.16	303 20		19.6 by 8.6, f. f., s. l.	12	53 87



States and Territories on which the contract term expired June 30, 1880, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of readjustment or adjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
65 83½			6,356 73		6,645 30		July 1, '80	0.47 m. decrease.	162
52 15½			4,661 73		3,807 31		July 1, '80	0.68 m. increase.	163
48 73½			6,173 88		4,935 88		July 1, '80	3.70 m. decrease.	164
53 86½			7,465 86		6,265 58		July 1, '80	1.68 m. increase.	165
49 59			8,299 36		5,817 40		Mar. 1, '80	11.41 m. from Oct. 1, 1879; 4.31 m. from Feb 2, 1880. 0.07 m. decrease.	166
58 99½			4,789 19		4,570 34		July 1, '80	Main route; branch, \$42.75 (252).	167
51 30			15,788 60		13,228 98		July 1, '80	81.5 m. formerly at \$64.12. 80.38 m. at \$76.95. 1.12 m. decrease.	168
25 54 72 18 75			9,595 35	575 00	8,731 70	431 25	July 1, '80	Main route; branch, \$29.92 (310). 3.14 m. increase. R. P. O. car 23 m. only.	169
56 43			5,707 22		5,163 34		July 1, '80	1.21 m. increase.	170
58 99½			3,888 12		3,720 12		July 1, '80		171
62 41½			5,416 04		5,498 77		July 1, '80	0.12 m. decrease.	172
							Nov. 1, '79	New. In May, 1880.	173
45 31½			6,029 71		4,048 89		Aug. 1, '79	9.97 m. from Aug. 1, 1878. Main route; branch, \$42.75 (230). In Aug., 1879.	174
42 75			1,461 28		1,016 59		July 1, '80	Branch; main route, \$86.36 (99). 0.29 m. increase.	175
52 67			18,168 10		15,860 31		July 1, '80	24.5 m. formerly at \$65.84. 25.04 m. at \$75.24. 0.54 m. increase.	176
52 15½			2,747 11		2,399 13		July 1, '80	0.10 m. decrease.	177
38 30½			5,128 54		3,447 36		July 1, '80	4.31 m. decrease.	178
46 17			2,884 17		2,224 93		Oct. 1, '79	Main route; branch, \$42.75 (In Oct., 1879).	179
53 87			6,507 70				Jan. 1, '80	17.82 m. from Aug. 18, 1879; 12.03 m. from Oct. 1, 1879; 0.46 m. from Nov. 15, 1879; 19.52 m. from Dec. 16, 1879. In Jan., 1880.	180
							May 15, '80	Main route; branch, \$42.75. New. In June, 1880.	181
48 74			2,459 90		2,035 19		Jan. 1, '80	In Jan., 1880. .56 m. increase.	182
48 74			7,970 41		6,435 62		Feb. 3, '80	5.05 m. from Jan. 6, 1879. In Feb., 1880.	183
51 30			1,855 62		1,667 25		July 1, '80	0.11 m. decrease.	184
64 12½			16,594 62		18,468 00		July 1, '80	1.66 m. increase.	185
51 30			5,308 93		4,847 85		July 1, '80	0.42 m. decrease.	186
57 28½			6,441 48		6,537 93		July 1, '80	0.02 m. increase.	187
50 44½			5,307 24		4,743 86		July 1, '80	0.01 m. increase.	188
43 60½			1,185 03		915 71		July 1, '80		189
50 44½			6,107 68		5,498 50		July 1, '80	0.89 m. increase.	190
42 75			7,127 57		5,482 26		July 1, '80		191
34 20			8,577 46		5,294 16		July 1, '79	In Jan., 1880.	192
42 75			3,041 88		2,361 94		July 1, '80	0.34 m. increase.	193
48 73½			1,585 78		1,428 42		July 1, '80	0.33 m. decrease.	194
42 75			2,135 72		1,677 93		July 1, '80	Branch; main route, \$82.08 (110). .22 m. decrease.	195
48 73½			2,271 15		2,046 87		July 1, '80	0.16 m. increase.	196



E.—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.	Size, &c. of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.	Feet and inches.		Dolls.
197	Ohio...	21035	21035	Youngstown, Cross Cut.	Penn. Co....	18.82	353 25	24.3 by 8.11, f. f., 12		53 01
198	Mich...	24042	24042	Port Huron, Farmers.	P. H. & N...	38.90	352 19	8 by 7, f. f., s. l. 1...	6	53 01
199	Nebr...	34008	34008	Valley, Stronsburg	O. & R. V...	90.78	346 12	12.4 by 6.6, f. f., s. l. 6		53 01
200	Ind...	22003	22003	Newton Junction, Lawrenceburg.	C., I., St. L. & C.	2.66	339 20	in b. c.; no r. a. 1...	26	52 16
201	S. C...	14010	14010	Port Royal, Augusta	P. R. & A...	110.77	336 24	10.4 by 6.10, f. f., s. l. 7		52 16
202	Ind...	22028	22028	Rockville, Logansport.	T. H. & I...	95.03	324 18	11.4 by 7.2, f. f., s. l. 6		51 30
203	Ind...	22017	22017	Bradford, Logansport.	P., C. & St. L.	114.6	324 25	13 by 9.3, f. f., s. l. 10.89		51 30
204	N. C...	13003	13003	Wilmington, Charlotte.	C. C. ....	188.89	323 15	14 by 9, f. f., s. l. 1...	6	51 30
205	Ky...	20015	20014	Owensboro, Owensboro Junction.	O. & N. ....	35.50	319 10	8.6 by 6.6, f. f., s. l. 6		50 45
206	Mo...	28015	28015	Keokuk, Coryden	M., I. & N...	119.34	314 20	17.6 by 7, f. f., s. l. 6		50 45
207	Tex...	31022	31022	Denison, Gainesville.	M., K. & T.	40.60	312 12	7.4 by 7.11, f. f., 7		50 45
208	Ind...	22022	22022	Anderson, Goshen	C., W. & M.	113.29	310 28	11 by 9, f. f., s. l. 1...	6	50 45
209	Miss...	18004	18004	Artesia, Columbus.	M. & O. ....	14.11	310 12	in b. c.; no r. a. 1...	14	50 45
210	Ind...	22026	22026	La Porte, Michigan City.	M. C. & I...	13.39	307 24	11.10 by 7.4, f. f., s. l. 12		49 59
211	Ohio...	21040	21040	Marietta, Canal Dover.	C. & M. ....	98.22	305 25	12 by 9, f. f., s. l. 1...	6	49 59
212	Ga...	15007	15007	Union Point, Athens.	Georgia ....	40.95	304 16	11 by 7.6, f. f., s. l. 7		49 59
213	Fla...	16904	16904	Tocoi, Saint Augustine.	Saint John's	15.69	297 15	in b. c.; no r. a. 1...	6	49 59
214	Tenn...	19001	19001	Nashville, Lebanon	N., C. & St. L.	31.12	292 18	10.5 by 6.5, f. f., s. l. 9		48 74
215	Minn...	26015	26015	Mankato Junction, Mankato.	W. & St. P.	3.75	290 18	15.3 by 7.6, f. f., s. l. 12		48 74
216	Ala...	17016	17016	Opelika, Goodwater	S. & M. ....	60.34	288 16	6 by 6.7, f. f., s. l. 1...	6	48 74
217	Ohio...	21032	21032	Means, Cadiz.	P., C. & St. L.	8.20	285 12	11.10 by 8.6, f. f., s. l. 15*		48 74
218	Minn...	26014	26014	Saint Peter, Gary.	W. & St. P.	150.63	443 20	15.3 by 7.6, f. f., s. l. 7.71*		47 88
219	Ky...	20012	20011	Glasgow Junction, Glasgow.	L. & N. ....	10.83	279 17	in b. c.; no r. a. 1...	7	47 88
220	Ohio...	21054	21054	Dayton, Webster.	D. & S. ....	117.34	277 18	12.8 by 5.9, f. f., s. l. 10.08*		47 88
221	Ind...	22013	22013	Terre Haute, Rockville.	T. H. & I...	23.96	267 18	11.4 by 7.2 (ave.), f. f., s. l. 1...	6	47 03
222	Ohio...	21038	21038	Newark, Shawnee	B. & O. ....	43.69	267 22	12.2 by 8.9, f. f., s. l. 12		47 03
223	Ohio...	21073	21073	Cleveland, Canton	Valley ....	60.39	265 25	12.3 by 9, f. f., s. l. 12		47 03
224	N. C...	13009	13009	Charlotte, Statesville.	A., T. & O.	49.38	251 15	9.1 by 7.7, f. f., s. l. 6		46 17
225	Miss...	18010	18010	Natchez, Martin.	N., J. & C...	42.93	249 12	in b. c.; no r. a. 1...	6	46 17
226	Ohio...	21037	21037	Niles, New Lisbon	N. Y., P. & O	34.08	248 18	6.6 by 6.6, f. f., s. l. 9*		46 17
227	Ala...	17006	17006	Selma, Greensboro	S. & G. ....	56	246 15	8.6 by 6.6, f. f., s. l. 6		45 32
228	Ga...	15025	15025	Athens, Belton.	N., of Ga...	40.53	239 25	6 by 8, f. f., s. l. 1...	7*	45 32
229	Penn...	8103	8103	Bound Brook, Jenkintown.	D. & B. B.	49.1	146 32	in b. c.; no r. a. 1...	30*	45 00
230	Ohio...	21020	21020	Saint Mary's, Minster.	L. E. & L...	10.87	90 25	in b. c.; no r. a. 1...	6	45 00
231	Penn...	8110	8110	Catawissa Junction, Hughesville.	Muncy Cr'k	5.74	78 18	in charge of conductor.	12	45 00
232	S. C...	14006	14006	Florence, Cheraw	C. & D. ....	40.90	231 13	13 by 8.6, f. f., s. l. 6		44 46
233	Ind...	22030	22030	Terre Haute, Worthington.	T. H. & S...	40.63	223 20	9.6 by 7, f. f., s. l. 1...	6	43 61
234	Ky...	20013	20012	Anchorage, Shelbyville.	L., C. & I...	19.19	219 15	in b. c.; no r. a. 1...	12	43 61



States and Territories on which the contract term expired June 30, 1880, &amp;c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of readjustment or adjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
42 75			907 64		914 70		July 1, '80	3.98 m. decrease	197
							June 1, '79	28.25 miles from Apr. 1, 1880. New. In Mar., 1880.	198
47 88			4,812 24				Feb. 2, '80	9.80 m. from Jan. 1, 1879; 14.38 m. from Sept. 1, 1879; 5.31 m. from Feb. 2, 1880; in Feb., 1880.	199
42 75			138 74		113 71		July 1, '80	Branch; main route, \$240.26 (16).	200
48 73½			5,777 76		5,460 07		July 1, '80	1.43 m. decrease	201
45 31½			4,875 03		4,173 51		July 1, '80	2.93 m. increase	202
50 44½			5,878 98		5,781 00		July 1, '80		203
47 02½			9,690 05		9,212 20		July 1, '80	7.01 m. decrease	204
42 75			1,790 97		1,544 56		July 1, '80	0.63 m. decrease	205
60 71			6,020 70				Dec. 1, '79	27.92 m. new service from Dec. 1, 1879. In June, 1880.	206
							Mar. 19, '79	14.96 m. from Jan. 1, 1880. In Mar., 1880. New.	207
55 57½			5,715 48		6,353 33		July 1, '80	1.03 m. decrease	208
42 75			711 84		599 78		July 1, '80	Branch; main route, \$77.81 (118). .08 m. increase.	209
42 75			664 01		528 39		July 1, '80	1.03 m. increase	210
46 17			4,870 72		4,615 15		July 1, '80	1.74 m. decrease	211
53 01			2,030 71		2,116 16		July 1, '80	1.03 m. increase	212
42 75			778 06		670 75		July 1, '80		213
42 75			1,516 78		1,400 06		July 1, '80	1.63 m. decrease	214
80 00			182 77				July 1, '79	Part; residue \$89.61 (94). In Mar., 1879.	215
38 47½			2,940 97		2,295 04		July 1, '80	0.09 m. increase	216
42 75			399 66		342 00		July 1, '80	Branch; main route, \$587.39 (1). .20 m. increase.	217
46 80			7,212 16		4,043 18		July 1, '79	Formerly 70.06 m. at \$21.60 and 40.97 m. at \$43.77. .54 m. decrease. In Mar., 1879.	218
42 75			518 54		513 00		July 1, '80	1.17 m. decrease	219
49 59			5,618 23				June 16, '80	36.10 m. new service from June 16, 1880. In July, 1880.	220
42 75			1,126 83		983 25		July 1, '80	0.96 m. increase	221
34 20			2,054 74		1,506 34		July 1, '80	0.76 m. decrease	222
38 47½			2,270 87		1,800 90		May 15, '80	In July, 1880. New.	223
							July 1, '80		224
42 75			1,982 07		1,842 09		July 1, '80	0.16 m. decrease	225
45 31½			1,573 47		1,537 99		July 1, '80	0.14 m. increase	226
42 75			2,537 92		1,540 25		July 1, '80	19 m. from Apr. 1, 1880. m. increase.	227
42 75			1,836 81		1,732 66		July 1, '80		228
							Aug. 4, '77	New. In May, 1880. From July 1, 1878, rate reduced 5 per cent.	229
							Feb. 1, '78	New. From July 1, 1878, rate reduced 5 per cent. Branch; main route, \$80.71 (174). In Nov., 1879.	230
							Nov. 15, '77	New. In Mar., 1880. From July 1, 1878, rate reduced 5 per cent.	231
42 75			1,818 41		1,747 62		July 1, '80	0.02 m. increase	232
29 92½			1,772 74		782 54		Feb. 18, '80	14.50 m. at \$43.61 from Jan. 1, 1880. .02 m. decrease.	233
42 75			836 87		812 25		July 1, '80	0.09 m. increase	234



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

Order.	State.	Number of route.	Now 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.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
235	Ohio..	21060	21060	Columbia, Amelia.	C. & P.....	21.43	218 14	10.6 by 7.6, f. f., s. l.	9*	43 61	
236	S. C..	14007	14007	Chester, Dallas.	C. & L. N. G.	50.97	218	8.4 by 7.4, f. f., s. l.	6	43 61	
237	Miss.	18008	18008	Middleton Station, Ripley.	S. I. R. & K.	25.09	202 15	24 by 6.....	7	42 75	
238	Tex..	31019	31019	Indianola, Cuero...	G., W. T. & P.	66.80	200 15	11.6 by 6.3, f.; no r. a.	6	42 75	
239	Mo...	28037	28037	St. Joseph, Albany.	St. J. & D. M.	51.92	194 12	6 by 6.6, f. f., s. l.	6	42 75	
240	Ohio..	21046	21046	Painesville, Youngstown.	P. & Y.....	61.69	186 17	12.2 by 6.2, f. f., s. l.	6	42 75	
241	Ohio..	21063	21063	Bellaire, Woodsfield.	B. & S.....	43	178 11	6 by 6, f. f., s. l.	6	42 75	
242	Miss.	18009	18009	Durant, Kosciusko.	C., St. L. & N. O.	21.70	176 11	in b. c.; no r. a.	6	42 75	
243	N. J...	7002	7002	Somerville, Flemington.	C., of N. J.'s	16.06	169 25	no apt.; no r. a.	15*	42 75	
244	Ky...	20025	20024	Lebanon, Greensburg.	L. & N.....	32	165 11	in b. c.; no r. a.	6	42 75	
245	Iowa..	27046	27046	Panora, Wankee...	D. M., A. & W.	29.08	163 12	no apt.; no r. a.	7.47*	42 75	
246	Miss.	18007	18007	Muldon, Aberdeen.	M. & O.....	9.50	163 9	in b. c.; no r. a.	14	42 75	
247	Tenn..	19012	19009	Morristown, Wolf Creek.	E. Tenn., Va. & Ga.	40	160 13	11.11 by 6.11, f. f., s. l.	6	42 75	
248	Ga...	15013	15013	Cochran, Hawkinsville.	M. & B.....	10.59	157 13	in b. c.; no r. a.	6	42 75	
249	Ky...	20006	20006	Bardstown Junction, Bardstown.	L. & N.....	17.98	150 17	.....do.....	6	42 75	
250	Ohio..	21072	21072	Mount Gilead, Mt. Gilead Station.	C., C., C. & I.	2.35	148 12	12.4 by 8.8, f. f.; no r. a.	12	42 75	
251	Ohio..	21066	21066	Hillsboro', Sardinia.	C. & M.....	19.59	144 16	in b. c.; no r. a.	6	42 75	
252	Ohio..	21036	21036	Logan, New Straitsville.	C. & H. V....	13.32	141 25	in b. c.....	12	42 75	
253	Me...	21	21	Lewiston, South Auburn.	G'd Trunk..	5.41	139 30	17.6 by 7.6, f. f.; no r. a.	12	42 75	
254	Ga...	15022	15022	Griffin, Carrollton.	S., G. & N. A.	60.12	139 12	12 by 7.11, f. f., s. l.	6	42 75	
255	Ill...	23032	23032	McLeansboro', Shawneetown.	St. L. & S. E.	41.7	132 24	6.4 by 3, f. f., s. l.	12	42 75	
256	Minn..	26025	26017	Rochester, * Zumbrota.	W. & St. P..	26.42	131 14	no apt.; no r. a.	12	42 75	
257	Tenn..	19011	19008	Knoxville, Careyville.	K. & Ohio...	38.94	129 13	5.6 by 4.6, f. f., s. l.	6	42 75	
258	Wis...	25035	25035	Fond du Lac, Iron Ridge.	F. du L., A. & P.	29.33	128 20	in b. c.; no r. a.	12	42 75	
259	Minn..	26023	26016	Sleepy Eye, Redwood Falls.	C. & N. W..	26.76	123 17	.....do.....	6	42 75	
260	Ky...	20007	20007	Richmond Junction, Richmond.	L. & N.....	34.48	123 15	20 by 9, f. f., s. l.	6	42 75	
261	Tenn..	19014	19011	Memphis, Covington.	M., P. & N..	37.56	122 14	8.2 by 6.3, f. f., s. l.	6	42 75	
262	Ky...	20014	20013	Willard, Greenup.	E. Ky.....	34.76	121 20	10.6 by 5, f. f., s. l.	6	42 75	
263	N. H..	1018	1018	Whitefield Junction, Jefferson.	W. & J.....	11.83	116 20	no r. a.....	10.52*	42 75	
264	Miss..	18004	18004	Artesia, Starkville.	M. & Ohio..	11.60	116 10	in b. c.; no r. a.	7	42 75	
265	Iowa..	27038	27038	Maple River Junction, Mapleton.	C. & N. W. (See Maple R. & R. R.)	60.20	113 13	12.3 by 7.4, f. f., s. l.	6	42 75	
266	Ga...	15028	15028	Wadley, Louisville.	L. & W.....	10.62	111 15	no apt.; no r. a.	12	42 75	
267	Ind...	22033	22033	Frankfort, Kokomo.	F. & K.....	27.85	101 18	10 by 7, f. f., s. l.	6	42 75	
268	Ohio..	21052	21052	Richmond Junction, New Richmond.	C. & E.....	14.66	101 12	one end of b. c.; no r. a.	6	42 75	
269	Tenn..	19018	19015	Columbia, Petersburg.	Duck River Valley.	35.37	98 15	in b. c.; no r. a.	6	42 75	
270	Ohio..	21061	21061	Delphos, Shane's Crossing.	T., D. & B..	26.48	97 15	.....do.....	6	42 75	
271	Ohio..	21064	21064	Dayton, Covington.	D., C. & T..	30	96 16	no apt.; no r. a.	6	42 75	
272	Tenn..	19017	19014	Knoxville, Maryville.	K. & C.....	18.45	93 16	6 by 6.2, f. f., s. l.	6	42 75	
73	Iowa..	27047	27047	Fort Dodge, Humboldt.	Ft. D. & Ft. R.	18.5	86 14	no apt.; no r. a.	6	42 75	



States and Territories on which the contract term expired June 30, 1880, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of readjustment or adjustment.	Remarks.	Order.
Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.			
42 75			934 56		872 10		July 1, '80	1.03 m. increase	235
42 75			2,222 80		2,134 51		July 1, '80	1.04 m. increase	236
34 20			1,072 59		860 13		July 1, '80	0.06 m. decrease	237
							May 1, '79	New. In Jan., 1880	238
							May 1, '79	26.02 m. from May 1, 1879, 6.92 m. from Sept., 1879, 18.38 m. from Nov. 10, 1879. New. In April, 1880.	239
44 46			2,637 24		2,672 04		July 1, '80	1.57 m. increase	240
34 20			927 67		737 69		Aug. 1, '79	21.25 m. from Dec. 1, '79. New	241
38 47½			686 56		617 90		July 1, '80	0.19 m. increase	242
							July 1, '79	In July, 1879	243
							Oct. 15, '79	12.26 m. from April 1, 1880. New. In July, 1880.	244
34 20			406 12		323 87		Apr. 16, '80	21.58 m. new service from Apr. 16, 1880. In July, 1880.	245
34 20			1,710 00		1,361 16		July 1, '80	0.03 m. increase	246
34 20			452 72		342 00		July 1, '80	0.20 m. increase	247
38 47½			768 64		665 62		July 1, '80	Branch; main route, \$85.50 (100), 0.59 m. increase.	248
							July 1, '80	0.68 m. increase	249
							May 15, '80	New. In July, 1880	250
38 47½			569 42		512 48		Feb. 2, '80	New	251
							July 1, '80	Branch; main route, \$61.82 (167).	252
38 47½			2,570 13		2,303 11		Mar. 1, '80	New. In April, 1880	253
38 47½			1,782 67		1,570 54		July 1, '80	0.26 m. increase	254
							July 1, '79	Branch; main route, \$61.23 (112), .88 m. increase. In March, 1879.	255
38 47½			1,664 68		1,498 22		Feb. 1, '79	New; 0.30 m. increase. In March, 1879.	256
							July 1, '80		257
							July 1, '79	New. In November, 1879	258
32 15½			1,474 02		1,762 83		Nov. 1, '78	New; 0.09 m. increase. In March, 1879.	259
34 20			1,605 69		1,310 20		July 1, '80	Branch; main route, \$60.69 (150), 0.68 m. increase.	260
38 47½			1,485 09		1,327 39		July 1, '80	0.75 m. decrease	261
29 92½			495 90		344 43		July 1, '80	0.26 m. increase	262
38 47½			2,573 55		2,253 90		July 1, '79	New. In August, 1879	263
							July 1, '80	Branch; main route, \$77.81 (118), 0.09 m. increase.	264
							July 1, '79	0.98 m. decrease. In March, 1879.	265
41 04			1,190 58		1,046 52		Oct. 1, '78	New	266
							July 1, '80	2.35 m. increase	267
							May 1, '80	9.16 m. new service from May 1, 1880. Branch; main route \$64.98 (158). In July, 1880.	268
38 47½			1,512 06		778 34		July 1, '80	5.66 m. from Aug. 12, '79, 9.02 m. from Nov. 1, '79, 0.46 m. increase.	269
							Jan. 1, '79	New	270
38 47½			788 73		672 54		Oct. 1, '79	New	271
							July 1, '80	0.97 m. increase	272
							June 1, '79	New. In October, 1879	273



E.—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 which distance per day.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum for transportation.
						Miles.	Lbs.		Feet and inches.		Dolls.
274	Ga...	15020	15020	Cartersville, Cedar-town.	C'kec, of Ga.	30.55	85 12		in b. c.; no r. a.	6	42 75
275	Ohio.	21009	21009	Canton, Dell Roy...	C. Valley...	40.80	84 24		6 by 5.10, f. f., s. l.	6	42 75
276	Kans.	33027	33027	Concordia, Scandia	A., C. & P.	19.96	79 20		11.9 by 9.4; no r.	6	42 75
277	Ga...	15027	15027	Sandersville, Tennille.	S. & T.....	3.48	76 12		in b. c.....	12	42 75
278	Ind...	22039	22039	Princeton, Owensville.	E. & T. H....	13.34	76 ...		3 by 4, f. f.; no r. a.	6	42 75
279	Ind...	22023	22023	Oakland City, Albion.	L., N. A. & St. L.	41.12	75 14		10.9 by 8.2, f. f., s. l.	6	42 75
280	Ky...	20023	20023	Mount Sterling, Cornwell.	Coal Road Const'n Co.	19.68	74 8		in charge of conductor.	8	42 75
281	Ga...	15029	15029	Hartwell, Bowersville.	H'w'll R. R. C. & O. Co.	10	72 10		in b. c.; no r. a.	6	42 75
282	Ga...	15019	15019	Barnesville, Thomaston.	C't'l R. R. & B'k'ng Co.	16.43	68 11		do .....	6	42 75
283	Ohio.	21039	21039	Clinton, Massillon.	C., Mt. V. & Del.	13.61	67 28		do .....	6	42 75
284	Ga...	15017	15017	Fort Valley, Perry.	Southwes'n.	13.32	65 15		in charge of conductor.	6	42 75
285	Ohio.	21065	21065	Holgate, Warren.	T., D. & B.	95.36	64 15		9 by 7, f. f., s. l.	6	42 75
286	Ill...	23022	23022	Joliet, Lake Stat'n.	M'gan C'n'l.	45.65	62 ...		7.1 by 6.3, s. l....	6	42 75
287	Ga...	15024	15024	Columbus, Hamilton.	C. & Rome.	25.10	61 15		in b. c.; no r. a.	6	42 75
288	Ohio.	21021	21021	Carey, Findlay....	C., S. & C.	16	60 16		do .....	12	42 75
289	Ind...	22034	22034	Rockport, Jasper.	C., R. & S. W'n.	37.60	58 16		5.8 by 3.10, f. f.; no r. a.	6	42 75
290	N. H.	1017	1017	Greenleaf, Keene..	M. & K.....	29.91	53 5		no apt.; no r. a.	6	42 75
291	Ala...	17021	17021	Eufaula, Clayton..	V. & B.....	21.51	49 16		in charge of conductor.	6	42 75
292	Ind...	22031	22031	Attica, Veedersburgh.	Chicago & Block Coal R. R. Co.	14.33	44 14		no apt.; no r. a.	6	42 75
293	Colo.	28005	28005	Bear Creek Junction, Morrison.	D., S. Park & P.	10.00	40 15		in b. c.; no r. a.	6	42 75
294	Ky...	20001	20001	Ashland, Geigersville.	A. Coal & Iron R'y Co.	14.02	36 12		in box .....	6	42 75
295	Pa....	8124	8124	Columbia, Port Deposit.	C. & P't D.	39.65	36 20		in b. c.; no r. a.	6	42 75
296	Ala...	17014	17014	Opelika, Buffalo...	East A. & C.	22.59	31 18		6.4 by 5.6, f. f.; no r. a.	6	42 75
297	Fla...	16005	16005	Pensacola, Millview.	P. & P.....	8.33	29 12		in charge of conductor.	6	42 75
298	Ky...	20024	20023	Louisville, Prospect.	L., II's C. & W.	11	29 15		13.8 by 7.6; no r. a.	6	42 75
299	Ala...	17023	17023	Birmingham, Pratt Mines.	Pratt Coal & Coke Co.	6.09	24 ...		in closet .....	6	42 75
300	Wash.	43004	43004	Walla Walla, Wallula.	Walla Walla & C. Riv'r.	32.37	21 15		8 by 6, f. f.; no r. a.	6	42 75
301	N. C.	13013	13013	Jamesville, Washington.	J. & W. R. R. & L'b'r Co.	22.57	20 15		4 by 7, f. f.; no r. a.	9*	42 75
302	Fla...	16003	16003	Pensacola, Whiting Junction.	Pensacola...	45.29	352 25		40 by 8.9, f. f., s. l.	7	42 44
303	Mo...	28027	28027	Cairo, Poplar Bluffs.	St. L., I. M. & S.	74.66	275 21		11.3 by 6.7, f. f., s. l.	7	38 31
304	Ala...	17017	17017	Selma, Pine Apple.	S'fa & Gulf.	51.06	133 20		25.9 by 8.6, f. f., s. l.	4	34 20
305	Ga...	15016	15016	Albany, Arlington.	Southwe'n.	36.33	54 10		no apt.; no r. a.	4	34 20
306	Minn.	26001	26001	Duluth, Brainard..	N. Pacific..	114.62	28 17		do .....	6	34 20
307	S. C...	14012	14012	Newberry Court-House, Laurens.	Laurens....	32.25	94 12		in b. c.; no r. a.	3	29 93
308	Ala...	17022	17022	Selma, Martin's Station.	S. & New O.	20.55	32 ...		do .....	3	29 93
309	Tex...	31020	31020	Houston, Patterson.	Texas West-ern.	41	29 13		26 by 6, f. f.; no r. a.	3	29 92
310	Fla...	16002	16002	Tallahassee, Saint Marks.	J., P. & M..	21.89	15 17		no apt.; no r. a.	3	29 92



States and Territories on which the contract term expired June 30, 1880, &c.—Continued.

Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of readjustment or adjustment.	Remarks.	Order.
Dolla.	Dolla.	Dolla.	Dolla.	Dolla.	Dolla.	Dolla.			
25 65			1,502 51		506 35		July 1, '80	0.22 m. increase.	274
							Apr. 1, '80	18.58 m. new service from Apr. 1, 1880.	275
							Mar. 1, '79	New. In October, 1879	276
							July 1, '79	In September, 1879. New	277
							Dec. 15, '79	New: 0.39 m. increase	278
29 92½			1,757 88		925 58		July 1, '80	13.05 m. at \$42.75 from Dec. 1, 1879. 2.88 m. decrease.	279
38 47½			841 32		757 19		July 1, '80		280
							Jan. 16, '80	New	281
34 20			702 38		589 95		July 1, '80	0.82 m. decrease	282
34 20			581 82		468 54		July 1, '80	0.09 m. decrease	283
34 20			569 43		455 54		July 1, '80		284
							Jan. 1, '80	New	285
40 00			1,951 53				July 1, '79	In March, 1879	286
29 92½			1,073 02		703 54		July 1, '80	1.59 m. increase	287
38 47½			684 00		615 60		July 1, '80		288
20 92½			1,507 30		928 27		Jan. 1, '80	6.58 m. from March 5, 1879. In January, 1880.	289
							Feb. 1, '70	New. In Dec. '79. Mails carried by stage on account of discontinuance of railroad.	290
34 20			919 55		745 90		July 1, '80	0.30 m. decrease	291
34 20			612 60		478 80		July 1, '80	0.33 m. increase	292
							July 1, '78	Branch: main route, \$88.92 (95). New. In July, 1879.	293
25 65			599 35		358 59		July 1, '80	0.04 m. increase	294
							May 10, '79	In Feb., 1880.	295
34 20			965 72		769 50		July 1, '80	0.09 m. increase	296
25 65			356 10		205 20		July 1, '80	0.33 m. increase	297
							Sept. 10, '79	New. In December, 1879.	298
							June 10, '79	0.12 m. increase. New	299
							July 1, '78	New. In February, 1880.	300
34 20			964 86		769 84		July 1, '80	0.06 m. increase	301
41 04			1,920 74		1,807 81		July 1, '80	1.24 m. increase	302
34 20			2,860 22		2,521 56		July 1, '79	0.93 m. increase. In March, 1879.	303
38 47½			1,746 25		1,061 74		July 1, '80	7.87 m. increase	304
29 92½			1,242 48		1,112 61		July 1, '80	Branch: main route, \$86.36 (99). 0.85 m. decrease.	305
70 00			3,734 82		7,102 63		July 1, '79	P't. residue \$70.11 (136). 23.62 m. at \$26.30. In Mar., 1879.	306
							Oct. 1, '78	New: In May, 1879. \$42.75 per mile from Sept. 8, 1879. Trips incr'd to 6 per week.	307
25 65			615 00		525 82		July 1, '80	0.05 m. increase	308
							Sept. 10, '79	New. In January, 1880	309
17 10			654 91		393 30		July 1, '80	Branch: main route, \$61.56 (169). 1.11 m. decrease.	310



## Index for Table D.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama Central	157	17009	17009	Cincinnati	145	20021	20020
Alabama Great Southern	177	17015	17015	Cincinnati and Eastern	207	21052	21052
Anderson, Lebanon and Saint Louis	316	22037	22037	Do	208	21052	21052
Ashland Coal and Iron Railway Company	365	20001	20001	Do	267	21052	21052
Atchison, Colorado and Pacific	168	33021	33021	Cincinnati and Portsmouth	236	21060	21060
Do	172	33022	33022	Cincinnati, Hamilton and Dayton	71	21023	21023
Do	94	33026	33026	Do	167	21024	21024
Do	303	33027	33027	Do	40	21026	21026
Atchison, Topeka and Santa Fe	73	33010	33010	Cincinnati, Indianapolis, Saint Louis and Chicago	10	22005	22005
Do	23	33016	33016	Do	150	21071	21071
Do	38	33010	33010	Do	222	22003	22003
Do	50	33016	33016	Cincinnati, La Fayette and Chicago	15	22029	22029
Do	106	38006	38006	Cincinnati, Richmond and Chicago	101	21025	21025
Atlanta and Charlotte Air Line	60	15001	15001	Cincinnati, Richmond and Fort Wayne	159	22021	22021
Atlantic and North Carolina	53	15003	15003	Cincinnati, Rockport and Southwestern	361	22034	22034
Atlantic Gulf and West India Transit Company	341	16001	16001	Cincinnati, Sandusky and Cleveland	122	21012	21012
Atlantic, Tennessee and Ohio	326	13009	13009	Do	339	21021	21021
Baltimore and Ohio	24	21010	21010	Do	153	21033	21033
Do	25	21010	21010	Do	161	22022	22022
Do	160	21010	21010	Cincinnati, Wabash and Michigan			
Do	343	21038	21038	Clarkburg, Weston and Glenville Railroad and Transportation Company	142	12006	12006
Do	19	21047	21047	Cleveland and Marietta	209	21040	21040
Baltimore and Potomac	9	10013	10013	Cleveland, Columbus, Cincinnati and Indianapolis	90	21013	21013
Banzon and Piscataquis	156	14	14	Do	37	21016	21016
Bedford, Springfield, Owensburg and Bloomfield	290	22036	22036	Do	26	21042	21042
Bellaire and Southwestern	245	21063	21063	Do	257	21072	21072
Buffalo, New York and Philadelphia	128	6058	6058	Cleveland, Mount Vernon and Delaware	102	21004	21004
Burlington and Missouri River (in Nebraska)	83	34002	34002	Do	351	21039	21039
Do	84	34004	34004	Cleveland, Tuscarawas Valley and Wheeling	133	21041	21041
Burrows, G. H. (dessee College Hill Railroad)	301	21059	21059	Coal Road Construction Company	338	20023	20022
Cape Fear and Yadkin Valley	250	13011	13011	College Hill Railroad. (See G. H. Burrows.)			
Carolina Central	303	13003	13003	Columbus and Hocking Valley	149	21038	21036
Do	219	13008	13008	Do	329	21036	21036
Central Branch Union Pacific	124	33003	33003	Columbus and Maysville	290	21060	21060
Central, of New Jersey	42	7001	7001	Columbus and Port Deposit	317	8124	8124
Do	327	7002	7002	Columbus and Rome	360	15024	15024
Do	148	7003	7003	Columbus and Toledo	201	21053	21053
Central Ohio	21	21001	21001	Columbus, Chicago and Indiana Central. (See Pittsburgh, Cincinnati and Saint Louis Railroad.)			
Do	30	21001	21001	Columbus, Washington and Cincinnati	286	21057	21057
Do	75	21001	21001	Conotton Valley	300	21009	21009
Central Pacific	6	46001	46001	Covington, Flemingsburg and Pound Gap	297	20020	20020
Do	51	46010	46010	Do	294	20020	20019
Do	113	46028	46028	Dayton and Southeastern	187	21054	21054
Do	46	46032	46032	Do	193	21054	21054
Central Railroad and Banking Company	139	15005	15005	Dayton and Union	204	21022	21022
Do	136	15010	15010	Dayton, Covington and Toledo	293	21064	21064
Do	79	15012	15012	Delaware and Bound Brook	259	8103	8103
Do	285	15014	15014	Denver Pacific Railway and Telegraph Company	121	38007	38007
Do	202	15015	15015	Denver, South Park and Pacific	314	38005	38005
Do	350	15019	15019	Do	86	38005	38005
Charleston and Savannah	67	14004	14004	Do	87	38005	38005
Charlotte, Columbia and Augusta	78	13007	13007	Des Moines, Adel and Western	248	27046	27046
Cheraw and Chester	279	14013	14013	Detroit, Eel River and Illinois. (See Wabash, Saint Louis and Pacific.)			
Cherokee Railroad, of Georgia	364	15020	15020	Duck River Valley	336	19018	19015
Cheraw and Darlington	234	14006	14006	East Alabama and Cincinnati	355	17014	17014
Chester and Lenoir Narrow Gauge	237	14007	14007	Do	281	17020	17020
Chicago and Block Coal Railroad Company	354	22031	22031	East Tennessee, Virginia and Georgia	48	19002	19002
Chicago and Iowa	43	23036	23036				
Chicago and Northwestern	39	23002	23002				
Do	149	24031	24031				
Do	274	26023	26016				
Do, (dessee Maple River)	335	27038	27038				
Chicago, Cincinnati and Louisville	178	22015	22015				
Chicago, Saint Louis and New Orleans	62	18001	18001				
Do	345	18009	18009				



## Index for Table D—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
East Tennessee, Virginia and Georgia	88	19002	19002	Louisville and Nashville	229	20012	20011
Do	347	19012	19009	Do	324	20019	20018
Eastern Kentucky	334	20014	20013	Do	247	20025	20024
Eastern Ohio	304	21048	21048	Do	105	20026	20025
Elberton Air Line	254	15026	15026	Do	103	20026	20026
Evansville and Terre Haute	85	22012	22012	Louisville and Wadley	284	15028	15028
Do	306	22030	22030	Louisville, Cincinnati and Lexington	109	20003	20003
Evansville, Terre Haute and Chicago	184	22024	22024	Do	20	20004	20004
Fairland, Franklin and Martinsville	263	22016	22016	Do	235	20013	20012
Flint and Pere Marquette	66	24015	24015	Do	206	20017	20016
Florida Central	162	16006	16006	Do	36	20018	20017
Fond du Lac, Amboy and Peoria	271	25035	25035	Louisville, Harrod's Creek and Westport	318	20024	20023
Port Dodge and Fort Ridgely	299	27047	27047	Louisville, New Albany and Saint Louis	359	22023	22023
Port Wayne, Muncie and Cincinnati	190	22020	22020	Macon and Brunswick	135	15013	15013
Frankfort and Kokomo	322	22033	22033	Do	348	15013	15013
Georgia	63	15004	15004	Maine Central	11	1	1
Do	275	15006	15006	Do	27	1	1
Do	176	15007	15007	Do	155	1	1
Georgia Railroad and Banking Company	183	15021	15021	Do	29	5	5
Grand Gulf and Port Gibson	315	18006	18006	Do	93	5	5
Grand Trunk	265	21	21	Do	14	6	6
Greenville and Columbia	173	14001	14001	Manchester and Keene	313	1017	1017
Do	239	14001	14001	Maple River. (See Chicago and Northwestern.)	2		
Do	208	14001	14001	Marietta and Cincinnati	215	21017	21017
Gulf, Western Texas and Pacific	240	31019	31019	Do	98	21018	21018
Hannibal and Saint Joseph	89	26030	26030	Do	18	21028	21028
Hartwell Railroad Construction and Operating Company	309	15029	15029	Do	141	21049	21049
Indiana, Bloomington and Western	81	22018	22018	Memphis and Charleston	80	17005	17005
Indianapolis and Saint Louis	72	22025	22025	Do	253	17005	17005
Indianapolis, Delphi and Chicago. (See Yeoman, Hegler & Company.)	3			Do	289	17005	17005
Indianapolis, Peru and Chicago	115	22004	22004	Memphis, Paducah and Northern	349	19014	19011
Jacksonville, Pensacola and Mobile	165	16002	16002	Do	249	20009	20009
Do	268	16002	16002	Michigan Air Line	256	24033	24033
Jmaesville and Washington Railroad and Lumber Company	356	13013	13013	Michigan Central	323	23022	23022
Jefferson, Madison and Indianapolis. (See Pennsylvania Company.)	3			Michigan City and Indianapolis	225	22026	22026
Kansas City, Burlington and Santa Fe	174	33019	33019	Mississippi and Tennessee	137	18002	18002
Kansas Pacific	35	33001	33001	Missouri, Iowa and Nebraska	143	28015	28015
Do	51	33001	33001	Missouri, Kansas and Texas	188	31022	31022
Kentucky Central	74	20002	20002	Mobile and Girard	340	17008	17008
Do	146	20016	20015	Mobile and Montgomery	52	17012	17012
Knoxville and Charleston	337	19017	19014	Mobile and Ohio	224	18004	18004
Knoxville and Ohio	333	19011	19008	Do	164	18004	18004
Lake Erie and Louisville	210	21020	21020	Do	358	18004	18004
Do	296	21020	21020	Do	516	18007	18007
Lake Erie and Western	147	21020	21020	Montgomery and Eufaula	214	17003	17003
Do	308	21020	21020	Muncie Creek	305	8110	8110
Lake Erie, Evansville and Southwestern	258	22032	22032	Nashville, Chattanooga and Saint Louis	227	19001	19001
Lake Shore and Michigan Southern	112	21002	21062	Do	44	19004	19004
Do	58	24001	24001	Do	244	19004	19004
Laurens	252	14012	14012	Do	261	19005	19005
Do	205	14012	14012	Do	110	19007	19007
Lehigh and Lackawanna	310	8046	8046	Do	298	19015	19012
Louisville, New Albany and Chicago	134	22008	22008	Do	241	19016	19013
Louisville and Nashville	216	17002	17002	Natchez, Jackson and Columbus	231	18010	18010
Do	49	17013	17013	Nebraska	195	34005	34005
Do	69	19006	19006	New Orleans, Saint Louis and Chicago	45	30001	30001
Do	17	20005	20005	New York, Pennsylvania and Ohio	97	21005	21005
Do	328	20006	20006	Do	95	21034	21034
Do	126	20007	20007	Do	212	21037	21037
Do	180	20007	20007	Northeastern of Georgia	57	14005	14005
Do	31	20008	20008	Northeastern of Georgia	233	15025	15025
				Northern Pacific	117	26001	26001
				Do	118	26001	26001
				Do	119	26001	26001
				Do	82	26021	26002
				North Wisconsin	264	25028	25028
				Ohio and Mississippi	32	22010	22010
				Do	70	22019	22019
				Omaha and Republican Valley	200	34008	34008
				Owensborough and Nashville	223	20015	20014
				Paducah and Elizabethtown	130	20011	20010
				Painesville and Youngstown	213	21046	21046



## Index for Table D—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Pawtuxet Valley .....	283	4008	4008	Savannah, Florida and Western .....	288	15031	15031
Pennsylvania Company .....	7	21002	21002	Savannah, Griffin and North Ala- bama .....	330	15022	15022
Do .....	68	21003	21003	Selma and Greensborough .....	232	17006	17006
Do .....	55	21006	21006	Selma and Gulf .....	331	17017	17017
Do .....	185	21008	21008	Selma and New Orleans .....	366	17022	17022
Do .....	221	21035	21035	Selma, Rome and Dalton .....	181	17010	17010
Do .....	243	21044	21044	Sciota Valley .....	107	21051	21051
Do .....	138	21043	21043	Ship Island, Ripley and Ken- tucky .....	314	18008	18008
Do .....	171	22001	22001	Sioux City and Pacific .....	169	34010	34010
Do .....	170	22006	22006	South and North Alabama .....	92	17004	17004
Do .....	61	22007	22007	Do .....	277	17004	17004
Do .....	251	22011	22011	South Carolina .....	77	14003	14003
Pensacola .....	321	16003	16003	Do .....	125	14003	14003
Pensacola and Perdido .....	367	16005	16005	Do .....	220	14003	14003
Philadelphia, Wilmington and Baltimore .....	2	10001	10001	Southwestern .....	127	15011	15011
Pittsburgh and Lake Erie .....	76	8123	8123	Do .....	129	15016	15016
Pittsburgh, Cincinnati and Saint Louis .....	151	12005	12005	Do .....	217	15016	15016
Do .....	166	21011	21011	Do .....	362	15016	15016
Do .....	8	21014	21014	Do .....	352	15017	15017
Do .....	5	21015	21015	Do .....	273	20022	20021
Do .....	108	21030	21030	Spartanburg and Asheville .....	276	14011	14011
Do .....	1	21032	21032	Spartanburg, Union and Colum- bia .....	266	14008	14008
Do .....	228	21032	21032	Springfield and Southern .....	269	21058	21058
Do .....	267	21027	21027	Tennessee Pacific. (See Nash- ville, Chattanooga and Saint Louis.) .....			
Do .....	170	21029	21029	Terre Haute and Indianapolis .....	4	22002	22002
Do .....	116	22009	22009	Do .....	230	22013	22013
Do .....	131	22014	22014	Do .....	211	22028	22028
Do .....	191	22017	22017	Terre Haute and Southeastern .....	357	22030	22030
Port Huron and Northwestern .....	175	24042	24042	Texas Western .....	363	31020	31020
Port Royal and Augusta .....	199	14010	14010	Toledo, Delphos and Burlington .....	292	21061	21061
Pratt Coal and Coke Company .....	319	17023	17023	Do .....	311	21065	21065
Purchasers' Western Railroad of Alabama .....	56	17001	17001	Tuskegee .....	201	17019	17019
Do .....	144	17007	17007	Union Pacific .....	3	34001	34001
Raleigh and Augusta Air Line .....	190	13010	13010	Utica and Black River .....	120	6087	6087
Raleigh and Gaston .....	158	13001	13001	Do .....	273	6088	6088
Republican Valley .....	114	34009	34009	Do .....	154	6088	6068
Richmond and Danville .....	34	11006	11006	Valley Railway .....	202	21073	21073
Do .....	132	13004	13004	Vicksburg and Brunswick .....	353	17021	17021
Do .....	197	13012	13012	Vicksburg and Meridian .....	104	18003	18003
Rogersville and Jefferson .....	280	19003	19003	Wabash, Chester and Western .....	184	23047	23047
Rome .....	255	15008	15008	Wabash, Saint Louis and Pacific .....	22	21019	21019
Saint Clairsville .....	246	21056	21056	Do .....	100	21019	21019
Saint John's .....	226	16004	16004	Do .....	182	21019	21019
Saint Joseph and Des Moines .....	242	28037	28037	Do .....	186	22027	22027
Saint Louis and Southeastern .....	33	23032	23032	Walla Walla and Columbia River .....	320	43004	43004
Do .....	91	23032	23032	Western and Atlantic .....	47	15002	15002
Do .....	332	23032	23032	Western North Carolina .....	192	13006	13006
Saint Louis, Alton and Terre Haute .....	64	23030	23030	Whitefield and Jefferson .....	282	1018	1018
Saint Louis, Iron Mountain and Southern .....	16	28002	28002	White Water Valley .....	152	21031	21031
Do .....	312	28002	28002	Wilmington and Weldon .....	41	13002	13002
Do .....	28	28026	28026	Do .....	238	13002	13002
Do .....	342	28027	28027	Wilmington, Columbia and Au- gusta .....	59	14002	14002
Do .....	108	28034	28034	Do .....	90	14002	14002
Saint Louis, Keokuk and North- western .....	111	28018	28018	Do .....	123	14002	14002
Sandersville and Tennille .....	302	15027	15027	Winona and Saint Peter .....	205	26014	26014
Do .....	307	15027	15027	Do .....	96	26015	26015
Savannah and Memphis .....	325	17016	17016	Do .....	163	26015	26015
Savannah, Florida and Western .....	65	15009	15009	Do .....	270	26025	26017
Do .....	218	15018	15018	Yeoman, Hegler & Co., operators .....	278	22038	22038



*Index for Table E.*

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama Central	187	17009	17009	Cincinnati, Indianapolis, Saint Louis and Chicago	135	21071	21071
Alabama Great Southern	176	17015	17015	Do	200	22003	22003
Ashland Coal and Iron Railway Company	204	20001	20001	Cincinnati, La Fayette and Chicago	13	22029	22029
Atchison, Colorado and Pacific	86	33022	33022	Cincinnati, Richmond and Chicago	108	21025	21025
Do	97	33021	33021	Cincinnati, Richmond and Fort Wayne	170	22021	22021
Do	105	33020	33020	Cincinnati, Rockport and Southwestern	289	22034	22034
Do	276	33027	33027	Cincinnati, Sandusky and Cleveland	116	21033	21033
Atchison, Topeka and Santa Fe	22	33016	33016	Do	125	21012	21012
Do	25	33016	33016	Do	288	21021	21021
Do	62	33010	33010	Cincinnati, Wabash and Michigan	208	22022	22022
Do	64	33010	33010	Clarksburgh, Weston and Glenville Railroad and Transportation Company	173	12006	12006
Do	120	38006	38006	Cleveland and Marietta	211	21040	21040
Atlanta and Charlotte Air Line	28	15001	15001	Cleveland, Columbus, Cincinnati and Indianapolis	18	21042	21042
Atlanta and West Point	34	15003	15003	Do	33	21016	21016
Atlantic and North Carolina	188	13005	13005	Do	72	21013	21013
Atlantic, Gulf and West India Transit Company	192	16001	16001	Do	250	21072	21072
Atlantic, Tennessee and Ohio	224	13009	13009	Cleveland, Mount Vernon and Delaware	117	21004	21004
Baltimore and Ohio	21	21010	21010	Do	283	21039	21039
Do	30	21047	21047	Cleveland, Tuscarawas Valley and Wheeling	159	21041	21041
Do	107	21010	21010	Coal Road Construction Company	280	20023	20023
Do	222	21038	21038	Columbia and Port Deposit	295	8124	8124
Baltimore and Potomac	3	10013	10013	Columbia and Toledo	154	21053	21053
Bangor and Piscataquis	152	14	14	Columbus and Hocking Valley	187	21036	21036
Bellair and Southwestern	241	21063	21063	Do	252	21036	21036
Buffalo, New York and Philadelphia	129	6058	6058	Columbus and Maysville	251	21066	21066
Burlington and Missouri River, in Nebraska	54	34002	34002	Columbus and Rome	287	15024	15024
Do	55	34004	34004	Connotton Valley	275	21009	21009
Carolina Central	193	13008	13008	Dayton and Southeastern	220	21054	21054
Do	204	13003	13003	Dayton, Covington and Toledo	271	21064	21064
Central Branch, Union Pacific	74	33003	33003	Delaware and Bound Brook	220	8103	8103
Central of New Jersey	51	7001	7001	Denver Pacific Railway and Telegraph Company	98	38007	38007
Do	83	7003	7003	Do	79	38005	38005
Do	243	7002	7002	Do	95	38005	38005
Central Ohio	23	21001	21001	Do	293	38005	38005
Do	84	21001	21001	Des Moines, Adel and Western	245	27046	27046
Central Pacific	7	46001	46001	Duck River Valley	269	19018	19015
Do	52	46010	46010	East Alabama and Cincinnati	206	17014	17014
Do	56	46032	46032	East Tennessee, Virginia and Georgia	39	19002	19002
Do	69	46028	46028	Do	71	19002	19002
Central Railroad and Banking Company	58	15012	15012	Do	247	19012	19009
Do	123	15010	15010	Eastern Kentucky	262	20014	20013
Do	153	15005	15005	Evansville and Terre Haute	67	22012	22012
Do	282	15019	15019	Do	278	22039	22039
Charlotte, Columbia and Augusta	65	13007	13007	Evansville, Terre Haute and Chicago	147	22024	22024
Cheraw and Darlington	232	14006	14006	Florida Central	82	16006	16006
Cherokee, of Georgia	274	15020	15020	Flint and Pere Marquette	93	24015	24015
Chester and Le Noir Narrow Gauge	236	14007	14007	Fond du Lac, Amboy and Peoria	258	25035	25035
Chicago and Block Coal Railroad Company	292	22031	22031	Fort Dodge and Fort Ridgely	273	27047	27047
Chicago and Iowa	53	23036	23036	Fort Wayne, Muncie and Cincinnati	190	22020	22020
Chicago and Northwestern	45	23002	23002	Frankfort and Kokomo	267	22033	22033
Do	126	24031	24031	Georgia	63	15004	15004
Do	250	26023	26023	Do	212	15007	15007
Chicago and Northwestern (Deebs Maple River Railroad)	265	27038	27038	Georgia Railroad and Banking Company	144	15021	15021
Chicago, Cincinnati and Louisville	163	22015	22015	Grand Trunk	253	21	21
Chicago, Saint Louis and New Orleans	49	18001	18001	Greenville and Columbia	145	14001	14001
Do	242	18009	18009	Gulf, Western Texas and Pacific	238	31019	31019
Cincinnati	127	20021	20020	Hannibal and Saint Joseph	70	28030	28030
Cincinnati and Eastern	158	21052	21052	Hartwell Railroad Construction and Operating Company	281	15029	15029
Do	179	21052	21052	Indiana, Bloomington and Western	73	22018	22018
Do	268	21052	21052				
Cincinnati and Portsmouth	235	21060	21060				
Cincinnati, Hamilton and Dayton	60	21026	21026				
Do	61	21023	21023				
Do	148	21024	21024				
Cincinnati, Indianapolis, Saint Louis and Chicago	11	22005	22005				
Do	16	22003	22003				



## Index for Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Indianapolis and Saint Louis	89	22025	22025	Nashville, Chattanooga and Saint Louis	214	19001	19001
Indianapolis, Peru and Chicago	111	22004	22004	Natchez, Jackson and Columbus	225	18010	18010
Jacksonville, Pensacola and Mobile	169	18002	18002	Nebraska	183	34005	34005
Do	310	18002	18002	New Orleans, Saint Louis and Chicago	57	30001	30001
Jamesville and Washington Railroad and Lumber Company	301	13013	13013	New York, Pennsylvania and Ohio	78	21005	21005
Kansas City, Burlington and Santa Fe	149	33019	33019	Do	90	21034	21034
Kansas Pacific	42	33001	33001	Do	226	21037	21037
Kentucky Central	77	20002	20002	Northeastern	40	14005	14005
Do	161	20016	20015	Northeastern, of Georgia	228	15025	15025
Knoxville and Charleston	272	19017	19014	Northern Pacific	91	26021	26002
Knoxville and Ohio	257	19011	19008	Do	136	28001	28001
Lake Erie and Louisville	174	21020	21020	Do	368	26001	26001
Do	230	21020	21020	Ohio and Mississippi	32	22010	22010
Lake Erie and Western	181	21020	21020	Do	143	22019	22019
Lake Shore and Michigan Southern	44	24001	24001	Omaha and Republican Valley	199	34000	34008
Do	130	21062	21062	Owensboro and Nashville	205	20015	20014
Laurons	307	14012	14012	Paducah and Elizabethtown	113	20011	20010
Louisville and Nashville	11	20005	20005	Painesville and Youngstown	240	21048	21048
Do	26	20008	20008	Pensacola	302	16005	16003
Do	47	17013	17013	Pensacola and Perdido	297	16005	16005
Do	76	18005	18006	Pennsylvania Company	8	21032	21002
Do	88	20019	20018	Do	43	22007	22007
Do	119	20026	20026	Do	48	21006	21006
Do	140	20026	20025	Do	75	21003	21003
Do	150	20007	20007	Do	165	22001	22001
Do	155	17002	17002	Do	172	21043	21043
Do	219	20012	20011	Do	177	22006	22006
Do	244	20025	20024	Do	184	21008	21008
Do	249	20005	20006	Do	197	21035	21035
Do	280	20007	20007	Philadelphia, Wilmington and Baltimore	2	10001	10001
Louisville, Cincinnati and Lexington	9	20004	20004	Pittsburgh and Lake Erie	85	8123	8123
Do	17	20018	20017	Pittsburgh, Cincinnati and Saint Louis	1	21032	21032
Do	106	20003	20003	Do	4	21015	21015
Do	157	20017	20016	Do	10	21014	21014
Do	234	20013	20012	Do	132	21029	21029
Louisville, Harrod's Creek and Westport	298	20024	20023	Do	133	21011	21011
Louisville, New Albany and Chicago	185	22008	22008	Do	146	22009	22009
Louisville, New Albany and Saint Louis	279	22023	22023	Do	156	12005	12005
Louisville and Wadley	266	15028	15028	Do	196	21030	21030
Macon and Brunswick	100	15013	15013	Do	137	22014	22014
Do	248	15013	15013	Do	203	22017	22017
Maine Central	12	6	6	Do	217	21052	21052
Do	27	1	1	Port Huron and Northwestern	198	24042	24042
Do	31	5	5	Port Royal and Augusta	201	14010	14010
Do	104	5	5	Pratt Coal and Coke Company	209	17023	17023
Do	160	1	1	Purchasers' Western Railroad of Alabama	124	17007	17007
Manchester and Keene	290	1017	1017	Raleigh and Augusta Air Line	164	13010	13010
Marietta and Cincinnati	15	21028	21028	Raleigh and Gaston	131	13001	13001
Do	128	21018	21018	Republican Valley	134	34009	34009
Do	139	21049	21049	Richmond and Danville	20	11006	11006
Do	189	21017	21017	Do	138	13004	13004
Memphis and Charleston	87	17005	17005	Saint Louis, Alton and Terre Haute	80	23030	23030
Memphis, Paducah and Northern	261	19014	19011	Do	81	23030	23030
Michigan Central	286	23022	23022	Saint John's	213	16004	16004
Michigan City and Indianapolis	210	22026	22026	Saint Joseph and Des Moines	239	20037	20037
Mississippi and Tennessee	151	18002	18002	Saint Louis and Southeastern	102	23032	23032
Missouri, Iowa and Nebraska	206	28015	28015	Do	112	23032	23032
Missouri, Kansas and Texas	207	31022	31022	Do	255	23032	23032
Mobile and Girard	178	17008	17008	Saint Louis, Iron Mountain and Southern	19	28002	28002
Mobile and Montgomery	41	17012	17012	Do	46	28026	28026
Mobile and Ohio	118	18004	18004	Do	109	28034	28034
Do	209	18004	18004	Do	303	28027	28027
Do	246	18007	18007	Saint Louis, Keokuk and Northwestern	66	28018	28018
Do	264	18004	18004	Sandersville and Tennille	277	15027	15027
Montgomery and Enfield	115	17003	17003	Savannah and Charleston	50	14004	14004
Muncy Creek	231	8110	8110	Savannah and Memphis	216	17016	17016
Nashville, Chattanooga and Saint Louis	35	19001	19004	Savannah, Florida and Western	59	15009	15009
Do	103	19007	19007				



*Index for Table E—Continued.*

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Savannah, Florida and Western..	191	15018	15018	Toledo, Delphos and Burlington	285	21065	21065
Savannah, Griffin and North Ala- bama.....	254	15022	15022	Union Pacific.....	6	34001	34001
Scioto Valley.....	101	21051	21051	Utica and Black River.....	68	6087	6087
Selma and Greensboro.....	227	17006	17006	Do.....	122	6088	6088
Selma and Gulf.....	304	17017	17017	Valley.....	223	21073	21073
Selma and New Orleans.....	308	17022	17022	Vicksburgh and Brunswick.....	291	17021	17021
Selma, Rome and Dalton.....	168	17010	17010	Vicksburgh and Meridian.....	121	18003	18003
Ship Island, Ripley and Ken- tucky.....	237	18008	18008	Wabash, Chester and Western.....	182	23047	23047
Sioux City and Pacific.....	180	34010	34010	Wabash, Saint Louis and Pacific	24	21019	21019
South and North Alabama.....	114	17004	17004	Do.....	92	21019	21019
South Carolina.....	96	14003	14003	Do.....	141	21019	21019
Do.....	110	14003	14003	Do.....	186	22027	22027
Do.....	195	14003	14003	Walla Walla and Columbia River	300	43004	43004
Southwestern.....	99	15016	15016	Western and Atlantic.....	36	15002	15002
Do.....	162	15011	15011	Western, of Alabama.....	37	17001	17001
Do.....	175	15016	15016	Western North Carolina.....	166	13006	13006
Do.....	284	15017	15017	Whitefield and Jefferson.....	263	1018	1018
Do.....	305	15016	15016	White Water.....	171	21031	21031
Terre Haute and Indianapolis..	5	22002	22002	Wilmington and Weldon.....	29	13003	13002
Do.....	202	22028	22028	Wilmington, Columbia and Au- gusta.....	38	14002	14002
Do.....	221	22013	22013	Do.....	142	14002	14002
Terre Haute and Southeastern..	233	22030	22030	Winona and Saint Peter.....	94	20015	20015
Texas Western.....	309	31020	31020	Do.....	215	20015	20015
Toledo, Delphos and Burlington	270	21061	21061	Do.....	218	20014	20014
				Do.....	256	20025	20017



F.—Table showing the rate of pay per annum for the use of railway post-office cars for the as compared with 1879,

State.	Number of route.	Termini.	Title of company.	June 30, 1879. Miles.
Maine .....	1	Augusta to Skowhegan .....	Maine Central .....	37.99
	5	Portland to Bangor .....	Part R. P. O. ....	19.21
	6	Portland to Augusta .....	Maine Central .....	128.10
	9	Portland to Portsmouth .....	Part R. P. O. ....	55.57
	11	Salmon Falls to Portland .....	Eastern .....	63.28
	12	Bangor to Vanceborough .....	Boston and Maine .....	52.56
			Hannibal Hamlin and W. B. Hayford, trustees of the bondholders of the European and North American Railroad Company.	45.00
				113.93
New Hampshire .....	1001	Concord to Nashua .....	Concord .....	36.28
	1008	Concord to White River Junction.	Northern .....	69.64
Vermont .....	2001	Burlington to Rouse's Point .....	Central Vermont .....	57.15
			Part R. P. O. ....	24.50
	2002	Windsor to Burlington .....	Central Vermont .....	119.87
			Part R. P. O. ....	97.20
	2003	Bellows Falls to Burlington .....	Central Vermont .....	120.27
	2010	White River Junction to Derby Line.	Connecticut, Passumpsic River, and Massawippa Valley.	114.30
Massachusetts .....	3001	Boston to Portsmouth .....	Eastern .....	57.28
	3011	Boston to Salmon Falls .....	Boston and Maine .....	71.50
	3016	Boston to Lowell .....	Boston and Lowell .....	25.81
	3021	Boston to Greenfield .....	Fitchburgh .....	105.71
	3022	Greenfield to North Adams .....	do. ....	37.12
	3025	Boston to Albany .....	Boston and Albany .....	202.24
			Part R. P. O. ....	98.38
			Part R. P. O. ....	103.86
	3035	Boston to Providence .....	Boston and Providence .....	44.19
	3067	Springfield to South Vernon Junction.	Connecticut River .....	52.85
			Part R. P. O. ....	50.46
	3073	Lowell to Nashua .....	Nashua and Lowell .....	14.06
Rhode Island .....	4002	Providence to Groton .....	New York, Providence and Boston.	62.57
Connecticut .....	5004	New Haven to New London .....	New York, New Haven and Hartford.	51.71
	5005	New York to Springfield .....	do. ....	135.59
			Part R. P. O. ....	73.23
			Part R. P. O. ....	62.36
New York .....	6001	New York to Dunkirk .....	New York, Lake Erie and Western .....	459
			Part R. P. O. ....	332
			Part R. P. O. ....	127
	6011	New York to Buffalo .....	N. Y. Central and Hudson River .....	150
			Part R. P. O. ....	144
	6011	New York to Troy .....	N. Y. Central and Hudson River .....	130
			Part R. P. O. ....	144
	6017	Albany to Buffalo .....	N. Y. Central and Hudson River .....	298
			Part R. P. O. ....	228
			Part R. P. O. ....	70
	6013	Syracuse to Rochester .....	N. Y. Central and Hudson River .....	184.50
		Buffalo to Cleveland .....		25.70
		Cleveland to Elyria .....		79.30
		Elyria to Millbury .....		8.50
		Millbury to Toledo .....		143
		Toledo to Elkhart .....		101
		Elkhart to Chicago .....		50
	6067	Troy to North Adams .....	Troy and Boston .....	90
	7004	New York to West Philadelphia.	Pennsylvania .....	353.60
New Jersey .....	8001	Philadelphia to Pittsburgh .....	Pennsylvania .....	353.60
Pennsylvania .....				



*fiscal years ending June 30, 1879, and June 30, 1880, and the increase or decrease of 1880 and the reasons therefor.*

June 30, 1879.		June 30, 1880.		Increase per annum of 1880 over 1879.	Decrease per annum of 1880 over 1879.	Remarks.
Rate per mile per annum.	Annual pay.	Miles.	Rate per mile per annum.	Annual pay.		
\$50 00	\$900 50	19.21	\$50 00	\$900 50		
50 00	2,778 50	55.57	50 00	2,778 50		
50 00	3,164 00	63.28	50 00	3,164 00		
50 00	2,628 00	52.56	50 00	2,628 00		
30 00	1,350 00	45.00	33 32	1,499 40	\$140 40	Increased R. P. O. service.
12 50	1,424 12	113.93	12 50	1,424 12		
40 00	1,451 20	36.28	40 00	1,451 20		
38 75	2,698 55	69.64	38 75	2,698 55		
50 00	1,225 00	24.50	50 00	1,225 00		
50 00	4,860 00	97.20	50 00	4,860 00		
15 00	1,804 05	120.27	15 00	1,804 05		
14 37	1,642 49	114.30	14 37	1,642 49		
50 00	2,864 00	57.28	50 00	2,864 00		
30 00	2,145 00	71.50	33 32	2,382 38	237 38	Increased R. P. O. service.
50 00	1,290 50	25.81	50 00	1,290 50		This route, previous to October 1, 1879, extended from Boston to Nashua, but from that date was divided and the portion from Lowell to Nashua was made a separate route, No. 3073.
18 75	1,982 06	105.71	18 75	1,982 06		
18 75	696 00	37.12	18 75	696 00		
135 00	16,916 40	98.38	135 00	16,916 40		
35 00	3,358 44	103.86	35 00	3,358 44		
76 00		44.19	76 00			
28 75	1,450 72	50.46	28 75	1,450 72		
50 00	703 00	14.48	50 00	724 00	21 00	Increased in distance $1\frac{1}{2}$ miles. Formerly part of route 3016.
50 00	3,128 50	62.57	50 00	3,128 50		
85 00	4,395 35	51.71	85 00	4,395 35		
214 00	25,773 54	73.23	214 00	25,773 54		
162 00		62.36	162 00			
80 00	31,640 00	332	80 00	31,640 00		
40 00		127	40 00			
		442				
		277.75	300 00	127,672 50		
		164.25	270 00			
270 00				1,492 50		Increased R. P. O. service. Route 6011 consolidated with route 6017.
	126,180 00					
300 00						
270 00						
285 00		104	30 00	3,120 00	3,120 00	Increased R. P. O. service.
275 00		184.50	265 00			
97 50	111,154 25	25.70	275 00			
275 00		79.30	97 50	111,154 25		
112 50		8.50	275 00			
287 50		143	112 50			
18 75	937 50	101	287 50			
330 00	29,700 00	50	18 75	937 50		
		90	330 00	29,700 00		
200 00	70,720 00	353.60	200 00	70,720 00		



F.—Table showing the rate of pay per annum for the use of railway

State.	Number of route.	Termini.	Title of company.	June 30. 1879.  Miles.
Pennsylvania.....	8022	Sunbury to Erie .....	Pennsylvania .....	287.90
Maryland.....	10001	Baltimore to Philadelphia .....	Part R. P. O. ....	39.82
	10002	Baltimore to Sunbury .....	Philadelphia, Wilmington and Bal- timore. ....	96
	10003	Baltimore to Wheeling .....	Northern Central .....	146.70
			Baltimore and Ohio .....	293.92
			Part R. P. O. ....	294.26
			Part R. P. O. ....	99.92
Virginia.....	10013	Bayview to Washington .....	Baltimore and Potomac .....	46.10
	11001	Washington to Richmond .....	Richmond, Fredericksburgh and Potomac. ....	116
	11002	Alexandria to Lynchburgh .....	Washington City, Virginia Mid- land and Great Southern. ....	171.35
	11006	Richmond to Greensborough .....	Richmond and Danville .....	
	11008	Richmond to Petersburg .....	Richmond and Petersburg .....	24.67
	11009	Petersburgh to Weldon .....	Petersburgh .....	63.21
	11013	Lynchburgh to Bristol .....	Atlantic, Mississippi and Ohio .....	205
	11016	Lynchburgh to Danville .....	Washington City, Virginia Mid- land and Great Southern. ....	65.97
	11018	Washington to Alexandria .....	Alexandria and Washington .....	7
West Virginia.....	12002	Grafton to Parkersburgh .....	Baltimore and Ohio .....	104.58
North Carolina.....	13002	Weldon to Wilmington .....	Wilmington and Weldon .....	163.67
South Carolina.....	14002	Columbia to Wilmington .....	Wilmington, Columbia and Augusta Part R. P. O. ....	
	14004	Charleston to Savannah .....	Savannah and Charleston .....	
	14005	Charleston to Florence .....	Northeastern .....	
Georgia.....	15001	Atlanta to Charlotte .....	Atlanta and Charlotte Air Line .....	
	15002	Atlanta to Chattanooga .....	Western and Atlantic .....	138.47
	15003	Atlanta to West Point .....	Atlanta and West Point .....	
	15004	Augusta to Atlanta .....	Georgia .....	171.62
	15009	Savannah to Live Oak .....	Savannah, Florida and Western .....	
Florida.....	18002	Lake City to Chattahoochee .....	Jacksonville, Pensacola and Mobile Part R. P. O. ....	
	18006	Jacksonville to Lake City .....	Florida Central .....	
Alabama.....	17001	Montgomery to West Point .....	Western Railroad Co. of Alabama. Mobile and Montgomery .....	
	17012	Mobile to Montgomery .....		178.27
	17013	Mobile to New Orleans .....	New Orleans, Mobile and Texas .....	
Mississippi.....	18001	Canton to Cairo .....	New Orleans, Saint Louis and Chi- cago. ....	
Tennessee.....	19002	Bristol to Chattanooga .....	East Tenn., Virginia and Georgia .....	242.70
	19004	Nashville to Chattanooga .....	Nashville and Chattanooga .....	153
Kentucky.....	20004	Cincinnati to Louisville .....	Louisville, Cincinnati and Lexing- ton. ....	102.75
			Part R. P. O. ....	108.45
	20005	Louisville to Nashville .....	Louisville and Nashville .....	185.54
			Part R. P. O. ....	112.44
			Part R. P. O. ....	78.16
	20008	Bowling Green to Memphis .....	Louisville and Nashville .....	
			Part R. P. O. ....	
			Part R. P. O. ....	
	20008	Bowling Green to Paris .....	Louisville and Nashville .....	132.50
	18010	Memphis to Paris .....	Part R. P. O. ....	43.50
	20018	Cincinnati Junction to Louis- ville and Nashville .....	Louisville, Cincinnati and Lexing- ton. ....	4.13
Ohio.....	21001	Bellaire to Columbus .....	Central Ohio .....	137
			Part R. P. O. ....	164
	21002	Pittsburgh to Chicago .....	Pennsylvania Company .....	408.85
	21007	Elyria to Millbury .....	Lake Shore and Michigan Southern .....	74.98
	21010	Sandusky to Newark .....	Baltimore and Ohio .....	116
			Part R. P. O. ....	88
	21014	Columbus to Cincinnati .....	Columbus .....	126.48
	21015	Columbus to Indianapolis .....	Columbus, Chicago and Indianap- olis Central. ....	188
	21016	Galion to Indianapolis .....	Cleveland, Columbus, Cincinnati and Indianapolis. ....	204
	21019	Toledo to Quincy .....	Wabash, Saint Louis and Pacific .....	476
	21028	Cincinnati to Parkersburgh .....	Marietta and Cincinnati .....	195.15
	21032	Columbus to Pittsburgh .....	Pittsburgh, Cincinnati and Saint Louis. ....	193
	21042	Cleveland to Cincinnati .....	Cleveland, Columbus, Cincinnati and Indianapolis. ....	245.25
			Part R. P. O. ....	185.25
			Part R. P. O. ....	80



post-office cars for the fiscal years ending June 30, 1879, &c.—Continued.

June 30, 1879.		June 30, 1880.		Increase per annum of 1880 over 1879.	Decrease per annum of 1880 over 1879.	Remarks.
Rate per mile per annum.	Annual pay.	Miles.	Rate per mile per annum.	Annual pay.		
\$25 00	\$995 50	39.82	\$25 00	\$995 50		
100 00	9,600 00	96	100 00	9,600 00		
25 00	3,517 50	140.70	25 00	3,517 50		
80 00	{ 27,516 80	{ 294	80 00	{ 27,516 80		
40 00			40 00			
100 00	4,610 00	46.10	100 00	4,610 00		
80 00	9,280 00	116	80 00	9,280 00		
50 00	8,567 50	171.35	50 00	8,567 50		
80 00	1,925 60	282.88	50 00	14,144 00	\$14,144 00	Increased R. P. O. service.
40 00	2,612 40	24.07	80 00	1,925 60		
25 00	5,125 00	65.31	50 00	3,265 50	653 10	Increased R. P. O. service.
50 00	3,298 50	205	25 00	5,125 00		
25 00	175 00	65.97	50 00	3,298 50		
40 00	4,183 20	7	25 00	175 00		
13 75	2,242 21	104.58	40 00	4,183 20		
		163.07	50 00	8,153 50	5,911 29	Increased R. P. O. service.
		191.78				
		109.70	50 00	5,485 00	5,485 00	Increased R. P. O. service.
		116.33	50 00	5,816 50	5,816 50	Do.
		103	50 00	5,150 00	5,150 00	Do.
		209.35	50 00	13,467 50	13,467 50	Do.
40 00	5,625 34	138.47	50 00	6,923 50	1,298 16	Do.
		86.68	50 00	4,334 00	4,334 00	Do.
15 00	2,574 30	171.62	15 00	2,574 30		
		179.20	25 00	4,480 00	4,480 00	Increased R. P. O. service.
		152.73				
		23	18 75	431 25	431 25	Increased R. P. O. service.
		60.90	25 00	1,507 50	1,507 50	Do.
		88.50	50 00	4,425 00	4,425 00	Do.
15 62	2,784 57	178.27	50 00	8,913 50	6,128 93	Do.
		141.70	50 00	7,085 00	7,085 00	Do.
		344.11	25 00	8,602 75	8,602 75	Do.
25 00	6,067 50	242.70	25 00	6,067 50		
12 50	1,912 50	153	12 50	1,912 50		
60 00	6,507 00	108.45	60 00	6,507 00		
60 00	{ 8,939 40	{ 112.44	60 00	{ 8,939 40	{ 6,194 40	{ Increased R. P. O. service. Route 19010 consolidated with route 20008.
30 00			30 00			
		73.10				
		264.46				
		177.58	30 00	7,499 40		
		86.88	25 00			
80 00	1,305 00					
60 00	247 80	4.13	60 00	247 80		
40 00	4,195 00	104	40 00	4,195 00		
25 00	11,721 25	468.85	25 00	11,721 25		
177 50	13,308 95	74.98	177 50	13,308 95		
40 00	3,520 00	88	40 00	3,520 00		
100 00	12,048 00	120.48	100 00	12,048 00		
100 00	18,800 00	188	100 00	18,800 00		
25 00	5,100 00	204	25 00	5,100 00		
40 00	19,040 00	476	40 00	19,040 00		
40 00	7,806 00	195.15	40 00	7,806 00		
200 00	38,600 00	103	200 00	38,600 00		
50 00	{ 14,262 50	{ 165.25	50 00	{ 14,262 50	{	{
75 00			75 00			



F.—Table showing the rate of pay per annum for the use of railway

State.	Number of route.	Termini.	Title of company.	June 30, 1879.
				Miles.
Ohio.....	21045	Toledo to Elkhart.....	Lake Shore and Michigan Southern	123.60
Indiana.....	21047	Chicago, Ohio, to Chicago, Ill.	Baltimore and Ohio.....	271.10
	22002	Indianapolis to Terre Haute.....	Terre Haute and Indianapolis.....	73
	22003	Indianapolis to Cincinnati.....	Cincinnati, Indianapolis, Saint Louis and Chicago.....	111.50
	22005	Indianapolis to La Fayette.....	Cincinnati, Indianapolis, Saint Louis and Chicago.....	65½
Illinois.....	22010	Cincinnati to East Saint Louis	Ohio and Mississippi.....	341
	22029	La Fayette to Kankakee.....	Cincinnati, La Fayette and Chicago.....	75.75
	23001	Chicago to Milwaukee.....	Chicago and Northwestern.....	85.89
	23002	Chicago to Freeport.....	Chicago and Northwestern.....	120.18
	23003	Chicago to Union Pacific Transfer.	Chicago and Northwestern.....	490.18
	23007	Chicago to Burlington.....	Part R. P. O.....	217.58
			Part R. P. O.....	272.60
			Chicago, Burlington and Quincy.....	206.89
			Part R. P. O.....	38.61
			Part R. P. O.....	168.28
	23010	Galesburgh to Quincy.....	Chicago, Burlington and Quincy.....	100
	23015	Chicago to Davenport.....	Chicago, Rock Island and Pacific.....	182.60
			Part R. P. O.....	158.60
	23017	Chicago to East Saint Louis.....	Part R. P. O.....	24
			Chicago and Alton.....	282.36
			Part R. P. O.....	.....
	23018	Bloomington to East Saint Louis.	Part R. P. O.....	.....
			Chicago and Alton.....	180.80
	23020	Chicago to Cairo.....	Part R. P. O.....	111.40
			Illinois Central.....	364.19
			Part R. P. O.....	54.19
			Part R. P. O.....	83.39
	23021	Dubuque to Centralia.....	Part R. P. O.....	226.61
			Illinois Central.....	344
			Part R. P. O.....	67.67
	23028	Terre Haute to East Saint Louis.	Part R. P. O.....	12.53
			Indianapolis and Saint Louis.....	189
	23031	East Saint Louis to Terre Haute	Terre Haute and Indianapolis.....	165.40
	23035	Chicago to Milwaukee.....	Chicago, Milwaukee and Saint Paul	88.28
	23036	Aurora to Forreston.....	Chicago and Iowa.....	81.64
Michigan.....	24006	Detroit to Chicago.....	Michigan Central.....	284
Wisconsin.....	25002	Milwaukee to La Crosse.....	Chicago, Milwaukee and Saint Paul	195.04
			Part R. P. O.....	162.28
Minnesota.....	25009	Chicago to Green Bay.....	Chicago and Northwestern.....	242.30
	26013	Minneapolis to La Crosse.....	Chicago, Milwaukee and Saint Paul	119.60
	*26013	Minneapolis to Winona.....	Chicago, Milwaukee and Saint Paul	119.60
Iowa.....	*26011	Winona to La Crosse.....	Part R. P. O.....	162.84
			Chicago, Milwaukee and Saint Paul	38.75
	27005	Burlington to Council Bluffs.....	Chicago, Burlington and Quincy.....	302.14
	27014	Davenport to Missouri River.....	Chicago, Rock Island and Pacific.....	218
Missouri.....	28001	Saint Louis to Atchison.....	Part R. P. O.....	54
			Part R. P. O.....	264
			Missouri Pacific.....	322.75
	28002	Saint Louis to Bismarck.....	Part R. P. O.....	323
			Part R. P. O.....	47.75
	28005	Quincy to Saint Joseph.....	Saint Louis, Iron Mountain and Southern.....	77.75
Kansas.....	28010	Kansas City to Cameron.....	Hannibal and Saint Joseph.....	303.50
			Part R. P. O.....	171.00
			Hannibal and Saint Joseph.....	54.

\*Consolidated.



post-office cars for the fiscal years ending June 30, 1879, &c.—Continued.

June 30, 1879.		June 30, 1880.			Increase per annum of 1880 over 1879.	Decrease per annum of 1880 over 1879.	Remarks.	
Rate per mile per annum.	Annual pay.	Miles.	Rate per mile per annum.	Annual pay.				
\$175 00	\$23,380 00	133.60	\$175 00	\$23,380 00	.....	.....	Increased R. P. O. Do.	
40 00	10,844 00	271.10	40 00	10,844 00	.....	.....		
106 00	7,300 00	73	125 00	9,125 00	\$1,825 00	.....		
65 00	7,247 50	111.50	90 00	10,035 00	2,787 50	.....		
65 00	4,265 62	65½	65 00	4,265 62	.....	.....	1½ miles decrease in distance. 1.11 miles increase in distance.	
30 00	10,230 00	341	30 00	10,230 00	.....	.....		
65 00	4,923 75	75.75	65 00	4,923 75	.....	.....		
44 00	3,779 16	85.37	44 00	3,756 28	\$22 88	.....		
22 00	2,643 96	121.29	22 00	2,068 38	24 42	.....	1 mile increase in distance, and increased R. P. O. service.	
.....	.....	491.18	.....	.....	.....	.....		
46 87	17,012 97	219	61 87	19,502 10	2,489 13	.....		
25 00		272.18	21 87					
112 50	19,488 82	38.61	102 50	17,510 32	.....	1,978 50		
90 00		169.41	80 00					
25 00	2,500 00	101.57	50 00	5,078 50	2,578 50	.....	1.57 miles increase in distance and increased R. P. O. service.	
.....	.....	182.92	65 00	11,889 80	2,159 80	.....		
50 00	9,730 00	.....	.....	.....				
75		.....	.....	.....	1,719 94	.....		
30 00	8,470 80	281.13	25 00	10,190 74				
.....	.....	154.63	50 00	.....	.....	1.23 miles decrease in distance and increased R. P. O. service.		
.....	.....	126.50	.....	.....	.....			
.....	.....	180.50	.....	.....	.....			
17 00	1,893 80	110	25 00	2,750 00	856 20			.....
.....	.....	363.32	.....	.....	.....	.....	1½ miles decrease in distance and increased R. P. O. service.	
100 00	15,253 75	55.87	115 00	16,140 55	886 80	.....		
50 00		81.17	50 00					
25 00	.....	226.28	25 00	.....	.....	.....		
39 50	2,954 80	346.93	44 00	3,302 42	347 53	.....		
22 50		68.80	22 00					
25 00	4,725 00	12.51	25 00	4,749 75	24 75	.....	1.11 miles increase in R. P. O. distance and increased R. P. O. service.	
100 00	10,540 00	189.99	125 00	20,836 25	4,296 25	.....		
50 00	4,411 50	160.09	80 00	8,944 00	2,532 50	.....		1.29 miles increase in distance and increased R. P. O. service.
22 50	1,836 90	86.80	22 00	1,814 34	22 56	.....		
30 00	8,520 00	82.47	25 00	7,152 25	1,367 75	.....		
50 00	8,464 00	286.09	80 00	15,827 20	7,363 20	.....		
40 00	9,728 00	197.84	40 00	9,700 00				
25 00		146.54	25 00	3,063 50	348 75	28 00		
25 00	3,314 75	.....	.....	.....				
40 00		296.45	40 00	11,858 00	132 40	.....	2.80 miles increase in distance and increased R. P. O. service.	
50	9,300 00	317.40	85 00	10,115 00	815 00	.....		
25		54.50	25 00					
25 00	11,725 60	262.90	.....	.....	.....	.....		1.78 miles decrease in distance. 13.95 miles increase in R. P. O. distance; route 26011 consolidated with route 26013.
80 00	24,470 00	282	80 00	24,470	.....	.....		
40 00		47.75	40 00					
35 00	1,943 25	77.03	25 00	1,925 75	17 50	.....	3.31 miles increase in distance. 1½ miles decrease in distance and increased R. P. O. service.	
25 00	.....	207.15	.....	.....	.....	.....		
25 00	4,275 00	171	25	4,275 00	.....	.....		1.78 miles increase in distance.
25 00	1,300 00	55.78	25 00	1,394 50	44 50	.....		



F.—Table showing the rate of pay per annum for the use of railway

State.	Number of route.	Termini.	Title of company.	June 30, 1879.
				Miles.
Missouri.....	28011	Sedalia to Denison .....	Missouri, Kansas and Texas .....	447. 42
	28014	Hannibal to Sedalia .....	Missouri, Kansas and Texas .....	142. 68
	28022	Roadhouse to Mexico .....	Chicago and Alton .....	90
	28026	Bismarck to Texarkana .....	Saint Louis, Iron Mountain and Southern.	414. 25
Louisiana.....	30001	New Orleans to Canton .....	New Orleans, Saint Louis and Chicago.	.....
Kansas .....	33010	Atchison to Pueblo .....	Atchison, Topeka and Santa Fé ..	.....
	33016	Kansas City to Topeka .....	Part R. P. O. ....	.....
Nebraska.....	34001	Council Bluffs to Ogden .....	Atchison, Topeka and Santa Fé ..	.....
California.....	46001	San Francisco to Ogden City..	Union Pacific .....	1,035. 20
			Central Pacific .....	895. 64
Totals .....				.....
Net increase in annual cost for use of R. P. O. cars for 1880, compared with 1879. ....				



post-office cars for the fiscal years ending June 30, 1880, &c.—Continued.

June 30, 1879.		June 30, 1880.		Increase per annum of 1880 over 1879.	Decrease per annum of 1880 over 1879.	Remarks.
Rate per mile per annum.	Annual pay.	Miles.	Rate per mile per annum.			
\$25 00	\$11,185 50	434.51	\$25 00	\$10,862 75	\$322 75	12.91 miles decrease in distance.
25 00	3,572 00	142.85	25 00	3,571 34	66	Decrease in distance.
17 00	1,530 00	89.83	25 00	2,245 75	\$715 75	15 miles decrease in distance and increased R. P. O. service.
25 00	10,356 25	415.21	25 00	10,380 25	24 00	13 miles increase in distance.
.....	.....	206.43	25 00	5,160 75	5,160 75	Increased R. P. O. service.
.....	.....	618.85	.....	.....	.....	Do.
.....	.....	568.19	25 00	14,204 75	14,204 75	Do.
.....	.....	60.20	25 00	1,655 00	1,655 00	Do.
40 00	41,408 00	1,035.20	50 00	51,760 00	10,352 00	61.40 miles decrease in distance.
50 00	44,782 00	834.24	50 00	41,712 00	3,070 00	
.....	1,104,392 76	.....	.....	1,261,041 24	163,479 08	6,830 60
.....	156,648 48	.....	.....	.....	.....	.....
.....	1,261,041 24	.....	.....	1,261,041 24	.....	.....



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, 1880, viz:

Number.	Description.	Size.	Prices.	Cost.	Aggregate cost.
1	Leather mail-pouches .....	No. 1	\$6 50	\$6 50	
6	.....do .....	No. 2	5 70	34 20	
203	.....do .....	No. 3	4 75	964 25	
200	.....do .....	No. 4	3 80	764 20	
75	.....do .....	No. 5	2 70	202 50	
2,000	.....do .....	No. 2	6 27½	12,540 00	
2,600	.....do .....	No. 3	5 22½	13,585 00	
2,400	.....do .....	No. 4	4 18	10,032 00	
7,494					\$38,158 65
500	Leather horse mail-bags .....	No. 1	6 60	3,300 00	
747	.....do .....	No. 2	5 66	4,138 20	
213	.....do .....	No. 3	5 10	1,068 30	
1,460					8,506 50
	Royalty on 7,676 mail-bags .....		10		767 60
2,009	Mail-catcher pouches .....		4 25		8,538 25
500	Foreign mail-sacks .....	No. 0	1 50	750 00	
96	.....do .....	No. 1	1 32	126 72	
105	.....do .....	No. 2	1 02	107 10	
701					983 82
150	Foreign registered mail-sacks .....	No. 0	1 50		225 00
41,800	Jute canvas mail-sacks .....	No. 1	78	32,804 00	
4,000	.....do .....	No. 2	62	4,480 00	
644	.....do .....	No. 3	52	334 88	
6,140	.....do .....	No. 3	15	921 00	
52,584					38,339 88
3,000	Mail-bag label-cases .....		12	360 00	
55,000	Mail-bag cord-clamps .....		05	2,750 00	
2,450	Brass tags (for registered mails) .....		09	220 50	
6,000	Sheets label cards .....		12½	375 00	
8,300	Printed wooden tags .....		068	24 90	
95,750	.....do .....		002½	1,856 75	
					5,587 15



G.—Statement of the number, description, and prices of mail-bags, &amp;c.—Continued.

Number.	Description.	Size.	Prices.	Cost.	Aggregate cost.
	Repairs of mail-bags .....				\$42, 191 91
300	Mail-catchers .....		\$15 00	\$4, 500 00	
1, 200	Sockets for same .....		40	480 00	
300	Springs for same .....		60	180 00	
200	Handles for same .....		40	80 00	
					5, 240 00
	Total expense of mail-bags and mail-catchers .....				146, 601 78
	MAIL LOCKS AND KEYS.				
10, 000	Iron mail-locks .....		56	5, 800 00	
3, 000	Iron mail-keys .....		11	330 00	
1, 000	Through registered mail-locks .....		1 75	1, 750 00	
100	Through registered mail-keys .....		80	80 00	
3, 000	Street letter-box locks .....		1 25	3, 750 00	
3, 700	Keys to same .....		15	555 00	
3, 178	Street letter-box locks repaired .....		50	1, 586 50	
3, 000	Mail-key chains .....		28	840 00	
100	do .....		86½	86 50	
	Total expense of mail locks and keys .....				14, 728 00

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



H.—*Railway post-office lines in the United States June 30, 1880*

Terminal points.	Miles of route.	Miles of service.	Service each way.	Clerks in the service on June 30, 1880.						
				\$1,400.	\$1,300.	\$1,200.	\$1,150.	\$1,000.	\$900.	\$840.
Albany to Buffalo, N. Y.	298	3,384	Four daily	3	15		14	3	8	
Atlanta to Augusta, Ga.	171	342	Daily				3		1	
*Atlanta, Ga., to Montgomery, Ala.	175	790	Twice daily							
Baltimore, Md., to Williamsport, Pa.	181	362	Daily	3			12	2	2	
Baltimore, Md., to Grafton, W. Va.	294	1,176	Twice daily	11	1		7	1	6	
Bangor to Vanceborough, Me.	114	228	Daily				4			
Bloomington, Ill., to Mexico, Mo.	200	400	do	3			1			
Boston, Mass., to Portland, Me.	116	232	do	3			4			
Boston, Mass., to Troy, N. Y.	192	768	Twice daily	12			8	4		
Boston, Mass., to Saint Albans, Vt.	264	1,056	do	1	9		6		2	
Boston, Mass., to Albany, N. Y.	202	808	do	1	9		7	2	1	
Boston to Wellfleet, Mass.	106	424	do				5	1		
Boston, Mass., to Bangor, Me.	243	972	do	1	8		11	4	2	
Bristol to Chattanooga, Tenn.	242	484	Daily	3			1	3	2	
Buffalo, N. Y., to Toledo, Ohio.	295	1,770	Thrice daily	2	13		30	7	1	
Cairo to Centralia, Ill.	112	224	Daily	3			1	1	1	
*Charleston, S. C., to Savannah, Ga.	115	460	Twice daily							
*Charlotte, N. C., to Atlanta, Ga.	269	1,076	do				7		3	
Chattanooga, Tenn., to Atlanta, Ga.	140	280	Daily	1	5		6			
Chicago, Ill., to Fort Howard, Wis.	242	484	do				4			
Chicago, Ill., to Toledo, Ohio.	243	1,458	Thrice daily	2	16		28	11	7	
Chicago, Ill., to Burlington, Iowa.	207	828	Twice daily	8			14	2	2	
Chicago to Freeport, Ill.	121	242	Daily	4			4		1	
Chicago, Ill., to Cincinnati, Ohio.	310	620	do	1	9		3	3	11	
Chicago, Ill., to Iowa City, Iowa.	237	474	do	4			4		2	
Chicago, Ill., to Cedar Rapids, Iowa.	319	876	Twice daily	10			8		2	
Chicago to Centralia, Ill.	252	504	Daily	4			4		2	
Chicago, Ill., to Saint Louis, Mo.	280	560	do	2	4		3	3		
Chicago, Ill., to Davenport, Iowa.	183	366	do	4			4			
Chicago, Ill., to Dubuque, Iowa.	202	404	do	4			2	1	2	
Chicago, Ill., to La Crosse, Wis.	280	560	do	3	6		19	6	1	
Chicago to Ellingham, Ill.	199	398	do	3			4	2	2	
Cincinnati, Ohio, to Saint Louis, Mo.	340	680	do	3			4	1	2	
Cleveland to Cincinnati, Ohio.	244	488	do	1	8		3	1	1	
Cleveland, Ohio, to Indianapolis, Ind.	282	564	do	4			2	1		
Detroit, Mich., to Chicago, Ill.	284	568	do	4			6		4	
Grafton, W. Va., to Cincinnati, Ohio.	360	600	do	5			3	1	2	
Grafton, W. Va., to Chicago, Ill.	559	1,118	do	1	6		6	3	2	
Galesburg to Quincy, Ill.	99	198	do	2			4	3		
Hannibal, Mo., to Denison, Tex.	576	1,152	do	10			4	1	1	
Indianapolis, Ind., to Saint Louis, Mo.	261	522	do	3			1	1	1	
Kansas City, Mo., to Pueblo, Colo.	635	1,270	do						2	
La Fayette, Ind., to Quincy, Ill.	273	546	do	1	4		6	1	2	
*La Fayette, Ind., to Saint Louis, Mo.	233	466	do						2	
Louisville, Ky., to Nashville, Tenn.	185	370	do	1	5		13	2	2	
Louisville, Ky., to Milan, Tenn.	284	568	do	2			1	1	1	
Lynchburg, Va., to Bristol, Tenn.	203	406	do	1	3		4		2	
*Montgomery, Ala., to New Orleans, La.	321	1,284	Twice daily							
New Orleans, La., to Cairo, Ill.	548	1,096	Daily	1	5		7	1	4	
New York, N. Y., to Boston, Mass.	234	1,404	Thrice daily	1	12		19	10	3	
New York, N. Y., to Boston, Mass., via Providence	230	460	Daily							
New York, N. Y., to Washington, D. C.	232	928	Twice daily	3	11		20	5	1	
New York, N. Y., to Washington, D. C., short line	90	180	Daily							
New York to Dunkirk, N. Y.	459	1,836	Twice daily	1	12		13	10	6	
New York to Albany, N. Y.	144	864	Thrice daily	3			5	7	1	
New York, N. Y., to Pittsburgh, Pa.	444	2,664	do	1	13		12	24	7	
Omaha, Nebr., to Ogden, Utah.	1,032	2,064	Daily	1	5		13	14	4	
Pittsburgh, Pa., to Saint Louis, Mo.	620	2,480	Twice daily	18			16	11	10	
Pittsburgh, Pa., to Cincinnati, Ohio.	313	626	Daily	7			6	1	5	
Pittsburgh, Pa., to Chicago, Ill.	469	938	do	1	7		7	3	7	
Quincy, Ill., to Kansas City, Mo.	261	522	do	4			4		1	
*Richmond, Va., to Wilmington, N. C.	249	498	do							
*Richmond, Va., to Charlotte, N. C.	282	1,128	Twice daily							
San Francisco, Cal., to Ogden, Utah.	895	1,790	Daily	1	10		12	5	3	
Saint Louis, Mo., to Atchison, Kans.	330	1,320	Twice daily	3	10		18	1	9	
Saint Louis, Mo., to Texarkana, Ark.	490	980	Daily				10	13		
*Savannah, Ga., to Jacksonville, Fla.	261	522	do							
Toledo, Ohio, to La Fayette, Ind.	203	406	do	1	3		4	2	2	

\*Service performed by route agents.



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[illegible]



H.—*Railway post-office lines in the United States June 30, 1880, showing*

Terminal points.	Miles of route.	Miles of service.	Service each way.	Clerks in the service on June 30, 1880.						
				\$1,400.	\$1,300.	\$1,200.	\$1,150.	\$1,000.	\$900.	\$840.
Washington, D. C., to Richmond, Va.	116	464	Twice daily....	3	8	...	12	7	9	1
Washington, D. C., to Danville, Va. ...	243	486	Daily .....	...	4	...	3	4	2	...
Wilmington, N. C., to Charleston, S. C.	212	848	Twice daily....	...	...	...	...	...	...	...
Total .....	20, 140	57, 224	.....	38	362	1	450	189	157	11

\* Service performed by route agents.

## 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 clerks at \$1,200 per annum.....	
Number of clerks at \$1,150 per annum.....	
Number of assistant clerks at \$1,000 per annum.....	
Number of assistant clerks at \$900 per annum.....	
Number of assistant clerks at \$840 per annum.....	
Number of assistant clerks at \$720 per annum.....	
Number of assistant clerks at \$600 per annum.....	
Number of assistant clerks at \$500 per annum.....	
Number of assistant clerks at \$400 per annum.....	
Total number of clerks.....	
With annual compensation amounting to.....	
Net increase in compensation.....	
Net increase in clerks.....	



*the increase and decrease in the service since June 30, 1879—Continued.*

Clerks in the service on June 30, 1880.			Increase of miles of route from June 30, 1879, to June 30, 1880.		Decrease of miles of route from June 30, 1879, to June 30, 1880.		Increase of miles of service from June 30, 1879, to June 30, 1880.		Decrease of miles of service from June 30, 1879, to June 30, 1880.		Increase in number of clerks from June 30, 1879, to June 30, 1880.						Decrease in number of clerks from June 30, 1879, to June 30, 1880.						Increase of lines of rail-road.		Decrease of lines of rail-road.	
\$500.	\$500.	\$400.	Increase of miles of route from June 30, 1879, to June 30, 1880.		Decrease of miles of route from June 30, 1879, to June 30, 1880.		Increase of miles of service from June 30, 1879, to June 30, 1880.		Decrease of miles of service from June 30, 1879, to June 30, 1880.		Increase in number of clerks from June 30, 1879, to June 30, 1880.						Decrease in number of clerks from June 30, 1879, to June 30, 1880.						Increase of lines of rail-road.		Decrease of lines of rail-road.	
1	1	212	39		848		156		3		1	1	1	1	1	1	1	1	1	1	1	1	1	1		
4	2	1	2,839	39	8,426	156	3	21	1	31	57	97	1	2	2	1	6	15	24	46	9	1	10	....		

## LATION.

*service on June 30, 1879, and June 30, 1880.*

June 30, 1879.		June 30, 1880.		Increase.		Decrease.	
50		69		10		.....	
17,340		20,140		2,800		.....	
48,954		57,224		8,270		.....	
17,868,210		20,886,760		3,018,550		.....	
41		38		3		.....	
356		362		6		.....	
.....		1		1		.....	
443		450		7		.....	
178		189		11		.....	
60		157		88		.....	
1		1		.....		.....	
.....		1		1		.....	
2		4		2		.....	
1		2		1		.....	
.....		1		1		.....	
1,091		1,206		118		.....	
\$1,272,290		\$1,378,180		.....		3	
.....		.....		\$105,870		.....	
.....		.....		115		.....	

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



## I.—Railway post-office route agent and mail-route messenger

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
1	Augusta, Skowhegan .....	Maine Central .....	Bangor and Boston .....
			Skowhegan and Portland .....
3	Farmington, Brunswick .....	do .....	Bath and Lewiston .....
4	Belfast, Burnham Village .....	do .....	Farmington and Lewiston .....
			Belfast and Burnham .....
5	Portland, Bangor .....	do .....	Bangor and Boston .....
			Farmington and Lewiston .....
6	Portland, Augusta .....	do .....	Skowhegan and Portland .....
			Augusta and Portland .....
			Bangor and Boston .....
	Branch, Brunswick, Bath .....	do .....	Bath and Lewiston .....
	Branch, Bath, Brunswick .....	do .....	Rockland and Brunswick .....
7	Portland, Canada Line .....	Grand Trunk .....	Portland and Island Pond .....
			Portland and Shelburne .....
8	Portland, Rochester .....	Portland and Rochester .....	Portland and Rochester .....
			Portland and Worcester .....
9	Portland, Portsmouth .....	Eastern .....	Bangor and Boston .....
10	Portland, Lunenburg Station .....	Portland and Ogdensburgh .....	North Conway and Boston .....
			Portland and Fryeburg .....
11	Salmon Falls, Portland .....	Boston and Maine .....	Portland and Swanton .....
			Portland and Boston .....
12	Bangor, Vanceborough .....	European and North American .....	Vanceboro' and Boston .....
13	Bangor, Bucksport .....	Bucksport and Bangor .....	Bangor and Bucksport .....
14	Blanchard, Oldtown .....	Bangor and Piscataquis .....	Blanchard and Oldtown .....
15	Woolwich, Rockland .....	Knox and Lincoln .....	Rockland and Brunswick .....
18	West Waterville, North Anson .....	Somerset .....	North Anson and Lewiston .....
19	Mechanics' Falls, Canton .....	Ramford Falls and Buckfield .....	Canton and Mechanics' Falls .....
1001	Concord, Nashua .....	Concord .....	Lancaster and Boston .....
			Manchester and Peterboro' .....
1002	Concord, Portsmouth .....	do .....	Pittsfield and Lawrence .....
			Portsmouth and Manchester .....
1004	Hooksett, Pittsfield .....	do .....	Pittsfield and Lawrence .....
1005	Concord, Wells River .....	Boston, Concord and Montreal .....	Lancaster and Boston .....
			Plymouth and Concord .....
1006	Groveton, Wells River .....	White Mountains .....	Lancaster and Boston .....
			Portland and Swanton .....
1008	Concord, White River Junction .....	Northern .....	Saint Albans and Boston .....



service in operation in the United States on the 30th of June, 1880.

Railway post-office route agent or mail-route mes- senger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apart- ments.		Day or night service.	No. 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.			
R. P. O. . . . .	19	23, 864	12	1	<i>Ft. in.</i> 37 7	<i>Ft. in.</i> 8 11	Day and night.	.....	3, Boston to East Salla- bury.
R. A. . . . .	18	11, 304	6	3	15	6 7	Day	.....	3, Waterville to Skow- hegan.
R. A. . . . .	19	23, 864	12	1	16	6 7	do	.....	6.
R. A. . . . .	36	22, 608	6	2	16	6 7	do	.....	6, Belfast to Knox Sta- tion.
M. R. M. . . . .	34	21, 352	6	1	16	6 7	do	.....	3, Boston to Wenham.
R. P. O. . . . .	55	60, 080	12	.....	.....	.....	.....	.....	6.
R. A. . . . .	11	6, 908	6	.....	.....	.....	.....	.....	3, Portland to Gray.
R. A. . . . .	84	52, 752	6	.....	.....	.....	.....	.....	3, Portland to Brunswick
R. A. . . . .	62	38, 936	6	1	16	6 7	Day	.....	6, Boston to Newbury- port; 3, Lynn to Sa- lem.
R. P. O. . . . .	63	79, 128	12	1	40	9	Day and night.	.....	.....
R. A. . . . .	9	11, 304	12	.....	.....	.....	Day	.....	.....
R. A. . . . .	9	11, 304	12	1	16	6 7	do	.....	.....
R. A. . . . .	140	93, 572	6	1	15 6	6 6	.....	.....	3, Portland to South Au- burn.
R. A. . . . .	86	54, 008	6	2	17 6	6 6	.....	.....	3, Portland to Danville.
R. A. . . . .	52	16, 328	3	1	15	9	.....	.....	.....
R. A. . . . .	52	32, 656	6	.....	.....	.....	.....	.....	.....
R. P. O. . . . .	42	52, 732	12	1	15 3	9	.....	.....	.....
R. P. O. . . . .	42	52, 732	12	1	45	8 9	Day and night.	.....	3, West Lynn to Swamp- scott; 3, Boston to Bev- erly.
R. A. . . . .	11	6, 908	6	1	19 0	8 8	.....	.....	.....
R. A. . . . .	55	34, 540	6	1	13	6 7	.....	.....	.....
R. A. . . . .	91	57, 148	6	2	13 6	6 7	.....	.....	.....
R. P. O. . . . .	44	55, 264	12	.....	.....	.....	Day	.....	3, Boston to Lowell Junc- tion; 3, Boston to Mel- rose; 3, Boston to Greenwood.
R. P. O. . . . .	114	71, 592	6	2	21 1	9 1	do	.....	.....
M. R. M. . . . .	19	23, 864	12	1	19	9 6	do	.....	.....
R. A. . . . .	64	40, 192	6	1	18 3	9 2	do	.....	.....
R. A. . . . .	64	40, 192	6	1	15 6	7 4	do	.....	.....
R. A. . . . .	48	60, 288	12	1	14	9	do	.....	.....
R. A. . . . .	20	12, 560	6	1	7 8	6 8	do	.....	.....
R. A. . . . .	20	12, 560	6	2	12	6 6	do	.....	.....
M. R. M. . . . .	28	17, 584	6	1	12 6	6 6	do	.....	.....
R. A. . . . .	18	11, 304	6	1	10	6 6	do	.....	.....
R. A. . . . .	18	11, 304	6	1	16 8	6 10	do	.....	6 12, Manchester to Nashua.
R. A. . . . .	18	11, 304	6	1	7 6	6 2	do	.....	.....
R. A. . . . .	9	5, 652	6	1	10	6 10	do	.....	.....
R. A. . . . .	41	25, 748	6	1	12 2	6 9	do	.....	.....
R. A. . . . .	41	25, 748	6	1	12 5	6 10	do	.....	.....
R. A. . . . .	41	25, 748	6	1	14	6 7	do	.....	.....
R. A. . . . .	41	25, 748	6	1	10	6 9	do	.....	.....
R. A. . . . .	20	12, 560	6	1	7	4 6	do	.....	.....
R. A. . . . .	89	55, 892	6	.....	.....	.....	.....	.....	.....
R. A. . . . .	51	32, 628	6	1	6 3	6 7	do	.....	6, Concord to Plymouth.
R. A. . . . .	51	32, 628	6	1	11 7	6 10	do	.....	6, Boston to Malden; 24, Boston to Wakefield Junction; 12, Boston to Reading; 3, Boston to Lawrence; 3, Boston to Haverhill; 3, Boston to Melrose; 6, Boston to Dover; 3, Boston to North Wil- mington; 3, Boston to Stonham; 3, Boston to Greenwood.
R. A. . . . .	42	26, 376	6	.....	.....	.....	do	.....	3, Wing Road to Wells River.
R. A. . . . .	8	5, 024	6	.....	.....	.....	do	.....	3, Lancaster to Grove ton.
R. P. O. . . . .	60	86, 664	12	.....	.....	.....	do	.....	6, Concord to Franklin.



## I.—Railway post-office route agent and mail-route messenger service

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
1009	Concord, Claremont Junction.	Concord and Claremont .....	Concord and Claremont .....
			Manchester and Peterboro' ..
1010	Comstock Village, Peterboro'.	Peterboro' and Hillsboro' .....	do .....
1012	Nashua, Rochester .....	Nashua and Rochester .....	Portland and Worcester .....
1013	Dover, Alton Bay .....	Dover and Winnepiscogee .....	Alton Bay and Dover .....
	Wing Road, Fabyan House .....	Boston, Concord and Montreal (Mount Washington Branch).	Portland and Swanton .....
1014	Brook's Crossing, North Conway.	Eastern (Conway Division) .....	North Conway and Boston .....
2001	Burlington, Rouse's Point .....	Central Vermont .....	Saint Albans and Boston .....
			Essex Junction and Boston .....
2002	Windsor, Burlington .....	do .....	Newport and Springfield .....
			Saint Albans and Boston .....
			White River Junction and Springfield.
2003	Bellows Falls, Burlington .....	do .....	Essex Junction and Boston .....
2004	Bellows Falls, Windsor .....	do .....	White River Junction and Springfield.
			Newport and Springfield .....
2005	Brattleboro', Bellows Falls .....	Vermont Valley .....	do .....
			White River Junction and Springfield.
2006	Saint Albans, Canada line .....	Central Vermont .....	Saint Armand and Essex Junction.
2007	Saint Albans, Richford .....	Missisquoi .....	Richford and Saint Albans .....
2010	White River Junction, Derby Line.	Passumpsic .....	Newport and Springfield .....
2011	Lunenburg Junction, Swanton .....	Portland and Ogdensburg (Vermont Division).	Portland and Swanton .....
2012	Wells River, Montpelier .....	Montpelier and Wells River .....	Wells River and Montpelier .....
2014	Burlington, Cambridge Junction.	Burlington and Lamotte .....	Cambridge Junction and Burlington.
2015	Rutland, North Bennington .....	Bennington and Rutland .....	Rutland and Hoosac Junction .....
	Branch, North Bennington to State line.	do .....	do .....
3001	Boston, Portsmouth .....	Eastern .....	Bangor and Boston (short run).
3011	Boston, Salmon Falls .....	Boston and Maine .....	Lancaster and Boston .....
			Portland and Boston .....



in operation in the United States on the 30th of June, 1880—Continued.

Railway post-office route agent or mail-route mes- senger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apart- ments.		Day or night service.	No. 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.			
R. A. ....	56	35,168	6	1	<i>Ft. in.</i> 12	<i>Ft. in.</i> 6 7	Day .....		6, Concord to Claremont Junction.
R. A. ....	12	7,536	6	1	8	6 2	do .....		
R. A. ....	33	20,724	6	1	11 11	7 2	do .....		6, Comstock Village to Hillsborough Bridge.
R. A. ....	49	30,772	6	1	18	7	do .....		3, South Lee to Nashua.
M. R. M. ...	28	35,168	12	1	6 3	6 7	do .....		3, Farmington to Dover.
R. A. ....	12	7,536	6	1	9 10	6 9	do .....	9	
R. A. ....	71	44,588	6	1	19 7	8	do .....		
R. P. O. ...	25	31,400	12				do .....		
R. A. ....	8	5,034	6				do .....		3, Rutland to Sutherland Falls.
R. A. ....	14	8,792	6				do .....		6, White River Junction to Windsor.
R. P. O. ...	96	120,576	12				do .....		15, Essex Junction to Burlington.
R. A. ....	14	8,792	6	1	23 6	6 6	do .....		
R. A. ....	120	75,360	6	1	23 9	6 10	do .....		12, Rutland to Burling- ton.
R. A. ....	26	16,328	6	1	23	6 6	do .....		
R. A. ....	26	16,328	6				do .....	9	
R. A. ....	24	15,072	6				do .....		15, Springfield to Chick- opee.
R. A. ....	24	15,072	6	1	16 6	6 4	do .....		
R. P. O. ...	18	11,304	6	1	8	6 6	do .....		
M. R. M. ...	28	17,584	6	1	13 6	7	do .....		
M. R. M. ...	28	17,584	6	1	8 3	7 2	do .....	6	
R. A. ....	106	66,568	6	1	8	6 6	do .....		6, White River Junction to Newport.
R. A. ....	120	75,360	6	2	20 9	6 7	do .....		6, Wells River to New- port.
R. A. ....	120	75,360	6	1	20 10	6 11	do .....		6, West Johnsbury to West Concord.
M. R. M. ...	38	23,864	6	2	4 11	8 9	do .....	6	
M. R. M. ...	35	21,980	6	2	12	6	do .....		
M. R. M. ...	35	21,980	6	1	8 8	6 10	do .....	3	
R. A. ....	52	32,656	6	1	3 6	3 7	do .....		
R. A. ....	7	4,396	6	1	16	6 11	do .....		6, North Bennington to Rutland.
R. P. O. ...	57	71,592	12	1	30	8 6	do .....	6	12, North Bennington to Bennington.
R. P. O. ...	57	71,592	12	2	42	8 9	Day and night.		21, Boston to Salem.
R. A. ....	26	16,328	6	1	17	6 8	Day .....		3, West Lynn to Lynn.
R. P. O. ...	72	90,432	12	3	25	8 6	do .....	6	12, Boston to Reading; 21, Boston to Medford; 6, Boston to Dover; 6, Boston to Malden; 3, Boston to Lawrence; 3, Boston to North Wil- mington; 24, Boston to Wakefield Junc- tion; 3, Boston to Hav- erhill; 3, Boston to Stoneham; 3, Boston to Lowell Junction; 3, Boston to Melrose; 3, Boston to Green- wood.



## I.—Railway post-office, route agent, and mail-route messenger service

Number of route.	Contract designation, terminus of route.	Corporate title of company.	Railway mail service designation.
3010	Boston, Lowell .....	Boston and Lowell.....	Saint Albans and Boston.....
3024	Ayer, Greenville .....	Fitchburg .....	Greenville and Boston .....
3025	Boston, Albany.....	Boston and Albany .....	Boston, Springfield and New York. Boston and Albany .....
			Boston, Clinton and Fitchburg.
3030	Palmer, Winchendon .....	Ware River, Boston and Albany.	Winchendon and Palmer.....
3034	Boston, Southbridge.....	New York and New England.	Boston and Waterbury .....
3035	Boston, Providence .....	Boston and Providence .....	Boston and Providence .....
			Boston, Providence and New York.
3038	Boston, Plymouth .....	Old Colony.....	Boston and Wellfleet .....
3039	South Braintree Junction, Newport.	.....do .....	.....do .....
3041	Middleboro', Hyannis.....	.....do .....	.....do .....
3042	Yarmouthport, Provincetown.	.....do .....	.....do .....
3046	Pratt's Junction, South Framingham.....	Old Colony (Northern Division).	Boston, Clinton and Fitchburg.
3047	Sterling Junction, Fitchburg }	.....do .....	
3048	Mansfield, South Framingham	.....do .....	Lowell and Mansfield .....
3049	South Framingham, Lowell	.....do .....	.....do .....
3055	Fitchburg, Bellows Falls .....	Cheshire .....	Essex Junction and Boston .....
3056	South Vernon Junction, Keene	Ashuelot .....	Keene and Springfield .....
3057	Winchendon, Worcester .....	Boston, Barre and Gardner .....	Winchendon and Worcester .....
3058	Winchendon, Peterboro' .....	.....do .....	.....do .....
3061	Palmer, Miller's Falls .....	Central Vermont .....	Brattleboro' and Palmer .....



in operation in the United States on the 30th of June, 1880—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. P. O. . . . .	42	52,752	12	1	<i>Ft. In.</i> 24 10	<i>Ft. In.</i> 7 4	Night. . . . .	18	15. Boston to Somerville Station.
				1	27 0	5 0	do . . . . .		21. Boston to Winchester.
				1	41 6	8 8	Day . . . . .		21. Lowell to Nashua.
				1	42 0	9 0	do . . . . .		
				1	24 0	7 0	do . . . . .		
				1	27 4	7 2	do . . . . .		
R. A. . . . .	23	14,444	6				do . . . . .		
R. P. O. . . . .	98	123,088	12	2	55 0	8 8	Day and night.		
R. P. O. . . . .	98	61,544	6				Day . . . . .		
R. P. O. . . . .	203	254,968	12	1	28 6	8 6	do . . . . .	6	9. Boston to Springfield.
R. A. . . . .	21	13,188	6	1	15 0	6 0	do . . . . .		6. Boston to Worcester.
				1	27 9	8 3	do . . . . .		6. South Framingham to Clinton; 3. Boston to Auburndale; 3. Boston to Natick; 3. Boston to Trenton; 3. Boston to Grafton; 12. Boston to South Framingham; 3. Westfield to Springfield.
				2	27 7	8 7	do . . . . .		
				1	35 4	8 7	do . . . . .		
R. A. . . . .	49	30,772	6	2	9 6	6 0	do . . . . .	6	6. Palmer to Ware; 6. Palmer to Winchendon.
R. A. . . . .	32	32,656	6	1	15 6	9 0	do . . . . .		9. Boston to East Thompson.
R. A. . . . .	44	55,264	12	3	15 0	6 4	do . . . . .	27	6. Boston to Mansfield.
R. P. O. . . . .	44	27,632	6	2	55 0	8 8	Night. . . . .		18. Boston to Bolliston Station.
R. P. O. . . . .	11	13,816	12	1	10 0	6 3	Day. . . . .		6. Boston to Williston.
				1	12 2	8 3	do . . . . .		3. Boston to Quincy; 12. Boston to Harrison Square; 9. Boston to Atlantic; 63. Boston to South Braintree Junction; 12. Boston to Milton.
				1	20 6	9 2	do . . . . .		
				1	12 10	8 3	do . . . . .		18. Boston to Braintree.
R. P. O. . . . .	23	28,888	12				do . . . . .		12. South Braintree to Brocton; 9. Somerset Junction to Newport; 6. South Braintree to Middleboro'; 6. South Braintree to East Bridgewater; 6. South Braintree to North Stoughton; 9. Middleboro' to Fall River; 3. Middleboro' to Newport.
R. P. O. . . . .	41	51,406	12				do . . . . .		
R. P. O. . . . .	31	38,936	12				do . . . . .		
R. A. . . . .	29	18,212	6				do . . . . .	6	3. South Framingham to Marlboro'; 6. Pratt's Junction to Leominster; 6. Pratt's Junction to Fitchburgh.
.....	15	9,420	6				do . . . . .		6. Foxboro to Mansfield.
R. A. . . . .	21	20,376	12	2	11 0	7 0	do . . . . .		
R. A. . . . .	28	35,168	12	2	12 0	7 0	do . . . . .		
R. A. . . . .	64	40,192	6	1	24 0	6 10	do . . . . .	3	
R. A. . . . .	24	15,072	6	1	8 10	7 0	do . . . . .		
R. A. . . . .	37	23,236	6	1	10 0	6 6	do . . . . .	6	
				1	8 0	6 0	do . . . . .		
R. A. . . . .	18	10,048	6	1	9 0	6 3	do . . . . .		
R. A. . . . .	35	21,980	6	1	10 4	6 6	do . . . . .		6. Palmer to Amherst.



## I.—Railway post-office, route agent, and mail-route messenger service

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
3062	Miller's Falls, Brattleboro'.....	Central Vermont.....	Brattleboro' and Palmer .....
		Central Vermont (New London and Northern Division).	Newport and Springfield.....
3063	Lawrence, Manchester.....	Manchester and Lawrence.....	White River Junction and Springfield.
		Manchester and Lawrence (Concord).	Lancaster and Boston.....
3066	Worcester, Nashua.....	Worcester and Nashua.....	Pittsfield and Lawrence.....
3067	Springfield, South Vernon.....	Nashua and Worcester.....	Nashua and Worcester.....
		Connecticut River.....	Portland and Worcester.....
			Newport and Springfield.....
3068	Springfield, Athol.....	Springfield and Northeastern.....	White River Junction and Springfield.
			Athol and Springfield.....
4001	Providence, Worcester.....	Worcester and Providence.....	Athol and Springfield.....
			Providence and Worcester.....
4002	Providence, New London.....	New York, Providence and Boston.	Providence and Worcester.....
	Providence, Groton.....	do.....	Boston, Providence and New York.
4006	Providence, Pascoag.....	Providence and Springfield.....	Providence and New London .....
5001	Norwich, Worcester.....	New York and New England (Norwich and Worcester Division).	Providence and Pascoag.....
			Worcester and Norwich.....
5002	East Thompson, Willimantic..	New York and New England.	Providence and Pascoag.....
5004	New Haven, New London.....	New York, New Haven and Hartford.	Worcester and Norwich.....
5005	New Haven, Springfield.....	do.....	Boston and Willimantic.....
			Boston and Waterbury.....
			Boston, Providence and New York.
5006	New Haven, New York.....	do.....	Springfield and New York.....
			Boston, Springfield and New York.
			do.....
			Boston, Providence and New York.
			New Haven and New York .....
			Springfield and New York.....
5007	Waterbury, Providence.....	New York and New England.	Providence and Willimantic .....
			Boston and Waterbury.....
5009	New London, Farmer.....	Central Vermont (New London and Northern Division).	Providence and Willimantic .....
5010	New Haven, Williamsburgh ..	New Haven and Northampton.	Boston and Waterbury.....
	Branch, New Hartford, Farmington.	do.....	Providence and Willimantic .....
			Boston and Waterbury.....
5011	Bridgeport, West Winsted....	Naugatuck.....	Providence and Willimantic .....
			Boston and Waterbury.....



in operation in the United States on the 30th of June, 1890—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	21	13, 188	6		<i>Fr. In.</i>	<i>Fr. In.</i>	Day .....		3, Miller's Falls to West Northfield.
R. A. ....	10	6, 280	6				do .....		18, Springfield to Holyoke.
R. A. ....	10	6, 280	6	1	18 0	6 6	do .....		3, Northfield Falls to Brattleboro'.
R. A. ....	26	16, 328	6	1	17 0	6 9	do .....	6	6, Lawrence to Methuen.
R. A. ....	26	16, 328	6	1	10 2	6 2	do .....		
R. A. ....	46	28, 888	6	1	15 3	8 10	do .....		9, Worcester to Ayer.
R. A. ....	46	28, 888	0	1	16 0	9 0	do .....		
R. A. ....	50	31, 400	0				do .....	3	6, Springfield to Northampton.
R. A. ....	50	31, 400	6				do .....		
R. A. ....	48	30, 144	6	1	11 9	6 9	do .....		
R. A. ....				1	12 0	6 6	do .....		
R. A. ....	43	54, 008	12	1	14 5	6 2	do .....	15	6, Pawtucket to Providence.
				1	10 0	6 0	do .....		3, Cumberland to Providence.
				1	13 9	6 0	do .....		3, Woonsocket to Providence.
R. P. O. ....	64	40, 192	6				Night .....		
R. A. ....	62	77, 872	12	1	16 0	6 9	Day .....		
				1	15 5	6 3	do .....		
M. R. M. ....	23	28, 888	12	1	6 4	5 2	do .....		
R. A. ....	59	37, 052	6	1	12 2	7 0	do .....	6	3, Norwich to Putnam.
				1	10 0	6 0	do .....		9, Worcester to Putnam.
R. A. ....	33	20, 724	6				do .....		
R. A. ....	33	20, 724	6	1	13 10	8 6	do .....	9	
K. P. O. ....	51	32, 028	6	1	24 7	8 7	Night .....	12	
R. A. ....	62	38, 936	6	1	44 0	8 6	Day .....		
R. P. O. ....	64	80, 384	12	2	54 6	8 8	Day and night .....	0	6, New Haven to Thompsonville.
R. P. O. ....	64	40, 192	0				Day .....		
K. P. O. ....	73	91, 688	12				do .....		6, New Haven to Hartford.
R. P. O. ....	73	45, 844	6				do .....		
R. P. O. ....	73	45, 844	6				Night .....		
R. A. ....	73	45, 844	6	2	15 6	6 6	Day .....	12	3, New Haven to Bridgeport.
R. A. ....	73	45, 844	6	1	31 0	8 8	do .....		
R. A. ....				1	34 8	8 6	do .....		
R. A. ....	58	36, 424	6	2	14 3	6 9	do .....		
R. A. ....	43	27, 004	6	1	12 0	6 8	do .....		21, Hartford to Waterbury; 6, Hartford to Providence; 6, Providence to Coventry; 3, Providence to Burnside; 3, Providence to Coventry Centre.
R. A. ....	65	40, 820	6	1	11 5	6 5	do .....	6	18, New London to Norwich.
R. A. ....	84	105, 504	12	2	15 5	6 10	do .....		6, Farmington to New Haven.
M. R. M. ....	14	17, 584	12	1	10 0	6 0	do .....		6, Collinsville to Farmington.
				1	14 10	6 7	do .....		3, Northampton to Williamsburgh; 6, Westfield to Northampton; 3, Plainville to Farmington.
R. A. ....	61	76, 616	12	1	15 10	5 10	do .....		
				1	15 6	6 6	do .....		
				1	13 0	6 6	do .....		



## I.—Railway post-office, route agent, and mail-route messenger service

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
5012	Bridgeport, Pittsfield .....	Housatonic .....	Pittsfield and Bridgeport .....
5013	South Norwalk, Danbury .....	Danbury and Norwalk .....	Danbury and South Norwalk .....
5014	New Haven, Willimantic .....	Boston and New York Air Line.	Willimantic and New Haven .....
5015	Hartford and Saybrook .....	Connecticut Valley .....	Springfield and Saybrook .....
5016	Hartford, Springfield .....	Connecticut Central .....	Springfield and Saybrook .....
5018	Hartford, Millerton .....	Connecticut Western .....	Hartford and Millerton .....
5019	Litchfield, Hawleyville .....	Shepano .....	Litchfield and Bethel .....
5020	Branch, Bethel, Hawleyville .....	Danbury and South Norwalk .....	do .....
6001	Ayer, Lowell .....	Nashua and Lowell .....	Lowell and Ayer .....
6001	New York, Dunkirk .....	New York, Lake Erie and Western.	New York and Dunkirk .....
6002	Suffern, Piermont .....	Piermont Branch New York, Lake Erie and Western.	Port Jervis and New York .....
7017	New York, Nyack .....	Northern Railroad of New Jersey.	Monsey and New York .....
6005	Rochester, Avon .....	New York, Lake Erie and Western (branch).	Dansville and Buffalo .....
6006	Avon, Dansville .....	Branch New York, Lake Erie and Western.	Rochester and Corning .....
6007	Attica, Corning .....	Buffalo Division New York, Lake Erie and Western.	Hornellsville and Buffalo .....
6008	Buffalo, Hornellsville .....	Buffalo Division New York, Lake Erie and Western.	Hornellsville and Buffalo .....
6009	Goshen, Montgomery .....	Walkill Valley .....	Rondout and Goshen .....
6083	Montgomery, Kingston .....	New York Central and Hudson River.	Albany and New York .....
6011	New York, Troy .....	do .....	New York and Chicago .....
6013	Albany, New York .....	do .....	Syracuse, Auburn and Rochester.
6017	Albany, Buffalo .....	do .....	Albany and Rochester .....
6014	Canandaigua, Tonawanda .....	do .....	New York and Chicago .....
6018	Rochester, Niagara Falls .....	do .....	Canandaigua and Batavia .....
6019	Dunkirk, Titusville .....	Dunkirk, Allegheny and Pittsburgh.	Batavia and Buffalo .....
6022	New York, Chatham Village .....	New York and Harlem .....	Rochester and Niagara Falls .....
	New York, Pawling .....	do .....	Dunkirk and Titusville .....
6024	Eagle Bridge, Rutland .....	Rutland and Washington Division Delaware and Hudson Canal Company.	Chatham Village and New York.
6107	Mechanicsville, Eagle Bridge .....	Boston, Hoosac Tunnel and Western.	Pawling and New York .....
6026	Albany, Canada Line .....		Rutland and Troy .....



*in operation in the United States on the 30th of June, 1880—Continued.*

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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>			
R. A. ....	110	138,160	12	3	10 0	7 6	Day .....		3, Pittsfield to Falls Village; 3, Pittsfield to Lenox; 1, Pittsfield to Stockbridge.
				2	6 6	6 0	do .....		
M. R. M. ....	23	28,888	12	1	11 0	6 0	do .....	12	3, Bethel to South Norwalk.
R. A. ....	54	33,912	6	1	13 6	6 11	do .....		6, New Haven to Middletown.
R. A. ....	43	27,004	6	1	10 5	6 10	do .....		6, Saybrook Junction to Saybrook Point; 3, Hartford to Wethersfield; 3, Saybrook to Chester.
	30	18,840	6	1	10 4	6 8	do .....		
				1	11 6	6 9	Day .....		
				1	11 6	6 9			
R. A. ....	31	18,468	6	1	10 6	6 9	do .....	6	
R. A. ....	69	43,332	6	1	16 0	7 0	do .....		3, Hartford to West Winsted.
M. R. M. ....	32	20,096	6	1	9 3	6 3	do .....		
M. R. M. ....	6	3,768	6				do .....		
M. R. M. ....	17	21,352	12	1	6 6	7 0	do .....		
R. P. O. ....	459	335,988	7	5	49 5	9 5	Day and night Reserve .....	6	6, New York to Hornellsville; 6, Dunkirk to Carrollton; 6, Salamanca to Carrollton; 3, Salamanca to Hornellsville; 3, Dayton to Olean; 3, Olean to Carrollton; 3, Hornellsville to Dunkirk; 3, Carrollton to Dayton.
				2	49 5	9 5			9, New York to Patterson; 6, New York to Goshen.
									6, New York to Nyack.
R. A. ....	87	54,636	6	1	16 6	6 10	Day .....		
				1	9 0	7 0	do .....		
R. A. ....	40	25,120	6	1	5 0	7 0	Reserve .....		
R. A. ....	96	60,288	6				Day .....		
R. A. ....	94	59,032	6	1	12 3	9 2	do .....	12	6, Avon to Rochester.
R. A. ....	91	57,148	6	2	14 0	9 6	do .....	12	
R. A. ....	45	28,260	6	1	9 0	7 0	do .....	6	
R. P. O. ....	142	89,176	6	2	47 4	8 10	do .....	23	
				1	44 10	8 9	Reserve .....	25	
R. P. O. ....	142	697,910	47	24	*378 10	*63 0	Day and night		
R. A. ....	104	65,312	6	1	18 0	9 0	Day .....	12	
R. P. O. ....	252	158,256	6	2	47 8	8 10	do .....	9	
R. P. O. ....	297	1,450,713	47	24	*378 10	*63 0	Day and night		
R. A. ....	50	31,400	6	2	5 9	6 0	Day .....		
R. A. ....	47	29,516	6	1	30 0	8 4	do .....	6	
R. A. ....	77	48,356	6	1	32 0	8 4	Reserve .....		6, Rochester to Suspension Bridge; 6, Lockport to Rochester.
R. A. ....	91	57,148	6	1	12 0	7 0	Day .....	3	
R. A. ....	128	80,384	6	2	20 4	8 4	do .....		6, Dover Plains to Millerton.
R. A. ....	64	40,192	6	1	19 10	8 2	Day .....		12, New York to White Plains; 6, New York to Fordham.
				1	18 2	8 5	do .....		6, Eagle Bridge to Mechanicsville; 6, Eagle Bridge to Rutland.
R. A. ....	94	59,032	6	1	12 0	6 10	do .....		
				1	12 6	6 7			

\* Total car dimensions.



I.—*Railway post-office, route agent, and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
6033	West Chazy, Rouse's Point...	Delaware and Hudson Canal Company.	Rouse's Point and Albany....
6028	Albany, Binghamton.....	do	Albany and Binghamton.....
6034	Oswego, Richland.....	} Rome, Watertown and Ogdensburg.	Richland and Niagara Falls...
6038	Oswego, Lewiston.....		
6036	Rome, Ogdensburg.....	do	Ogdensburg and Rome.....
6037	Syracuse, Lacona.....	do	Richland and Syracuse.....
6040	Chenango Falls, Norwich.....	} Utica Division Delaware, Lackawanna and Western.	} Utica and Binghamton.....
6041	Utica, Norwich.....		
6042	Owego, Ithaca.....	Cayuga Division Delaware, Lackawanna and Western.	Ithaca and Owego.....
6045	New York, Greenport.....	Long Island.....	Greenport and New York.....
6046	Hicksville, Port Jefferson.....	do	Port Jefferson and Hicksville.
6047	Manorville, Sag Harbor.....	do	Sag Harbor and Manorville....
6048	Oswego, Middletown.....	New York and Oswego Midland.	Oswego and Norwich.....
			{ Norwich and Middletown....
6053	Rouse's Point, Ogdensburg...	Ogdensburg and Lake Champlain.	Saint Albans and Ogdensburg.
6054	Chatham Village, Rutland.....	Harlem Extension.....	Bennington and Chatham Village.
6057	Utica, Smith's Valley Station.	Utica, Clinton and Binghamton.	Utica and Randallville.....
6058	Buffalo, Emporium.....	Buffalo, New York and Philadelphia.	Buffalo and Emporium.....
6061	Brocton, Oil City.....	Pittsburgh, Titusville and Buffalo.	Brocton and Oil City.....
6062	Buffalo, Cleveland.....	Lake Shore and Michigan Southern.	New York and Chicago.....
	Cleveland, Elyria.....	do	do
	Elyria, Millbury.....	do	Cleveland and Toledo.....
	Millbury, Toledo.....	do	New York and Chicago.....
	Toledo, Elkhart.....	do	Cleveland and Toledo.....
	Elkhart, Chicago.....	do	New York and Chicago.....
21007	Elyria, Millbury.....	do	Toledo and Chicago.....
21045	Toledo, Elkhart.....	do	Grand Rapids and Elkhart.....
6063	Canandaigua, Elmira.....	Northern Central.....	Elkhart and Chicago.....
3021	Williamsport to Elmira.....		New York and Chicago.....
6064	Syracuse, Oswego.....	Delaware, Lackawanna and Western.	Elmira and Williamsport... }
6067	North Adams, Troy.....	Troy and Boston.....	Oswego and Syracuse.....
	Branch, Hoosic Junction, State Line.	Troy and Bennington, branch of the Troy and Boston.	Boston and Troy.....
			Rutland and Hoosic Junction.



in operation in the United States on the 30th of June, 1880—Continued.

Railway post-office, route, agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	190	119,320	6	2	<i>Pt. In.</i> 21 7	<i>Pt. In.</i> 7 0	Day and night	6	6, Albany to Whitehall.
R. A. ....	142	89,176	6	3	15 6	9 6	Day .....	12	6, Albany to Cobleskill.
R. A. ....	182	114,296	6	3	23 6	7 2	do .....	12	12, Oswego to Richland;
									3, Wellington to Char-
									lotte.
R. A. ....	142	89,176	6	1	24 6	7 2	do .....	9	6, Ogdensburg to Rich-
									land.
R. A. ....	45	28,200	6	1	22 10	6 9	Reserve .....		
				1	24 0	7 0	Day .....	12	
				1	9 0	7 0	do .....		
				1	17 0	7 2	Day .....	9	6, Richfield Junction to
									Utica.
R. A. ....	95	59,660	6	1	17 3	6 7	Reserve .....		
M. R. M. ....	33	20,724	6	1	7 9	6 8	Day .....	6	
				1	9 4	3 4	Reserve .....		
R. A. ....	94	59,032	6	1	15 0	6 6	Day .....	6	
				2	12 0	5 8	Reserve .....		
R. A. ....	35	21,980	6	1	18 6	6 6	Day .....		6, Northport to Port Jef-
									erson.
				1	12 4	5 8	do .....		12, Northport to Hicks-
									ville.
R. A. ....	35	21,980	6	1	12 6	6 0	Day .....	6	
R. A. ....	249	156,372	6	2	12 6	7 3	do .....		6, Middletown to Sum-
									mitville.
R. A. ....				1	12 0	7 0	Reserve .....		3, East Guilford to Guil-
									ford Centre.
				1	10 9	7 6	do .....		3, Sidney Plains to Wal-
									ton.
R. A. ....	142	89,176	6	2	13 4	7 2	Shop .....		
				2	13 4	6 10	Day .....		6, Ronse's Point to Og-
									densburg.
R. A. ....	55	34,540	6	1	14 0	6 6	Reserve .....		
				1	14 2	7 1	Day .....	3	
R. A. ....	32	40,192	12	1	11 2	6 2	Day .....		
				1	15 0	6 6	do .....		
R. A. ....	121	75,988	6	1	13 2	7 2	do .....		6, Buffalo to Springville
									and Sardinia Junction.
				1	16 6	7 2	Reserve .....		
R. A. ....	90	56,520	6	5	12 0	6 0	Day .....	6	6, Corry to Oil City; 6,
									Titusville to Oil City.
R. P. O. ....	183	899,418	47	24	*378 10	*63 0	Day and night		12, Buffalo, N. Y., to
									Erie, Pa.; 3, Ashta-
									bula to Geneva; 3,
									Buffalo, N. Y., to
									Cleveland, Ohio.
R. P. O. ....	26	127,790	47	24	*378 10	*63 0	do .....		
R. P. O. ....	26	16,328	6	1	17 6	9 0	Day .....		
R. P. O. ....	79	165,220	20	12	*219 5	*36 0	Day and night		
R. P. O. ....	78	24,806	3	1	17 6	9 0	Day .....		
R. P. O. ....	9	49,880	53	25	*386 3	*72 0	Day and night		
R. P. O. ....	9	5,652	6	1	17 5	9 0	Day .....		
R. P. O. ....	143	261,690	174	16	*269 5	*36 0	Night .....		
R. P. O. ....	143	89,804	6	2	36 0	9 0	Day .....		
R. A. ....	19	23,872	12	2	16 0	9 0	do .....		
R. P. O. ....	101	63,428	6	2	36 0	9 0	do .....		
R. P. O. ....	101	496,400	47	24	*378 10	*63 0	Day and night		
R. P. O. ....	75	211,757	27	20	*268 10	*43 0	do .....		
R. P. O. ....	75	23,559	3	1	17 5	9 0	Day .....		
R. P. O. ....	133	396,378	284	24	*378 10	*63 0	Day and night		
R. A. ....	147	92,316	6	3	14 10	8 6	Day .....		6, Canandaigua to Wil-
									liamsport.
				2	15 6	8 6	Reserve .....		6, Elmira to Williams-
				2	14 8	8 6	Shop .....		port.
R. A. ....	35	21,980	6	1	15 6	8 6	Day .....	13	
R. P. O. ....	48	90,432	18						
R. A. ....	5	3,140	6					6	12, North Bennington to
									Bennington.

\* Total car dimensions.



I.—*Railway post-office, route agent, and mail-route messenger service*

Number of route.	Contract designation, terminal of route.	Corporate title of company.	Railway mail service designation.
3821	Boston, Fitchburg .....	Fitchburg .....	Essex Junction and Boston ... Greenville and Boston .....
			Boston and Troy .....
3022	Fitchburg, North Adams .....	Fitchburg (Vermont and Massachusetts Division).	Boston and Troy .....
0071	Syracuse, Earlville .....	Syracuse and Chenango Valley	Syracuse and Earlville .....
6072	Lyons, Sayre .....	Geneva, Ithaca and Sayre .....	Lyons and Sayre .....
6073	Rondout, Stamford .....	Ulster and Delaware .....	Rondout and Stamford .....
0074	Ithaca, DeRuyter .....	Utica, Ithaca and Elmira .....	Canastota and Elmira .....
6075	Horse Heads, Ithaca .....		
6080	Canastota, DeRuyter .....		
6076	Freeville, Scipio .....	Ithaca, Auburn and Western ..	Scipio Centre and Freeville ...
6079	Poughkeepsie, Millerton .....	Poughkeepsie, Hartford and Boston ..	Mount Uta and Poughkeepsie ..
6081	Fonda, Gloversville .....	Fonda, Johnstown and Gloversville ..	Northville and Fonda .....
6088	Gloversville, Northville .....		
6084	Athens and Fair Haven .....	Southern Central .....	Fair Haven and Sayre .....
6085	Newburgh, Millerton .....	Newburgh, Dutchess Junction and Connecticut.	Millerton and Newburgh .....
6087	Utica, Watertown .....	Utica and Black River .....	Ogdensburg and Utica .....
6088	Carthage, Ogdensburg .....		
6089	Cayuga, Ithaca .....	Geneva, Ithaca and Sayer .....	Cayuga and Ithaca .....
6090	Sodus Point, Graham Station ..	Lake Ontario Southern .....	Sodus Point and Stanley .....
6091	Buffalo, Jamestown .....	Buffalo and Southwestern .....	Buffalo and Jamestown .....
6093	New York, Babylon .....	Long Island .....	Whitestone and New York ...



in operation in the United States on the 30th of June, 1880.—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	50	31,400	6	2	<i>Ft. In.</i> 24 2	<i>Ft. In.</i> 6 10	Day .....		
R. A. ....	35	21,980	6	1	6 6	9 0	do .....		
R. P. O. . .	50	94,200	18	1	30 0	8 3	Night .....	9	18, Boston to Watertown Junction.
				1	30 0	8 9	do .....		3, Boston to Waltham.
				1	15 0	6 6	Day .....		3, Boston to Belmont.
				1	15 10	8 9	do .....		6, Fitchburg to West Fitchburg.
				2	16 6	9 0	do .....		6, Fitchburg to Athol.
R. P. O. . .	93	175,212	18	1	18 0	6 6	do .....		3, Boston to Littleton.
				1	17 6	6 2	do .....		3, Boston to South Acton;
									3, Boston to South Lincoln.
R. A. ....	43	27,004	6	2	8 0	6 0	do .....		12, Syracuse to Canastota.
R. A. ....	92	57,776	6	1	11 6	7 0	do .....		6, Trumansburg to Waverly.
				1	10 6	6 6	Reserve .....		1, Ithaca to Waverly (Sunday only).
				1	10 6	6 6	Shop .....		6, Geneva to Hayt's Corners.
R. A. ....	74	40,472	6	1	12 0	6 11	Day .....	6	
				1	8 7	6 3	Reserve .....		
R. A. ....	118	74,104	6	1	11 8	6 6	Day .....		6, Ithaca to Freeville.
				1	10 6	7 0	do .....		3, Willseyville to Courtland.
				1	14 9	8 10	do .....		3, Courtland to Ithaca.
				1	10 6	7 0	Reserve .....		
				1	15 6	9 0	do .....		
				*1	18 0	9 0	Shop .....		
R. A. ....	27	16,956	0						
R. A. ....	40	25,120	6	1	9 3	6 10	Day .....		
				1	7 2	6 10	Reserve .....		
R. A. ....	36	22,608	6	2	8 0	6 0	Day .....		6, Gloversville to Fonda.
R. A. ....	116	72,848	6	2	11 0	6 3	do .....		3, Owego to Auburn.
				1	11 0	6 3	Reserve .....		
R. A. ....	59	37,052	6	1	8 0	6 4	Day .....		
				1	9 10	7 0	Reserve .....		
				1	20 0	7 0	Day .....	6	6, Carthage to Watertown.
R. A. ....	151	94,828	6	1	20 0	7 0	Shop .....		6, Utica to Carthage Junction.
R. A. ....	38	23,864	6	1	10 4	7 0	Day .....	3	
				1	10 4	7 0	Shop .....		
R. A. ....	34	21,352	6	1	7 4	6 10	Day .....		
R. A. ....	68	42,704	6	1	13 6	6 6	do .....	6	
				1	13 0	6 6	Reserve .....		
L. A. ....	20			1	29 11	11 4	Office .....		12, Long Island City to Great Neck; 12, Long Island City to White-stone; 9, Long Island City to Flushing; 9, Long Island City to Jamaica; 6, Long Island City to Hicksville; 6, Long Island City to Patchogue; 6, Long Island City to Amityville; 6, Long Island City to Oceanus; 6, Long Island City to Locust Valley; 6, Long Island City to College Point; 6, Long Island City to New Field Junction; 6, Long Island City to Garden City.

\* For cars see 6074.



*I.—Railway post-office, route agent, and mail-route messenger service.*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
6094	New York, Patchogue.....	Long Island .....	Patchogue and New York .....
6097	Rhinecliff, Boston Corners.....	Rhinebeck and Connecticut.....	Boston Corners and Rhinecliff.....
6102	Rochester, Gainesville.....	Rochester and State Line.....	Rochester and Salamanca.....
6103	Geneva, Wellsboro'.....	Geneva, Corning and C. and A. ....	Geneva and Wellsburgh .....
7001	New York, Easton.....	Central Railroad of New Jersey.....	New York, Summerville and Easton.....
7003	Elizabethport, Sea Plain.....	do .....	New York and Squan .....
7004	New York, Philadelphia.....	Pennsylvania .....	New York, Trenton, and Philadelphia.....
7004 10001 10013	} New York, Washington.....	{ Pennsylvania; Philadelphia, Wilmington and Baltimore, and Baltimore and Potomac.	{ New York and Washington
7005			
7005			
7005	Camden, Monmouth Junction.....	Pennsylvania (Amboy Div.)....	New York, Jamesburgh, and Philadelphia.....
7006	Philadelphia, Hightstown.....	do .....	Hightstown and Philadelphia.....
7008	Trenton Intersection, Delaware, Lackawanna and Western.....	Pennsylvania (Belvidere Div.)....	Belvidere and Philadelphia.....
7013	New York, Easton.....	{ Morris and Essex, Delaware, Lackawanna and Western.	{ New York, Dover and Easton New York and Hackettstown
7015	Camden, Atlantic City.....		
7023	Jamesburgh, Sea Girt.....	Freehold and Jamesburgh .....	Monmouth Junction and Squan.....
7024	Stony Point, New York.....	New Jersey and New York.....	Stony Point and New York.....
7025	Waterloo, Franklin Furnace.....	Sussex.....	Franklin Furnace and Waterloo.....
7028	New York, Denville.....	{ Delaware, Lackawanna and Western.	{ Binghamton, Scranton and New York.
8019	Binghamton, New Hampton.....		
7029	Whiting, Atco.....	{ New Jersey Southern.....	{ Red Bank and Bridgeton.....
7031	Atsion, Bridgeton.....		
7032	Whiting, Long Beach.....	Tuckerton.....	Manchester and Tuckerton.....
7037	New York, Middletown.....	New Jersey Midland .....	Middletown and New York.....
7041	Camden, Cape May.....	West Jersey.....	Philadelphia and Bridgeton.....
	Branch, Glassborough, Bridgeton.....	do .....	Philadelphia and Cape May.....



in operation in the United States on the 30th of June, 1880—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	54	33,912	6	1	12 6	6 6	Day .....		
R. A. ....	35	21,980	6	1	10 4	7 0	do .....		
R. A. ....	108	67,824	6	1	14 0	7 0	do .....		6, Rochester to Scottsville.
R. A. ....	96	60,288	6	2	12 0	7 0	Reserve .....		6, Corning to Wellbore'.
R. A. ....	75	94,200	12	2	13 0	7 0	Day .....		6, New York to Bergen Point.
R. A. ....	58	72,848	12	2	13 0	7 0	do .....		6, New York to Red Bank: 3, South Amboy to New York.
R. A. ....	90	58,520	6	1	15 0	7 0	Shop .....		6, Philadelphia to Monmouth Junction.
				1	13 8	6 6	Day .....	6	3, Trenton to Philadelphia.
				1	11 0	8 6	Reserve .....		6, New York to Philadelphia (R. P. O., short line); 36, New York to Philadelphia, express; 3, Newark to New York; 3, Rahway to New York; 3, Trenton to New York; 6, Monmouth Junction to New York.
R. P. O. ....	232	315,520	13	3	60 0	8 7	Day and night .....		9, Philadelphia to Bordentown; 3, Philadelphia to Hightstown; 3, South Amboy to Spotswood.
				1	45 10	8 7	do .....		12, Philadelphia to Pemberton.
				1	58 7	8 7	do .....		6, Philadelphia to Mount Holly.
				1	46 6	8 7	Reserve .....		6, Trenton to Lambertsville.
				1	60 0	8 7	Shop .....		
R. A. ....	62	38,936	6	2	8 0	6 0	Day .....	9	6, New York to Hackensack; 6, New York to Morristown.
R. A. ....	50	31,400	6	1	8 8	6 6	do .....		3, New York to Washington; 3, New York to Orange; 3, New York to Chatham; 3, New York to Waterloo; 3, New York to Newark.
R. A. ....	95	59,690	6	1	13 3	6 3	do .....		
				1	11 3	6 3	Reserve .....		
R. A. ....	85	83,380	6	3	12 0	9 0	Day .....		
R. A. ....	62	38,936	6	1	15 0	9 0	Reserve .....		
R. A. ....	50	37,052	6	1	10 2	6 8	Day .....	6	
				2	9 0	6 4	Reserve .....		
R. A. ....	32	20,096	6	1	9 8	6 4	Day .....	12	6, Monmouth Junction to Freehold.
				1	8 4	6 9	Reserve .....		
R. A. ....	42	26,376	6	2	8 0	6 5	Day .....	12	3, New York to Haoken-sack.
				1	8 0	6 5	Reserve .....		
R. A. ....	24	30,144	12	1	6 6	3 6	Day .....		6, Newton to Waterloo.
				1	6 6	3 6	Reserve .....		3, Newton to Midland Railroad Junction.
R. A. ....	210	131,880	6	2	20 0	7 6	Day .....	3	3, New York to Scranton; 6, New York to Boonton.
				1	18 0	7 6	Reserve .....		
R. A. ....	94	59,062	6	1	7 9	6 4	Day .....		6, Red Bank to Barnegat.
				1	8 3	6 9	do .....		
				4	7 0	6 3	Reserve .....		
				1	8 3	6 9	do .....		
R. A. ....	34	42,704	12	1	8 0	6 11	Day .....		
R. A. ....	88	55,264	6	1	6 8	4 8	do .....		3, Hawthorne to Bloomingdale.
				1	14 0	6 8	do .....		
				4	14 0	6 8	Reserve .....		
R. A. ....	40	25,120	6	1	9 2	8 2	Day .....	6	
R. A. ....	81	50,868	6	1	11 0	8 4	Reserve .....		
				2	8 0	6 6	do .....		
				2	9 3	6 2	do .....		



1.—*Railway post-office, route agent, and mail-route messenger service in*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
8001	New York, Pittsburgh .....	Pennsylvania .....	New York and Pittsburgh....
8001	Philadelphia, Pittsburgh .....	do .....	Philadelphia and Harrisburgh.
8002	Philadelphia, Pottsville .....	Philadelphia and Reading ....	Pottsville and Philadelphia...
8003	Philadelphia, West Chester...	Philadelphia and West Chester	Philadelphia and West Chester
8004	Philadelphia, Bethlehem .....	Philadelphia and Reading.....	Bethlehem and Philadelphia..
8008	Chester, Port Deposit.....	Philadelphia and Baltimore Central.	Philadelphia and Port Deposit.
8010	East Pennsylvania Junction, } Waverly.	Lehigh Valley .....	{ Easton and Elmira.....
8077	Easton, Allentown.....		{ Easton and Hazletown.....
8011	Penn Haven Junction, Mount Carmel.	do .....	Penn Haven Junction and Mt. Carmel.
8013	Pottsville, Herndon.....	Philadelphia and Reading.....	Pottsville, Tamaqua and Herndon.
8014	Port Clinton, Williamsport...	do .....	Williamsport and Port Clinton
8015	Sunbury, Tomhicken .....	Pennsylvania, (Sunbury, Hazleton and Wilkesbarre Branch.)	Hazleton and Sunbury .....
8017	Scranton, Northumberland...	Delaware, Lackawanna and Western.	Scranton and Northumberland
8018	Scranton, Carbondale .....	Delaware and Hudson Canal Company.	Carbondale and Scranton.....
8020	Elmira, Blossburgh .....	Tioga, Elmira and State Line..	Elmira and Blossburgh .....
8022	Sunbury, Erie .....	Pennsylvania, (Philadelphia and Erie divisions.)	Lockhaven and Erie .....
10002	Baltimore, Sunbury.....	Northern Central .....	Lock Haven and Harrisburgh. Harrisburgh and Baltimore ..
			Williamsport and Baltimore ..
8024	Alton, Carrollton.....	New York, Lake Erie and Western.	Carrollton and Buttsville.....
8025	Irvine, Oil City.....	Pittsburgh, Titusville and Buffalo.	Irvine and Oil City.....
8030	Harrisburgh, Martinsburgh...	Cumberland Valley .....	Harrisburgh and Martinsburgh



operation in the United States on the 30th of June, 1880—Continued.

Railway post-office, route agent, or mail route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. P. O.	444	975,024	21	10 4	<i>Ft. In.</i> 60 0 60 0	<i>Ft. In.</i> 8 8 8 8	Day and night. Reserve		124. Philadelphia to Pittsburgh; 6. Philadelphia to Harrisburgh; 6. Harrisburgh to Altoona; 3. Pittsburgh to Harrisburgh; 6. South West Junction to Pittsburgh; 6. Greensburgh to Pittsburgh; 3. Johnstown to Philadelphia.
R. A.	109	68,452	6	2 1	15 0 15 0	8 8 8 8	Day Reserve		3. Philadelphia to Columbia.
R. A.	93	58,404	6	2 2	15 2 15 2	8 7 8 7	Day Shop	6	3. Lancaster to Harrisburgh.
R. A.	27	33,912	12	1 1	9 0 7 6	7 6 7 6	Day	12	6. West Chester to Baltimore Central Junction.
R. A.	35	34,340	6	1	12 0	8 6	Day	30	12. Philadelphia to Doylestown; 15. Philadelphia to Hartdale.
R. A.	57	71,592	12	2 1	9 4 9 4	6 6 6 0	do Shop		
R. A.	223	140,044	6	4	22 0	8 6	Day	6	3. Elmira to Laceyville.
R. A.	74	92,944	12	2 2	10 0 15 0	6 0 6 0			18. Easton to Copley.
R. A.	40	25,120	6	1 1	10 6 12 0	6 0 5 8	Day Reserve		12. Penn Haven to Shenandoah.
R. A.	80	50,240	6	1 1 1	6 2 10 0 9 8	6 8 7 0 7 0	Day Reserve		6. Pottsville to Shamokin.
R. A.	121	75,988	6	1 1 1	8 2 14 0 9 6	6 2 8 6 8 6	Reserve Day Reserve		6. Port Clinton to Tamaqua.
R. A.	52	32,656	6	2 1 1	8 8 10 0 9 0	6 0 5 6 6 0	Day Shop		
R. A.	80	50,240	6	1 1	11 2 9 3	6 8 6 5	Day Reserve	9	12. Naticket to Scranton.
R. A.	17	21,352	12	1 1	8 10 8 10	6 6 6 6	Day Reserve	3	
R. A.	45	28,260	6	1 1	14 3 10 2	7 0 6 3	Day	6	12. Tloga Junction to Lawrenceville.
R. A.	223	140,044	6	2	10 0	8 0	Day		6. Erie to Sheffield.
R. A.	108	67,824	6	3 1	15 0 11 0	8 0 8 0		6	
R. A.	88	55,264	6	1 1 1 1 1 1	15 0 16 7 15 0 11 0 14 9	8 4 8 9 8 4 8 0 8 7	Reserve Shop do do	7	3. York to Baltimore.
R. P. O.	178	111,784	6	1 1 2	40 0 45 0 40 0	8 4 8 4 8 4	Day Reserve		6. Williamsport to Harrisburgh.
R. A.	25	15,700	6	1	16 0	8 0	Day		6. Carrollton to Custer City; 6. Carrollton to Bradford.
R. A.	50	31,400	6	3	10 0	6 0	do	3	6. Harrisburgh to Greencastle.
R. A.	94	59,032	6	1 1	14 0 8 4	8 4 8 2	do		6. Harrisburgh to Chambersburgh.



I.—*Railway post-office, route agent, and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
8031	Columbia, Sinking Springs....	Philadelphia and Reading ....	Reading and Columbia.....
8033	Columbia, Frederick .....	Pennsylvania, Columbia and Frederick division.	Lancaster and Frederick.....
8034	Hanover Junction, Gettysburg.	Baltimore and Hanover .....	Emory Grove and Gettysburgh
8035	Huntingdon, Mount Dallas..	Huntingdon and Broad Top...	Huntingdon and Cumberland..
8064	Mount Dallas, New Bridgeport.		
8036	Tyrone, Curwinstown .....	Pennsylvania, Tyrone and Clearfield Branch.	Clearfield and Tyrone.....
8039	Tyrone, Lock Haven .....	Pennsylvania, Bald Eagle Branch.	Lock Haven and Tyrone.....
8040	Blairville, Allegheny .....	Pennsylvania, West Pennsylvania division.	Blairville and Pittsburgh .....
8041	Washington, Wheeling .....	Baltimore and Ohio (Wheeling, Pittsburgh and Baltimore Branch).	Washington and Wheeling....
8042	Pittsburgh, Oil City .....	Allegheny Valley .....	Oil City and Pittsburgh.....
8044	Meadville, Oil City .....	Atlantic and Great Western, Franklin Branch.	Meadville and Oil City .....
8045	Mile's Grove, New Castle .....	Erie and Pittsburgh .....	Erie and Pittsburgh .....
8020	New Castle, Homewood .....	Pittsburgh, Fort Wayne and Chicago.	
8032	Greenville, Hilliards .....	Shenango and Allegheny .....	Greenville and Hilliards .....
8054	Freeport, Butler .....	Pennsylvania, West Pennsylvania Division.	Butler and Freeport .....
8055	Wilmington, Reading .....	Wilmington and Northern .....	Reading and Wilmington .....
8056	Pittsburgh, Washington .....	Pittsburgh, Cincinnati and Saint Louis.	Pittsburgh and Washington ..
8057	Perkiomen Junction, Emmons.	Perkiomen .....	Allentown and Pawling.....
8060	Lebanon, Tower City .....	Philadelphia and Reading, Lebanon and Tremont Branch.	Tower City and Lebanon .....
8061	Towanda, Bernice .....	State Line and Sullivan .....	Towanda and Bernice.....
8064	Carbondale, Susquehanna .....	New York, Lake Erie and Western, Jefferson Branch.	
8031	Nineveh Junction, Jefferson Junction.	Delaware and Hudson Canal Company, Pennsylvania Division.	Nineveh and Carbondale.....
8065	Lawrenceville, Elkland .....	Corning, Cowanesque and Antrim.	Lawrenceville and Elkland ..
8067	Lewisburgh, Spring Mills.....	Pennsylvania, Lewisburgh and Tyrone Division.	Lewisburgh and Spring Mills..
8071	Marion Junction, Richmond Furnace.	Cumberland Valley (Southern Pennsylvania Branch).	Chambersburgh and Richmond Furnace.
8075	Allentown, Harrisburgh .....	Philadelphia and Reading (East, Pennsylvania and Lebanon Valley Branch).	Allentown and Harrisburgh ..
8078	Red Bank Furnace, Driftwood.	Allegheny Valley, Low-Grade Division.	Driftwood and Red Bank Furnace.
8080	Tunkhannock, Montrose .....	Montrose .....	Montrose and Tunkhannock ..
8081	Pittsburgh, Monongahela City	Pittsburgh, Virginia and Charleston.	Pittsburgh and Monongahela City.
8086	Pollock, Butler .....	Parker and Karna City .....	Pollock and Butler.....
8091	Reading, Slatington .....	Philadelphia and Reading, Berks and Lehigh Branch.	Slatington and Reading .....
8093	Larabee, Clermont .....	McKean and Buffalo .....	Larabee and Clermont .....



*in operation in the United States on the 30th of June, 1880—Continued.*

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	46	28,888	6	1	6 5	6 0	Day .....	12	
R. A. ....	81	50,868	6	1	7 4	6 5	Day .....		3, Lancaster to Hanover.
R. A. ....	51	64,056	12	1	11 8	6 0	do .....		6, Hanover Junction to Valley Junction.
				1	11 8	6 0	Reserve .....		6, Hanover Junction to Berlin Junction; Hanover Junction to Intersection.
R. A. ....	91	57,148	6	2	8 10	6 8	Day .....		6, Huntingdon to Bedford.
R. A. ....	41	25,584	6	1	7 10	6 4	Shop .....		
R. A. ....	41	25,584	6	1	10 9	8 1	Day .....		6, Clearfield to Tyrone.
R. A. ....	55	34,540	6	1	11 0	8 2	do .....		6, Lock Haven to Bellefonte.
R. A. ....	65	40,820	6	1	11 4	8 8	Shop .....		
R. A. ....	65	40,820	6	1	11 4	8 8	Day .....		
R. A. ....	32	20,096	6	1	8 2	8 8	Reserve .....		
R. A. ....	32	20,096	6	1	8 2	8 8	Day .....	6	
R. A. ....	132	82,896	6	2	15 0	8 4	do .....	12	
R. A. ....	36	22,608	6	1	16 0	8 4	Shop .....		
R. A. ....	36	22,608	6	1	18 0	6 6	Day .....	6	
R. A. ....	36	22,608	6	1	18 0	6 6	Shop .....		
R. A. ....	148	92,944	6	3	12 9	9 0	Day .....	6	
R. A. ....	148	92,944	6	1	12 9	9 0	Shop .....		
R. A. ....	47	29,516	6	1	13 0	7 0	Day .....		6, Greenville to Mercer.
R. A. ....	47	29,516	6	1	11 3	6 10	do .....		
R. A. ....	21	26,376	12	1	5 3	8 7	Day .....		
R. A. ....	72	45,216	6	1	7 8	6 10	do .....		
R. A. ....	72	45,216	6	2	7 8	6 10	Reserve .....		
R. A. ....	31	38,936	12	1	14 0	6 0	Day .....	6	
M. R. M. ....	44	27,632	6	1	10 6	3 7	do .....		6, Collegeville to Perkiomen Junction.
				1	11 2	3 10	do .....		
M. R. M. ....	44	27,632	6	2	7 8	3 8	Day .....		6, Lebanon to Tremont; 3, Pine Grove to Tremont.
M. R. M. ....	44	27,632	6	2	6 6	6 6	Day .....		
M. R. M. ....	29	27,632	6	1	6 0	8 0	do .....		
M. R. M. ....	29	27,632	6	1	6 9	6 2	do .....		
R. A. ....	60	37,680	6	1	9 0	6 2	Reserve .....		
M. R. M. ....	15	9,420	6	1	10 11	7 5	Day .....		
M. R. M. ....	43	27,004	6	1	6 9	8 6	do .....		6, Montadon to Mifflinburg.
M. R. M. ....	31	19,468	6	1	7 7	8 1	do .....		6, Chambersburg to Southern Pennsylvania Junction.
R. A. ....	90	56,520	6	2	11 7	8 6	do .....	15	
R. A. ....	90	56,520	6	1	15 10	8 6	Reserve .....		
R. A. ....	110	69,080	6	1	14 0	8 6	Day .....		6, Red Bank Furnace to Reynoldsville.
				1	14 3	8 8	do .....		
				1	14 8	8 5	Reserve .....		
M. R. M. ....	28	17,584	6	1	4 9	6 5	Day .....		
M. R. M. ....	31	19,468	6	2	10 4	8 9	do .....	6	
M. R. M. ....	27	33,912	12	1	9 0	4 6	do .....		
				1	8 0	5 1	do .....		
M. R. M. ....	43	27,004	6	1	8 0	6 0	Day .....		
				1	11 0	8 6	Reserve .....		
M. R. M. ....	23	14,444	6	1	8 7	6 8	Day .....		



I.—*Railway post-office, route agent, and mail route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
8094	York, Delta .....	Peachbottom .....	York and Delta .....
8098	New Castle, Stoneboro' .....	New Castle and Franklin .....	Stoneboro' and New Castle .....
8105	Clarion, Foxburgh .....	Foxburgh, Saint Petersburg and Clarion.	Clarion and Foxburgh .....
8107	Southwest Junction, Uniontown.	Southwestern Pennsylvania .....	Greensburg and Oliphant Furnace.
8108	Lewistown Junction, Sellin's Grove Junction.	Pennsylvania, Lewistown Division.	Sunbury and Lewistown .....
8125	Pittsburgh, Wurtemburgh .....	Pittsburgh and Western .....	Pittsburgh and Wurtemburgh .....
9501	Wilmington, Delmar .....	Philadelphia, Wilmington and Baltimore, Delaware Division.	Philadelphia and Crisfield .....
9502	Delmar Crisfield .....	Eastern Shore .....	
9503	Clayton, Easton .....	Delaware and Chesapeake .....	Clayton and Easton .....
9504	Harrington, Lewes .....	Junction and Breakwater .....	Harrington and Lewes .....
9505	Wilmington, Pomeroy .....	Delaware Western .....	Wilmington and Pomeroy .....
9506	Georgetown, Shelbyville .....	Breakwater and Worcester .....	{ Georgetown and Franklin City.
10016	Shelbyville, Franklin City .....	Frankford .....	
10001	Baltimore, Philadelphia .....	Philadelphia, Wilmington and Baltimore.	Philadelphia and Baltimore .....
10008	Cambridge, Seaford .....	Dorchester and Delaware .....	Seaford and Cambridge .....
10009	Salisbury, Ocean City .....	Wicomico and Pocomoke .....	Ocean City and Salisbury .....
10010	Townsend, Centreville .....	Queen Anne and Kent .....	Townsend and Centreville .....
10012	Clayton, Chestertown .....	Kent County .....	Clayton and Chestertown .....
8064	Cumberland, Pittsburgh .....	Pittsburgh Division, Baltimore and Ohio.	Pittsburgh and Cumberland .....
10003	Baltimore, Wheeling .....	Baltimore and Ohio .....	Baltimore, Md., and Grafton, W. Va.
10004	Araby, Frederick .....	do .....	Grafton and Wheeling .....
10005	Weverton, Hagerstown .....	Baltimore and Ohio, Washington County Branch.	Araby and Frederick .....
10006	Baltimore, Williamsport .....	Western Maryland .....	Weverton and Hagerstown .....
10007	Annapolis, Annapolis Junction .....	Annapolis and Elk Ridge .....	Baltimore and Williamsport .....
10011	Cumberland, Piedmont .....	Cumberland and Pennsylvania .....	Annapolis and Annapolis Junction.
10013	Bay View Junction, Washington.	Baltimore and Potomac .....	Cumberland, Md., and Piedmont, W. Va.
10014	Bowie, Pope's Creek .....	do .....	Baltimore and Washington .....
10017	Saint Denis, Point of Rocks .....	Baltimore and Ohio .....	Bowie and Pope's Creek .....
10018	Lake Roland, Western Maryland Junction.	Western Maryland .....	Baltimore and Harper's Ferry .....
10019	Emmitsburgh, Rocky Ridge .....	Emmitsburgh .....	Lake Roland and Western Maryland Junction.
11001	Washington, Richmond .....	Richmond, Fredericksburgh and Potomac.	Emmitsburgh and Rocky Ridge.
11002	Washington, Danville .....	Washington City, Virginia Midland and Great Southern.	Washington and Richmond .....
	Branch, Owl Run, Warrenton .....	do .....	Washington and Danville .....
11003	Manassas, Strasburg .....	do .....	Warrenton and Warrenton Junction.
11004	Alexandria, Round Hill .....	Washington and Ohio .....	Alexandria and Strasburg .....
11005	Richmond, Huntington .....	Chesapeake and Ohio .....	Alexandria and Round Hill .....
11006	Richmond, Charlotte .....	Richmond and Danville .....	Richmond and Covington .....
			Covington and Huntington .....
			Richmond and Charlotte .....



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Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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>			
M. R. M.	35	21,980	6	1	8 10	7 0	Day		
					1 13 8	7 4	Reserve		
M. R. M.	36	22,608	6	1	9 0	6 0	Day		6, New Wilmington to Newcastle.
M. R. M.	31	19,468	6	2	8 4	7 0	do		6, Edinburgh to Clarion.
				1	8 4	7 0	Shop		6, Foxburgh to Edin- burgh.
R. A.	45	28,260	6	1	9 9	8 6	Day		6, Uniontown to Con- nellsville.
R. A.	54	33,912	6	1	6 6	6 6	do		9, Selin's Grove to Selin's Grove Junction.
R. A.	34	21,352	6	1	7 0	7 4	do		6, Allegheny to Zelieno- ple.
R. A.	135	84,780	6	2	22 6	8 0	do		6, Philadelphia to Wy- oming.
				1	18 6	6 8	Reserve		
R. A.	44	27,632	6	1	25 0	8 0	Day		
R. A.	40	25,120	6	1	10 0	6 0	do		
				1	7 0	7 0	do		3, Georgetown to Har- rington.
R. A.	38	23,864	6	2	7 6	6 10	do		6, Pomeroy to Chatham.
				1	8 6	7 5	Reserve		
R. A.	56	35,168	6	1	6 0	6 6	Day	3	
R. A.	98	61,544	6	2	24 0	8 6	do	32	12, Philadelphia to Dela- ware Junction.
				1	24 0	8 6	Shop		12, Philadelphia to Lam- okin Junction; 6, Baltimore to Perry- ville.
R. A.	33	20,724	6	1	11 8	8 7	Day		
R. A.	30	18,840	6	1	9 1	8 7	do		6, Salisbury to Berlin.
R. A.	36	22,608	6	1	20 0	6 4	do		
R. A.	34	21,352	6	1	8 3	6 8	do		
R. A.	150	94,200	6	3	15 4	8 6	Day	8	6, McKeesport to Pitts- burgh; 6, Pittsburgh to Connellsville.
M. P. O.	294	430,416	14	8	51 0	8 9	Day and night.	7	
R. A.	99	72,468	7	2	17 0	8 7	do	13	
B. C.	3						Day	24	6, Araby to Frederick.
R. A.	24	30,144	12	2	8 6	8 0	do		
R. A.	93	58,404	6	2	11 0	8 2	do	6	
R. A.	21	13,188	6	1	9 4	8 5	do		3, Odenton to Annapolis.
R. A.	33	41,448	12	1	10 8	6 8	do		
R. A.	42	26,376	6	4	14 6	8 6	do	27	6, Washington to Bowie.
R. A.	49	30,772	6	1	9 4	8 5	do		
R. A.	81	50,868	6	2	14 0	8 4	do	6	6, Ellicott City to Saint Denis.
B. C.	81						do	6	
B. C.	7						do		2, Outward to Rocky Ridge. 3, Inward from Rocky Ridge.
R. P. O.	116	157,760	13	2	50 0	8 8	Day and night.		
R. P. O.	243	355,752	14	5	42 0	9 6	do		
M. R. M.	9	11,304	12						
R. A.	90	56,520	6	2	10 0	8 6	Day		
R. A.	52	32,656	6	1	11 0	6 2	do		6, Alexandria to Lees- burgh.
R. A.	205	128,740	6	5	18 0	8 0	do	7	
R. A.	216	158,112	7				do	6	
R. P. O.	282	412,848	14	6	50 0	9 0	Day and night.		



I.—*Railway post-office, route agent, and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
11007	Richmond, West Point .....	Richmond, York River and Chesapeake.	West Point and Richmond .....
11008	Richmond, Petersburg .....	Richmond and Petersburg .....	Richmond and Wilmington .....
11009	Petersburgh, Weldon .....	Petersburgh .....	do .....
11010	Petersburgh, City Point .....	Atlantic, Mississippi and Ohio .....	Petersburgh and City Point .....
11011	Petersburgh, Norfolk .....	do .....	Norfolk and Lynchburgh .....
11012	Petersburgh, Lynchburgh .....	do .....	do .....
11013	Lynchburgh, Bristol .....	do .....	Lynchburgh and Bristol .....
11014	Glade Springs, Saltville .....	do .....	Glade Springs and Saltville .....
11015	Portsmouth, Weldon .....	Seaboard and Roanoke .....	Norfolk and Raleigh .....
11017	Chester, Winterpock .....	Richmond and Petersburg .....	Chester and Winterpock .....
11021	Bentonville, Shepherdstown .....	Shenandoah Valley .....	Shepherdstown and Bentonville .....
11022	Elba, Rocky Mount .....	Franklin Division, Virginia Midland.	Elba and Rocky Mount .....
11102	Fredericksburgh, Orange C. H. .....	Potomac, Fredericksburgh and Piedmont.	Fredericksburgh and Orange C. H. .....
12001	Harper's Ferry, Staunton .....	Valley Branch, Baltimore and Ohio.	Harper's Ferry and Staunton .....
12004	Laurel Fork, Volcano .....	Laurel Fork and Sand Hill .....	Laurel Fork and Volcano .....
12005	Pennsboro', Ritchie C. H. .....	Pennsboro' and Harris .....	Pennsboro' and Ritchie C. H. .....
12006	Clarksburgh, Weston .....	Clarksburgh, Weston and Glenn.	Clarksburgh and Weston .....
13001	Raleigh, Weldon .....	Raleigh and Gaston .....	Norfolk and Raleigh .....
13002	Weldon, Wilmington Branch, Rocky Mount, Tarboro' .....	Wilmington and Weldon .....	Richmond and Wilmington Rocky Mount and Tarboro' .....
13003	Wilmington, Charlotte .....	Carolina Central .....	Wilmington and Charlotte .....
13004	Goldsboro', Greensboro' .....	Northern Division, Richmond and Danville.	Goldsboro' and Greensboro' .....
13005	Goldsboro', Morehead City .....	Atlantic and North Carolina .....	Goldsboro' and Morehead City .....
13006	Salisbury, Keys .....	Western North Carolina .....	Salisbury and Black Mountain .....
13007	Charlotte, Augusta .....	Charlotte, Columbia and Augusta.	Charlotte and Augusta .....
13008	Charlotte, Shelby .....	Carolina Central .....	Charlotte and Shelby .....
13009	Charlotte, Statesville .....	Atlantic, Tennessee and Ohio .....	Charlotte and Statesville .....
13010	Raleigh, Hamlet .....	Raleigh and Augusta Air Line .....	Raleigh and Hamlet .....
13011	Fayetteville, Egypt Depot .....	Cape Fear and Gad Valley .....	Egypt Depot and Fayetteville .....
13012	Greensboro', Salem .....	Richmond and Danville .....	Greensboro' and Salem .....
13013	Jamesville, Washington .....	Jamesville and Washington .....	Jamesville and Washington .....
14001	Columbia, Greenville .....	Greenville and Columbia .....	Greenville and Columbia .....
14002	Belton, Anderson C. H. .....	do .....	Part of Belton and Walhalla .....
	Columbia, Wilmington .....	Wilmington, Columbia and Augusta.	Part of Wilmington and Charleston.
14003	Columbia, Charleston .....	South Carolina .....	Columbia and Charleston .....
	Charleston, Augusta .....		Charleston and Augusta .....
14004	Camden Junction, Augusta .....	Charleston and Savannah .....	Florence and Augusta .....
	Charleston, Savannah .....		Charleston and Savannah .....
14005	Charleston, Florence .....	North Eastern .....	Part of Wilmington and Charleston.
14006	Florence, Cheraw .....	Cheraw and Darlington .....	Cheraw and Florence .....
14007	Chester, Dallas .....	Chester and Le Noir .....	Dallas and Chester .....
14008	Alston, Spartanburgh .....	Spartanburgh, Union and Columbia.	Part of Hendersonville and Alston.
14009	Andersonville, Walhalla .....	Greenville and Columbia .....	Part of Belton and Walhalla.
14010	Port Royal, Augusta .....	Port Royal and Augusta .....	Augusta and Port Royal .....
14011	Spartanburgh C. H., Hendersonville .....	Spartanburgh and Asheville .....	Part of Hendersonville and Alston.
15001	Atlanta, Charlotte .....	Atlanta and Charlotte Air Line .....	Charlotte and Atlanta .....
15002	Atlanta, Chattanooga .....	Western and Atlantic .....	Chattanooga and Atlanta .....
15003	Atlanta, West Point .....	Atlanta and West Point .....	Part of Atlanta and Montgomery.
15004	Augusta, Atlanta .....	Georgia .....	Augusta and Atlanta .....
15005	Millen, Augusta .....	Central Railroad and Banking Company.	Part of Augusta and Macon .....
15007	Union Point, Athens .....	Georgia .....	Athens and Union Point .....



in operation in the United States on the 30th of June, 1880—Continued.

Railway post-office, route agent, or mail route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	38	23,864	6	1	<i>Ft. In.</i> 10 6	<i>Ft. In.</i> 6 9	Day .....		
R. P. O. ....	24	17,568	7	1	50 0	8 8	do .....		
R. P. O. ....	66	48,312	7	2	50 0	8 8	do .....		
B. C. ....	102						do .....		
R. A. ....	82	51,496	6	4	21 0	9 0	do .....		
R. A. ....	123	77,244	6	4	21 0	9 0	do .....		
R. P. O. ....	204	149,328	7	4	40 6	8 3	do .....		
B. C. ....	94						do .....	12	
R. A. ....	79	49,612	6				do .....		
B. C. ....	184						do .....	6	
B. C. ....	56						do .....	6	
B. C. ....	38						do .....	6	
M. R. M. ....	38	23,864	6	1	8 0	8 0	do .....		
R. A. ....	126	79,128	6	2	14 10	8 7	do .....		
B. C. ....	10						do .....	12	
B. C. ....	9						do .....	12	
M. R. M. ....	23	14,444	6				do .....		
R. A. ....	97	60,916	6				do .....		
R. P. O. ....	162	118,584	7	2	50 0	8 8	do .....		
M. R. M. ....	17	24,888	14				do .....		
R. A. ....	187	117,436	6	3	14 0	7 0	do .....		
R. A. ....	130	95,160	7	2	19 0	8 0	do .....		
R. A. ....	95	59,660	6	2	10 0	9 0	do .....		
R. A. ....	129	81,012	6	2	12 0	8 0	do .....		
R. A. ....	196	143,472	7	3	67 0	24 6	Day and night.		7, Columbia to Augusta.
R. A. ....	54	33,912	6	1	12 0	6 0	Day .....		
R. A. ....	48	30,144	6	1	9 0	7 0	do .....		
R. A. ....	97	60,916	6				Night .....		
R. A. ....	43	27,004	6	1	10 0	5 0	Day .....		
M. R. M. ....	28	17,584	6	1	17 0	8 0	do .....		
B. C. ....	22						do .....	9	
R. A. ....	144	90,432	6	2	12 0	8 0	Day .....		
M. R. M. ....									See Route 14009.
R. P. O. ....	109	79,788	7	3	44 5	8 10	Night .....		
R. A. ....	120	95,160	7	4	16 0	8 11	Day and night.	7	
R. A. ....	137	100,284	7				Day .....	7	
R. A. ....	131	95,892	7				Night .....		
R. P. O. ....	116	169,824	14	2	39 1	9 0	Day and night		
					44 4	8 10			
R. P. O. ....	103	150,792	14	2	44 5	8 10	do .....		
					44 5	7 0			
R. A. ....	41	25,748	6	1	13 0	8 0	Day .....		
R. A. ....	51	32,028	6	2	8 3	7 6	do .....		
					8 6	6 10			
R. A. ....	68	42,704	6	2	7 1	6 4	do .....		
					7 0	6 8			
M. R. M. ....	35	21,980	6	1	11 6	8 6	do .....		
R. A. ....	112	81,984	7	3	10 4	6 9	Night .....		
R. A. ....	49	30,772	6	2	7 1	6 4	Day .....		
					7 0	6 8			
R. P. O. ....	269	393,816	14	14	49	9 1	Day and night.		
R. P. O. ....	138	202,032	14	4	41 9	8 7	do .....		
					41 10	8 8			
					49 9	9 2			
					49 9	9 2			
R. P. O. ....	87	127,368	14	14	49 0	9 1	do .....		
R. P. O. ....	172	125,904	7	3	25 4	8 8	Day .....	7	
R. P. O. ....	53	33,284	6	1	9 1	6 10	do .....	7	
R. P. O. ....	40	25,120	6	1	11 0	7 6	do .....		



I.—*Railway post-office, route agent, and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
15009	Savannah, Live Oak .....	Savannah, Florida and Western	Part of Savannah and Jacksonville.
	Dupont, Albany .....	do .....	Dupont and Albany .....
	Thomasville, Bainbridge .....	do .....	Thomasville and Bainbridge .....
15010	Savannah, Macon .....	Central Railroad and Banking Company.	Part of Augusta and Macon, Savannah and Millen.
15011	Macon, Columbus .....	South Western .....	Macon and Columbus .....
15012	Macon, Atlanta .....	Central Railroad and Banking Company.	Atlanta and Macon .....
15013	Macon, Brunswick .....	Macon and Brunswick .....	Macon and Brunswick .....
15014	Gordon, Milledgeville .....	Central Railroad and Banking Company.	Edenton and Gordon .....
15015	Edenton, Milledgeville .....	do .....	
15016	Macon, Eufaula .....	South Western .....	Part of Macon and Montgomery
15021	Camak, Macon .....	Georgia .....	Camak and Macon .....
15022	Griffin, Carrollton .....	Savannah, Griffin and North Alabama.	Griffin and Carrollton .....
15023	Brunswick, Albany .....	Brunswick and Albany .....	Brunswick and Albany .....
15025	Athens, Belton .....	North Eastern .....	Lula and Athens .....
15026	Toccoa, Elberton .....	Elverton Air Line .....	Toccoa and Elberton .....
16001	Fernandina, Cedar Keys .....	Atlantic, Gulf and West Indies Transit.	Fernandina and Cedar Keys .....
16002	Lake City, Chattahoochee .....	Jacksonville, Pensacola and Mobile.	Live Oak and Chattahoochee .....
16003	Pensacola, Whiting .....	Pensacola .....	Whiting and Pensacola .....
16006	Jacksonville, Lake City .....	Florida Central .....	Part of Savannah and Jacksonville.
17001	Montgomery, West Point .....	Western of Alabama .....	Part of Atlanta and Montgomery.
17002	Montgomery, Selma .....	do .....	Montgomery and Selma .....
17003	Montgomery, Eufaula .....	Montgomery and Eufaula .....	Part of Macon and Montgomery.
17004	Montgomery, Decatur .....	South and North Alabama .....	Decatur and Montgomery ...
17006	Selma, Greenboro' .....	Selma and Greenboro' .....	Selma and Greenboro' .....
17007	Opelika, Columbus .....	Western of Alabama .....	Columbus and Opelika .....
17008	Columbus, Troy .....	Mobile and Girard .....	Columbus and Troy .....
17009	Selma, Meridian .....	Alabama Central .....	Selma and Meridian .....
17010	Selma, Dalton .....	Selma, Rome and Dalton .....	Dalton and Selma .....
17012	Mobile, Montgomery .....	Mobile and Montgomery .....	Part of Montgomery and Mobile.
17013	Mobile, New Orleans .....	New Orleans, Mobile and Texas.	Part of Montgomery and New Orleans.
17014	Opelika, Buffalo .....	East Alabama .....	Buffalo and Opelika .....
17015	Chattanooga, Meridian .....	Alabama Great Southern .....	Chattanooga and Meridian .....



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Railway post-office, route agent, or mail route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. P. O...	179	131,028	7	3	<i>Ft. In.</i> 40 0	<i>Ft. In.</i> 9 0	Day and night.	.....	
M. R. M...	130	95,160	7	2	12 8½	8 3½	Night.	.....	
M. R. M...	36	26,352	7	1	12 3	6 3	Day.	.....	
R. A.....	192	120,576	6	4	9 1	6 10	do.	7	
					9 1	6 10			
					9 1	6 10			
					9 9	6 8			
R. A.....	100	62,800	6	2	11 1	8 5	do.	7	
					10 8	8 5			
R. A.....	103	64,684	6	2	21 0	8 2	do.	7	
					15 1	9 3			
R. A.....	188	137,616	7	5	15 1	9 3	Day and night.	.....	
					21 4	8 11			
					19 4	8 11			
					19 4	8 11			
M. R. M...	40	25,120	6	1	7 5	6 4	Day.	.....	
R. A.....	145	106,140	7	3	12 5	7 2			
					11 8	7 4			
					14 9	8 8			
M. R. M...	81	50,868	6	1	12 3	6 3	Day.	7	
R. A.....	60	37,680	6	1	12 0	8 2	do.		
					15 3	7 10			
R. A.....	173	108,044	6	2	14 3	7 10	do.		
					10 0	6 7			
R. A.....	41	25,748	6	1	5 11	5 11	do.		
R. A.....	51	32,028	6	1	10 0	5 6			
R. A.....	154	96,712	6	3	8 10	5 10			
					14 5	5 4			
R. A.....	147	107,604	7	2	13 6	6 0	Day and night.	.....	
					10 4	6 0			
M. R. M...	44	32,208	7	1	8 0	7 3	Day.	.....	
R. P. O...	59	43,188	7	3	40 0	9 0			7, Baldwin to Jacksonville.
R. P. O...	82	120,048	14	See route 15001			Day and night.	.....	
R. A.....	50	36,600	7	1	12 6	9 4	Day.	7	
R. A.....	81	59,292	7	3	12 5	7 2	do.		
					11 8	7 4			
					14 9	8 8			
R. A.....	184	134,688	7	8	25 0	9 6	do.	7	
					25 0	9 6			
					14 9	9 7			
					14 9	9 7			
					14 9	9 7			
					14 9	9 7			
R. A.....	67	42,076	6	1	8 4	6 6	do.		
R. A.....	28	35,168	12	3	14 10	8 6	do.		
					10 8½	8 4			
					11 1½	8 9½			
R. A.....	90	56,520	6	3	11 8	6 5	do.		
					9 10	6 5			
					12 9	6 10			
R. A.....	114	83,448	7	2	12 4	7 3	do.		
					12 2	7 1			
R. A.....	237	173,484	7	3	12 1	7 6	do.		
					12 1	7 6			
					12 1	8 0			
R. P. O...	178	260,592	14	14	49 0	9 1	Day and night.	.....	
R. P. O...	142	207,888	14	14	49 0	9 1	do.	.....	
M. R. M...	22	13,816	6	1	5 0	6 6	Day.	.....	
R. A.....	294	215,208	7	4	15 0	6 4	do.	.....	
					12 0	7 0			
					12 0	8 0			
					10 6	8 0			







in operation in the United States on the 30th of June, 1880—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	60	37,680	6	1	<i>Ft. In.</i> 6 0	6 8	Day .....		
M. R. M. ....	44	18,405	4	1	7 0	5 10	do .....		
R. P. O. ....	344	251,808	7	5	45 2	9 4	Day and night .....		
					45 2	9 4			
					45 2	9 4			
					45 2	9 4			
					44 11	9 13			
R. A. ....	101	73,932	7	2	12 4	6 9	Day .....		
R. A. ....	141	103,212	7	3	11 10	7 4	Day and night .....		
					11 05	7 3			
					11 02	7 4			
R. A. ....	473	348,236	7	6	21 6	8 10	Day .....		
			7				do .....		
R. P. O. ....	208	152,256	7	5	45 2	9 4	Night .....		
					45 2	9 4			
					45 2	9 4			
					45 2	9 4			
					44 11	9 13	Day and night .....		
R. A. ....	65	40,820	6	1	13 5	6 84	Day .....		
R. A. ....	144	105,408	7	3	13 05	7 0			
					13 7	6 7			
					13 7	6 7			
R. A. ....	272	199,104	7	2	24 0	9 0	Night .....		6, Macon to Memphis.
	39	28,548	7						
None .....	13							6	
None .....	6							6	
M. R. M. ....	31	19,468	6	1	8 0	7 0	Day .....	6	
R. P. O. ....	242	177,144	7	3	38 6	9 0	Night .....		6, Rogersville Junction to Chattanooga.
M. R. M. ....	28	20,496	7	2	11 10	6 11	Day .....	6	
M. R. M. ....	15	9,420	6				do .....		
R. A. ....	151	110,532	7	2	20 0	8 0	do .....	7	6, Nashville to Wartrace Depot; 7, Chattanooga to Waubatchie.
None .....	8							12	6, Shelbyville to Wartrace Depot.
M. R. M. ....	40	25,120	6	1	8 0	6 0	Day .....	6	
R. A. ....	122	89,304	7	3	14 9	9 0	do .....	7	
	72	52,704	7						
R. A. ....	170	124,440	7	3	12 9	8 6	do .....		7, Nashville and Union City.
M. R. M. ....	39	24,492	6	1	5 0	4 4	do .....		
M. R. M. ....	40	25,120	6	1	9 10	6 7	do .....		
None .....	23							6	
M. R. M. ....	38	23,864	6	1	8 0	6 6	Day .....		
None .....	20							6	
M. R. M. ....	35	21,980	6				Day .....		
M. R. M. ....	16	10,048	6						
None .....	35							6	
None .....	14							6	
R. A. ....	99	62,172	6	3	12 0	6 0	Day .....	12	
	66	41,448	6					6	
R. A. ....	34	21,352	6	3	8 9	6 1	Day .....	6	
	28	17,584	6	1	11 6	7 6			
R. A. ....	110	96,060	6	2	10 0	7 3	Day .....		6, Anchorage to Louisville.
					2 9 0	6 8			
R. P. O. ....	110	161,040	14						
	5	7,320	14	7	45 0	9 0	Day and night .....		6, Bowling Green to Glasgow Junction; 6, Louisville to Bardstown Junction.
	186	272,304	14						
	263	385,032	14						



I.—*Railway post-office, route agent, and mail-route messenger service*

Number of route.	Contract designation, terminus of route.	Corporate title of company.	Railway mail service designation.
20006	Bardstown Junction to Bardstown.	Louisville, Nashville and Great Southern.	
20007	Lebanon Junction, Livingston	do	Louisville and Livingston
20005	Louisville, Nashville	do	
20007	Richmond Junction, Richmond	do	
20009	Paducah, Trimble	Memphis, Paducah and Northern.	Richmond and Stanford.
			Paducah and Trimble.
20010	Elizabethtown, Paducah	Paducah and Elizabethtown	Louisville and Paducah
20018	Louisville, Cecilian	Louisville, Nashville and Great Southern.	
		do	
20011	Glasgow Junction to Glasgow	Louisville, Cincinnati and Lexington.	
20012	Shelbyville to Anchorage.	Eastern Kentucky	Greenup and Willard.
20013	Greenup, Willard	Owensville and Nashville.	Owensboro' and Stroud.
20014	Owensboro', Owensboro' Junction.	Kentucky Central	Maysville and Lexington
20015	Maysville, Paris	do	
20002	Covington, Lexington (part).	Licking Valley	
20019	Johnson's Junction, Hillsboro'	Cincinnati Southern	Cincinnati and Chattanooga
20020	Cincinnati, Chattanooga	Southwestern of Kentucky	
20021	Harrodsburg Junction, Harrodsburg.	Mount Sterling Coal	
20022	Mount Sterling, Cornwell	Louisville, Harrod's Creek and Westport.	
20023	Louisville, Prospect	Louisville, Nashville and Great Southern.	
20024	Lebanon, Greensburg	do	Evansville and Nashville.
20025	Henderson, Nashville		
21001	Benwood, Columbus	Baltimore and Ohio.	Grafton and Chicago.
21010	Sandusky, Newark (part)		
21047	Chicago Junction, Chicago.		
10008	Baltimore, Wheeling (part)	Pittsburgh, Fort Wayne and Chicago.	Pittsburgh and Chicago
21002	Pittsburgh, Chicago		
	Crestline, Chicago (part)	Pittsburgh, Fort Wayne and Chicago.	Crestline and Chicago.
21003	Pittsburgh, Bellaire	Cleveland and Pittsburgh.	Pittsburgh and Bellaire
21004	Hudson, Columbus	Cleveland, Mount Vernon and Columbus.	Cleveland, Hudson and Columbus.
21006	Cleveland, Wellsville (part)	Cleveland and Pittsburgh.	
21005	Cleveland, Sharpsville	New York, Pennsylvania and Ohio.	Cleveland and Sharpsville
21006	Cleveland, Wellsville	Cleveland and Pittsburgh.	Cleveland and Pittsburgh
21003	Pittsburgh, Bellaire (part)	do	
21008	Bayard, New Philadelphia	do	
21009	Canton, Dell Roy	Connotton Valley	Sandusky and Newark
21010	Sandusky, Newark	Baltimore and Ohio	
21011	Xenia, Dayton	Pittsburgh, Cincinnati and Saint Louis.	Xenia and Richmond
21030	Dayton, Richmond	do	



in operation in the United States on the 30th of June, 1880.—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, on cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
None	17				<i>Ft. In.</i>	<i>Ft. In.</i>		6	
R. A.	110	69,080	6	2	14 0	7 4	Day		
M. R. M.	30	18,840	6						
R. A.	34	21,352	6	1	14 0	7 4	do		
R. A.	76	47,728	6	1	9 0	6 4	do		
R. A.	186	136,152	7	3	11 6	7 6	do		
	47	34,404	7					6	6, Glasgow Junction to Glasgow.
None	11								
None	19							12	
M. R. M.	34	21,352	6	1	10 0	5 0	Day		
M. R. M.	35	21,980	6	1	9 0	6 0	do		
R. A.	50	31,400	6	2	12 0	6 0	do		6, Paris to Maysville.
	19	11,932	6						
None	17							6	6, Johnson's Junction to Flemingsburg.
R. A.	335	210,380	6	2	15 0	7 6	Day		6, Cincinnati to Danville.
None	4							6	
None	20							6	
None	11							6	
	31								6, Lebanon to Campbells-ville.
E. A.	145	106,140	7	3	11 6	7 6	Day		6, Hopkinsville to Nash-ville.
E. P. O.	104	76,128	7	5	51 8	9 4	do		7, Chicago to Newark;
	89	65,148	7						6, Monroeville to Sand-
	271	198,372	7						skusky.
R. P. O.	100	73,200	7	5	56 0	8 4			6, Pittsburgh to Mana-
	468	342,576	7						field (one way); 12,
									Pittsburgh to Mana-
									field; 12, Pittsburgh
									to Homewood; 6, Pitts-
									burgh to Leetonia (one
									way); 6, Pittsburgh
									to Crestline.
R. A.	280	175,840	6	3	24 3	8 11	Day		
R. A.	95	59,660	6	3	13 0	9 0	do	6	
R. A.	145	91,060	6	3	13 0	9 0	do		6, Hudson to Orrville; 6,
	26	16,328	6						Mount Vernon to Co-
									lumbus.
E. A.	83	52,124	6	1	14 4	7 10	Day		12, Cleveland to Youngs-
									town.
R. A.	101	63,428	6	5	13 0	9 0	do	6	6, Cleveland to Alliance
	48	30,144	6						(one way); 6, Clevel-
M. R. M.	31	19,468	6	1	14 8	8 11	Day		and to Alliance.
None	41								6, Ravenna to Cleveland.
R. A.	117	85,644	7	1	18 3	8 6	Day	6	6, Minerva to Dell Roy.
				1	17 1	6 10			6, Sandusky to Chicago
									Junction; 6, Sandusky
									to Chicago Junction
									(one way).
R. A.	16	10,048	6	1	19 6	8 6	Day	6	6, Xenia to Dayton (one
	41	25,748	6					6	way); 6, Richmond to
									Dayton (one way); 6,
									Dayton to Dayton, Cin-
									cinnati Toledo Junc-
									tion (one way).



## I.—Railway post-office, route agent, and mail route messenger service

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
21012	Sandusky, Springfield.....	Cincinnati, Sandusky and Cleveland.	Sandusky and Cleveland.....
21042	Cleveland, Cincinnati (part)...	Cleveland, Columbus, Cincinnati and Indianapolis.	
21013	Delaware, Columbus.....	do	Delaware and Columbus.....
21014	Columbus, Cincinnati.....	Pittsburgh, Cincinnati and Saint Louis.	Columbus and Cincinnati.....
21016	Galion, Indianapolis.....	Cleveland, Columbus, Cincinnati and Indianapolis.	Cleveland and Indianapolis.....
21042	Cleveland, Cincinnati (part)...	do	
21017	Blanchester, Hillsborough.....	Marietta and Cincinnati.....	
21018	Hamden, Portsmouth.....	do	Hamden and Portsmouth.....
21019	Toledo, Quincy (part).....	Wabash, Saint Louis and Pacific.	Toledo and La Fayette.....
	do	do	do
21020	Fremont, Bloomington.....	Lake Erie and Western.....	Fremont and Muncie.....
	do	do	Muncie and Bloomington.....
	Branch, Saint Mary's, Minster.	do	
21021	Carey, Findlay.....	Cincinnati, Sandusky and Cleveland.	
21022	Union City, Dayton.....	Dayton and Union.....	Union City and Dayton.....
21023	Toledo, Dayton.....	Dayton and Michigan.....	Toledo and Cincinnati.....
21026	Dayton, Cincinnati.....	Cincinnati, Hamilton and Dayton.	
21024	Hamilton, Indianapolis.....	Cincinnati, Hamilton and Indianapolis.	Cincinnati, Hamilton and Indianapolis.
21026	Dayton, Cincinnati (part).....	Cincinnati, Hamilton and Dayton.	
21025	Richmond, Hamilton.....	Cincinnati, Richmond and Chicago.	
21026	Dayton, Cincinnati (part).....	Cincinnati, Hamilton and Dayton.	Chicago, Richmond and Cincinnati.
22609	Chicago, Richmond.....	Pittsburgh, Cincinnati and Saint Louis.	
21027	Xenia, Springfield.....	do	
21028	Parkersburg, Cincinnati.....	Marietta and Cincinnati.....	Grafton and Cincinnati.....
12002	Grafton, Parkersburg.....	Baltimore and Ohio.....	
21029	Dresden Junction, Morrow.....	Pittsburgh, Cincinnati and Saint Louis.	Dresden and Cincinnati.....
21014	Columbus, Cincinnati.....	do	
21031	Hagerstown, Harrison.....	White Water.....	
21071	Harrison, Valley Junction.....	Cincinnati, Indianapolis, Saint Louis and Chicago.	Fort Wayne and Cincinnati.....
22003	Indianapolis, Cincinnati (part)...	do	
22020	Fort Wayne, Connersville.....	Fort Wayne, Muncie and Cincinnati.	
21032	Pittsburgh, Columbus.....	Pittsburgh, Cincinnati and Saint Louis.	Pittsburgh and Cincinnati.....
21014	Columbus, Cincinnati.....		
21032	Pittsburgh, Columbus.....	Pittsburgh, Cincinnati and Saint Louis.	
21015	Columbus, Indianapolis.....	Saint Louis, Vandalia, Terre Haute and Indianapolis.	Pittsburgh and Saint Louis.....
22002	Indianapolis, Terre Haute.....		
23031	Terre Haute, East Saint Louis.....		
21032	Branch, Means, Cadiz.....	Pittsburgh, Cincinnati and Saint Louis.	
21033	Columbus, Springfield.....	Cincinnati, Sandusky and Cleveland.	Columbus and Springfield.....

\* 23 cars in equipment between New



in operation in the United States on the 30th of June, 1880—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	130	81,640	6	2	14 0	9 0	Day .....	7	6, Bellefontaine to Urbana (one way); 6, Clyde to Sandusky (one way).
R. A. ....	80	50,240	6						
M. R. M. ....	24	15,672	6	1	10 3	8 8	Day .....	13	
R. A. ....	120	75,360	6	1	20 1	8 5	do .....		
R. P. O. ....	203	148,596	7	2	15 8	8 7	Day .....	7	6, Muncie to Indianapolis (one way); 6, Indianapolis to Union City (one way); 7, Galion to Indianapolis (one way).
R. P. O. ....	80	58,560	7		39 2	9 2			
None .....	22							12	
R. A. ....	56	35,168	6	1	14 6	9 6	Day .....	6	
R. P. O. ....	203	148,596	7	1	45 0	9 4	Night .....	12	Toledo and La Fayette.
R. A. ....	203	127,484	6	2	36 0	10 0	Day .....		
R. A. ....	353	221,684	6	3	12 0	7 0	do .....		
None .....	9				14 0	7 5		6	
None .....	16							6	
R. A. ....	47	29,516	6	1	11 0	7 3	Day .....	6	
R. A. ....	142	89,176	6	2	19 9	7 2	do .....	7	6, Lima to Dayton (one way); 6, Dayton to Toledo (one way).
R. A. ....	60	37,680	6	1	17 9	6 4			
R. A. ....	98	61,544	6	4	10 6	7 2	Day .....	6	
R. A. ....	25	15,700	6						
R. A. ....	45	28,260	6						6, Hamilton to Richmond (one way).
R. A. ....	25	15,700	6	4	13 0	9 0	Day .....	7	7, Chicago to Kokomo.
R. A. ....	224	140,672	6						
None .....	20							12	6, Springfield to Xenia (one way).
R. P. O. ....	195	142,740	7	2	51 8	9 4	Day .....	7	6, Athens to Cincinnati.
R. P. O. ....	104	70,128	7						6, Blanchester to Cincinnati.
R. A. ....	149	93,572	6	4	14 0	7 0	Day .....	6	12, Dresden to Washington Court-house; 6, Washington Court-house to Cincinnati.
R. A. ....	36	22,608	6						
R. A. ....	62	38,896	6						
R. A. ....	7	4,396	6						
R. A. ....	118	11,304	6	3	12 0	7 8	Day .....	6	6, Cincinnati to Brookville.
R. A. ....	109	68,452	6						
R. P. O. ....	193	282,552	14	(*)	60 0	8 4	Day and night .....		6, Columbia to Cincinnati (one way); 6, Columbus to Cincinnati (one way); 6, Batavia Junction to Cincinnati (one way); 6, South Lebanon to Cincinnati.
R. P. O. ....	120	175,680	14						6, Steubenville to Pittsburgh (one way); 6, Columbus to Bradford Junction; 6, Cambridge City to Indianapolis.
R. P. O. ....	193	282,552	14						
R. P. O. ....	188	275,232	14	(*)	60 0	8 4	Day and night .....		6, Means to Cadiz (one way).
R. P. O. ....	173	106,872	14						
R. P. O. ....	165	241,590	14						
None .....	8							6	
R. A. ....	45	28,260	6	1	13 4	6 8	Day .....	12	

York, Cincinnati, and Saint Louis.



## I.—Railway post-office, route agent, and mail-route messenger service

Number of route.	Contract designation, terminus of route.	Corporate title of company.	Railway mail service designation.
21034	Salamanca, Dayton (part) .....	New York, Pennsylvania and Ohio.	Salamanca and Kent .....
	do .....	do .....	
21042	Cleveland, Cincinnati (part) .....	Cleveland, Columbus, Cincinnati and Indianapolis. }	Kent and Cincinnati .....
21036	Columbus, Athens Branch, Logan, New Straitsville. ....	Columbus and Hocking Valley. do .....	Columbus and Athens .....
21037	Niles, New Lisbon .....	Cleveland and Mahone Valley.	Cleveland and New Lisbon .....
21038	Newark, Shawnee .....	Baltimore and Ohio .....	Newark and Shawnee .....
21039	Clinton, Massillon .....	Cleveland, Mount Vernon and Delaware.	
21040	Canal Dover, Marietta .....	Marietta, Pittsburgh and Cleveland.	Canal, Dover and Marietta .....
21041	Lorain, Uhricksville .....	Cleveland, Tuscarora Valley and Wheeling. }	Cleveland and Wheeling .....
21042	Cleveland, Cincinnati (part) .....	Cleveland, Columbus, Cincinnati and Indianapolis. }	
	Cleveland, Cincinnati .....	do .....	Cleveland and Cincinnati .....
21043	Toledo, Mansfield .....	Pennsylvania .....	Toledo and Mansfield .....
21044	Harbor, Youngstown .....	Ashtabula, Youngstown and Painesville. }	Ashtabula and New Castle .....
21035	Youngstown, Cross Cut .....	Pittsburgh, Fort Wayne and Chicago.	
21046	Painesville, Youngstown .....	Painesville and Youngstown .....	Painesville and Youngstown .....
21047	Chicago Junction, Chicago .....	Baltimore and Ohio .....	Chicago Junction and Chicago .....
21048	Dyson, Cumberland .....	Eastern Ohio .....	
21049	Marietta, Parkersburg .....	Marietta and Cincinnati .....	
21051	Columbus, Portsmouth .....	Sciota Valley .....	Columbus and Portsmouth .....
21052	Batavia Junction, Winchester. ....	Cincinnati and Eastern .....	Cincinnati, Batavia and Portsmouth. ....
	Branch, Richmond Junction, New Richmond. ....	do .....	
21053	Toledo, Columbus .....	Columbus and Toledo .....	Toledo and Columbus .....
21054	Dayton, Wellston .....	Dayton and Southeastern .....	Dayton and Chillicothe .....
21056	Saint Clairsville, Quincy Junction. ....	Bellaire and Saint Clairsville. ....	
21057	Allentown Junction, Waynesville. ....	Columbus, Washington and Cincinnati. ....	
21058	Springfield, Jackson .....	Springfield, Jackson and Pomeroy. ....	Springfield and Jackson .....
21059	College Hill Junction, Mount Healthy. ....	College Hill .....	
21060	Columbus, Amelia .....	Cincinnati and Portsmouth .....	Cincinnati and Georgetown .....
21061	Delphos, Shane's Crossing .....	Toledo, Delphos and Burlington. ....	
21063	Bellaire, Woodsfield .....	Bellaire and Southwestern .....	Bellaire and Woodsfield .....
21064	Dayton, Covington .....	Dayton, Covington and Toledo. ....	Versailles and Dayton .....
21065	Holgate, Warren .....	Toledo, Delphos and Burlington. ....	Holgate and Warren .....
21066	Hillsboro, Sardinia .....	Columbus and Maysville .....	
21068	Columbus, Corning .....	Ohio Central .....	Columbus and Corning .....
21069	Cleveland, Euclid .....	Cleveland, Youngstown and Ashtabula. ....	



in operation in the United States on the 30th of June, 1886—Continued.

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	192	140,544	7	6	<i>Ft. In.</i> 14 4	<i>Ft. In.</i> 7 10	Day .....	.....	6, Corry to Kent; 6, Meadville to Chenango (one way); 6, Salamanca to Meadville (one way); 6, Leavittsburg to Salamanca (one way); 6, Transfer to Salamanca.
R. A. ....	197 56	144,204 40,992	7 7	6	14 4	7 10	do .....	.....	6, Galion to Ashland (one way).
R. A. ....	76	47,728	6	3	15 11	9 3	Day .....	6	
None .....	13							12	
R. A. ....	90	56,520	6	2	15 2	7 3	do .....	.....	6, Niles to New Lisbon (one way).
M. R. M. ....	43	27,004	6	2	12 0	8 6	do .....	6	
None .....	13							6	
R. A. ....	98	61,544	6	1	8 2	6 11	Day .....	.....	
R. A. ....	142	89,176	6					.....	6, Elyri to Medina (one way); 6, Uhricksville to Lorain (one way).
	25	15,709	6	2	14 0	7 9	do .....	.....	
R. P. O. ....	244	331,840	13	3	39 2	9 2	Day and night.	6	6, Cleveland to Delaware (one way); 6, Springfield to Dayton (one way); 6, Dayton to Cincinnati (one way); 6, Grafton to Cleveland (one way).
R. A. ....	86	54,008	6	2	24 3	8 11	Day .....	6	
R. A. ....	64	40,192	6	2	24 3	8 11	do .....	.....	6, Youngstown to Warren (one way); 6, Lawrence Junction to Youngstown (one way).
	21	13,188	6					.....	
R. A. ....	60	37,680	6	1	12 0	6 0	do .....	.....	
R. A. ....	271	198,372	7	3	22 0	8 6	do .....	.....	
None .....	8							12	
None .....	14							21	
R. A. ....	100	62,800	6	1	13 4	6 8	Day .....	6	6, Chillicothe to Portsmouth (one way).
R. A. ....	57	35,796	6	2	12 0	6 0	do .....	.....	6, Mount Oreb to Batavia Junction.
None .....	14							6	
R. A. ....	124	77,872	6	4	15 11	9 3	Day .....	6	
R. A. ....	115	72,220	6	1	8 2	7 6	do .....	.....	6, Dayton to Chillicothe.
None .....	7							6	
None .....	37							6	
R. A. ....	109	68,452	6				Day .....	.....	
None .....	7							12	
M. R. M. ....	18	11,304	6					.....	6, Amelia to Columbus (one way).
None .....	26							6	
M. R. M. ....	44	27,652	6					.....	
M. R. M. ....	25	15,700	6					.....	
R. A. ....	95	59,660	6					.....	
None .....	19							6	
R. A. ....	65	40,820	6					.....	



I.—*Railway post-office, route agent, and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
21070	Tontogany, Bowling Green.....	Bowling Green.....	
21071	Cleveland, Canton .....	Valley .....	
21072	Gilead Station, Mount Gilead .....	Cleveland, Columbus, Cincinnati and Indianapolis.	
21067	Alliance, Phalanx.....	Alliance and Lake Erie .....	
22001	Indianapolis, Vincennes.....	Indianapolis and Vincennes ..	Indianapolis and Vincennes ..
22002	Indianapolis, Terre Haute .....	Saint Louis, Vandalia, Terre Haute and Indianapolis.	Indianapolis and Terre Haute .. Indianapolis, Vandalia and Saint Louis.
23031	Terre Haute, East Saint Louis .....		
22063	Indianapolis, Cincinnati .....	Cincinnati, Indianapolis, Saint Louis and Chicago.	
22005	La Fayette, Indianapolis.....	do .....	
22029	Kankakee, La Fayette .....	Cincinnati, La Fayette and Chicago.	Chicago and Cincinnati .....
23020	Chicago, Kankakee .....	Illinois Central .....	
22004	Peru, Indianapolis .....	Indianapolis, Peru and Chicago.	
22015	La Porte, Peru .....	Chicago, Cincinnati and Louisville.	Michigan City and Indianapolis
22026	Michigan City, La Porte .....	Indianapolis, Peru and Chicago.	
22006	Columbus, Madison .....	Jeffersonville, Madison and Indianapolis.	Indianapolis and Madison .....
22007	Indianapolis, New Albany .....	do .....	Indianapolis and Louisville ..
22008	Michigan City, New Albany ..	Louisville, New Albany and Chicago.	Michigan City and Louisville ..
22010	Cincinnati, East Saint Louis ..	Ohio and Mississippi .....	Cincinnati and Saint Louis .....
22011	Cambridge City, Columbus.....	Jeffersonville, Madison and Indianapolis.	Cambridge City and Columbus ..
22012	Terre Haute, Evansville .....	Evansville and Terre Haute ..	Terre Haute and Evansville ..
22016	Fairland, Martinsville .....	Fairland, Franklin and Martinsville.	Fairland and Martinsville .....
22017	Logansport, Bradford .....	Pittsburgh, Cincinnati and Saint Louis.	Logansport and Bradford .....
22018	Indianapolis, Peoria .....	Indianapolis, Bloomington and Western.	Indianapolis and Peoria.....
22019	North Vernon, Louisville ... }	Ohio and Mississippi .....	Cincinnati, North Vernon and Louisville.
22010	Cincinnati, East Saint Louis (part).		
22021	Fort Wayne, Richmond .....	Grand Rapids and Indiana ..	
24018	Fort Wayne, Kalamazoo .....	do .....	
21025	Richmond, Hamilton .....	Cincinnati, Richmond and Chicago.	Kalamazoo and Cincinnati .....
21026	Dayton, Cincinnati (part) .....	Cincinnati, Hamilton and Dayton.	
22022	Goshen, Anderson .....	Cincinnati, Wabash and Michigan.	Goshen and Anderson .....
22023	Oakland City, Albion .....	Louisville, New Albany and Saint Louis.	Oakland City and Albion .....
22024	Danville, Terre Haute .....	Evansville, Terre Haute and Chicago.	Danville and Terre Haute .....
22025	Indianapolis, Terre Haute .....	Indianapolis and Saint Louis }	Indianapolis and Saint Louis ..
22026	Terre Haute, East Saint Louis ..	do .....	



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Railway, post-office, route agent or mail route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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>			
None								6	6, Totogany to Bowling Green (one way).
None								6	
None								6	6, Gilead Station to Mount Gilead (one way).
R. A.	117	73,476	6	1	11 5	9 1	Day		6, Indianapolis to Spencer.
R. A.	73	45,844	6	1	12 10	6 10	do		
R. A.	73	45,844	6	4	19 0	7 5	do		
	165	103,620	6						
	111	150,960	13	3	40 0	9 5	Day and night.		6, Cincinnati to Valley Junction.
	64	87,040	13	3	50 0	9 5			32, Indianapolis to La Fayette.
R. P. O.	75	102,000	13						6, La Fayette to Kankakee.
	55	74,800	13						6, Cincinnati to Indianapolis.
	75	47,100	6	3	12 0	7 0	Day	6	6, Pein to Kokomo.
R. A.	73	45,844	6						
	13	8,164	6						
R. A.	45	28,260	6	2	11 0	6 0	do	6	
R. A.	110	149,600	13	3	13 0	7 0	Day and night.		
R. A.	288	180,804	6	5	9 6	6 3	Day		6, La Fayette to Crawfordsville; 6, Greencastle to Bloomington.
R. P. O.	338	212,264	6	1	45 0	9 9	do	7	6, Cincinnati to East Saint Louis (one way); 6, Cincinnati to Aurora (one way); 6, North Vernon to Cincinnati; 6, Cincinnati to North Vernon; 6, Summerfield and East Saint Louis.
	2	50 0	9 9						
R. A.	65	40,820	6	1	11 0	6 0	do		
R. A.	109	68,452	6	2	12 6	8 6	do	7	
R. A.	39	24,492	6	1	11 0	7 0	do		
R. A.	114	71,592	6	2	11 10	8 9	do	6	
R. A.	212	133,136	6	4	12 0	8 10	do	7	
R. A.	52	32,656	6	1	13 0	8 7	do	13	6, North Vernon to Louisville (one way).
	73	45,844	6						
	92	57,776	6	3	13 2	7 0	do		
	94	59,032	6						
R. A.	45	28,260	6						
	25	15,700	6						
R. A.	111	69,708	6	2	10 0	6 6	do		
M. R. M.	42	26,376	6						
R. A.	55	34,540	6	2	9 6	6 6	do	6	
R. P. O.	81	50,868	6	3	40 0	9 0	do	7	6, Indianapolis to Danville.
	189	118,692	6						



## I.—Railway post-office, route agent, and mail-route messenger service

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
22027	Butler, Logansport .....	Wabash, Saint Louis and Pacific.	Butler and Logansport .....
22028	Logansport, Rockville .....	Terre Haute and Indianapolis.	Logansport and Terre Haute .....
22013	Rockville, Terre Haute .....	do .....	
22030	Terre Haute, Worthington .....	Terre Haute and Southeastern.	
22031	Attica, Veedersburg .....	Chicago and Block Coal .....	Terre Haute and Worthington.
22032	Evansville, Boonville .....	Lake Erie, Evansville and Southwestern.	.....
22033	Kokomo, Frankfort .....	Frankfort and Kokomo .....	Kokomo and Frankfort .....
22034	Jasper, Rockport .....	Cincinnati, Rockport and Southwestern.	Jasper and Rockport .....
22036	Switz City, Bedford .....	Bedford, Springfield, Owensboro and Bloomington.	Switz City and Bedford .....
22037	Anderson, Noblesville .....	Anderson, Lebanon and Saint Louis.	.....
22038	Rensselaer, Delphi .....	Indianapolis, Delphi and Chicago.	Rensselaer and Delphi .....
22039	Princeton, Owensville .....	Evansville and Terre Haute .....	.....
21019	Toledo, Quincy .....	Wabash, Saint Louis and Pacific.	La Fayette and Quincy .....
22014	Branch, Bluffs, Naples .....	do .....	La Fayette and Saint Louis .....
	Branch, Clayton, Keokuk .....	do .....	Bluffs and Hannibal .....
	State Line, Logansport .....	Pittsburgh, Cincinnati and Saint Louis.	Keokuk and Clayton .....
23001	Chicago, Milwaukee .....	Chicago and Northwestern .....	Logansport and Warsaw .....
23002	Chicago, Freeport .....	do .....	Milwaukee and Chicago .....
23003	Chicago, Union Pacific Transfer.	do .....	Chicago and Dubuque .....
23004	Elgin, Geneva .....	do .....	Chicago and Cedar Rapids .....
	Sterling, East Saint Louis .....	Chicago, Burlington and Quincy .....	Cedar Rapids and Council Bluffs.
	.....	.....	Geneva and Elgin .....
23005	.....	.....	Sterling and Rock Island .....
23006	Kansas, Westfield .....	Danville, Olney and Ohio River .....	Rock Island and Saint Louis .....
23007	Chicago, Burlington .....	Chicago, Burlington and Quincy .....	.....
.....	.....	.....	Chicago, Foreston and Dubuque.
	Branch, Aurora, Galena Junction.	do .....	Chicago and Streator .....
	Branch, Galva, Sagetown .....	do .....	.....
23008	Rushville, Yates City .....	do .....	Galva and Burlington .....
23009	Branch, Elmwood, Buda .....	do .....	Yates City and Rushville .....
	Peoria, Galesburgh .....	do .....	Buda and Lewistown .....
	.....	.....	do .....
23010	Galesburgh, Quincy .....	do .....	Peoria and Galesburgh .....
23011	Burlington, Quincy .....	do .....	Buda and Lewistown .....
23012	Streator, Aurora .....	do .....	Galesburgh and Quincy .....
23013	Branch, Aurora, Batavia .....	do .....	Burlington and Quincy .....
23014	Mendota, Clinton .....	do .....	Chicago and Streator .....
23015	Rock Falls, Shabbona .....	do .....	.....
.....	Chicago, Davenport .....	Chicago, Rock Island and Pacific.	Mendota and Clinton .....
23016	Bureau Junction, Peoria .....	do .....	Shabbona and Rock Falls .....
23017	Chicago, East Saint Louis .....	Chicago and Altou .....	Chicago and Iowa City .....
23018	Bloomington, East Saint Louis .....	do .....	Chicago and Davenport .....
23019	Washington, Dwight .....	do .....	Bureau Junction and Peoria .....
.....	Branch, Varna, Lacon .....	do .....	Chicago and Saint Louis .....
.....	.....	.....	Chicago and Mexico .....
.....	.....	.....	do .....
.....	.....	.....	Dwight and Washington .....
.....	.....	.....	.....



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Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A.	93	58,404	6	2	<i>Ft. In.</i> 11 3	<i>Ft. In.</i> 7 3	Day		
R. A.	93	58,404	6	3	11 0	7 3	do		
M. R. M.	23	14,444	6				do		
M. R. M.	40	25,120	6				do		
None	14							6	
None	18							12	
M. R. M.	26	16,328	6	1	10 0	8 0	Day		
M. R. M.	38	23,864	6	1	10 0	8 0	do		
M. R. M.	41	25,748	6	1	10 0	6 6	do		6, Bloomfield to Bedford.
None	20							6	
M. R. M.	40	25,120	6				Day		
None	12							6	6, Fort Branch to Owensville.
R. P. O.	270	169,560	6	3	50 8	10 0	Day		7, Decatur to Quincy.
R. P. O.	119	87,108	7				Night		
R. A.	4	2,512	6	1	12 0	9 0	Day		
R. A.	42	26,376	6	1	20 0	9 4	do	7	
R. A.	61	38,308	6	3	18 0	8 7	do	6	
R. A.	85	106,760	12	2	35 4	9 3	do	14	6, State Line to Kentland
R. P. O.	121	75,988	6	2	35 8	9 5	do	6	6, Chicago to Elgin.
R. P. O.	219	275,064	12	3	35 0	9 4	Day and night		6, Chicago to Cortland Station.
R. A.	270	169,560	6	3	35 0	9 4	Day	6	3, Clarence to Cedar Rapids.
R. A.	44	27,632	6	1	9 6	9 5	do		3, Nunda to Geneva.
R. A.	52	32,656	6	2	11 8	4 10	do		
R. A.	247	155,116	6	2	14 8	9 0	do		6, Rock Island to East Saint Louis.
None	8							6	
R. P. O.	207	259,992	12	2	54 8	8 6	Day and night.	6	12, Chicago to Aurora.
R. P. O.	38	23,864	6	2	54 6	8 6			
R. P. O.	38	23,864	6	3	35 0	8 6	Night		
R. A.	38	23,864	6	1	22 8	8 6	Day		
None	13						do	6	12, Aurora to Batavia.
R. A.	71	44,588	6	1	6 10	6 10		6	6, New Boston to Sagatown.
R. A.	62	38,936	6	1	14 0	6 10	Day		
R. A.	30	18,840	6	1	13 4	6 6	do		
R. A.	44	27,632	6	1	13 4	6 6	do		
R. A.	53	33,284	6	1	14 2	6 6	do	6	6, Galesburg to Yates City.
R. A.	3	1,884	6	1	13 4	6 6	do		
R. P. O.	100	125,600	12	3	43 10	8 6	Night and day.		
R. A.	72	45,216	6	1	19 8	8 6	Day		
R. A.	61	38,308	6	1	22 5	8 6	do	6	
None	9						do	6	
R. A.	64	40,192	6	1	10 1	7 0	do		
R. A.	46	28,888	6	1	6 10	6 6	do		
R. P. O.	183	114,924	6	2	50 0	9 6	do		6, Chicago to Minooka.
R. P. O.	183	114,924	6	3	42 0	9 6	Night		
R. A.	46	28,888	6	1	20 0	9 6	Day	6	
R. P. O.	282	177,096	6	2	44 0	8 0	do	7	6, Springfield to Virden.
R. P. O.	126	79,128	6	3	40 0	8 0	Night		
R. P. O.	110	69,080	6	3	40 0	8 0	do	6	1, Road House to East Saint Louis.
R. A.	70	43,960	6	1	13 9	9 5	Day		
None	10	6,280	6	3	14 4	9 0		6	6, Chicago to Hyde Park.
									7, Ellingham to Cairo.



## I.—Railway post-office, route agent, and mail-route messenger service

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
23020	Chicago, Cairo .....	Illinois Central .....	Chicago and Centralia Chicago and Elmhurst .....
23021	Dubuque, Centralia .....	do .....	Centralia and Cairo .....
23022	Joliet, Lake Station .....	Michigan Central .....	Chicago and Dubuque .....
23023	Decatur, East Saint Louis .....	Wabash, Saint Louis and Pacific .....	Chicago, Foreston and Dubuque. Freeport and Centralia .....
23024	Peoria, Parkersburgh .....	Peoria, Decatur and Evansville .....	La Fayette and Saint Louis .....
23025	Hannibal, Naples .....	Wabash, Saint Louis and Pacific .....	Peoria and Parkersburgh .....
23026	Branch, Mayaville, Pittsfield .....	do .....	Bluffs and Hannibal .....
23027	State Line, Warsaw .....	Toledo, Peoria and Warsaw .....	Logansport and Warsaw .....
23028	Branch, La Harpe, Burlington .....	do .....	do .....
23029	Urbana, Havana .....	Champaign, Havana and Western .....	Urbana and Havana .....
	Branch, White Heath, Decatur .....	do .....	White Heath and Decatur .....
23030	East Saint Louis, El Dorado .....	Saint Louis, Alton and Terre Haute .....	Saint Louis and El Dorado .....
23032	Saint Louis, Nashville .....	Nashville, Chattanooga and Saint Louis .....	Evansville and Saint Louis .....
	Branch, McLeansborough, Shawneetown .....	do .....	McLeansborough and Shawneetown .....
23033	Beardstown, Shawneetown .....	Ohio and Mississippi .....	Beardstown and Shawneetown .....
23034	Springfield, Gilman .....	Illinois Central .....	Gilman and Springfield .....
23035	Chicago, Milwaukee .....	Chicago, Milwaukee and Saint Paul .....	Chicago and La Crosse .....
23036	Aurora, Foreston .....	Chicago and Iowa .....	Foreston and Aurora .....
			Chicago, Foreston and Dubuque .....
23037	Vincennes, Cairo .....	Cairo and Vincennes .....	Vincennes and Cairo .....
23038	Peoria, Jacksonville .....	Peoria, Pekin and Jacksonville .....	Peoria and Jacksonville .....
23039	Carbondale, Grand Tower .....	Grand Tower and Carbondale .....	do .....
23040	Peoria, Rock Island .....	Rock Island and Peoria .....	Rock Island and Peoria .....
23041	Quincy, Hannibal .....	Chicago, Burlington and Quincy .....	Quincy and Louisiana .....
	Branch, Fall Creek, Louisiana .....	do .....	do .....
23042	Chicago, Terre Haute .....	Chicago and Eastern Illinois .....	Chicago and Terre Haute .....
	Branch, Covington, Snoddy's Mills .....	do .....	do .....
23043	Streator, Altamont .....	Chicago and Paducah .....	Streator and Altamont .....
23045	Carbondale, Mariou .....	Carbondale and Shawneetown .....	do .....
23046	Jacksonville, Virden .....	Jacksonville, Northwestern and Southeastern .....	Virden and Jacksonville .....
23047	Chester, Tamaroa .....	Wabash, Chester and Western Illinois Midland .....	Tamaroa and Chester .....
23048	Terre Haute, Peoria .....	do .....	Peoria and Terre Haute .....
23049	Springfield, Havana .....	Springfield and Northwestern .....	Havana and Springfield .....
23050	Vincennes, Danville .....	Danville and Southwestern .....	Danville and Vincennes .....
23051	Joliet, Peoria .....	Chicago, Pekin and Southwestern .....	Chicago and Peoria .....
23052	Cortland Station, Sycamore .....	Sycamore and Cortland .....	do .....
23053	East Saint Louis, Cairo .....	Cairo and Saint Louis .....	Saint Louis and Cairo .....
23054	Chicago, Byron .....	Chicago, Milwaukee and Saint Paul .....	Chicago and Byron .....
23055	Decatur, Indianapolis .....	Indianapolis, Decatur and Springfield .....	Indianapolis and Decatur .....
23056	Geneva, Batavia .....	Chicago and Northwestern .....	do .....
23057	Rochelle, Rockford .....	Chicago and Iowa .....	do .....
23058	West Lebanon, Leroy .....	Havana, Rantoul and Eastern .....	West Lebanon and Le Roy .....
23059	Rock Island, Cable .....	Rock Island and Mercer .....	do .....
23062	Kankakee, Colfax .....	Illinois Central .....	do .....
23063	Shumway, Elmhurst .....	Chicago and Paducah .....	do .....
23064	Kempton, Pontiac .....	Illinois Central .....	do .....



in operation in the United States on the 30th of June, 1880—Continued.

Railway post-office, route agent, or mail route miles enjout.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. of round trips per week by express mail over whole route.	Number of round trips per week over portion of route, add between what points.
					Length.	Width.			
R. P. O.	252				<i>Ft. In.</i>	<i>Ft. In.</i>			
R. P. O.	109	145,668	7	2	41 5	9 13	Night		
R. P. O.	113	70,964	6	1	44 4	9 0	Day		
R. P. O.	69	43,332	6	2	35 8	9 5	do		
R. P. O.	81	50,868	6	3	35 0	8 6	Night		
R. A.	275	172,700	6	3	19 3	9 0	Day		6, Foreston to Centralia.
M. R. M.	45	28,260	6	1	7 1	6 3	Day		
R. A.	113	70,964	6	1	20 0	9 4	do		
				1	12 0	9 10			
R. P. O.	113	82,716	7				Night		
R. A.	191	119,948	6	2	10 0	7 6	Day		6, Peoria to Decatur.
R. A.	46	28,888	6	1	12 0	9 10	do	7	
None	6						do	24	
R. A.	227	142,556	6	3	18 0	8 7	do	6	7, Peoria to State Line.
None	20			1	17 10	9 4	do	12	
R. A.	102	64,056	6	2	9 9	7 2	do		
M. R. M.	30	18,840	6	1	10 5	6 10	do		
R. A.	121	75,988	6	2	18 0	7 0	do		6, East Saint Louis to Coulterville.
R. A.	162	101,736	6	4	11 10	9 0	do	7	7, East Saint Louis to Duquoin.
M. R. M.	40	25,120	6	1	6 4	3 0	do		
R. A.	228	143,184	6	3	6 3 11 3 10 5	9 3 7 7 7 4	do		6, Beardstown to Pana.
R. A.	112	70,336	6	2	11 9	9 4	do		6, Flora to Fairfield.
R. P. O.	85	115,600	13	5	50 0	9 2	Day and night.	6	6, Gilman to Gibson City.
R. A.	81	50,868	6	3	8 0	3 6			3, Wadsworth to Milwaukee.
R. P. O.	81	50,868	6	3	35 0	8 6	Night		12, Western Union to Milwaukee.
R. A.	158	99,224	6	3	11 9	6 9	Day		
R. A.	83	52,124	6	2	13 0	7 6	do	3	
None	25						do	9	
R. A.	91	57,148	6	2	9 9	8 0	do	6	
R. A.	12	7,536	6	1	10 11	7 0	do	12	
R. A.	30	18,840	6	1	10 11	7 0	do		
R. A.	176	110,528	6	2	19 0	6 6	do	7	
None	9						do	6	
R. A.	156	97,908	6	4	11 0	7 0	do		
None	17						do	12	
M. R. M.	31	19,468	6	1	7 0	6 5	do		
M. R. M.	41	25,748	6	1	12 0	6 3	do		
R. A.	176	110,528	6	2	20 9	9 0	do		
R. A.	47	29,516	6	1	12 0	6 3	do		
R. A.	113	70,964	6	2	12 0	7 0	do		3, Springfield to Athens.
R. A.	124	77,872	6	2	10 0	7 5	do		
None	5						do	18	
R. A.	146	91,688	6	3	10 0	6 6	do		
R. A.	88	55,264	6	1	10 6	6 10	do		
R. A.	152	95,456	6	2	16 8	7 3	do		
None	3						do	6	
None	27						do	6	
R. A.	76	47,728	6	1	7 10	6 6	do		6, Rantoul to LeFoy.
None	26						do	6	
None	64						do	6	
None	8						do	3	
None	21						do	6	



## I.—Railway post-office, route agent, and mail-route messenger service

Number of route.	Contract designation, terminus of route.	Corporate title of company.	Railway mail service designation.
24031	Fort Howard, Ishpeming	Chicago and Northwestern	Ishpeming and Fort Howard
24040	Marquette, L'Anse	Marquette, Houghton and Ontonagon.	Marquette and L'Anse.
	Branch, Humboldt, Republic Powers, Quinnesec	do	
24042	Milwaukee, North McGregor	Chicago and Northwestern	Milwaukee and Prairie du Chien.
25001	Milwaukee, La Crosse	Chicago, Milwaukee and Saint Paul.	Chicago and La Crosse.
25002	Milwaukee, Berlin	do	Oshkosh and Milwaukee
25003	Milton Junction, Monroe	do	Milton Junction and Monroe.
25004	Watertown, Madison	do	Watertown and Madison
25005	Horicon, Portage	do	Horicon and Portage
25006	Nepeuskun, Winneconne	do	
25007	Oshkosh, Ripon	do	Oshkosh and Milwaukee
25008	Chicago, Green Bay	Chicago and Northwestern	Fort Howard and Chicago
25009			
25010	Caledonia Station, Winona Junction.	do	Elroy and Harvard
25011	Kenosha, Rockford	do	Elroy and Winona
			Kenosha and Rockford
25014	Winona, Winona Junction	do	Elroy and Harvard
25017	Milwaukee, Fond du Lac	do	Elroy and Winona
25030	Elroy, Saint Paul	Chicago, St. Paul and Minnesota.	Fond du Lac and Milwaukee
	Branch, Stillwater Junction, Stillwater.	St. Paul, Stillwater and Taylor Falls.	Saint Paul and Elroy.
25027	Green Bay, Winona	Green Bay and Minnesota	
25016	Milwaukee, Green Bay	Wisconsin Central	Green Bay and Winona.
	Branch, Hilbert, Appleton.	do	Menasha and Milwaukee
25017	Menasha, Ashland	do	do
25018	Milwaukee, Two Rivers	Milwaukee, Lake Shore and Western.	Phillips and Menasha.
	Branch, Manitowoc, Tigerton	do	New London and Milwaukee
25019	Shelbygan, Princeton	Chicago and Northwestern	do
25020	Warren, Mineral Point	Mineral Point	Shelbygan and Princeton.
20031	Tomah, Jenny	Wisconsin Valley	
25023	Madison, Portage	Chicago, Milwaukee and Saint Paul.	Jenny and Tomah
25024	Racine, Rock Island	do	Portage and Madison
	Branch, Elk Horn, Eagle	do	
25025	Galena, Plattville	Chicago and Northwestern	Racine and Rock Island.
25026	Eau Claire, Chippewa Falls	Chippewa Falls and Western	
25015	Stevens Point, Portage	Wisconsin Central	Plattville and Galena.
25028	Hudson, Chandler	North Wisconsin	
25029	Lone Rock, Richland Centre.	Pine River Valley and Stevens Point.	Stevens Point and Portage
25013	Onalaska, La Crosse	Chicago and Northwestern	Chandler and Hudson.
25022	New Lisbon, Necedah	Chicago, Milwaukee and Saint Paul.	
25032	Woodman, Lancaster	Chicago and Northwestern	
25033	North Hudson, River Falls	Saint Paul, Stillwater and Taylor's Falls.	
25034	Sparta, Viroqua	Chicago, Milwaukee and Saint Paul.	Sparta and Viroqua.
25035	Fond du Lac, Iron Ridge	Fond du Lac, Amboy and Peoria.	
26301	Duluth, Bismarck	Northern Pacific	
26002	Sauk Rapids, Brainerd	do	Saint Paul and Fargo
26003	Saint Paul, Sauk Rapids	Saint Paul and Manitoba	Fargo and Bismarck
26004	East Saint Cloud, Barnesville	do	Saint Paul and Fargo
26005	Breckenridge, Saint Vincent	do	do
	Branch, Cookston, Grand Forks.	do	Saint Vincent and Saint Paul.
26006	Saint Paul, Breckenridge	do	
			Breckenridge and Saint Paul.



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Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	179	131,028	7	2	<i>Ft. In.</i>	<i>Ft. In.</i>	Day		
R. A. ....	63	39,564	6	2	12 0	7 2	do		6, Marquette to Negaunee.
None	9							6	
R. A. ....	193	121,294	6	2	19 6	9 2	Day	6	6, Milwaukee to Milton Junction.
R. P. O. ....	196	266,560	13	5	50 0	9 2	Day and night		
R. A. ....	96	60,288	6	1	18 9	9 2	Day	6	6, Ripon to Berlin.
M. R. M. ....	41	25,748	6	1	13 4	7 8	do		12, Milton Junction to Janesville.
M. R. M. ....	36	22,608	6	1	13 7	7 5	do		
M. R. M. ....	44	27,632	6	1	20 0	7 6	do		
None	14						do	6	
R. A. ....	20	12,560	6	1	12 0	7 2	do	6	
R. P. O. ....	242	151,976	6	2	50 0	10 0	do		14, Chicago to Harvard.
									1, Harvard to Clinton.
									7, Clinton to Watertown.
									7, Fond du Lac to Green Bay.
R. A. ....	135	84,780	6	3	36 0	9 6	do	7	
R. A. ....	54	33,912	6	2	15 3	7 6	do	6	
R. A. ....	72	45,216	6	1	12 6	7 2	do		
R. A. ....	15	9,420	6	3	36 0	9 6	do		
R. A. ....	30	18,840	6	2	15 3	7 6	do	6	
R. A. ....	63	39,564	6	1	15 3	7 6	do	7	
R. A. ....	197	123,716	6	3	34 3	9 2	do	7	12, Stillwater Junction to Saint Paul.
None	3						do	15	
R. A. ....	214	134,392	6	3	12 0	7 6	do		
R. A. ....	113	70,964	6	2	13 3	7 3	do	7	6, Hilbert to Green Bay.
R. A. ....	20	12,560	6	2	13 3	7 3	do	7	
R. A. ....	249	156,372	6	3	13 2	6 9	do		6, Phillips to Ashland.
R. A. ....	84	52,752	6	3	13 10	7 8	do	6	6, Manitowoc to Two Rivers.
R. A. ....	98	61,544	6	3	13 10	7 8	do		6, Appleton to Clintonville.
R. A. ....	78	48,984	6	2	10 0	7 3	do		
None	32						do		
R. A. ....	108	67,824	6	2	11 6	8 6	do		
M. R. M. ....	39	24,492	6	1	13 7	7 5	do		
R. A. ....	197	123,716	6	3	16 2	9 4	do	6	
None	17						do	6	
M. R. M. ....	30	18,840	6	1	8 0	6 3	do		
None	10						do	18	
R. A. ....	71	44,588	6	1	13 2	6 9	do		
R. A. ....	83	52,124	6	1	6 0	3 6	do		
None	16						do	12	
None	6						do	12	
None	11						do	6	
None	31						do	6	
None	12						do	6	
M. R. M. ....	34	21,352	6	1	9 0	6 8	do		
None	30						do	12	
R. A. ....	138	86,664	6	3	20 2	9 0	do	6	
R. A. ....	195	122,400	6	2	17 9	8 9	do		
R. A. ....	60	37,680	6	3	20 2	9 0	do	6	
R. A. ....	76	47,728	6	3	20 2	9 9	do	6	
R. A. ....	76	47,728	6	3	17 2	8 9	Night		
R. A. ....	145	91,060	6	3	17 2	8 9	do		
R. A. ....	200	125,600	6	3	17 2	8 9	Day		
None	27						do	6	
R. A. ....	217	136,276	6	2	17 2	8 9	do		6, Saint Paul to Willmar.



*I.—Railway post-office, route agent, and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
26007	Saint Paul, Duluth .....	Saint Paul and Duluth .....	Duluth and Saint Paul .....
26008	White Bear Lake, Stillwater .....	do .....	do .....
26009	Mendota, McGregor .....	Chicago, Milwaukee and Saint Paul .....	Saint Paul and McGregor .....
26010	Hastings, Ortonville .....	do .....	Hastings and Ortonville .....
26012	Austin, Mason City .....	do .....	Austin and Mason City .....
26013	Minneapolis, La Crosse .....	do .....	Minneapolis and La Crosse .....
26014	Saint Peters, Watertown .....	Chicago and Northwestern .....	Saint Paul and McGregor .....
26015	Winona, Saint Peters .....	do .....	Winona and Sleepy Eye .....
26016	Sleepy Eye, Redwood Falls .....	do .....	Sleepy Eye and Watertown .....
26017	Rochester, Zumbrota .....	do .....	Winona and Sleepy Eye .....
26018	Chatfield, Plain View .....	do .....	do .....
26020	Worthington, Sioux Falls .....	Sioux City and Saint Paul .....	Worthington and Sioux Falls .....
26021	White Bear Lake, Forest City .....	Minneapolis and Saint Louis .....	Minneapolis and Albert Lea .....
26022	Wabasha, Zumbrota .....	Chicago, Milwaukee and Saint Paul .....	Wabasha and Zumbrota .....
26023	La Crosse, Flandreau .....	do .....	La Crosse and Flandreau .....
26024	Mankato, Wells .....	do .....	Mankato and Wells .....
26025	Saint Paul, Saint James .....	Saint Paul and Sioux City .....	Saint Paul and Sioux City .....
26026	Saint James, Sioux City .....	Sioux City and Saint Paul .....	do .....
26027	Stillwater, Stillwater Junction .....	Stillwater and Taylor Falls .....	do .....
26028	Heron Lake, Woodstock .....	Saint Paul and Sioux City .....	do .....
26029	Lake Crystal, Blue Earth City .....	do .....	do .....
26030	Luverne, Doon .....	do .....	do .....
26031	Tracy, Volga .....	Chicago and Northwestern .....	Tracy and Volga .....
26032	Caledonia Junction, Preston .....	Chicago, Clinton, Dubuque and Minnesota .....	do .....
27001	Burlington, Albert Lea .....	Burlington, Cedar Rapids and Northern .....	Albert Lea and Burlington .....
27002	Cedar Rapids, Postville .....	do .....	Postville and Cedar Rapids .....
27003	Cedar Rapids, Holland .....	do .....	Cedar Rapids and Holland .....
27004	Muscatine, What Cheer .....	do .....	Muscatine and What Cheer .....
27005	Burlington, Council Bluffs .....	Chicago, Burlington and Quincy .....	Burlington and Council Bluffs .....
	Branch, Pacific Junction, East Platte mouth .....	do .....	do .....
	Branch, Red Oak, Eastport .....	do .....	Red Oak and Eastport .....
27006	Chariton, Mount Ayr .....	do .....	Chariton and Mount Ayr .....
27008	Burlington, La Ciede .....	Burlington and Southwestern .....	Burlington and La Ciede .....
27009	Villisca, Burlington Junction .....	Chicago, Burlington and Quincy .....	do .....
27010	Ottawa, Mason City .....	Central Iowa .....	Mason City and Ottumwa .....
	Branch, Albia, Eddyville Junction .....	do .....	do .....
27011	Keokuk, Burlington .....	Chicago, Burlington & Quincy .....	Burlington and Keokuk .....
27012	Clinton, La Crescent Junction .....	Chicago, Clinton, Dubuque and Minnesota .....	La Crosse and Dubuque .....
			Dubuque and Clinton .....
27013	Stanwood, Tipton .....	Chicago and Northwestern .....	Chicago and Iowa City .....
27014	Davenport, Missouri River .....	Chicago, Rock Island and Pacific .....	Davenport and Council Bluffs .....
27015	Des Moines, Indianola .....	do .....	Des Moines and Winterset .....
	Branch, Somerset Junction, Winterset .....	do .....	do .....
27016	Washington, Knoxville .....	do .....	Washington and Knoxville .....
27017	Wilton Junction, Leavenworth .....	do .....	Wilton Junction and Cameron .....
27018	Davenport, Maquoketa .....	Chicago, Milwaukee and Saint Paul .....	Maquoketa and Davenport .....
27019	Keokuk, Des Moines .....	Chicago, Rock Island and Pacific .....	Des Moines and Keokuk .....
27020	Farley, Cedar Rapids .....	Chicago, Milwaukee and Saint Paul .....	Farley and Cedar Rapids .....
27021	Dubuque, Sioux City .....	Illinois Central .....	Dubuque and Fort Dodge .....
			Fort Dodge and Sioux City .....



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Railway post-office, route agent, or mail-route messenger.	Distance in miles.	Annual miles of service.	No. of round trips per week of clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	155	97,340	6	2	22 0	8 6	Day	6	
None	12						do	12	
R. A. ....	207	129,996	6	12	23 6	9 2	do		{ 12, Mendota to Austin. 6, Calmar to Conover.
R. A. ....	362	126,856	6	2	13 6	9 2	do		
M. R. M.	39	24,492	6	1	12 2	9 5	do	6	
R. A. ....	146	91,688	6	3	46 0	9 2	do	7	12, Minneapolis to Mendota.
R. A. ....	7	4,396	6	2	23 6	9 2	do		
R. A. ....	44	27,632	6	2	15 3	7 6	do	6	
R. A. ....	140	87,920	6	2	15 3	7 6	do		
R. A. ....	139	87,292	6	2	15 3	7 6	do	6	
None	26						do	6	
None	26						do	12	
None	28						do	12	
M. R. M.	63	39,564	6	1	11 11	9 3	do		
R. A. ....	108	67,824	6	2	22	9 3	do		6, White Bear Lake to Minneapolis.
M. R. M.	50	37,032	6	1	8 6	5 9	do		
R. A. ....	311	195,308	6	3	20 7	9 2	do		
M. R. M.	40	25,120	6	1	8 2	7 0	do		
R. A. ....	122	76,616	6	2	22 6	9 4	Night	6	
R. A. ....	148	92,944	6	2	22 6	9 4	do	6	
None	3						Day	12	
None	44						do	6	
None	34						do	6	
None	28						do	6	
R. A. ....	71	44,588	6	1	12 6	8 6	do		
None	58						do	6	
R. A. ....	253	158,884	6	3	20 0	9 4	do	6	6, Cedar Rapids to Cedar Falls.
R. A. ....	98	61,544	6	1	10 4	7 8	do		
R. A. ....	71	44,588	6	1	10 2	9 3	do		
M. R. M.	77	48,356	6	2	9 10	7 8	do		
R. A. ....	291	182,748	6	2	51 0	8 6	do	6	
None	4						do	12	
R. A. ....	50	31,400	6	1	20 9	8 8	do		
M. R. M.	72	45,216	6	1	16 7	8 10	do		
R. A. ....	181	112,668	6	3	14 0	9 0	do		
None	37						do	6	6, Valasca to Clarinda.
R. A. ....	172	108,016	6	3	22 0	9 6	do	6	
None	14						do	6	
R. A. ....	43	27,004	6	2	15 3	8 6	do	6	
R. A. ....	118	74,104	6	2	18 4	8 10	do		
R. A. ....	60	37,680	6	2	12 0	7 6	do	6	
None	8						do	12	
R. P. O.	55	34,540	6	2	50 0	9 6	do		
R. A. ....	318	199,704	6	2	40 0	9 6	Night		6, Davenport to Milton Junction; 6, Iowa City to Missouri River.
R. A. ....	22	13,816	6	1	9 0	7 0	Day	6	12, Somerset Junction to Indianola.
R. A. ....	27	16,956	6	1	9 0	7 0	do	6	
R. A. ....	78	48,984	6	1	10 0	9 0	do		
R. A. ....	268	168,304	6	2	18 6	9 6	do	6	
M. R. M.	44	27,632	6	1	11 6	6 6	do		
R. A. ....	162	101,736	6	2	17 0	9 0	do	6	
R. A. ....	58	36,424	6	1	10 0	9 0	do		
R. A. ....	192	120,576	6	3	16 9	9 0	do	6	
R. A. ....	195	84,780	6	2	18 0	9 0	do	6	



## I.—Railway post-office, route-agent, and mail-route messenger service

Number of routes.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
27022	Waterloo, Mona .....	Illinois Central .....	Mona and Waterloo .....
27023	Beulah, El Kader .....	Iowa Eastern .....	Beulah and El Kader .....
27024	Clinton, Anamosa .....	Chicago and Northwestern .....	Clinton and Anamosa .....
27025	Calmar, Pattersonville .....	Chicago, Milwaukee and Saint Paul .....	Calmar and Canton .....
27026	Conover, Decorah .....	do .....	Conover and Decorah .....
27027	Davenport, Fayette .....	do .....	Fayette and Davenport .....
27028	Savannah, Marion .....	do .....	Savannah and Marion .....
27029	Missouri Valley, Sioux City Branch, Calif Junction, Tremont .....	Sioux City and Pacific .....	Sioux City and Missouri Valley Wisner and Blair .....
27030	Des Moines, Callaman .....	Chicago and Northwestern .....	Callaman and Des Moines .....
27031	Des Moines, Fort Dodge .....	Des Moines and Fort Dodge .....	Fort Dodge and Des Moines .....
27032	Grinnell, Montezuma .....	Grinnell and Montezuma .....	Grinnell and Montezuma .....
27033	Albia, Des Moines .....	Chicago, Burlington & Quincy .....	Des Moines and Quincy .....
27034	Sioux City, Sioux Falls .....	Chicago, Milwaukee and Saint Paul .....	Sioux Falls and Sioux City .....
27035	Burlington, Washington .....	Burlington and Northwestern .....	Burlington and Washington .....
27036	Newton, Monroe .....	Chicago, Rock Island and Pacific .....	Newton and Monroe .....
27037	Judd, Lehigh .....	Crooked Creek .....	Judd and Lehigh .....
27038	Maple River Junction, Mapleton .....	Chicago and Northwestern .....	Maple River Junction and Mapleton .....
27039	Turkey River Junction, Wadena .....	Chicago, Clinton, Dubuque and Minnesota .....	Turkey River and Wadena .....
27040	Adams, Wankon .....	do .....	Adams and Wankon .....
27041	Creston, Fontenelle .....	Chicago, Burlington & Quincy .....	Creston and Fontenelle .....
27042	Chariton, Indianola .....	do .....	Indianola and Chariton .....
27043	Hastings, Sidney .....	do .....	Hastings and Sidney .....
27044	Atlantic, Audubon .....	Chicago, Rock Island and Pacific .....	Audubon and Atlantic .....
27045	Avoca, Harlan .....	do .....	Avoca and Harlan .....
27046	Waukeo, Pandora .....	Adel, Des Moines and Western .....	Waukeo and Pandora .....
27047	Fort Dodge, Dakota .....	Minnesota and Saint Louis .....	Fort Dodge and Dakota .....
27048	Elmira Junction, Riverside .....	Burlington, Council Bluffs and Northern .....	Elmira Junction and Riverside .....
27049	Pattersonville, Running Water .....	Chicago, Milwaukee and Saint Paul .....	Calmar and Canton .....
27050	Wall Lake, Sac City .....	Chicago and Northwestern .....	Wall Lake and Sac City .....
27051	Tripoli, Hampton .....	Dubuque and Dakota .....	Tripoli and Hampton .....
27052	Tama, De Novo .....	Chicago and Northwestern .....	Tama and De Novo .....
27053	Bellevue, Cascade .....	Chicago, Clinton, Dubuque and Minnesota .....	Bellevue and Cascade .....
27054	Atlantic, Lewis .....	Chicago, Rock Island and Pacific .....	Atlantic and Lewis .....
27055	Red Oak, Griswold .....	Chicago, Burlington & Quincy .....	Red Oak and Griswold .....
27056	Manly Junction, Mason City .....	Central Iowa .....	Manly Junction and Mason City .....
28022	Road House, Mexico .....	Chicago and Alton .....	Chicago and Mexico .....
34001	Council Bluffs, Ogden .....	Union Pacific .....	Omaha and Ogden .....
34002	Plattsburgh, Kearney .....	Burlington and Missouri River .....	Omaha and Arapahoe .....
34003	Omaha, Oakland .....	Saint Paul and Sioux City .....	Oakland and Omaha .....
34004	Omaha, Oresopolis .....	Burlington, and Missouri River .....	Omaha and Arapahoe .....
34005	Nemaha City, York .....	do .....	Central City and Nemaha City .....
34006	Crete, Beatrice .....	do .....	Crete and Beatrice .....
34007	Covington, Poncha .....	Covington, Colorado and Black Hills .....	Covington and Poncha .....
34008	Valley, Stromburgh .....	Union Pacific .....	Valley and Stromburgh .....
34009	Hastings, Arapahoe .....	Burlington and Missouri River .....	Omaha and Arapahoe .....
34010	Fremont, Oakdale .....	Sioux City and Pacific .....	Oakdale and Blair .....
34011	York, Central City .....	Burlington and Missouri River .....	Central City and Nemaha City .....
34012	Duncan, Norfolk .....	Union Pacific .....	Norfolk and Duncan .....
34013	Beatrice, Marysville .....	do .....	Beatrice and Marysville .....
34014	Valparaiso, Lincoln .....	do .....	Valparaiso and Lincoln .....
34015	Grand Island, Saint Paul .....	do .....	Grand Island and Saint Paul .....
35001	Sioux City, Yankton .....	Chicago, Milwaukee and Saint Paul .....	Sioux City and Yankton .....
35002	Marion, Mitchell .....	do .....	Marion and Mitchell .....



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Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
M. R. M.	80	50,240	6	2	16 6	8 11	Day	6	
None	19						do	6	
R. A.	71	44,588	6	1	10 2	6 10	do		
R. A.	225	141,300	6	2	19 6	9 2	do		
None	9						do	12	
R. A.	128	80,384	6	2	10 6	6 11	do		
R. A.	87	54,636	6	2	10 7	7 9	do		
R. A.	76	47,728	6	2	17 4	9 0	do	7	
R. A.	18	11,304	6	2	13 5	9 0	do		6, California Junction to Blair.
R. A.	58	36,424	6	1	11 0	5 2	do		12, Des Moines to Ames.
R. A.	87	54,636	6	1	16 6	7 0	do		6, Grand Junction to Fort Dodge.
None	15						do	12	
M. R. M.	68	42,704	6	1	6 9	6 0	do		
R. A.	87	54,636	6	1	16 6	9 6	do		
None	52						do	6	
None	18						do	12	
None	8						do	6	
R. A.	60	37,680	6	1	12 3	7 4	do		
M. R. M.	44	27,632	6	1	7 10	7 4	do		
None	23						do	12	
None	30						do	12	
M. R. M.	33	20,724	6	1	12 4	6 10	do	6	
None	20						do	12	
M. R. M.	26	16,328	6	1	7 10	7 4	do	6	
None	14						do	12	
None	29						do	6	
None	18						do	6	6, Adel to Wauke.
None	23						do	6	
R. A.	28	17,584	6	2	19 6	9 2	do		
None	97						do	6	
None	13						do	12	
M. R. M.	55	34,540	6	1	6 9	5 8	do		
None	12						do	6	
None	36						do	6	
None	10						do	6	
None	18						do	6	
None	9						do	6	
R. P. O.	89	55,892	6	3	40 0	8 6	Night		
R. P. O.	1,034	756,888	7	10	60 0	9 0	Day		
R. A.	148	92,944	6	3	18 5	8 10	do		12, Plattsmouth to Oregopolis; 6, Hastings to Kearney.
R. A.	63	39,564	6	1	9 6	7 6	do		
R. A.	17	10,676	6	3	18 5	8 10	do		
R. A.	137	86,036	6	2	9 6	6 8	do		
M. R. M.	30	18,840	6	1	5 0	3 0	do		
None	26						do	6	
R. A.	90	56,520	6	2	10 0	8 0	do		
R. A.	120	75,630	6	2	18 5	8 10	do		
R. A.	118	74,104	6	2	13 5	9 0	do		
R. A.	41	25,748	6	2	9 6	6 8	do		
M. R. M.	48	30,144	6	1	10 0	8 0	do		
None	38						do	6	
None	20						do	6	
None	28						do	6	
R. A.	61	38,308	6	1	16 9	9 6	do		
None	44						do	6	



I.—*Railway post-office, route agent, and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
24001	Detroit, Toledo .....	Detroit Branch Lake Shore and Michigan Southern.	Detroit and Toledo .....
	Branch, Detroit, Toledo .....	do .....	Ludington and Toledo .....
24002	Monroe, Adrian .....	Monroe Branch Lake Shore and Michigan Southern.	Monroe and Adrian .....
24003	Adrian, Jackson .....	Jackson Branch Lake Shore and Michigan Southern.	Jackson and Adrian .....
24004	White Pigeon, Grand Rapids ..	Kalamazoo Div. Lake Shore and Michigan Southern.	Grand Rapids and Elkhart ..
24005	Jonesville, Lansing .....	Lansing Division Lake Shore and Michigan Southern.	Lansing and Jonesville .....
24006	Detroit, Chicago .....	Michigan Central .....	Detroit and Chicago .....
			Detroit, Jackson and Grand Rapids.
24007	Kalamazoo, South Haven .....	Michigan Central (South Haven Division).	Bay City, Wayne and Detroit Kalamazoo and South Haven ..
24008	Jackson, Niles .....	Michigan Central (Air Line Division).	Detroit and Chicago .....
24009	Jackson, Gaylord .....	Michigan Central (Saginaw Division).	Bay City and Jackson .....
		Michigan Central (Mackinac Division).	Gaylord and Bay City .....
24010	Jackson, Grand Rapids .....	Michigan Central (Grand Rapids Division).	Detroit, Jackson, and Grand Rapids.
24012	Niles, South Bend .....	Michigan Central (South Bend Division).	.....
24013	Detroit, Bay City .....	Detroit and Bay City .....	Bay City and Detroit .....
	Branch, New Castle, New Castle Junction.	Pittsburgh and Lake Erie ..	.....
24014	East Saginaw, Cairo .....	Detroit and Bay City (Saginaw Division and Cairo Branch).	.....
24015	Monroe, Ludington .....	Flint and Pere Marquette ..	Ludington and Toledo .....
	Branch, Otter Lake Junction, Otter Lake.	Flint and Pere Marquette (Flint River Division).	Reed City and East Saginaw ..
	Branch, East Saginaw, Bay City.	Flint and Pere Marquette (Bay City Division).	Bay City, Wayne, and Detroit.
24016	Ionia, Blanchard .....	Stanton Branch Detroit, Lansing and Northern.	Blanchard and Ionia .....
24017	Detroit, Howard City .....	Detroit, Lansing and Northern.	Detroit and Howard City .....
24018	Fort Wayne, Walton .....	Grand Rapids and Indiana ..	Cadillac and Kalamazoo .....
			Petoskey and Grand Rapids ..
24019	Walton, Petoskey .....	do .....	do .....
24020	Toledo, Ann Arbor .....	Toledo and Ann Arbor .....	Ann Arbor and Toledo .....
24021	New Buffalo, Pentwater .....	Chicago and West Michigan ..	Big Rapids and Holland .....
	Branch, Holland, Grand Rapids.	do .....	Pentwater and Nunica .....
	New Buffalo, Pentwater .....	do .....	Grand Rapids and New Buffalo ..
24022	Muskegon, Big Rapids .....	Chicago and West Michigan (Big Rapids Branch).	Big Rapids and Holland .....
24023	Allegan, Muskegon .....	Grand Haven .....	Muskegon and Allegan .....
24024	Ypsilanti, Bankers .....	Detroit, Hillsdale and Southwestern.	Ypsilanti and Bankers .....
24025	Flint, Lansing .....	Chicago and Grand Trunk ..	Port Huron and Chicago .....
24026	Grand Rapids, White Cloud ..	Grand Rapids, Newago and Lake Shore.	White Cloud and Grand Rapids.
24027	Detroit, Grand Haven .....	Detroit, Grand Haven and Milwaukee.	Detroit and Grand Haven .....
24028	Detroit, Port Huron .....	Grand Trunk .....	Port Huron and Detroit .....
24029	Jackson, Fort Wayne .....	Fort Wayne and Jackson .....	Jackson and Fort Wayne .....



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Railway post-office, route agent, or mail-routenumber.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. P. O.	64	23,424	3½	1	Ft. In. 29 7	8 5½	Day	6½	
R. A.	24	15,072	6	2	20 11	8 11	do		
M. R. M.	33	20,724	6	1	13 0	9 0	do	6	
R. A.	46	28,888	6	1	12 0	8 4	do	6	
R. A.	94	118,064	12	2	16 0	9 0	do		
R. A.	60	37,680	6	1	17 8	9 4	do	6	
R. P. O.	284	178,352	6	2	44 0	9 2	do	12	
R. A.	75	47,100	6	1	10 8	8 8	do		6, Chicago to Decatur.
R. A.	75	47,100	6	1	10 10	7 0	do		6, Niles to Battle Creek.
R. A.	75	47,100	6	1	11 0	7 0	Day		6, Kalamazoo to Galesburg.
R. A.	18	11,304	6	1	10 10	8 8	do		6, Battle Cr'k to Jackson.
M. R. M.	40	25,120	6	1	15 0	9 0	Day		12, Detroit to Wayne Junction.
R. A.	103	64,684	6	1	12 7	6 6	do	6	
R. A.	103	64,684	6	1	10 13	8 8	do		6, Wassipito Centreville.
R. A.	116	145,696	12	1	10 10	7 0	do		
R. A.	122	76,616	6	1	13 6	8 8	do		
R. A.	122	76,616	6	1	11 0	8 8	do		
R. A.	122	76,616	6	1	10 7	8 4	do		
R. A.	94	59,032	6	1	10 10	8 4	do		
R. A.	94	59,032	6	1	11 0	7 0	do		3, Grand Rapids to Chester.
R. A.	94	59,032	6	1	10 10	8 8	do		
None	11							9	
R. A.	110	138,160	12	1	10 10	7 0	do		
R. A.	110	138,160	12	1	14 4	9 6	do	6	
None	3							24	
None	33							12	
R. A.	253	158,894	6	2	20 11	8 11	Day		6, Monroe to East Saginaw.
R. A.	89	55,892	6	1	14 4	9 0	do		
R. A.	91	57,148	6	1	15 0	9 0	do		
None	15							6	
R. A.	110	69,080	6	1	15 0	9 0	Day	12	
M. R. M.	41	25,748	6	1	10 4	6 8	do		6, Ionia to Edmore.
R. A.	160	100,480	6	1	15 0	9 3	do		6, Detroit to Greenville.
R. A.	146	91,688	6	2	13 0	9 3	do		3, Ionia to Greenville.
R. A.	146	91,688	6	2	14 5	6 9	Day and night		6, G'd Rapids to Walton.
R. A.	119	74,732	6	2	13 0	7 0	Day		6, Kendallville to Kalamazoo.
R. A.	119	74,732	6	2	13 0	7 0	Day		12, Kalamazoo to Grand Rapids.
R. A.	71	44,588	6	2	13 0	7 0	do	6	
M. R. M.	44	27,632	6	1	8 0	6 0	do	6	
R. A.	38	22,608	6	1	10 3	6 10	Day	6	
M. R. M.	59	37,052	6	1	12 8½	8 10	do	6	
R. A.	25	15,700	6	1	13 6	9 5½	do		
R. A.	90	56,520	6	1	12 8	9 5½	do		
R. A.	55	34,540	6	1	10 3	6 10	Day	6	
M. R. M.	58	36,434	6	1	12 6	9 3	do		6, Muskegon to Grand Haven.
M. R. M.	65	40,820	6	1	8 9	7 0	do		
R. A.	51	32,028	6	2	20 0	7 6	do	6	
M. R. M.	46	28,888	6	1	7 0	4 0	do		
R. A.	189	118,692	6	1	21 0	9 2	do	9	3, Detroit to Grand Rapids.
R. A.	189	118,692	6	1	23 0	9 2	do	9	3, Detroit to Holly.
M. R. M.	62	28,936	6	1	24 0	6 0	Day	9½	
R. A.	100	62,800	6	1	10 6	7 6	do		6, Jackson to Jonesville.



*I.—Railway post-office, route agent, and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
24030	East Saginaw, Saint Louis	Saginaw Valley and Saint Louis	East Saginaw and Lake View
24033	Lenox, Rochester	Michigan Air Line	
24034	Walton, Traverse City	Traverse City	
24035	Toledo, Detroit	Toledo, Canada Southern and Detroit.	Detroit and Toledo.
24036	Grosse Isle, Fayette	Lake Shore and Michigan Southern (Fayette Branch).	Detroit and Fayette
24037	Saint Clair, Richmond	Michigan, Midland and Canada	
24038	Lansing, Fort Wayne Junction	Chicago and Grand Trunk	Port Huron and Chicago
24039	Port Huron, Flint		
24041	Saint Louis, Lake View	Chicago, Saginaw and Canada	East Saginaw and Lake View
24042	Port Huron, Farmers	Port Huron and Northwestern	Port Austin and Port Huron
24043	Mount Pleasant, Coleman	Saginaw and Mount Pleasant	
21062	Andover, Youngstown	Youngstown Division Lake Shore and Michigan Southern	Ashtabula and Pittsburgh
8045	Oil City, Ashtabula	Franklin Division Lake Shore and Michigan Southern.	Oil City and Ashtabula
8123	Youngstown, Pittsburgh	Pittsburgh and Lake Erie	Ashtabula and Pittsburgh
28001	Saint Louis, Atchison	Missouri Pacific	Saint Louis and Atchison
28002	Saint Louis, Bismarck	Saint Louis, Iron Mountain and Southern.	Saint Louis and Texarkana
	Branch, Mineral Point, Potosi	do	Saint Louis and Columbus
28003	Saint Louis, Vinita	Saint Louis and San Francisco.	Saint Louis and Vinita.
			Pacific and Rolla.
28004	Saint Louis, Kansas City	Wabash, Saint Louis and Pacific (Western Division).	Saint Louis, Moberly and Kansas City.
28005	Quincy, Saint Joseph	Hannibal and Saint Joseph	Quincy and Cameron
	Branch, Palmyra, Hannibal	do	Cameron and Saint Joseph.
28006	Kansas City, Union Pacific Transfer.	Kansas City, Saint Joseph and Council Bluffs.	Council Bluffs and Kansas City
28007	Ottumwa, Moberly	Wabash, Saint Louis and Pacific (Western Division).	Ottumwa and Moberly.
28008	Versailles, Boonville	Missouri Pacific	
28009	Centralia, Columbia	Wabash, Saint Louis and Pacific (Western Division).	
28010	Kansas City, Cameron	Hannibal and Saint Joseph	Quincy and Kansas City
28011	Sedalia, Denison	Missouri, Kansas and Texas	Hannibal and Denison
			Sedalia and Parsons
28012	Saint Joseph, Lexington	Wabash, Saint Louis and Pacific (Western Division).	Lexington and Saint Joseph
28013	Brunswick, Council Bluffs	do	Brunswick and Council Bluffs
28014	Hannibal, Sedalia	Missouri, Kansas and Texas	Hannibal and Denison
28015	Keokuk, Corydon	Missouri, Iowa and Nebraska	Keokuk and Corydon
28016	Pleasant Hill, De Soto	Atchison, Topeka and Santa Fe	
28017	Sedalia, Lexington	Missouri Pacific	Sedalia and Lexington
28018	Keokuk, Saint Peters	Saint Louis, Keokuk and Northwestern.	Keokuk and Saint Louis
28019	Quincy, Novinger	Quincy, Missouri and Pacific	Quincy and Novinger
28020	Pierce City, Wichita	Saint Louis and San Francisco.	Pierce City and Wichita
	Branch, Oronogo, Joplin	do	
28021	Mexico, Cedar City	Chicago and Alton	Mexico and Jefferson City
28022	Roodhouse, Mexico	do	Saint Louis, La., and Kansas City.
28023	Cuba, Salem	Saint Louis, Salem and Little Rock.	Cuba and Salem
28024	Holden, Paola	Missouri Pacific (Kansas and Arizona Division).	Holden and Ottawa
28025	Salisbury, Glasgow	Wabash, Saint Louis and Pacific (Western Division).	
28026	Bismarck, Texarkana	Saint Louis, Iron Mountain and Southern.	Saint Louis and Texarkana
28027	Cairo, Poplar Bluff	do	Cairo and Poplar Bluff



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Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	35	21,980	6	1	<i>Ft. In.</i> 8 0	<i>Ft. In.</i> 5 9	Day .....	6	6, Lenox to Romeo.
None .....	26							6	
None .....	26							12	
R. A. ....	60	37,680	6	1	16 0	9 3	Day .....	6	24, Detroit to Grosse Ile.
R. A. ....	67	42,076	6	1	16 0	9 3	do .....		6, Grosvenor to Fayette.
None .....	15							12	6, Lansing to Battle Creek.
R. A. ....	168	105,504	6	2	20 0	7 6	Day .....		
	66	41,448	6	2	20 0	7 6	do .....		
R. A. ....	35	21,980	6	1	8 0	5 9	do .....	6	6, Port Huron to Imlay City.
M. R. M. ....	38	23,864	6	1	8 0	7 0	do .....		
None .....	16							12	
M. R. M. ....	38	23,864	6	1	17 4	9 0	Day .....		
M. R. M. ....	87	54,636	6	2	18 0	8 6	do .....		6, Ashtabula to Andover.
M. R. M. ....	68	42,704	6	1	17 4	9 0	do .....	13	6, Ashtabula to Jefferson.
R. P. O. ....	282	412,848	14	5	50 0	9 0	Night and day.	1	13, Kansas City to Atchison.
	48	30,144	6						6, Saint Louis to Pacific.
R. P. O. ....	75	54,900	7	5	50 0	9 0	Night and day.		
R. A. ....	75	47,100	6	2	13 6	8 8	do .....	7	6, Saint Louis to De Soto.
	4								6, Mineral Point to Potosi.
R. A. ....	363	265,716	7	4	22 0	9 0	Night and day.		
R. A. ....	76	47,728	6	1	14 6	6 6	Day .....		
R. A. ....	277	173,956	8	4	25 6	8 6	do .....	7	6, Saint Louis to Wright City.
R. P. O. ....	172	108,016	6	4	38 11	9 0	do .....	7	
R. A. ....	34	21,352	6	1	12 0	6 6	do .....		
None .....	15							19	
R. A. ....	197	123,716	6	2	39 7	9 2	Day .....	7	6, Saint Joseph to East Atchison.
R. A. ....	131	95,892	7	1	22 0	7 4	Day and night		
None .....	44							6	6, Tipton to Boonville.
None .....	22							13	
R. P. O. ....	54	33,912	6					7	
R. P. O. ....	434	317,688	7	5	50 6	9 1	Day and night		6, Parsons to Denison.
R. A. ....	159	99,852	6	3	16 3	8 6	Day .....		
R. A. ....	76	47,728	6	3	13 11	7 2	do .....		1, Lexington Junction to Richmond.
R. A. ....	225	141,300	6	2	25 3	9 0	do .....		
R. P. O. ....	142	103,944	7				do .....	5	
R. A. ....	118	74,104	6	1	18 0	2 0	do .....		6, Pleasant Hill to Stanley.
	47								
R. A. ....	55	34,540	6	1	10 8	7 3	Day .....		
R. A. ....	139	87,292	6	2	20 0	9 0	do .....	7	
R. A. ....	78	48,984	6	1	11 2	7 1	do .....		
R. A. ....	218	159,576	7	3	22 0	9 0	do .....		
None .....	10							14	
R. A. ....	50	31,400	6	1	17 9	9 0	Day .....		
R. A. ....	89	55,892	6	4	26	9 0	do .....	7	
M. R. M. ....	41	25,748	6	1	9 0	6 0	do .....		
R. A. ....	54	33,912	6	1	18 0	7 0	do .....		
None .....	15							12	
R. P. O. ....	415	303,780	7	5	50 0	9 0	Day and night.		
R. A. ....	74	46,472	6	1	12 6	6 6	do .....	1	



## I.—Railway post-office, route agent, and mail-route messenger service

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
28028	Saint Joseph, Hopkins.....	Kansas City, Saint Joseph and Council Bluffs.	Preston and Saint Joseph.....
28029	Hannibal, Prairieville.....	Saint Louis, Hannibal and Keokuk.	Hannibal and Prairieville.....
28030	Saint Joseph, Atchison.....	Hannibal and Saint Joseph...	Cameron and Atchison.....
28031	Saint Louis, Florissant.....	West End Narrow Gauge.....	.....
28032	Atchison, Edgerton Junction	Chicago, Rock Island and Pacific.	Cameron, Plattsmouth, and Atchison.
28033	Kansas City, Lexington.....	Missouri Pacific (Kansas City and Eastern Division).	Lexington and Kansas City...
28034	Bismarck, Columbus.....	Saint Louis, Iron Mountain and Southern.	Saint Louis and Columbus....
28035	New Madrid, Malden.....	Little Rock, Vinita and Arkansas.	.....
28036	Springfield, Ash Grove.....	Springfield and Western Missouri.	.....
28037	Saint Joseph, Albany.....	Saint Joseph and Des Moines.	Saint Joseph and Albany.....
28038	Mexico, Kansas City.....	Chicago and Alton.....	Saint Louis, La., and Kansas City.
29001	Oakfield, Little Rock.....	Memphis and Little Rock....	Memphis and Little Rock.....
29002	Helena, Clarendon.....	Arkansas Midland.....	Helena and Clarendon.....
29003	Argenta, Fort Smith.....	Little Rock and Fort Smith...	Little Rock and Fort Smith...
29004	Pine Bluff, Monticello.....	Little Rock, Mississippi River and Texas.	Pine Bluff and Monticello.....
29005	Malvern, Hot Springs.....	Hot Springs.....	.....
29006	Brinkley, Cotton Plant.....	Brinkley and Cotton Plant....	.....
31001	Houston, Galveston.....	Galveston, Houston and Henderson.	Houston and Galveston.....
31002	Houston, San Antonio.....	Galveston, Harrisburg and San Antonio.	Houston and San Antonio.....
31003	Houston, Denison City.....	Houston and Texas Central...	Denison and Houston.....
31004	Hempstead, Austin.....	.....do.....	Hempstead and Austin.....
31005	Bremond, Morgan.....	.....do.....	Bremond and Waco.....
31006	Longview, Houston.....	International and Gt. Northern	Longview and Houston.....
	Branch, Mineola, Troupe.....	.....do.....	Mineola and Troupe.....
	Branch, Phelps, Huntsville.	.....do.....	.....
31007	Palestine, Austin.....	.....do.....	Palestine and Austin.....
31008	Houston, Columbia.....	.....do.....	.....
31009	Shreveport, Weatherford.....	Texas Pacific.....	Shreveport and Marshall....
31009	Shreveport, Weatherford.....	.....do.....	Texarkana and Weatherford.
31010	Marshall, Texarkana.....	.....do.....	.....
31011	Sherman, Texarkana.....	.....do.....	Texarkana and Sherman....
31012	Houston, Orange.....	Texas and New Orleans.....	Houston and Orange.....
31013	Jefferson, Sulphur Springs	East Line and Red River.....	Jefferson and Sulphur Springs
31014	Tyler, Big Sandy.....	Tyler Tap.....	.....
31015	Henderson, Overton.....	Henderson and Overton.....	.....
31016	Corpus Christi, Collins.....	Corpus Christi, San Diego and Rio Grande (narrow gauge).	.....
31017	Denison, Whitewright.....	Mohaus and Texas.....	.....
31018	Brownsville, Brazos Santiago.	Rio Grande.....	.....
31019	Indianola, Cuero.....	Gulf, Western Texas and Pacific.	.....
31020	Houston, Patterson Station...	Texas Western.....	.....
31021	Waxahachie, Garrett.....	Waxahachie Tap.....	.....
31022	Denison, Gainesville.....	Denver and Pacific (Missouri, Kansas and Texas).	.....
31023	Houston, Shepherd.....	Houston, East and West Texas	.....
31024	Navesota, Montgomery.....	Central and Montgomery.....	.....
31025	Texarkana, Pittsburgh.....	Texas and Saint Louis.....	.....
31026	Georgetown, Round Rock.....	International and Gt. Northern	.....
33001	Kansas City, Denver.....	Union Pacific (Kansas Division)	Kansas City and Denver.....
33002	Lawrence, Leavenworth.....	.....do.....	Leavenworth and Burlington
33003	Atchison, Waterville.....	Missouri Pacific (Central Branch Division).	Atchison and Logan.....
33004	Lawrence, Coffeyville.....	Kansas City, Lawrence and Southern.	Leavenworth and Burlington
33005	Cherryvale, Wellington.....	.....do.....	Kansas City and Wellington..
33006	Kansas City, Ottawa.....	.....do.....	.....do.....
33007	Ellwood, Grand Island.....	Saint Joseph and Western....	Saint Joseph and Grand Island

\* Baggage car.



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Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	61	38,308	6	3	<i>Ft. In.</i> 13 11	<i>Ft. In.</i> 7 2	Day .....	6	
M. R. M. .	47	29,516	6	1	10 2	6 3	...do .....		
R. A. ....	22	13,816	6	1	12 0	6 6	...do .....	7	
None .....	11						...do .....	6	
R. A. ....	30	21,960	7	1	20 0	9 2	Day .....	7	
R. A. ....	42	26,376	6	1	8 0	5 0	...do .....		
R. A. ....	120	75,360	6	2	13 6	8 8	Day and night.	7	
None .....	27							6	
None .....	20							6	
R. A. ....	50	31,400	6	1	6 0	6 0	Day .....		
R. A. ....	165	103,620	6	4	20 0	9 0	...do .....	7	
R. A. ....	135	97,620	7	2	23 0	8 6	Day and night.		
R. A. ....	48	30,144	6	1	9 1	6 5	Day .....		
R. A. ....	165	103,620	6	2	18 0	8 8	...do .....		
R. A. ....	111	69,708	6	(*)			...do .....		
None .....	25							7	
None .....	12							6	
R. A. ....	50	68,000	13	3	16 0	6 7	Day .....	7	
R. A. ....	216	135,648	6	2	12 5	8 0	...do .....	6	
R. A. ....	338	247,416	7	5	18 0	10 0	Day and night.	6	
R. A. ....	115	72,220	6	2	14 0	9 0	Day .....		
R. A. ....	43	27,004	6	1	14 4	8 7	...do .....	7	7 Waco to Morgan.
R. A. ....	232	169,824	7	3	13 10	9 2	Day and night.		
R. A. ....	45	28,260	6	1	8 0	6 8	Day .....		
None .....	8							7	
R. A. ....	180	131,760	7	3	13 6	9 0	Day and night.		
None .....	50							3	
R. A. ....	40	25,120	6	1	9 4	7 6	Day .....		
R. A. ....	210	153,720	7	4	17 6	8 0	Day and night.		
None .....	74	54,168	7						
R. A. ....	155	97,340	6	2	14 0	7 8	Day and night.		
R. A. ....	105	65,940	6	2	7 0	7 0	Day .....		
R. A. ....	98	58,404	6	2	9 0	6 0	...do .....		
None .....	22							6	
None .....	16				14 0	9 0		7	
None .....	40				6 0	8 0		6	
None .....								0	
None .....	21							6	
None .....	28							6	
None .....	67							6	
None .....	41							6	
None .....	12							6	
None .....	41							7	
None .....	56							6	
None .....	28							6	
None .....	73							6	
None .....	10							6	
R. A. ....	639	407,748	7	5	24 0	9 5	Day and night.	7	
R. A. ....	34	21,352	6	2	18 0	8 6	Day .....	1	
R. A. ....	109	62,800	6	3	22 0	8 6	Day and night.		
R. A. ....	27	16,956	6	2	18 0	8 6	Day .....		6 Cherryvale to Coffeyville.
R. A. ....	97	71,004	7	2	18 0	9 0	...do .....		
R. A. ....	113	82,716	7	2	18 0	9 0	...do .....		
None .....	54	39,528	7	2	18 0	9 0	...do .....		
R. A. ....	253	158,884	6	3	12 0	8 11	...do .....		



*I.—Railway post-office, route agent, and mail-route messenger service*

Number of route.	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
33008	Kansas City, Joplin .....	Kansas City, Fort Scott and Gulf.	Kansas City and Joplin .....
33009	Junction City, Parsons .....	Missouri, Kansas and Texas ..	Junction City and Parsons .....
33010	Atchison, Pueblo .....	Atchison, Topeka and Santa Fé ..	Atchison and Topeka .....
33011	Newton, Wellington .....	do .....	Kansas City and Pueblo .....
33012	Atchison, David City .....	Atchison and Nebraska .....	Newton and Wellington .....
33013	Leavenworth, Garrison .....	Kansas Central .....	Lincoln and Atchison .....
33014	Lawrence, Carbondale .....	Union Pacific (Kansas Division) ..	David City and Lincoln .....
33015	Junction City, Concordia .....	do .....	Leavenworth and Garrison .....
33016	Topeka, Kansas City .....	Atchison, Topeka and Santa Fé ..	Concordia and Junction City ..
33017	Florence, El Dorado .....	do .....	Kansas City and Pueblo .....
33018	Fort Scott, Coalville .....	Fort Scott, Southeastern and Memphis.	Florence and El Dorado .....
33019	Ottawa, Burlington .....	Kansas City, Burlington and Santa Fé.	Leavenworth and Burlington ..
33020	Girard, Joplin .....	Saint Louis and San Francisco ..	do .....
33021	Waterville, Washington .....	Missouri Pacific (Central Branch Division).	Atchison and Logan .....
33022	Greenleaf, Concordia .....	Missouri Pacific .....	do .....
33023	Emporia, Howard .....	Atchison, Topeka and Santa Fé ..	Emporia and Howard .....
33024	Parsons, Weir .....	Memphis, Kansas and Colorado ..	Weir and Parsons .....
33025	Solomon City, Beloit .....	Union Pacific (Kansas Division) ..	Beloit and Solomon City .....
33026	Concordia, Logan .....	Missouri Pacific (Central Branch Division).	Atchison and Logan .....
33027	Concordia, Scandia .....	do .....	do .....
33028	Salina, McPherson .....	Union Pacific (Kansas Division) ..	do .....
33029	Cawker City, Bull City .....	Missouri Pacific (Central Branch Division).	do .....
33030	Florence, McPherson .....	Atchison, Topeka and Santa Fé ..	Florence and McPherson .....
33030c	Paola, Le Roy .....	Missouri Pacific (Kansas and Arizona Division).	Holden and Ottawa .....
33030d	Branch, Osawatamie, Ottawa .....	do .....	Paoli and Osawatamie .....
33030f	Jamestown, Burr Oak .....	Missouri Pacific (Central Branch Division).	Holden and Ottawa .....
38001	Denver, El Moro .....	Denver and Rio Grande .....	Denver and Alamosa .....
38002	Branch, Pueblo, Cañon City .....	do .....	Pueblo and Cañon City .....
38003	Hughes, Boulder .....	Union Pacific (Boulder Branch) ..	do .....
38003	Denver, Colorado Junction .....	Union Pacific (Colorado Div'n) ..	Cheyenne, Boulder and Denver ..
38003	Branch, Golden, Georgetown .....	do .....	Denver and Georgetown .....
38004	Branch, Forks Creek, Central City .....	do .....	do .....
38004	Cucharas, Alamosa .....	Denver and Rio Grande .....	Denver and Alamosa .....
38005	Denver, Buena Vista .....	Denver, South Park and Pacific ..	Denver and Leadville .....
38005	Branch, Bear Creek Junction, Morrison .....	do .....	do .....
38006	La Junta, Albuquerque .....	Atchison, Topeka and Santa Fé ..	La Junta and Santa Fé .....
38007	Denver, Cheyenne .....	Union Pacific (Cheyenne Div'n) ..	do .....
38008	Boulder, Marshall .....	Union Pacific (Boulder and Caribon Branch).	Cheyenne, Brighton and Denver ..
39001	Galisteo Junction, Santa Fé .....	Atchison, Topeka and Santa Fé ..	La Junta and Santa Fé .....
27017	Wilton Junction, Leavenworth ..	Chicago, Rock Isl'd and Pacific ..	Cameron, Plattsmouth and Atchison.
41001	Salt Lake City, Ogden .....	Utah Central .....	Ogden and Salt Lake City .....
41002	Salt Lake City, Juab .....	Utah Southern .....	Salt Lake City and Juab .....
41003	Terminus, Ogden .....	Utah and Northern .....	Terminus and Ogden .....
42001	Kalama, Wilkerson .....	Northern Pacific .....	Tacoma and Portland .....
44001	Portland, Roseburg .....	Oregon and California .....	Portland and Roseburg .....
44002	Portland, Corvallis .....	Oregon Central .....	Portland and Corvallis .....
45001	Virginia City, Reno .....	Virginia and Truckee .....	Reno and Virginia City .....
46001	San Francisco, Ogden .....	Central Pacific .....	Ogden and San Francisco .....
46002	San Francisco, Soledad .....	Southern Pacific .....	San Francisco and Soledad .....



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Railway post-office, route, agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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.			
R. A. ....	174	100, 272	6	3	18 6	8 9	Day .....		7, Kansas City to Fort Scott.
R. A. ....	157	98, 596	6	2	13 1	7 2	do .....		
R. A. ....	50	38, 608	7	1	13 5	9 4	do .....	7	
R. P. O. ....	569	416, 508	7	5	50	9	Day and night .....		7, Topeka to La Junta.
R. A. ....	59	37, 052	6	1	13 4	9	Day .....	6	6, Mulvane to Arkansas City.
R. A. ....	146	91, 688	6	2	19 7	8 7	Day and night .....		
R. A. ....	56	35, 168	6	1	18 9	9	Day .....		
R. A. ....	119	74, 732	6	1	10	6	do .....		
None .....	32							6	
R. A. ....	70	51, 240	7	1	13	9	Day .....		
R. P. O. ....	67	49, 044	7	5	50	9	Day and night .....	7	
R. A. ....	29	18, 212	6	1	8	6 9	Day .....		
None .....	19							6	
R. A. ....	46	28, 888	6	2	18	8 6	Day .....		
None .....	36							6	
R. A. ....	13	9, 516	7	3	22	8 6	Day and night .....		
R. A. ....	41	30, 012	7	3	22	8 6	do .....		
R. A. ....	76	47, 728	6	1	11	8	Day .....		
R. A. ....	31	19, 468	6	1	8	5 6	do .....		
R. A. ....	57	41, 724	7	1	12	5 10	do .....		
R. A. ....	114	71, 592	6	3	22	8 6	Day and night .....		
None .....	20							6	
None .....	36							6	
None .....	29							6	
R. A. ....	47	29, 516	6	1	8	7 6	Day .....		
R. A. ....	7	4, 396	6	1	18	7	do .....		
R. A. ....	14	8, 792	6	1	18	7	do .....		
R. A. ....	21	13, 188	6	1	18	7	do .....		
None .....	34						do .....	6	
R. A. ....	169	123, 708	7	3	17 9	7 4	do .....		
R. A. ....	41	30, 012	7	1	12 4	6 5	do .....		
None .....	27							6	
R. A. ....	132	96, 624	7	1	10 8	9	Day .....		6, Denver to Boulder.
R. A. ....	50	38, 600	7	1	16	7	do .....	6	
None .....	11							13	
R. A. ....	80	58, 560	7	3	17 9	7 4	Day .....		
R. A. ....	135	98, 820	7	2	18	7 8	Night .....		
None .....	9							6	
R. A. ....	280	204, 960	7	3	13	8	Day and night .....		
R. A. ....	106	77, 592	7	1	12 9	9 3	Day .....		
None .....	6							6	
R. A. ....	18	13, 176	7	3	13	8	Day and night .....		
R. A. ....	33	24, 156	7	2	18 6	9 6	Day .....		
R. A. ....	36	52, 704	14	1	14 2	8 8	do .....		
M. R. M. ....	105	78, 860	7	2	15	9	do .....		
R. A. ....	304	222, 528	7	3	40	7 5	Day and night .....		
R. A. ....	105	65, 940	6	2	9	7 6	Day .....		
R. A. ....	200	125, 600	6	12	22 6	9	do .....		6, Portland to Albany.
R. A. ....	97	60, 916	6	2	9 8	6 4	do .....		
R. A. ....	52	38, 064	7	1	12	9	Night .....		
R. P. O. ....	833	609, 756	7	7	55 13	9 5	Day and night .....		6, San Francisco to Reno; 7, San Francisco to Sacramento; 13, San Francisco to Port Costa.
R. A. ....	143	104, 676	7	2	17	9	Day .....		6, San Francisco to Castroville.
				1	17	9	Reserve .....		6, San Francisco to San José.



I.—*Railway post-office, route agent, and mail-route messenger service*

Number of route.			
	Contract designation, termini of route.	Corporate title of company.	Railway mail service designation.
46008	Napa Junction, Calistoga.....	California Pacific .....	Calistoga and Vallejo .....
46010	Port Costa, Goshen.....	Central Pacific .....	San Francisco and Los Angeles
46014	Huron, Yuma .....	Southern Pacific.....	.....
46011	San Francisco, Cloverdale.....	Northern Pacific.....	Cloverdale and San Francisco
46012	Stockton, Milton.....	Stockton and Copperopolis.....	Milton and Stockton .....
46014b	Huron, Yuma .....	Southern Pacific.....	Yuma and Los Angeles .....
46016	San Francisco, Duncan's Mills.	Northern Pacific Coast.....	Duncan's Mills and San Francisco.
46017	Los Angeles, Santa Ana .....	Southern Pacific.....	Los Angeles and Santa Ana...
46022	Woodland, Willows.....	Northern Railway .....	Willows and Woodland....
46028	San Francisco, Sacramento....	Central Pacific.....	Sacramento and San Francisco
			Total annual miles.....



*in operation in the United States on the 30th of June, 1880—Continued.*

Railway post-office, route agent, or mail-route messenger.	Distance, in miles.	Annual miles of service.	No. of round trips with clerks or agents per week.	No. of railway post-office cars, or cars in which are mail apartments.	Dimensions of cars or apartments.		Day or night service.	No. 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>			
R. A. ....	42	52,752	12	1	10	8 10	Day .....		
R. A. ....	482	352,824	7	1	10	8 10	Reserve .....		
				2	23 6	8 10	Day and night .....		
				2	31 6	8 11	do .....		
				1	31 6	8 11	Reserve .....		
R. A. ....	90	56,520	6	1	12 3	8 11	Day .....	1	6, San Francisco to Santa Rosa.
M. R. M. . .	30	18,840	6	1	10	8 9	do .....		6, Stockton to Peters.
R. A. ....	249	182,268	7	2	11 9	8 5	Day and night .....		
				1	24 7	8 10	do .....		
M. R. M. . .	80	50,240	6	2	8	6	Day .....		7, San Francisco to San Rafael.
M. R. M. . .	34	24,688	7	1	8 4	6 11	do .....		
R. A. ....	65	40,820	6	1	8 9½	8 11	do .....		
R. A. ....	140	102,480	7	2	21 6	8 9	do .....		6, San Francisco to Livermore.
		65,763,993							







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# **REPORT**

**OF THE**

**GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.**

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# REPORT OF THE GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

POST-OFFICE DEPARTMENT,  
OFFICE GENERAL SUPERINTENDENT RAILWAY MAIL-SERVICE,  
*Washington, D. C., ———, 1880.*

SIR: The appropriation for

## RAILWAY POST-OFFICE CLERKS

for the fiscal year ending June 30, 1881, is \$1,450,000. 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 porportion of the same handled on postal cars.

## NEED OF CLERKS TO HANDLE REGISTERED MATTER.

In my last annual report I stated that in my opinion there should be placed on all the through great 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 is growing rapidly, and is an important part of the service. The value and importance of this mail demands that on the great lines one clerk should be assigned to its care and safety, for the reason that it is too much to require of a clerk to do full distribution then impose on him a further duty of taking the charge and responsibility of the registered mail, when he must receipt for each package, enter it in his register-book, and obtain in return a receipt for it. This is no small amount of work, to say nothing of the great responsibility.

There has been such an increase in the amount of mail to be distributed on cars that it has been found impracticable to withdraw a sufficient force to be assigned to the registry duty, or to appoint a sufficient number of clerks to perform that service. I am, however, of the same opinion as when I wrote my last annual report, that it should be done, and intend that the recommendations I then made shall be carried out at the earliest possible moment, as I deem the matter of absolute importance, yet hitherto I have not felt at liberty to have the clerks assigned specially to the registry work to the neglect of ordinary mail matter, which would have been the case had they been so assigned.

I desire to call attention to the fact that railway post-office lines from Kansas City, Mo., to Denver, Colo., a distance of 600 miles (double daily between Kansas City, Mo., and Ellis, Kans., and single daily between



Ellis and Denver), and double daily service from La Crosse, Wis., to Minneapolis, Minn., are only provided with route agents to perform railway post-office service. 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 lines.

There are a number of additional clerks required, while there are a great number of very worthy, competent, and deserving men who should be promoted. I would therefore in view of these facts recommend that you ask for this branch of the service an appropriation of \$1,550,000 for the fiscal year ending June 30, 1882.

#### ROUTE AGENTS.

The appropriation for route agents for the fiscal year ending June 30, 1881, is \$1,225,000. Section 4024 of the Revised Statutes provides that the Postmaster-General may employ route agents at a salary of not less than \$900 nor more than \$1,200 per annum. Heretofore the pay of these agents has been graded according to the average number of miles run daily, but 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 more 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 \$1,275,000 for the fiscal year ending June 30, 1882.

#### MAIL-ROUTE MESSENGERS.

The appropriation for mail-route messengers for the present fiscal year is \$200,000. 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, 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 demand on this appropriation. It is respectfully recommended that you ask for an appropriation of \$235,000 for the fiscal year ending June 30, 1882.

#### LOCAL MAIL AGENTS.

The appropriation for local mail agents for the present fiscal year is \$135,000. 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 employés 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, 1882.

#### SALARIES OF EMPLOYÉS IN THE RAILWAY MAIL SERVICE.

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

In fact, the success and growth of this service and the efficiency it has attained 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 when 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.

#### EXTENT OF THE WORK OF THE RAILWAY MAIL SERVICE.

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 108,640 miles of railroad and steamboat routes, over which there is performed 102,166,001 miles of annual service, superintend and regulate the workings of 2,946 employés on these routes, regulate and correct the distribution at all post-offices. How this has been done can best be judged from the report of mails distributed and errors made.

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



## CHIEF HEAD CLERKS.

After all these changes in distribution and other information has been tabulated and put in convenient form for reference by the employés on the line, it has been necessary to detail employés to examine the clerks to see that they keep informed of all these changes and that the duty assigned to them is properly performed; in other words, to superintend the work on each particular route or group of routes. To do this it is necessary that such employés travel constantly, and for this the utmost that can be paid them is \$1,400 per annum each, out of which all 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, which in no case shall exceed \$3 per day.

## CLASSIFICATION OF EMPLOYÉS.

I desire again to recommend that the salaries and designations of employés in this service be reclassified, in accordance with previous recommendations, which are as follows:

Now that the service is brought under one general management, and each employé is required to work under the same general instructions and schemes, the only distinction in fact being the quantity of work, it seems distinctions obsolete in practice should be abandoned. The clerks should 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 railway mail service 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 when 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 mail service clerks should be \$3,210,000.

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



Number of railway post-office clerks in service at end of each fiscal year.	Increase in railway post-office clerks.	Total amount paid railway post-office clerks.	Increase, per cent.
1900	1,000	\$100,000	100
1901	1,050	\$105,000	5
1902	1,100	\$110,000	5
1903	1,150	\$115,000	5
1904	1,200	\$120,000	5
1905	1,250	\$125,000	5
1906	1,300	\$130,000	5
1907	1,350	\$135,000	5
1908	1,400	\$140,000	5
1909	1,450	\$145,000	5
1910	1,500	\$150,000	5
1911	1,550	\$155,000	5
1912	1,600	\$160,000	5
1913	1,650	\$165,000	5
1914	1,700	\$170,000	5
1915	1,750	\$175,000	5
1916	1,800	\$180,000	5
1917	1,850	\$185,000	5
1918	1,900	\$190,000	5
1919	1,950	\$195,000	5
1920	2,000	\$200,000	5
1921	2,050	\$205,000	5
1922	2,100	\$210,000	5
1923	2,150	\$215,000	5
1924	2,200	\$220,000	5
1925	2,250	\$225,000	5
1926	2,300	\$230,000	5
1927	2,350	\$235,000	5
1928	2,400	\$240,000	5
1929	2,450	\$245,000	5
1930	2,500	\$250,000	5
1931	2,550	\$255,000	5
1932	2,600	\$260,000	5
1933	2,650	\$265,000	5
1934	2,700	\$270,000	5
1935	2,750	\$275,000	5
1936	2,800	\$280,000	5
1937	2,850	\$285,000	5
1938	2,900	\$290,000	5
1939	2,950	\$295,000	5
1940	3,000	\$300,000	5
1941	3,050	\$305,000	5
1942	3,100	\$310,000	5
1943	3,150	\$315,000	5
1944	3,200	\$320,000	5
1945	3,250	\$325,000	5
1946	3,300	\$330,000	5
1947	3,350	\$335,000	5
1948	3,400	\$340,000	5
1949	3,450	\$345,000	5
1950	3,500	\$350,000	5
1951	3,550	\$355,000	5
1952	3,600	\$360,000	5
1953	3,650	\$365,000	5
1954	3,700	\$370,000	5
1955	3,750	\$375,000	5
1956	3,800	\$380,000	5
1957	3,850	\$385,000	5
1958	3,900	\$390,000	5
1959	3,950	\$395,000	5
1960	4,000	\$400,000	5
1961	4,050	\$405,000	5
1962	4,100	\$410,000	5
1963	4,150	\$415,000	5
1964	4,200	\$420,000	5
1965	4,250	\$425,000	5
1966	4,300	\$430,000	5
1967	4,350	\$435,000	5
1968	4,400	\$440,000	5
1969	4,450	\$445,000	5
1970	4,500	\$450,000	5
1971	4,550	\$455,000	5
1972	4,600	\$460,000	5
1973	4,650	\$465,000	5
1974	4,700	\$470,000	5
1975	4,750	\$475,000	5
1976	4,800	\$480,000	5
1977	4,850	\$485,000	5
1978	4,900	\$490,000	5
1979	4,950	\$495,000	5
1980	5,000	\$500,000	5
1981	5,050	\$505,000	5
1982	5,100	\$510,000	5
1983	5,150	\$515,	

Year.	Increase in mail-route messengers.		Decrease in mail-route messengers.		Total amount paid mail-route in c.	Increase in amount paid mail-route messengers.		Decrease in amount paid mail-route messengers.		Increase, per cent.		Decrease, per cent.		Number of local vice agents at each fiscal year.		Increase in local mail agents.		Decrease in local mail agents.		Increase, per cent.		Decrease, per cent.		Total amount paid local mail agents.	Increase in amount paid local mail agents.		Decrease in amount paid local mail agents.		Increase, per cent.		Decrease, per cent.	
1870.	25	6	25	6	\$5,710 00	\$16,200 00	35.44	06	16	24	24	24	24	24	24	24	24	24	24	24	24	24	24	\$40,250 00	\$12,200 00	26.39	26.39	26.39	26.39	26.39	26.39	
1871.	25	6	25	6	\$6,910 00	24,000 00	43.33	82	16	24	24	24	24	24	24	24	24	24	24	24	24	24	24	58,430 00	10,788 00	18.46	18.46	18.46	18.46	18.46	18.46	
1872.	43	17	43	17	\$6,910 00	24,000 00	43.33	95	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	69,216 00	13,690 00	19.78	19.78	19.78	19.78	19.78	19.78	
1873.	25	17	25	17	\$6,850 00	16,850 00	27.92	110	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	82,808 00	13,690 00	18.76	18.76	18.76	18.76	18.76	18.76	
1874.	23	30	23	30	\$6,540 00	20,800 00	27.92	124	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	94,710 00	11,814 00	14.25	14.25	14.25	14.25	14.25	14.25	
1875.	14	6	14	6	\$6,540 00	20,800 00	27.92	125	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	89,960 70	11,814 00	14.25	14.25	14.25	14.25	14.25	14.25	
1876.	39	2	39	2	\$7,152 27	17,152 92	13.19	137	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	101,813 27	11,832 37	13.15	13.15	13.15	13.15	13.15	13.15	
1877.	39	2	39	2	\$7,088 91	14,448 34	90.33	136	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	103,718 70	3,905 43	3.83	3.83	3.83	3.83	3.83	3.83	
1878.	34	2	34	2	\$7,375 34	6,370 33	4.52	134	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	102,041 04	3,122 91	3.14	3.14	3.14	3.14	3.14	3.14	
1879.	36	2	36	2	\$7,375 34	5,363 78	10.82	134	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	116,137 98	3,136 24	6.54	6.54	6.54	6.54	6.54	6.54	
1880.	61	20	61	20	\$7,634 33	5,363 00	1.63	130	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	119,423 79	3,241 91	2.71	2.71	2.71	2.71	2.71	2.71	



TABLE B.—Statement for the years 1870 to 1880, inclusive, of steamboat and railroad routes, miles of annual service on the same, also miles of railway post-office service and miles of annual service thereon, together with the increase and decrease per cent.

Year.	Miles of steamboat routes.	Increase of miles of steamboat routes.	Decrease of miles of steamboat routes.	Increase, per cent.	Decrease, per cent.	Miles of annual service on steamboat routes.	Increase in miles of annual service on steamboat routes.	Decrease in miles of annual service on steamboat routes.	Increase, per cent.	Decrease, per cent.	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	20,324	2,686	2,686	13.21		4,221,586	526,383	376,342	13.64		47,251,476	3,005,078	3,005,078	6.33	
1871	20,324	2,686	2,686	13.21		4,304,438	526,383	376,342	13.64		47,251,476	3,005,078	3,005,078	6.33	
1872	20,324	2,686	2,686	13.21		4,304,438	526,383	376,342	13.64		47,251,476	3,005,078	3,005,078	6.33	
1873	20,324	2,686	2,686	13.21		4,304,438	526,383	376,342	13.64		47,251,476	3,005,078	3,005,078	6.33	
1874	20,324	2,686	2,686	13.21		4,304,438	526,383	376,342	13.64		47,251,476	3,005,078	3,005,078	6.33	
1875	20,324	2,686	2,686	13.21		4,304,438	526,383	376,342	13.64		47,251,476	3,005,078	3,005,078	6.33	
1876	20,324	2,686	2,686	13.21		4,304,438	526,383	376,342	13.64		47,251,476	3,005,078	3,005,078	6.33	
1877	20,324	2,686	2,686	13.21		4,304,438	526,383	376,342	13.64		47,251,476	3,005,078	3,005,078	6.33	
1878	20,324	2,686	2,686	13.21		4,304,438	526,383	376,342	13.64		47,251,476	3,005,078	3,005,078	6.33	
1879	20,324	2,686	2,686	13.21		4,304,438	526,383	376,342	13.64		47,251,476	3,005,078	3,005,078	6.33	
1880	20,324	2,686	2,686	13.21		4,304,438	526,383	376,342	13.64		47,251,476	3,005,078	3,005,078	6.33	

Year.	Miles of route on which there is railway post-office service.	Increase of miles of route of railway post-office service.	Decrease of miles of route of railway post-office service.	Increase, per cent.	Decrease, per cent.	Miles of annual service by railway post-office.	Increase of miles of annual service by railway post-office.	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.
1870	8,252	2,800	2,800	33.92		9,500,000	3,572,540	2,224,310	37.86		64,422	5,746	5,746	8.92	
1871	11,208	2,800	2,800	33.92		10,072,540	3,572,540	2,224,310	37.86		70,771	5,746	5,746	8.92	
1872	11,208	2,800	2,800	33.92		12,296,850	4,550,775	3,322,088	37.86		76,719	5,746	5,746	8.92	
1873	14,848	710	710	5.30		14,307,025	1,550,075	1,223,310	10.83		80,219	5,746	5,746	8.92	
1874	10,414	1,548	1,548	14.81		14,307,025	1,550,075	1,223,310	10.83		86,364	5,746	5,746	8.92	
1875	10,932	518	518	4.81		14,307,025	1,550,075	1,223,310	10.83		86,364	5,746	5,746	8.92	
1876	17,715	781	781	4.41		15,209,015	3,702,130	2,322,310	24.41		85,871	5,746	5,746	8.92	
1877	17,701	48	48	.27		16,025,050	1,715,135	1,223,310	10.83		87,231	5,746	5,746	8.92	
1878	16,060	200	200	1.22		17,033,010	1,008,800	95,101	5.92		92,251	5,746	5,746	8.92	
1879	17,340	2,800	2,800	16.10		17,808,210	3,018,550	101,231	0.57		101,231	5,746	5,746	8.92	
1880	20,110	2,800	2,800	13.90		20,808,700	3,018,550	108,640	14.45		108,640	5,746	5,746	8.92	

Year.	Miles of route on which there is railway post-office service.	Increase of miles of route of railway post-office service.	Decrease of miles of route of railway post-office service.	Increase, per cent.	Decrease, per cent.	Miles of annual service by railway post-office.	Increase of miles of annual service by railway post-office.	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.
1870	8,252	2,800	2,800	33.92		9,500,000	3,572,540	2,224,310	37.86		64,422	5,746	5,746	8.92	
1871	11,208	2,800	2,800	33.92		10,072,540	3,572,540	2,224,310	37.86		70,771	5,746	5,746	8.92	
1872	11,208	2,800	2,800	33.92		12,296,850	4,550,775	3,322,088	37.86		76,719	5,746	5,746	8.92	
1873	14,848	710	710	5.30		14,307,025	1,550,075	1,223,310	10.83		80,219	5,746	5,746	8.92	
1874	10,414	1,548	1,548	14.81		14,307,025	1,550,075	1,223,310	10.83		86,364	5,746	5,746	8.92	
1875	10,932	518	518	4.81		14,307,025	1,550,075	1,223,310	10.83		86,364	5,746	5,746	8.92	
1876	17,715	781	781	4.41		15,209,015	3,702,130	2,322,310	24.41		85,871	5,746	5,746	8.92	
1877	17,701	48	48	.27		16,025,050	1,715,135	1,223,310	10.83		87,231	5,746	5,746	8.92	
1878	16,060	200	200	1.22		17,033,010	1,008,800	95,101	5.92		92,251	5,746	5,746	8.92	
1879	17,340	2,800	2,800	16.10		17,808,210	3,018,550	101,231	0.57		101,231	5,746	5,746	8.92	
1880	20,110	2,800	2,800	13.90		20,808,700	3,018,550	108,640	14.45		108,640	5,746	5,746	8.92	



INCREASE OF RAILWAY MAIL SERVICE.

The increase in the miles of railroad routes in operation June 30, 1880, over that in operation June 30, 1879, is 6.25 per cent. The increase in miles of annual service performed over the same is 3.53 per cent; the increase on the total miles of railroad and steamboat routes is 6.82 per cent; the increase in miles of annual service performed over same is 3.90 per cent.

The miles of route on which there were railway post-offices is increased 13.90 per cent., and the annual service performed on these routes is increased 14.45 per cent.

EXTENSION OF POSTAL CAR SERVICE.

There is a double daily line of railway post-office cars between Washington, D. C., and Danville, Va. To make this line of more importance the second daily line should be established between Lynchburg, 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 have hopes that such service may be secured.

During the past fiscal year sixty-foot cars on the Union Pacific Railroad, between Omaha, Nebr., and Ogden, Utah, were substituted for the fifty-foot cars, which were inadequate; also fifty-foot cars on the Chicago, Milwaukee and Saint Paul Railroad, between Chicago, Ill., and La Crosse, Wis., were substituted in place of forty-foot cars, which were already too small.

Between Richmond, Va., and New Orleans, La., via Charlotte, Atlanta, Montgomery, and Mobile, there has been established double daily service; also between Petersburg, Va., and Savannah, Ga., and Savannah, Ga., and Jacksonville, Fla., single daily service; and also single daily service between Kansas City, Mo., and Pueblo, Colo., and between La Fayette, Ind., and Saint Louis, Mo., the latter making a continuous through line from Toledo, Ohio, to Saint Louis, Mo.

The railroad companies very kindly placed the cars on the above-named lines at the disposal of the department, and the establishment of service thereon should not only be continued, but improved as rapidly as circumstances will permit. The cars run through from Richmond, Va., to New Orleans, La., receiving and delivering mail the entire length of the route, while the companies make their schedule time with regularity and promptness.

There is an urgent demand for further service by railway post-office cars on lines where the benefits of such service ought to be extended, and I therefore respectfully recommend that you ask for the purpose of transportation by postal cars \$1,466,000.

THE SPECIAL FUND FOR SPECIAL FACILITIES.

The special fund placed at the disposal of the Postmaster General for the present fiscal year is \$350,000, which has proved of incalculable benefit to the service, and enabled him to continue and extend the benefits of fast mail service.

I would therefore respectfully recommend that there be appropriated \$350,000, and such further additional sum as will enable him to establish, maintain, and continue the fast mail service.



## 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, 1880.

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 pieces of registered mail matter.
First .....	4,506,388	180,255,520	451,763	67,764,450	248,019,970	1,144,882
Second .....	5,279,085	211,187,400	809,251	130,387,650	341,575,050	1,690,763
Third .....	1,534,093	61,363,720	251,982	37,797,300	99,161,020	816,469
Fourth .....	1,422,954	56,918,160	292,739	43,910,850	100,829,010	1,084,560
Fifth .....	8,493,655	339,740,200	1,573,115	235,967,250	575,713,450	2,432,247
Sixth .....	9,053,504	362,140,160	1,252,563	187,884,450	550,024,610	2,402,326
Seventh .....	4,090,530	187,861,200	748,743	112,311,450	300,172,650	1,471,929
Eighth .....	1,214,869	48,594,760	170,306	26,445,900	75,040,660	406,133
Ninth .....	5,780,485	231,219,400	911,516	136,727,400	367,946,800	993,996
Total .....	41,982,163	1,679,286,520	6,527,978	979,196,700	2,658,483,220	11,703,282

NOTE.—The calculations in the above table are made upon the basis of 40 letters to each package, and 150 papers to each sack; whereas, in the report for the preceding fiscal year, the basis was 50 letters to each package, and 200 pieces of paper mail to each sack, in consequence of which this report does not show as great an increase as there really was.

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, 1880.

Division.	Number of incorrect alpha returned.	Number of errors on incorrect alpha.	Number of packages.	Missent.			Misdirected.			Number of errors checked against other employes.
				Number of pouches.	Number of sacks.	Number of registered packages.	Number of packages.	Number of pouches.	Number of sacks.	
First .....	26,198	47,768	1,443	371	119	53	58	43	29	64,776
Second .....	35,081	60,977	903	202	63	15	101	29	22	116,616
Third .....	26,587	42,068	434	12	2	—	215	7	4	52,967
Fourth .....	23,533	40,399	657	229	68	58	103	28	43	112,165
Fifth .....	119,645	220,571	1,461	138	102	47	271	45	108	375,031
Sixth .....	98,081	167,182	1,475	213	103	23	338	63	123	338,334
Seventh .....	76,600	133,401	1,035	264	244	123	90	13	12	287,600
Eighth .....	3,431	4,715	105	—	—	—	26	—	3	26,218
Ninth .....	12,302	20,820	1,276	86	19	7	49	121	12	11,071
Total .....	421,458	737,911	9,089	1,515	720	326	1,251	349	356	1,378,778

## RECAPITULATION.

Number of letters and pieces of paper mail distributed during the year .....	2,658,483,220
Number of errors made in the distribution of same .....	763,511
Number of letters and pieces of paper mail distributed to each error .....	3,482

It will be seen by the above that there has been an increase of 9,821,670 pieces of mail handled over that of last year, and this, notwithstanding the fact that the basis of calculation in preparing the report of 1879 was



25 per cent. greater on letters, and 33½ per cent. on paper mail, than was taken in the preparation of the present report, without there being a corresponding difference in the actual size or contents of the respective packages and sacks. (See note on Table C.)

It is also shown that while there were 2,658,483,220 separate pieces of mail distributed by railway post-office clerks and route agents, there were but 763,511 pieces missent, or one in each 3,482 pieces distributed.

Attention is also invited to the large amount of registered matter handled as shown by the above tables, being an increase over the amount handled last year of 1,307,292 packages, or more than 12½ per cent.

#### ERRORS IN DISTRIBUTION, ETC., MADE BY POST-OFFICES.

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, 1880.

Division.	State.	Class.	Office.	Number of incorrect slips.					Misdirected.					Remarks.
				Number of incorrect slips.	Number of errors on incor- rect 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	47	64	17	1	1	9	1	0	9		
	do	do	Portland	704	1,212	17	4	4	8	1	8	9		
	do	Second	Augusta	1,247	2,250	2	1	1	1	1	1			
	do	do	Auburn	84	103	2	1	1	1	1	1			
	do	do	Barth	41	44	1								
	do	do	Biddeford	16	22									
	do	do	Lewiston	222	345	2			1					
	do	do	Rockland	94	123									
	New Hampshire	do	do	Concord	93	173	2	1	1	1				
	do	do	Dover	19	26	2								
do	do	do	Keene	42	83	1			3	1				
	do	do	Manchester	267	366	3			2					
	do	do	Nashua	34	65									
	do	do	Portsmouth	16	19									
	do	do	Brattleboro	19	27				2					
	Vermont	do	Montpelier	4	46									
	do	do	Rutland	24	43		1	1						
	do	do	Saint Albans	3	8									
	Massachusetts	First	Boston	15,627	22,740	210	2	3	38	54	3	6		
	do	do	Fall River	243	289	1		2	10					
do	do	Lawrence	103	135				1						
	do	do	Lowell	481	1,010	40			2					
	do	do	Springfield	75	137	3								
	do	do	Worcester	159	226	12			1	1				
	do	Second	Amherst	7	10									
	do	do	Brockton	28	48	4			1					
	do	do	Chillicothe	3	3									
	do	do	Clinton	27	50									
	do	do	Fitchburg	22	30				1					
	do	do	Greenfield	62	94	2			1	1	1			
do	do	do	Greenwich	123	138	1								
	do	do	Ware	20	40									
	do	do	Wareham	20	40									
	do	do	Wareham	20	40									
	do	do	Wareham	20	40									
	do	do	Wareham	20	40									
	do	do	Wareham	20	40									
	do	do	Wareham	20	40									
	do	do	Wareham	20	40									
	do	do	Wareham	20	40									







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

Division.	State.	Class.	Office.	Number of incorrect slips.	Number of errors on incorrect slips.	Misent.			Misdirected.			Remarks.
						Number of letter-packets.	Number of pouches.	Number of registered packages.	Number of letter-packets.	Number of pouches.	Number of canvas bags.	
Second.	New York	Second	Corning	23	49							
	do	do	Dunkirk	13	24						1	
	do	do	Elmira	109	134							
	do	do	Geneva	45	91	6			1			
	do	do	Gloversville	3	3				2			
	do	do	Hornellsville	4	4							
	do	do	Hudson	4	4							
	do	do	Ithaca	120	230				1			
	do	do	Jamestown	12	16							
	do	do	Kingston	22	33							
	do	do	Le Roy	31	56							
	do	do	Little Falls	13	17			1				
	do	do	Lockport	48	100							
	do	do	Middletown	52	93							
	do	do	Newburgh	12	32							
	do	do	Norwich	4	4							
	do	do	Oneida	3	6				1			
	do	do	Oswego	170	212	3						
	do	do	Penn Yan	167	200							
	do	do	Rome	5	4				1			
	do	do	Rondout	83	56							
	do	do	Saratoga Springs	18	23							
	do	do	Schenectady	109	274							
	do	do	Seneca Falls	78	163				5		1	
	do	do	Watertown	21	97							
	do	do	Watloo	59	75							
	do	do	Watertown	6	6							
	do	do	Yonkers	38	53							
	do	do	Elizabeth	13	20							
	do	do	Newark	66	116	1						
	do	do	Camden	313	478	0	4	1			1	
	do	do	Hoboken	4	6							
	do	do	Jersey City	16	19							
	do	do	Morrisdown	274	401	0						
	do	do		48	77							



do	do	New Brunswick	17	46														
do	do	Orange	12	19														
do	do	Potomac	11	13														
do	do	Princeton	30	98														
do	do	Princeton	3	4														
do	do	Railway	37	50														
do	do	Trenton	57	132														
do	do	Trenton	227	384														
do	do	Philadelphia	2,217	8,844														
do	do	Philadelphia	2,111	8,836														
do	do	Allegheny	163	25														
do	do	Allegheny	92	164														
do	do	Allentown	35	69														
do	do	Allentown	35	69														
do	do	Barnhart's Mills	1	101														
do	do	Bedford	33	101														
do	do	Chester	40	46														
do	do	Curry	66	112														
do	do	Easton	114	187														
do	do	Franklin	152	192														
do	do	Johnstown	29	45														
do	do	Kempster	17	29														
do	do	Kempster	4	6														
do	do	Lanester	93	114														
do	do	Lanester	5	8														
do	do	Lock Haven	22	25														
do	do	Meadville	30	58														
do	do	New Castle	5	6														
do	do	Oil City	133	226														
do	do	Parker's Landing	59	115														
do	do	Petralla	8	21														
do	do	Pittston	2	9														
do	do	Pottsville	13	21														
do	do	Reading	27	30														
do	do	Saint Petersburg	2	13														
do	do	Scranton	61	86														
do	do	Sharon	11	13														
do	do	Tinnsville	79	151														
do	do	Towanda	27	35														
do	do	Warren	14	45														
do	do	Wilkesbarre	7	15														
do	do	Williamsport	93	179														
do	do	York	74	144														
do	do	York	217	250														
do	do	Winnington	3,694	6,649														
do	do	Winnington	77,346	146,170														
do	do	Winnington	77,346	146,170														
do	do	Winnington	3,151	4,898														
do	do	Winnington	16	17														
do	do	Winnington	4,296	6,133														
do	do	Winnington	214	328														
do	do	Winnington	214	328														
do	do	Winnington	214	328														
do	do	Winnington	214	328														
do	do	Winnington	214	328														
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do	do	Winnington	214	328														
do	do	Winnington	214	328														
do	do	Winnington	214	328														
do	do	Winnington	214	328														



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

Division.	State.	Class.	Office.	Number of incorrect slips.	Number of errors on incorrect slips.	Misent.			Misdirected.			Remarks.
						Number of letter-packets.	Number of pouches.	Number of regis. bags.	Number of letter-packets.	Number of pouches.	Number of canvas bags.	
Third.	Virginia	First	Petersburg	34	45	1						
	do	do	Richmond	414	507	10					1	
	do	Second	Alexandria	157	212	3						
	do	do	Danville	17	26							
	do	do	Lynchburg	33	48							
	do	do	Staunton	68	119	1						
	do	do	Winchester	17	20							
	do	do	Wheeling	140	189	3						
	West Virginia	do	Charleston	71	101	3						
	North Carolina	do	Raleigh	72	90							
	do	do	Wilmington	79	111							
	do	do	Remaining offices in third division	667	1,024	7	5	1			1	
			Total	9,444	13,967	104	5	1	132	3	3	
Fourth.	South Carolina	First	Charleston	569	742	23	1					
	do	Second	Columbia	226	356	4						
	Georgia	First	Savannah	264	445	3						
	do	do	do	555	808	7	1					
	do	Second	Augusta	597	1,015	19	7	1				
	do	do	Columbus	223	347	12	2					
	do	do	Macon	257	358	28	8					
	Florida	do	Jacksonville	244	397	3	4	1				
	do	do	Pensacola	21	34							
	Alabama	First	Mobile	157	180	5						
	do	do	Panama	60	92	4						
	do	Second	Montgomery	363	501	36	7	3				
	do	do	do	43	68							
	Mississippi	do	Selma	273	825	5	3					
	do	do	Natchez	7	20							
	do	do	Vicksburg	117	200							
	do	do	do	117	200							
	Louisiana	First	New Orleans	1,077	1,613	7	1	3				



.....do	Second.	.....do	Shaveport Remitting offices in fourth division.	337 1,873	659 3,146	32 189	12 52	12 12	1 2	3 11	7 52	13 13	8 8
<b>Fifth</b>			<b>Total</b>	<b>7,304</b>	<b>11,907</b>	<b>189</b>	<b>52</b>	<b>12</b>	<b>1</b>				
Indiana	First	Evansville	436	676	12								
do	do	Fort Wayne	102	137	1								
do	do	Indianapolis	3,961	5,816	61	1							
do	do	La Fayette	64	115	5	1							8
do	Second	Crawfordsville	279	423	1								2
do	do	Elkhart	11	16									
do	do	Greencastle	55	90									
do	do	La Porte	36	51									
do	do	Ligonisport	183	251	3	4							
do	do	Madison	78	227									
do	do	New Albany	322	436									1
do	do	Richmond	6	11									
do	do	South Bend	408	701	9								6
do	do	Terre Haute	36	97									
do	do	Wesley	302	480	7								3
do	do	Wesley	302	480	7								1
Ohio	First	Cincinnati	309	337	104								
do	do	Cincinnati	971	19,189	36	9			8	1	113	3	16
do	do	Columbus	691	3,811	29				3		19	2	8
do	do	Columbus	961	3,553	29						22	5	9
do	do	Columbus	483	744	8						5		
do	do	Dayton	64	87	3								
do	do	Ashtabula	16	22	10								
do	do	Canton	102	152	3								1
do	do	Chillicothe	80	119									
do	do	Delaware	38	48									
do	do	Dayton	22	46									
do	do	Fremont	29	62									
do	do	Hamilton	149	287	1								
do	do	Lima	63	150	11								
do	do	Massfield	197	334	14					5			1
do	do	Massfield	18	30									
do	do	Mount Vernon	34	44									
do	do	Newark	417	522	15								
do	do	Norwalk	30	95									
do	do	Oberlin	12	15									
do	do	Painesville	70	84	2								
do	do	Piquette	82	103									
do	do	Portsmouth	151	262									
do	do	Sandusky	65	79	3								
do	do	Springfield	291	739	1								
do	do	Stonewall	2	2									2
do	do	Tiffin	20	36	1								
do	do	Toledo	525	897	3								1
do	do	Troy	120	177									
do	do	Urbana	35	60									
do	do	Warren	15	17									
do	do	Wesley	210	408	1								



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

Division.	State.	Class.	Office.	Number of incorrect slips.		Number of errors on incorrect slips.	Misdirected.			Remarks.		
				Number of letter-packets.	Number of pouches.		Number of canvases.	Number of registered packages.	Number of letter-packets.		Number of pouches.	Number of canvases.
Fifth	Ohio	Second.	Xenia	17	27							
	do	do	Youngstown	24	30							
	do	do	Zanesville	438	718							
	Kentucky	First.	Louisville	3,406	5,055	1	1		25	1	4	
	do	Second	Covington	478	669				5			
	do	do	Frankfort	26	37							
	do	do	Henderson	56	82							
	do	do	Lexington	728	1,111							
	do	do	Newport	293	377				2	2	3	
	do	do	Owensborough	17	21				1			
	do	do	Paducah	43	47							
	do	do	Paris	69	139				3			
	Tennessee	First	Memphis	1,462	2,204				6	3	1	
	do	do	Nashville	4,558	6,781	33	1	1	29	1	4	
	do	Second	Chattanooga	137	179							
	do	do	Clarksville	53	75				1	1		
	do	do	Knoxville	823	1,002				1			
	do	do	Remaining offices in fifth division.	3,173	5,308	62	10	1	38	7	4	
			Total	42,152	66,502	502	30	16	329	32	64	
Sixth	Illinois	First	Bloomington	353	503				1			
	do	do	Chicago	52,297	74,368				163		1	
	do	do	Peoria	122	163				2			
	do	do	Quincy	123	169				1			
	do	do	Springfield	158	210				5	1		
	do	do	Alton	248	354				1			
	do	Second	Aurora	7	7							
	do	do	Belleville	63	80				1	1	1	
	do	do	Belvidere	124	168				1			
	do	do	Cairo	30	36				2			
	do	do	Danville	13	21				1			
	do	do	Decatur	115	143							
	do	do	Dixon	12	27				1			



[illegible]







[illegible]



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

Division.	State.	Class.	Office.	Number of incorrect slips.	Missent.			Misdirected.			Remarks.
					Number of letter-packets.	Number of pouches.	Number of canvass bags.	Number of letter-packets.	Number of pouches.	Number of canvass bags.	
Eighth.	California.....	Second.....	Vallejo.....	2							
	Oregon.....	do.....	Portland.....	137	0						
	Utah.....	do.....	Ogden City.....	14							
	do.....	do.....	Salt Lake City.....	75							
	Nevada.....	do.....	Carson City.....	15	1						
	do.....	do.....	Reno.....	8							
	do.....	do.....	Truckee.....	12							
	do.....	do.....	Virginia City.....	24							
	Washington Territory.....	do.....	Walla Walla.....	10	3						
	Idaho.....	do.....	Boise City.....	22	1						
	Montana.....	do.....	Butte City.....	4							
	Arizona.....	do.....	Tucson.....	5							
			Remaining offices in eighth division	429	6						
			Total.....	3,044	4,420	98	13	22	2	5	
Ninth.	Michigan.....	First.....	Detroit.....	5,004	6,138	1,140	37	3	21	120	8
	do.....	do.....	Grand Rapids.....	219	308	17	4	1	1		
	do.....	Second.....	Adrian.....	37	66	2					
	do.....	do.....	Albion.....	22	30	2					
	do.....	do.....	Alpena.....								
	do.....	do.....	Ann Arbor.....	110	218	2					
	do.....	do.....	Battle Creek.....	370	587	9					
	do.....	do.....	Bay City.....	5	11						
	do.....	do.....	Coldwater.....	42	72						
	do.....	do.....	East Saginaw.....	340	557	6	1				
	do.....	do.....	Flint.....	36	60	3					
	do.....	do.....	Hudson.....	6							
	do.....	do.....	Jackson.....	223	399	4					
	do.....	do.....	Kalamazoo.....	77	143						
	do.....	do.....	Lansing.....	107	227						
	do.....	do.....	Manistee.....	55	78						
	do.....	do.....	Marshall.....	163	260						
	do.....	do.....	Monroe.....	13	40						



[illegible]

## RECAPITULATION.

Errors by divisions.	Number of incorrect slips.	Number of errors on incorrect slips.	Misent.			Misdirected.			
			Number of letter-packages.	Number of pouches.	Number of canvas bags.	Number of letter-packages.	Number of pouches.	Number of canvas bags.	
First	26, 273	40, 350	503	5	11	71	126	16	20
Second	77, 346	146, 170	722	25	21	21	800	19	190
Third	9, 444	13, 067	104	5	1	1	132	3	3
Fourth	7, 364	11, 907	169	52	12	12	52	13	8
Fifth	42, 132	66, 502	562	40	16	11	320	32	64
Sixth	64, 698	93, 504	450	36	6	11	300	30	7
Seventh	25, 786	41, 241	350	37	40	26	85	4	5
Eighth	3, 044	4, 420	98	13	13	3	92	2	5
Ninth	7, 242	9, 715	1, 208	44	11	3	33	120	8
Total	263, 342	427, 776	4, 186	234	131	144	1, 888	239	319



The gross amount of errors in this table may seem large, yet in comparison with the amount of mail distributed 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 fiscal year ending June 30, 1880.

Division.	Whole number of examinations.	Whole number of cards handled.	Number of cards correct.	Number of cards incorrect.	Number of cards not known.	Average per cent. correct.
First.....	537	237,492	230,322	6,308	862	96.66
Second.....	760	1,398,486	750,904	87,767	559,815	53.69
Third.....	202	243,402	185,360	17,037	41,005	76.15
Fourth.....	421	208,602	198,699	8,434	1,469	95.19
Fifth.....	768	765,434	676,549	43,860	45,025	92.39
Sixth.....	205	190,804	185,120	3,847	1,837	97.55
Seventh.....	154	162,770	143,874	15,720	3,176	88.35
Eighth.....	37	53,785	53,528	257		99.59
Ninth.....	456	552,054	387,775	34,204	129,882	70.25
Total.....	3,540	3,812,820	2,812,131	217,434	783,071	73.75

## RECAPITULATION.

Total number of case examinations.....	3,540
Total number of cards handled.....	3,812,820
Total number of cards correct.....	2,812,131
Total number of cards incorrect.....	217,434
Total number of cards not known.....	783,071
Average per cent. correct of all divisions.....	73.75

By the above table it will be seen that the proficiency of the employes has been increased; the average per cent. of cards correct being 73.75 per cent. against 69.86 per cent. as shown in last annual report.

## CASUALTIES—PENSIONS.

In rendering the account of "casualties," &c., with their cause, character, and effect, I have the pleasure to add that, viewed with the similar account given last year, it presents the agreeable contrast of *no mortality*. But, while none of the employes of this service, during the period covered by this report, have actually met with death while in the performance of their arduous duties, the perils that have always surrounded them have frequently resulted in the infliction of painful and sometimes permanent injuries. In this connection I have to reiterate the statement made in previous reports, that during the time of disability, as no provision has ever been made for such contingencies, the work of such employes devolves upon their fellows on the line or route. I have also to repeat the recommendation, verified and intensified by the experience of succeeding administrations of this bureau, that some method should be adopted, either by allowing pay for a certain period to the heirs of those killed in service or pensioning the wounded in proportion to their disabilities and length of time during which they are incapacitated for service, whereby a most deserving class of government employes, or their representatives, might receive the substantial recompense demanded by their devotion and sacrifices in the line of duty.



TABLE G.—*Statement of casualties in the railway mail service during the fiscal year ending June 30, 1880.*

1879.

*June 28.*—Lynchburgh and Bristol Railway post-office, Virginia and Tennessee Railroad. A portion of train No. 4 (bound east) fell through the bridge at Reed Creek, near Wytheville, a distance of eighty or ninety feet, the engine going first, followed by the southern express and postal cars. The baggage and second-class coach jumped the track and fell to the left of the preceding cars. The remainder of the train, consisting of four coaches and one sleeper, were saved through the timely application of the air-brakes.

The express-car was completely demolished and in its destruction the express messenger met with death. One of the inmates of the second-class coach, a boy, was killed, and five or six other passengers received cuts and bruises. G. H. Southall, head clerk railway post-office, received a scalp-wound of considerable length and of width and depth sufficient to expose the skull. He also received many bruises about the face, forehead, lips, and nose, the left arm, and leg. Postal Clerk H. C. Brightwell had two ribs broken, loins, right arm, both legs, and right breast bruised, and fingers of one hand mashed. The mails, including papers and registered matter, were gathered without loss and forwarded to destination.

This casualty should have appeared in the report of the last fiscal year, but did not do so on account of its details not reaching this office in time for publication.

*August 2.*—New York and Chicago Railway post-office (New York Central and Hudson River Railroad) clerks failed to catch the pouch at Catskill, N. Y., but accidentally knocked it into the river, where it was found, August 5, floating  $2\frac{1}{2}$  miles north of Catskill Station. It was then taken to Catskill office, opened, and the contents, including two registered packages, found in a badly damaged condition, the papers being entirely spoiled. A few of the letters were dried and forwarded, together with the registered packages. Between three hundred and four hundred letters were totally lost.

*August 18.*—Norfolk and Raleigh agent (Seaboard and Roanoke Railroad). Culvert, situated about one mile from Atlantic, Mississippi and Ohio crossing, gave way, letting the engine through. The cab was completely demolished and the engineer and fireman killed. Although the mail-car was considerably damaged, no mail was lost or destroyed.

*August 25.*—Washington and Danville railway post-office, leaving Danville, Va., at 10 p. m. At 12 midnight, and about two miles south of Lynchburgh, Va., a culvert, over which the engine had passed safe, gave way, and the mail-car partially telescoped with baggage-car; its trucks and platforms torn off; fell into the washout end foremost. No employé of this service was seriously hurt, however, nor was any mail destroyed, although, all the lamps having been broken, about fifty or seventy-five letters were saturated with kerosene.

*August 30.*—Pouch containing mail for Bethlehem and Philadelphia agent, made up by New York and Washington railway post-office, was thrown off at Harrisburgh, Pa., junction and bounded back under the train. The pouch and a portion of the paper mail were badly damaged. The letter mail was not injured.

*September 2.*—New York and Pittsburgh railway post-office (Pennsylvania Railroad), train No. 5, leaving New York at 7.30 p. m. A portion of



mail placed in baggage car under charge of clerk detailed for that purpose was partially destroyed through the falling of a lighted candle from its fixture. The train was stopped (at Moumouth Junction) and the fire extinguished. Investigation showed that three sacks of papers and one pouch had been on fire. About fifty of the letters were badly damaged, many of which, however, can be forwarded.

*September 17.*—Baltimore and Grafton Railway post-office. Train No. 5 (bound east), at 8 o'clock p. m., when at Silver Spring Station, on Metropolitan Branch Baltimore and Ohio Railroad, about 7 miles west of Washington, D. C., was thrown from the track owing to a misplaced switch. The postal car was thrown off its trucks and turned on its side. Of the employes of this service on duty (Messrs. C. H. Hooton, W. H. Wright, and F. McC. Parker), Mr. Wright only was injured, his right hand being penetrated by a hook used in the hanging of pouches.

*October 9.*—Albany and Susquehanna Railroad. Train No. 5, carrying through mails, was destroyed by fire at Maryland, N. Y. All the mail was saved except about one-half sack of paper mail for New York and Dunkirk Railway post-office, which was consumed.

*October 11.*—Baltimore and Ohio Railroad, Grafton and Chicago Railway post-office. Train No. 1 collided with train carrying Grafton and Wheeling agent at Bellton, W. Va., thirty-five miles east of Wheeling. The postal-car (on No. 1) became almost an entire wreck, but the employes of this service on duty therein escaped without injury. The agent's car was badly damaged, and the agent, Mr. George H. Shinn, was considerably injured, although not seriously. The mail was all saved and forwarded.

*October 15.*—Lake Shore and Michigan Southern Railroad, New York and Chicago Railway post-office. Train No. 1, leaving Buffalo at 1 p. m., when at Glenville, about five miles east of Cleveland, ran into the rear end of a delayed freight-train. Head clerks Abram Miller and William M. Oliver were badly injured, and clerks C. W. Jones, B. P. Mapes, and J. W. Van Natta were considerably bruised. The injuries of Mr. Oliver were of such character as to keep him from duty for several weeks, while Mr. Miller will probably never be able to resume his duties on the road on account of the seriousness of wounds received about his hips and thighs.

Although the car was about demolished, very little of the mail was destroyed, and the delay thereto caused by the accident was not of great extent.

1880.

*January 9.*—Baltimore and Potomac Railroad, New York and Washington Railway post-office. In a collision with the limited express the postal car was very much damaged, and necessarily abandoned by the crew. The mail was transferred to the baggage-car, being found uninjured, with the exception of about forty or fifty letters (for New Jersey and Pennsylvania), which were somewhat damaged by water. The postal clerks escaped without injury.

*June 19.*—Savannah and Charleston Railroad, Charleston and Savannah agent. About 3½ miles from Savannah train ran over a mule and was thrown from the track, the engine and baggage car being precipitated down an embankment. The front end of the postal car was broken up, the trucks destroyed, and the inmates of the car, Messrs. R. E. Mansfield (C. H. C.), W. J. Ballentine, and J. H. Fordham (agents) involved in the ruins of the interior, receiving many cuts and bruises. None of the mails or government property were lost or damaged.

*February 13.*—Saint Joseph and Des Moines Railroad, Saint Joseph and Albany agents. When about three miles south of King City the train jumped the track, and the car containing the mail and baggage



and express compartments rolled down an embankment and was almost entirely demolished. The agent, Mr. F. Glinger, was much bruised and cut about the head, shoulders, and knee, being thereby rendered unable to perform duty for several days. No damage done to the mail.

*February 19.*—Bellaire and Woodsfield Railroad. While crossing a trestle-work near Bethel Station, the train left the track. Many of the passengers were hurt, as also was mail-route messenger Isaac Booth, who was thereby incapacitated for duty during several days. A special engine conveyed the mails to Woodsfield, whence they were afterwards dispatched to their destination.

*March 20.*—Savannah and Jacksonville route. When sixteen miles south of Dupont, Ga., an axle on the second car from the engine broke, and eleven cars, including the mail-car, were thrown from the track. All the letters were thrown from their cases in the mail-car to the floor, where many of them became saturated with oil from the broken lamps and caught fire, but none so damaged as to be illegible. Of the employés on duty, Mr. Mansfield was wounded in the foot by a falling scale, and Messrs. Craft and Mills slightly bruised.

*April 6.*—Boston, Springfield, and New York Railway post-office. Train leaving Boston 10 p. m., when near Meriden, Conn., at 2.30 a. m., was thrown from the track and partly down an embankment, which had been undermined by water. The postal car was considerably damaged, but the clerks so little hurt that they remained on duty. A large pouch of letters for New York City and the "through registered pouches" in transit were saturated by water entering the lower end of the car. Notwithstanding these and the additional mishaps of broken lamps and scattered oil, no mail was destroyed or lost.

*April 13.*—Pacific (Kansas division), Kansas City, and Denver route. Train No. 1, nearing Groton, Kans., at 6.45 a. m., ran upon a burned bridge, which gave way and precipitated the engine and mail-car into a dry creek twenty-six feet below. Some damage was caused to the mail by the mixture of letters and lamp fixtures about the car and the escape of water from the tank. Agent Hoyt suffered some contusions about the head and arm.

*April 16.*—Peoria and Jacksonville route. Mail train bound north collided with express bound south, near Havana, Ill. Route-Agent E. G. Arlington was badly hurt. No damage, and but temporary delay to the mails.

*April 20.*—Wabash, St. Louis and Pacific Railroad, Lafayette and Quincy Railway post-office. Train bound west, near Danville Junction, Ill., ran into a train of flats crossing the track, and one of the flats was forced through the postal car. Of the employés on duty, Acting Head Clerk Q. H. Chapin was caught by the wreck while attempting escape and thrown about fifty feet, being painfully and seriously injured about the arms, hands, and legs. Immediately after the crash the car caught fire, but the flames were quickly extinguished. No government property nor paper mail was destroyed. About fifty letters were badly burned, although all of them were not rendered illegible. Registered package No. 13, Clyde, Ohio, to Staunton, Ill., was almost entirely destroyed. Of its contents only a portion of registered bill remained, and that was turned over to the postmaster at Quincy, Ill.

*May 5.*—Philadelphia, Wilmington and Baltimore Railroad. The Philadelphia and Baltimore agent attempted, with his arm, to catch the pouch at Claymont, Del., but the high rate of speed at which the train was running prevented him from securing it. The pouch dropped and afterwards rolled under the train, by which it was very much mangled. No mail was destroyed.



*May 9.*—Saint Louis, Iron Mountain and Southern Railway. Mail-train No. 2 left the track on account of a washout about three miles north of Bismarck. The engine and tender turned over and the postal car passed over them, then turned on its side, and was driven, in a much damaged condition, by the portion of the train behind it, a distance of fifty feet into a swollen stream. Of the employes on duty, Acting Head Clerk McCullough was severely bruised by having a leg caught in a paper-rack and was painfully lacerated by the flying particles of window-glass. Assistant Clerk Crise received a sprain of the neck. The flow of water from the stream into the car reached a depth of three feet, thoroughly soaking the mail and preventing its removal until daylight, the registered matter alone being accessible so that it could be put in a dry place. One pouch, containing letter-mail for Saint Louis and connections, was buried under the wreck and not recovered until three days after.

*May 10.*—New York Central and Hudson River Railroad, New York and Chicago Railway post-office. Train No. 7, leaving New York at 10.30 a. m., ran off the track at Saint Johnsville, N. Y., by reason of a misplaced switch. Every car of the train suffered much damage, the postal car being a total wreck. The employes of the railway mail-service on duty were Messrs. G. A. Palmer and W. E. Salisbury; the former emerged from the wreck with a broken rib among his numerous wounds, and the latter was removed in an insensible condition, the recipient of bodily injuries of sufficient severity to prevent his appearance, as yet, for duty. The mail was delayed but a few hours, having sustained no damage.

*June 1.*—Cleveland and Cincinnati Railway post-office night-line, leaving Cleveland at 7.30 p. m., collided with a north-bound freight-train near Mount Gilead Station, Ohio. The postal car was wrecked, the express-car being driven nearly through it. Messrs Bayne, Chappel, and Brierly, of this service, were severely cut and bruised about their heads and bodies; Mr. Chappel alone being able to remain on duty. No mail was destroyed.

*July 10.*—Green Bay and Winona agent. The engine, tender, and mail-car of train bound west were precipitated through a bridge near Independence, Wis., about 4 p. m. The engineer and fireman were instantly killed. Route-Agent Hebard was thrown through the top of the mail-car, but miraculously escaped serious injury, being obliged to remain off duty but a week or so. Mr. Hebard succeeded in securing all of the mail, including the registered matter, and the government property in the car.

*August 17.*—East Tennessee, Virginia and Georgia Railroad. At night, the eastward-bound train was wrecked near McMillan's Station, Tenn.; the occurrence being due to a washing away of a small bridge. The entire train was thrown from track, and, with the exception of the postal car and one sleeper, badly broken up. One life was lost, and several persons received severe injuries. While the postal car was much damaged, its inmates, Messrs. Lowery and Phillips, escaped with slight bruises. No mail was lost or damaged in the wreck.

*July 17.*—Postal car Louisiana was thrown from the track near Lake Catherine, La., by a stick of wood which had fallen from the tender. After being thrown from the track, the car reversed and fell on its side, receiving but little damage. The clerk on duty escaped unhurt. The mail was forwarded to destination after a short delay, the paper mail only being damaged very slightly.

*July 25.*—A fire broke out in the mail-room of steamer City of Yazoo, nearing Donaldsonville, La., early in the morning. Mail-route messenger McDonald, who was asleep in the apartment at the time, was nearly



suffocated by the smoke. His hands were slightly burned in his efforts to subdue the fire. The damage to the mail consisted only of the destruction of about two dozen papers.

#### SAINT LOUIS, IRON MOUNTAIN AND SOUTHERN RAILROAD.

For a year past there has been a pressing demand for a second daily train on this road. I have made a personal examination, passing over this road and its connections from Saint Louis, Mo., to Houston, Tex. I find that this company and its connecting roads are running but one daily train. I also find that the Missouri, Kansas and Texas Railroad and its connections run double daily trains from Saint Louis, Mo., to Houston, Tex., which affords a double daily mail from Saint Louis, Mo., to all points on that line, and to all such points on lateral lines as make direct connections with this system of roads.

The new line from New Orleans, La., to Houston, Tex., will soon be opened, which will form a through line from New Orleans, La., to San Antonio, Tex. This, together with the double daily trains on the Missouri, Kansas and Texas Railroad, must necessarily work quite a change in the transportation of mails for the State of Texas.

If there was a second daily train placed on the Saint Louis, Iron Mountain and Southern Railroad, points south of Texarkana, Tex., would not be benefited, as that system of roads only run one train daily, whereas the Missouri, Kansas and Texas Railroad run two. It is, therefore, my intention to make a material change in the dispatch of the Texas mail as soon as the New Orleans route is opened, consequently the second daily train on the Saint Louis, Iron Mountain and Southern Railroad would principally benefit Little Rock and Arkansas people, while nearly the whole State of Texas will soon be provided with mails independent of this line.

In my opinion the people of Arkansas and Southeast Missouri should be provided with a second daily mail, yet \$75,000, the price named by the Saint Louis, Iron Mountain and Southern Railroad to perform this service, is more than was estimated by the company at the time it was brought to the attention of Congress at its last session. During the latter part of the last session this matter was brought to the attention of Congress; the session being so far advanced no action was taken.

In view of the urgent necessity for the second daily service on the Saint Louis, Iron Mountain and Southern Railroad, I would respectfully recommend that Congress make a special appropriation, to be available from and after the date at which such service goes into effect, together with a sufficient amount for clerk hire, to equip the line as a second daily railway post-office service from Saint Louis, Mo., to Texarkana, Tex.

#### ESTIMATES.

My increased estimates involved in these recommendations may seem large, yet I can assure you that they are no greater than the good of the service demands.

#### CONCLUSION.

In closing this report I desire to make some recognition of the valuable services of the employes of the railway mail service, a body of men who will compare favorably with any other of similar numbers. When I consider the great responsibility placed upon them, and the magnitude of interests dependent upon their promptness and carefulness in the



discharge of their duties, attendant at all times with peril of life and limb, and then at the faithful and efficient manner in which they have met this responsibility and performed these duties, I feel that I cannot commend them too highly to the favorable consideration of the department, and to the confidence of the public whose interests are intrusted to their care.

W. B. THOMPSON,  
*General Superintendent.*

Hon. THOMAS J. BRADY,  
*Second Assistant Postmaster-General.*



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**REPORT**  
**OF THE**  
**TOPOGRAPHER.**

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REPORT  
OF  
THE TOPOGRAPHER.

POST-OFFICE DEPARTMENT,  
TOPOGRAPHER'S OFFICE,  
*Washington, D. C., October 30, 1880.*

SIR: I have the honor to submit this report of the work of the Topographer's Office during the past year (ending September 30, 1880), having previously (September 12), in compliance with order, submitted estimate of appropriation required for the fiscal year ending June 30, 1882, forming the usual item "for preparation and publication of post-route maps, &c.," inserted in the bill "making appropriations for the service of the Post-Office Department."

I have also had the honor to transmit to you (October 15), according to order No. 51, statistics (in general) of the operations of this office during the year ending September 30, 1880, for reference in your annual report.

During this past year the regular duty of "keeping up" the numerous maps and diagrams used by the officers and clerks in the several bureaus, and the furnishing the geographical data for the different branches of the department, has been accomplished to the full capacity of the force employed.

For the constant daily use of the officers and corresponding clerks of the Contract Office alone, one hundred and eighteen large maps have been "kept up," showing the changes in the service at least once a month, six draughtsmen of this office keeping abreast with the work of fifteen corresponding clerks of the Contract Office, besides, in the case of some of these draughtsmen, preparing for engraving and lithographing the elaborate drawings of new maps in progress of construction. To these have to be added, as kept up under the same conditions, two sets of (forty-six maps) for use in the Appointment Office, and one set (twenty-three maps) for reference in this (Topographer's) office. In addition to this heavy and continuously-called-for assistance to the Contract and Appointment Offices, there have been brought up, at longer intervals than a month, two hundred and seven maps for use in the under-named offices: Finance, Money-Order, Dead Letter, Railway Mail Service, Post-Office Inspectors, Assistant Attorney-General for Post-Office Department, Sixth Auditor.

In procuring data for the original construction and additions to the post-route maps, two hundred and twenty-two letters of inquiry have been addressed to engineers and other officers of railroads, in most cases with inclosure of special tracing made in this office to facilitate their returning the exact lines, for transference to our maps. With the same view, one thousand eight hundred and eighty-three circular queries



have been sent to postmasters to get the precise locations of their post-offices, where inadequately furnished from the Appointment Office.

The miscellaneous correspondence—exclusive of the above—consisted of two thousand five hundred and seventy-six letters written by the topographer on matters appropriate to his work. The number of letters received—exclusive of returned circulars—was two thousand four hundred and five.

Eight thousand nine hundred and fifteen sheets of post-route maps, colored to exhibit the routes and the frequency of the service, have been distributed during the year. Of these, a large proportion has been, as in former years, sent to the larger post-offices in the several States, either for the first time, or to replace (by new editions) those hitherto supplied but rendered obsolete by the great changes in the service; and, for the facilitating the operations of the railway mail service, numerous maps (with the latest information carefully transcribed) have been furnished on requisitions from the general superintendent and division superintendents for their office use and for distribution to employes in that service. About fifty-three per cent. of the maps thus prepared have been backed and mounted on rollers. A detailed statement of this distribution of maps during the past year is appended (marked A) with a side comparison with the numbers for the two preceding years.

It may be proper to remark here that the post-route maps are much sought after by the other governmental departments, their large scale, clearness of matter, without superfluity of detail, rendering them acceptable for reference and for special exhibition and demarcation of district divisions, &c. Maps have been sent in compliance with requests to the following:

President of the United States.

Department of State, library.

Treasury Department, Office of the Secretary.

Treasury Department, Director of the Mint.

Treasury Department, United States Coast and Geodetic Survey.

War Department, Chief Engineer, U. S. A.

War Department, Paymaster-General.

War Department, Signal Office.

Navy Department, Hydrographic Office.

Navy Department, Bureau of Equipment and Recruiting.

Navy Department, Naval Observatory.

Department of the Interior, General Land Office.

Department of the Interior, Auditor of Railroad Accounts.

Department of the Interior, Census Bureau.

Department of the Interior, United States Geological Survey.

The calls for certificates of distances, required in the settlement of mileage by officers of the public service, and in the adjustment of telegraphic rates for government messages, have, as usual, been promptly answered. In this duty, one hundred and thirty-seven letters have been answered, covering 224 queries.

A new and thoroughly revised edition of the "Distance Tables" required in these computations has for a long time been very much wanted. The present (first) edition, printed in 8vo. 151 pp. was compiled under my care, by order of the Postmaster-General, "for the regulation and adjustment of telegraphic rates for government messages," and was issued August 16, 1873. I have had the honor to call attention, in several reports to your predecessors, to this want, and to the insufficiency of the personal force of this office to provide for it. From careful and



independent estimates by myself and my principal assistant, it would appear that to revise or compile anew these tables will require the steady work of two careful clerks for at least six months. In default of such revised tables, the various calls, by letter and telegram, have been promptly answered as they came up.

During the past year the preparation and publication—with successive editions to keep pace with the constant progress of the postal service—of the series of post-route maps of the United States have been continued under my supervision. New editions have been issued of all the maps hitherto published (twenty-two in number, covered by fifty-seven sheets). Successive editions, at short intervals, have been, and always will be, required to show the numerous additions and changes of post-offices, and the course and frequency of service on the post-routes.

A new map (in two sheets) of the State of Louisiana has been prepared and published. New maps, to take the place of provisional copies, are in course of preparation for the Pacific States and the Territories, and of the State of Florida—the latter to show the Gulf and West India Islands service.

In regard to the steadily expanding requirements for the results of the labors of this office, it will be observed, from examination of Table A (appended), that the number of sheets of maps distributed has steadily increased during the past two years, proportionately, in a measure, to the increased appropriation allowed by Congress and to the consequent larger personal force employed.

But this is not an entirely fair test of the increasing work of this office, inasmuch as for the past two years the number of new post-offices, as well as the additions to and the changes of service over the post-routes, have been quite unprecedented. The railroad system has also partaken of the general prosperity of the country, so that it has been no light task to keep up with its extension, to get drawings of the new roads, and to transfer them to our numerous maps.

Consequently, a great deal of the time of the employes of this office has been absorbed in making these constant additions and alterations to the maps *by hand*—it being impracticable to bring out more than three or four new *printed* editions of each map annually.

The personnel of this office now consists of—

The topographer.

6 draughtsmen.

2 corresponding clerks (1 acting occasionally as draughtsman).

18 map colorists (ladies).

2 map mounters.

1 messenger.

1 day watchman.

The salaries of all these, with the exception of the topographer (who is the only officer of this bureau recognized by law) are paid out of the specific annual appropriation "for the preparation and publication of post-route maps, &c.," which appropriation also meets all other expenses attending the same.

I will venture to repeat here my remark that although the proviso (attached annually to the law making this appropriation) allows of any surplus copies of maps being sold and the proceeds, after being deposited in the United States Treasury, being used as a further appropriation for this purpose, it nevertheless results from the peculiar nature of these maps, constantly changing in their details, and from the continuous requirements for copies for departmental use, that this proviso operates but very little, if at all, to the increase of our available appropriation



funds—the work in altering and keeping up these sold copies being, in a measure, a diversion from our strictly official duties.

I take pleasure in testifying to the general faithful and steady work of the employés of this office, particularly mentioning the efficient aid I have from the principal assistant, Mr. Charles E. Gorham, and the two corresponding clerks, Miss R. Howard and Mr. W. B. Todd.

Some—a very few—of the employés do not turn out as much work as I should wish to see; but this is incidental, I presume, to diversities of gifts and dispositions.

I have only to add that I sincerely hope that the estimate submitted for appropriation for next fiscal year may be sustained entire by the committee of Congress, it being the same in amount as that presented by the Hon. D. M. Key, your predecessor, while the fact remains that the progress of the general establishment of the Post-Office Department is unabated, and more and more work with each year is required from this office.

Very respectfully, your obedient servant,

W. L. NICHOLSON,

*Topographer, Post-Office Department.*

Hon. HORACE MAYNARD,

*Postmaster-General.*

A.—Detailed statement of distribution of post-route maps during the year ending September 30, 1880.

	During year ending Sept. 30, 1880.	During year ending Sept. 30, 1879.	During year ending Sept. 30, 1878.
Maps furnished (number of sheets):			
To officers and clerks of the Post-Office Department at Washington.....	908	544	667
To postmasters.....	914	823	824
To railway mail service (besides special tracings and diagrams) .....	253	794	879
To post-office inspectors.....	168	120	114
To officers of other governmental departments of United States .....	1,239	897	734
To Senators and Members of House of Representatives.....	667	903	718
To committees of Congress.....	160	282	166
To educational and scientific institutions, libraries, and geographical publishers.....	281	70	73
To Miscellaneous: including officers of railroads, telegraph and express companies, and other individuals.....	2,624	1,588	1,313
To State authorities and State libraries.....	185	188	206
To foreign governments.....	33	21	20
Number of sheets sold during year.....	873	703	325
Total.....	8,915	6,933	6,142

B.—A condensed statement of a portion of the operations of the topographer's office. Post-Office Department, during the year ending September 30, 1880.

Number of maps and diagrams "kept up," in detail:	
For daily use of the contract office.....	118
For daily use of appointment office.....	46
For daily use in topographer's office.....	23
"Kept up" (with less close entering) for the use of the finance, railway mail service, money-order, post-office inspector's, dead-letter, Assistant Attorney-General for Post-Office Department, and Sixth Auditor's offices.....	207
Total maps required to be kept up.....	394
Sheets of colored post-route maps distributed.....	8,915
(Of these, 53 per cent. were backed and mounted on rollers, or bound in folio or 8vo.)	



Letters sent :

Letters sent to railroad officers (in most cases with prepared tracing inclosed for return of information as to new lines and extensions).....	222
Circular queries for locations sent to postmasters.....	1,883
Certificates of post-route distances (letters 30, telegrams 107).....	137
Miscellaneous letters .....	2,546
	<u>4,788</u>

Letters received :

Answers from postmasters to location queries.....	1,565
Requests for certificates of post-route distances.....	137
Miscellaneous letters (including returns from railroad officers).....	2,375
	<u>4,077</u>

Establishments and changes in post-offices:

Reported by appointment office weekly and entered, in duplicate, by States, &c., for use of draughtsmen, &c, (averaging 108+ cases weekly).....	<u>5,633</u>
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Monthly reports of changes in service received:

From corresponding clerks of contract office.....	192
Daily reports of changes in service received from general superintendent railway mail service.....	309
All transferred to working maps, sample sheets for colorists, and to correction-sheets for engraver and lithographer.	







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**REPORT**

**OF THE**

**THIRD ASSISTANT POSTMASTER-GENERAL.**

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# REPORT

## OF THE

### THIRD ASSISTANT POSTMASTER-GENERAL.

#### POST-OFFICE DEPARTMENT.

OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 10, 1880.*

SIR: I have the honor to submit the following report, showing the operations of this office for the fiscal year ending June 30, 1880, and to call attention particularly to the accompanying tables, numbered from 1 to 20, inclusive, viz:

No. 1. Estimates of the appropriations required by the Post-Office Department for the service of the fiscal year ending June 30, 1882.

No. 2. Statement showing appropriations for the fiscal year ending June 30, 1880, and the expenditures made, by items, out of such appropriations, up to September 30, 1880.

No. 3. Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, for the fiscal year ending June 30, 1880, compared with the fiscal years ending June 30, 1879, and June 30, 1878.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1880.

No. 5. Statement showing receipts and disbursements at depository post-offices on account of the fiscal year ending June 30, 1880.

Nos. 6 and 7. Statement showing the number and value of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during the fiscal year ending June 30, 1880.

No. 8. Statement showing the number and value of official postage-stamps and stamped envelopes issued to each of the executive departments during the fiscal year ending June 30, 1880.

No. 9. Statement showing the issue of postage-stamps, &c., by denominations, during the fiscal year ending June 30, 1880.

No. 10. Statement showing the increase in the issues of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, for the fiscal year ending June 30, 1880, over those of the preceding year.

No. 11. Statement showing the amount of dead mail matter treated in the division of dead letters during the fiscal year ending June 30, 1880.

No. 12. Statement showing the disposition of mail matter opened in the division of dead letters during the fiscal year ending June 30, 1880.

No. 13. Statement showing the amount, classification, and disposition of unmailable matter received at the dead-letter office during the year ending June 30, 1880.

No. 14. Statement showing the number of foreign dead letters received and disposed of during the fiscal year ending June 30, 1880.

No. 15. Statement showing the number, classification, and disposition of dead registered letters during the fiscal year ending June 30, 1880.



No. 16. Statement showing the number of registered letters and parcels transmitted through the mails from each State and Territory in the United States during the fiscal year ending June 30, 1880.

No. 17. 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, 1880.

No. 18. Statement showing the number and value of registered packages forwarded during the fiscal year ending June 30, 1880, for the Post-Office and Treasury Departments.

No. 19. Statement showing the operations of the registered-letter system in the cities of New York, Philadelphia, Chicago, and Washington, during the fiscal year ending June 30, 1880.

No. 20. Statement showing the increase in the amount collected as fees on registered matter at twenty-five leading post-offices during the fiscal year ending June 30, 1880, over the amount collected during the preceding year.

#### STATEMENT OF FINANCES.

The appropriations for the service of this office during the fiscal year amounted to \$884,400, and the expenditures to \$800,321.01, leaving an unexpended balance of \$84,078.99, or 10.5+ per cent. of the appropriations.

The estimated amount of appropriations required to conduct the service of this office for the coming fiscal year is \$1,082,400, an increase of \$146,980 over the amount appropriated for the current year. A detailed explanation of the estimates will be found among the papers accompanying the table (No. 1) of estimates attached to this report.

#### DEPARTMENT RECEIPTS AND EXPENDITURES.

The receipts and expenditures of the department during the fiscal year ended June 30, 1880, as shown by the books of the division of finance, were as follows:

Receipts:	
Letter-postage paid in money.....	\$72,752 92
Box-rents and branch offices.....	1,423,301 73
Fines and penalties.....	11,227 53
Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards.....	31,494,120 15
Dead letters.....	6,506 97
Revenue from money-order business.....	269,205 25
Miscellaneous.....	32,304 79
Total.....	33,315,479 34
Expenditures:	
The total expenditures for the service of the year were.....	33,101,820 38
An excess over the receipts appertaining to and for the last fiscal year, supplied out of appropriations from the Treasury, of.....	2,786,341 04

The expenditures given above do not include the sum of \$440,983.30 paid on liabilities incurred during previous fiscal years.

The total receipts for the year were \$3,273,496.48 (or 10.8+ per cent.) more than those of the preceding year, and \$2,651,455.44 (or 8.6+ per cent.) more than the estimates therefor. The increase of receipts over the amount estimated is largely attributable to the continued business prosperity of the country, and the consequent increased demand for



postage-stamps, postal cards, &c., the sales of which amounted to \$3,349,045.16 more than for last year, and \$4,118,527.03 more than for 1878.

Excluding official postage-stamps and money-order receipts from both fiscal years, there is an increase of ordinary receipts over those of the past fiscal year of \$3,500,090.94, or 11.8+ 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, 1880, 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 \$3,597,717.20, as follows:

To supply deficiencies in the revenues for the year ended June 30, 1880,	
act of March 3, 1879.....	\$3,500,000 00
For deficiency in the postal revenues for 1877 and for prior years, act of	
June 16, 1880.....	97,717 20
Total.....	3,597,717 20

In this connection it is proper to state that the amounts appropriated by act of April 7, 1880, "to provide for a deficiency in the appropriation for the transportation of the mails on star routes," viz: \$1,100,000 "to meet the expenses of inland mail transportation on star routes for the remainder of the current fiscal year," and \$100,000 "to enable the Postmaster-General to place new service as authorized by law"—to be paid out of any money in the Treasury not otherwise appropriated—were, in consequence of the great increase in the postal revenues, not drawn from the Treasury, and, therefore, are not included in the foregoing statement.

#### ESTIMATES.

The estimated expenditures for the fiscal year ending June 30, 1882,	
are.....	\$42,475,932 00
The estimated revenue for the same year is.....	38,845,174 10
Leaving a deficiency to be appropriated out of the general Treasury of.	3,630,757 90

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

In estimating the revenue for 1881-'82 the item for official postage-stamps is 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 comparatively trivial.

#### CONDITION OF 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, 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 undrawn and available for unadjusted liabilities contracted prior to July 1, 1879.

2. For the fiscal year ended June 30, 1880, the amount appropriated from the Treasury to supply deficiencies in the revenues was \$5,457,376.10, of which \$1,957,376.10 remains undrawn and available for unadjusted liabilities for said fiscal year.



The balances above mentioned are estimated to be sufficient for the payment of the unadjusted liabilities for said years.

#### RECEIPTS AND DISBURSEMENTS AT DEPOSITORIES.

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, 1879.....	\$2,620,334 23
Outstanding warrants June 30, 1879.....	52 48 13
Aggregate receipts during the year ended June 30, 1880.....	9,641,583 04
Total.....	12,314,401 40
Amount of warrants paid during the year.....	9,813,888 03
Balance at depositories June 30, 1880.....	2,500,513 37
Outstanding warrants June 30, 1880.....	164 84 50
Balance subject to draft June 30, 1880.....	2,335,648 98

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, 1879.....	\$700,025 00
Aggregate receipts during the year ended June 30, 1880.....	5,026,815 38
Total.....	5,727,510 44
Disbursements during the year.....	5,002,156 80
Amount subject to draft June 30, 1880.....	725,353 64

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 7,470 contracts for mail service (including 2,490 subcontracts) received from the Second Assistant Postmaster-General, and 14,354 orders of the Postmaster-General (of which 4,783 were double) recognizing mail service not under contract, curtailing or extending service, or modifying previous orders, being an increase of 3,575 contracts and of 1,654 orders, as compared with the previous year. These contracts were examined, verified, and entered upon the books of the division of finance 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 39,706, an increase of 5,756 over the previous year.

Accounts were kept with the Treasury, 9 sub-treasuries, and 41 designated depositories, involving the sum of \$9,641,583.04, against which 13,940 warrants were issued.

Accounts were also kept with 100 post-office depositories, involving the sum of \$5,727,510.44, of which \$3,444,574.16 arose from the proceeds of the depository offices themselves, \$1,471,315.42 from deposits by other offices, and \$110,925.80 from collection drafts. Against the accumulations in the depository offices 25,866 drafts were issued, amounting to \$3,645,546.84. In addition to the amount paid out by draft, the sum of \$1,356,609.96 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.

The large and continued increase in the number of depositing offices, which reached nearly 13,500 at the end of the year, and the limited number of clerks available for keeping deposit accounts, rendered it impossible to record the number of certificates of deposit received and entered. It is estimated that more than 60,000 certificates were thus treated. More than 80,000 circulars of instruction, in addition to several thousand letters and statements of account, were forwarded to postmasters.

Since the close of the fiscal year, under the operation of order No. 33, dated August 3, 1880, whereby all post-offices, except the 86 designated as "depository and draft" (over 43,000 in number), were made "depositing," the labors of the division of finance have been so largely increased that the present force is wholly inadequate to properly perform them.

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

The number of ordinary postage-stamps issued to postmasters for sale to the public during the year was 875,681,970, valued at \$22,414,928; of special stamps for the collection of insufficiently prepaid postage, 6,284,500, valued at \$251,836; of newspaper and periodical stamps, 1,770,082, valued at \$1,252,903.30; of ordinary stamped envelopes, 98,616,000, valued at \$2,496,238.93; of stamped envelopes bearing a printed request to return, 76,835,500, valued at \$2,381,35.15; of newspaper wrappers, 31,685,500, valued at \$381,787.60; of postal cards (including the 2-cent international card), 272,550,500, valued at \$2,753,470; of official postage-stamps issued to the executive departments for official use, 3,351,995, valued at \$140,199.08; and of official stamped envelopes and wrappers issued to the War Department for official use, 621,000, valued at \$14,624.40; making a total number of 1,367,397,047, and a total value of \$32,087,342.46.

These issues show an increase in value over those of the preceding year as follows: Of ordinary postage-stamps, \$2,297,669, or 11.4 per cent.; of newspaper and periodical stamps, \$164,491.14, or 15.1 per cent.; of ordinary stamped envelopes, \$335,821.01, or 15.5 per cent.; of special-request stamped envelopes, \$241,651.05, or 11.2 per cent.; of newspaper wrappers, \$26,568.70, or 7.4 per cent.; and of postal cards, \$535,500, or 24.1 per cent. There was a decrease in the issue of stamps for the payment of postage due, amounting to \$114,121; of official postage-stamps, amounting to \$484,800.87; and of official stamped envelopes, amounting to \$454,387.50.

The total increase in the value of all the issues was \$2,548,391.53, or 8.6 per cent.

There were issued, in addition to the foregoing articles, for official use, 6,729,500 registered-package envelopes, 24,255,200 post-office envelopes, and 1,420,000 envelopes for returning dead letters, making a total of 32,404,700. There were also issued 2,307 books used in the collection of postage on second-class or newspaper matter.

The total number of requisitions filled during the year was as follows: For ordinary postage-stamps, 122,583; for postage-due stamps, 4,111; for newspaper and periodical stamps, 9,044; for ordinary stamped envelopes and wrappers, 59,598; for special-request stamped envelopes, 65,075; for postal cards, 66,393; for official postage stamps and stamped envelopes, 26; for registered-package envelopes, 46,644; for post-office



envelopes, 27,391; for newspaper and periodical receipt-books, 2,307; making a total of 403,172.

In filling these requisitions the following number of packages was made up and forwarded: Of ordinary postage-stamps, 124,458; of postage-due stamps, 4,105; of newspaper and periodical stamps, 9,035; of ordinary stamped envelopes, 83,795; of special-request stamped envelopes, 60,267; of postal cards, 72,268; of official postage-stamps and stamped envelopes, 60; of registered-package envelopes, 48,291; of post-office envelopes, 39,779; of newspaper and periodical receipt-books, 2,307; making a total of 444,365.

Of this large number of packages thus forwarded through the mails but four were lost, their value being only \$63. Small as this amount is, it is gratifying to state that it was lost through no want of vigilance or efficiency in the employés of the postal service.

In transacting the immense amount of business in part represented by the foregoing figures, much incidental work was performed, which cannot well be tabulated, such as the keeping of ledger accounts with postmasters; the correspondence involved in the same; the preparation and keeping of the permanent records of the department; the auditing of the claims of postmasters for losses by fire or otherwise; the examination of the books of post-offices, showing collections of newspaper and periodical postage; and many other matters.

#### POSTAGE COLLECTED ON SECOND-CLASS MATTER.

The weight of newspaper and periodical matter mailed during the year from regular offices of publication or from news agencies was 61,322,629 pounds (30,661 tons), the postage on which was \$1,226,452.53. This is an increase of \$122,267.91, or 11 per cent., over the amount of postage collected on such matter during the preceding year, and is rather remarkable considering the reduction made by the act of March 3, 1879, in the rate of postage on periodicals, which reduction went into effect only two months prior to the beginning of the present fiscal year.

The number of post-offices at which this class of matter was mailed during the year is 4,423—an increase of 235, or 5.6 per cent., over the number for the preceding year.

The following table shows the number of pounds of newspapers and periodicals mailed during the year, and the amount of postage collected thereon, at ten of the principal post-offices in the United States:

Post-office at—	Weight of matter.		Postage collected.	Per cent. of total amount collected in the United States.
	In pounds.	In tons.		
New York, N. Y. ....	17, 326, 455	8, 663	\$346, 529 10	28.2
Chicago, Ill. ....	5, 775, 760	2, 888	115, 515 20	9.4
Boston, Mass. ....	3, 753, 016	1, 876	75, 060 32	6.1
Philadelphia, Pa. ....	3, 169, 014	1, 585	63, 392 28	5.1
Saint Louis, Mo. ....	2, 697, 319	1, 348	53, 946 38	4.4
Cincinnati, Ohio. ....	2, 593, 799	1, 297	51, 875 98	4.2
Augusta, Me. ....	2, 216, 801	1, 108	44, 338 02	3.7
San Francisco, Cal. ....	1, 180, 764	590	23, 615 28	2.0
Louisville, Ky. ....	763, 840	382	15, 278 80	1.2
Baltimore, Md. ....	592, 546	296	11, 850 92	1.0
Total .....	40, 070, 014	20, 033	801, 400 28	65.3



## TWO CENT INTERNATIONAL POSTAL CARD.

On the 1st of December, 1879, the department began the issue of the two-cent international postal card authorized by act of Congress approved March 3, 1879. The total number issued up to the close of the fiscal year was 2,796,500. These cards are intended for circulation between this country and the other countries of the Universal Postal Union. They are made of paper of the same color and quality as that used for the domestic postal card, and are printed with light-blue ink. They bear the words "Universal Postal Union" and "United States of America," in English and French, as required by the terms of the Postal Convention, and have a neat border. The stamp consists of a head of Liberty, similar to that on the United States twenty-dollar gold piece, surrounded by an oval belt containing the figure "2" on either side, and the words "U. S. Postal Card—two cents."

## POSTAGE-DUE STAMPS.

During the past year all postage found to be due on matter arriving at destination through the mails has been collected, under a provision in the act of Congress approved March 3, 1879, by means of special stamps known as "postage-due" stamps—the stamps being applied to the matter on which the postage is due, and paid for by the party to whom the matter is addressed. Formerly this class of postage was paid in money without the use of stamps, so that in securing full returns of it the department was entirely dependent upon the fidelity of postmasters. No exact statistics have been yet obtained to show the increase in receipts arising from this change; but there is no doubt that it has been a beneficial one, aside from its mere pecuniary advantages.

## COMPENSATION OF POSTMASTERS.

In the last annual report allusion was made to the beneficial results of the change recommended by this office and adopted by Congress in the method of compensating postmasters at fourth-class offices—a change that went into effect on the 1st of July, 1878. The experience of another year still more forcibly illustrates the wisdom of this change. If the old system of compensation by commissions on sales had been continued in force, the amount required for compensation during the past year would probably have exceeded the amount really paid by more than a million dollars.

## DEAD LETTERS AND THEIR TREATMENT.

There has been an increase in the number of pieces of dead mail-matter received at the Dead Letter Office during the year, mainly in misdirected letters and undelivered parcels of fourth-class matter. Of the former there were 201,899 received as against 58,754 during the previous year. This great increase was caused by the order of the department, dated September 20, 1879, declaring unmailable all matter addressed to places under other than officially-recognized post-office names. It is believed, however, notwithstanding such a marked increase in the number of letters sent to the Dead Letter Office from this cause, many of which might, under the old system, have reached their destination



after one or two efforts to ascertain it, that the ultimate effect of the order referred to will be beneficial in leading the public to greater care in addressing matter to be forwarded through the mails, and thus to promote its certain and speedy delivery.

The increase in the number of packages of fourth-class matter received, while not due to the same cause as that producing the increase in the letters, is not owing to any lack of efficiency in postal employes; it rather shows that greater numbers of such packages are being sent through the mails, and bears testimony not only to the general business prosperity of the country, but to the growing popularity of the postal service as a means for transporting small parcels of merchandise or other articles. If the patrons of the post-office would avail themselves of a privilege given them by the law and the postal regulations, the amount of this kind of matter sent to the Dead Letter Office would be greatly reduced. Under this privilege there should appear on every parcel of third or fourth class matter deposited in the mails a printed or written request that the sender be notified by the postmaster in the event of its non-delivery after a given time, and of the amount of postage necessary in such case for its return. The sender would thus be given an opportunity to reclaim the parcel from the mailing office in case of misdirection or insufficient postage, or to secure its prompt return to him if unclaimed at the office of destination.

There has been no change during the year in the mode of treating letters and parcels received at the Dead Letter Office. Of the letters opened 23,400 were found to contain money to the amount of \$43,336.13; 21,311 contained drafts, checks, notes, bills of exchange, &c., of the face value of \$1,520,216.65; 34,771 contained receipts, paid notes, and canceled obligations of all sorts; 30,957 contained photographs; and 68,749 contained postage-stamps.

The number of packages of merchandise, books, and trinkets of all sorts recorded, and either returned to the senders or stored away for identification by the owners, was 56,308.

The whole number of foreign letters returned to country of origin during the year was 210,169; the number originating in the United States and returned by foreign countries was 110,223.

Tables Nos. 11 to 15, inclusive, herewith, contain full information concerning the number, contents, and manner of treating dead mail-matter.

#### THE REGISTRY SYSTEM.

The total number of letters and parcels registered throughout the country during the year was 6,996,513, of which 5,251,118 were domestic letters, 448,656 domestic parcels of third and fourth class matter, 249,722 letters to foreign countries, 8,247 parcels of third and fourth class matter to foreign countries, and 1,038,770 letters and parcels of official matter forwarded for the government, and by law exempt from the payment of registry fees. The amount of fees collected during the year was \$595,774.30, which is an increase of \$136,038.60, or 29.57 per cent., over the amount for the previous year. The increase in the number of letters and parcels registered was 1,567,491. The actual losses of registered matter during the year amounted to 1,118 letters and parcels, which is at the rate of one in about every six thousand two hundred. This is proportionately a smaller loss than for the previous year, and it speaks well for the manner in which the registry system is conducted; for while the number and value of letters and parcels registered is constantly increasing, the percentage of losses is all the time dimin-



ishing. This is owing very greatly, of course, to the greater efficiency of postal officials throughout the service, but no small credit is due to the great improvements made in the system, some of which were detailed in the last two reports of this office. On this point the postmaster of New York—a most competent authority—writes as follows:

There is a marked improvement in the manner of conducting registry business at the smaller offices, as shown by their dealings with this office, owing without doubt to the simplification of the system, the full and explicit rules, regulations, and instructions, as they appear in the new regulations, and the fact that every postmaster has been furnished with them. \* \* \* The diminution in complaints of losses shows that the making up matter direct to destination has added to its safety in a marked degree.

#### THROUGH REGISTERED POUCH SYSTEM.

The regular through registered pouch system has been extended to twenty-eight additional post-offices during the past year, making in all eighty-four post-offices which on the 1st of July last were exchanging such pouches. The growth of the registry business has been so rapid and so enormous that without the aid of this system it would be impossible with the present force in many post-offices to take care of the great amount of registered matter in transit from one section of the country to another.

The advantages of this through-pouch system—which exists only on railroad lines—have been detailed in former reports of this office. A mention now of only a few of these advantages will serve to give an idea of the importance of the system:

1st. It facilitates the dispatch and adds to the security of registered matter between given points, by dispensing with any examination from intermediate postmasters or other officials.

2d. By reason, also, of the uninterrupted transit of the through pouches, all postmasters along the line are saved the labor of handling, and the responsibility for the security of the registered matter in them.

3d. It relieves the railway mail service of repeated handlings of separate parcels of registered matter, and thus prevents their accumulation.

4th. By lessening the opportunity of tampering with valuable registered packages, it gives greater protection to them, and in case of loss it greatly circumscribes the field of investigation.

#### USE OF BRASS-LOCK POUCHES FOR REGISTERED MATTER.

As an auxiliary to the through-pouch system, a great improvement in the manner of transmitting registered matter on important star-routes has been adopted during the year, and is now in process of establishment in various parts of the country. This improvement, which has been secured without trouble or expense to the department, consists simply of the employment for registered matter of the brass-lock pouches heretofore used for ordinary through matter between terminal points on certain star routes, and the transmission of such pouches, under special regulations, in somewhat the same manner as the regular through registered pouches are dispatched on lines of railroad.

Whenever the combined amount of registered and ordinary through mail-matter between any two offices on star routes is sufficient to justify it, this auxiliary through-pouch system will be put into operation. Additional security will thus in all such cases be provided for both the registered and ordinary mails. It is confidently expected that when the system is more fully in operation it will prevent many of the delays occa-



sioned by rehandling, billing, and recording large quantities of registered matter at intermediate post-offices on important star routes; will greatly reduce the number of losses and cases of depredations, which have been most frequent on those routes; and will entirely relieve way post-offices on lines over which the system is established of the labor and responsibility heretofore connected with the handling of through registered matter in transit.

#### MANIFOLD PROCESS OF PREPARING REGISTRY RECEIPTS.

Another improvement adopted during the last year and introduced into several of the larger post-offices is the manifold process of preparing receipts for registered matter, obtaining at one writing duplicate or triplicate copies in books of record specially prepared with carbonic paper. It has proved to be a great saving and convenience to all post-offices where it has been introduced, and it confers a still greater benefit upon the public, who are relieved of much of the ordinary delay connected with the registration of private matter. The postmaster of New York speaks of this system in the following terms:

The devising and adopting manifold books for registering at the receiving-windows, and in making up station-mails, also in entering the mails by manifold, has proven a great benefit, \* \* \* besides permanently improving the system at this office in saving labor and expediting the dealing with the public at the receiving-windows.

The further extension of the system, and the application of some of its features to other branches of registry business, is contemplated.

#### ACCOUNTABILITY OF MAIL-CONTRACTORS FOR LOSSES.

It is believed that additional security would be given to registered matter over star routes if the contractors for carrying the mails on them were made accountable for losses directly traceable to the carelessness or other fault of their agents. Most of the losses of registered matter occur on star routes, and many of them are doubtless caused by the delinquency of mail-carriers. Of course, in every such case, the department and the public are without pecuniary redress. There is no good reason why the general rule of law, that the principal is responsible for the acts of his agent, should not apply to cases of this kind. If it did, there can be little doubt that the losses would soon cease. Nor would this be the only benefit secured, for as contractors would be compelled, for their own protection, to engage only reliable persons to perform their work, the general service of carrying the mails on star routes would probably be improved. It is respectfully suggested that in all contracts hereafter to be entered into for carrying the mails a clause be inserted providing for the accountability for losses of registered matter in the manner here referred to.

#### [REGISTRATION OF THIRD AND FOURTH CLASS MATTER.

It is very gratifying to state that the registration of third and fourth class matter, inaugurated on the 1st of October, 1878, and to which allusion was made in my last annual report, is still attended with extraordinary success. Some idea of the business may be formed by an account of its operations in the New York post-office, as reported by the postmaster:

The registration of third and fourth class matter is increasing at a most prodigious rate. During the past winter it was only by the most extraordinary exertions that I



was enabled to deal with it and dispatch it with the same precision as first-class registered matter.

The first quarter of registration of third and fourth class matter in 1878, 18,239 packages were registered in this city, while in the last quarter of the past fiscal year 47,018 parcels were registered. In the first quarter of the last fiscal year 24,570 parcels were registered; 46,250 the second quarter; 35,685 the third quarter; and 47,018 the last quarter; making 153,523 parcels during the year.

Since the registration of this matter commenced 223,167 parcels have been registered, amounting in fees to \$22,313.70. \* \* \* The fees for the last fiscal year on this matter alone amounted to \$15,352.30.

The entire number of parcels of third and fourth class matter registered throughout the country during the year was 456,903, the fees on which amounted to \$45,690.30.

#### FILES, RECORDS, AND MAILS.

The total number of letters and other inclosures received, opened, and examined in this office during the year was 1,105,256. Among these were 454 that contained money, and 4,979 that contained stamps, stamped envelopes, and postal cards returned by postmasters for redemption. Of the letters received, 25,508 were briefed and recorded, and filed after final action had been taken on them; and 9,129 letters were written in the office, and copied, enveloped, and mailed.

#### INCREASE OF CLERICAL FORCE NEEDED.

In the several divisions of this office the work has greatly increased during the past year, so much so, indeed, that an increase of the clerical force is absolutely necessary. It will be apparent to even a casual student of postal history that in the past a growth of the service in general has always been followed by an increase of work and responsibility in the department proper. This must be the inevitable result in future. The same principle governs, of course, as in private transactions: if the general business increases, as a natural corollary the force should be sufficient to perform it. When, therefore, it is remembered that during the past year the issues of postage-stamps and other supplies for the public have increased more than 12 per cent.; that the general receipts of the department are nearly 11 per cent. greater than for the preceding year; and that the registry system has grown during the year at the enormous rate of 30 per cent., it must be evident that the present force of this office, which has especial jurisdiction over these several branches of business, cannot continue to properly perform it.

Outside, however, of this general cause, the duties of the finance division of this office have been greatly enlarged by a change some time since made in the manner of collecting the revenues of post-offices, allusion to which has been hereinbefore made. This change was made by request of the Auditor of the Treasury for this department, on the ground of its absolute necessity to the intelligent performance of his own duties, and is believed to have been altogether expedient and proper. By it the finance division will be compelled to keep accounts with many additional depository and draft offices, and to keep records for the deposits of over 27,000 additional postmasters. So far much of the work resulting from this change has been necessarily neglected, so that at present, by reason alone of insufficient force, the office is unable to throw around the collection of the postal revenues the safeguards known from past experience to be necessary.



It is believed that altogether an increase of thirteen clerks will be needed for this office, the proper items for which have been included in the regular estimates of appropriations. This number is less than 8 per cent. of the present force. I beg to call attention also to the fact that in the estimates are included items for increasing the compensation of the chief clerk to \$2,500 per annum, for increasing the pay of the clerk in charge of the finance division to \$2,250 per annum, and for restoring the pay of the chiefs of the divisions of postage-stamps and of dead letters to \$2,500 per annum, the amount provided by the acts creating these offices. These additions to the pay of the officers referred to are reasonable and proper, and I cannot too urgently recommend that they be pressed upon the attention of Congress.

#### RETROSPECT OF THE POSTAL SERVICE.

Some of my leisure moments during the past summer were devoted to an examination into the conduct of the postal service for the last twenty years, and a brief statement of the results of this examination may not inappropriately, and perhaps not unprofitably, be given here.

To ascertain the past conditions of the service, to trace the successive steps taken for its improvement, to discover whether it has kept pace with the progressive tendencies of the age, to see whether in its mutations it has been adapted to the varying wants of the public, to inquire whether it has been true to the great objects for which it was created, to seek guidance for the future in the light of the past—these are profitable subjects of investigation by those to whom the postal interests are confided, whether in the legislative or in the executive branch of the government.

The time appears especially well suited to a review of this character: it is the year fixed by law for ascertaining, for state purposes, the changes in the population, and in the financial, commercial, and industrial interests of the country during the past decade.

The period covered by the examination seems equally suitable: it begins with the year 1860, at the outset of the great rebellion, which gave such a mighty impetus to the thoughts and actions of the American people. The two decades which it embraces constitute a distinct epoch in the history of the postal service as well as of the nation. While, however, the contrasts will in general be between the conditions of the service in 1860 and in 1880, the extraordinary growth of the past twenty years may well be shown by some figures pertaining to other periods, which will accordingly appear among the financial exhibits.

#### PERSONNEL.

On the 30th of June, 1860, there were in the service, among other employes, 28,498 postmasters, 474 route-agents, 1,649 mail messengers, 40 local agents, and 68 railroad baggage-masters in charge of express mails.

On the 30th of June, 1880, the number of postmasters in service was 42,989; of railway post-office clerks, 1,206; of route-agents, 1,252; of mail route messengers, 338; and of local agents, 150.



## TRANSPORTATION.

The following table furnishes a comprehensive exhibit of the transportation of the mails in 1860 and 1880, respectively:

	June 30, 1860.		June 30, 1880.	
	Number of miles of routes.	Number of miles of service performed.	Number of miles of routes.	Number of miles of service performed.
Railroad .....	27, 129	27, 653, 749	85, 320	96, 497, 463
Steamboat .....	14, 976	3, 951, 268	23, 320	5, 068, 538
Star service .....	198, 480	43, 110, 759	235, 248	70, 070, 995
Total .....	240, 584	74, 724, 776	313, 888	178, 236, 996

## FINANCIAL EXHIBITS.

*From 1840 to 1860 and from 1860 to 1880.*—During the fiscal year ending June 30, 1840, the postal receipts were \$1,543,521.92, and the postal expenditures \$4,718,235.64; during the year ending June 30, 1860, the receipts were \$8,518,067.40, and the expenditures \$14,874,772.89; and during the year ending June 30, 1880, the receipts were \$33,315,479.34, and the expenditures \$36,101,820.38.

From 1840 to 1860 the increase in the postal receipts was only eighty-seven per cent., while the increase in the expenditures was *two hundred and fifteen per cent.*

From 1860 to 1880 the increase of postal receipts was *two hundred and ninety-one per cent.*, while the increase of expenditures was only one hundred and forty-two per cent.

In other words, from 1840 to 1860 the increase of expenditures was one hundred and twenty-eight per cent. *above* the increase in receipts; while, on the other hand, from 1860 to 1880 the increase of expenditures was one hundred and forty-nine per cent. *below* the increase in receipts.

From 1840 to 1860 the increase of postal receipts was, as before stated, eighty-seven per cent., and the increase in the population of the United States was eighty-four per cent., the population having been 17,069,453 in 1840, and 31,443,321 in 1860. The same relative increase of postal receipts and population from 1860 to 1880 would, on the basis of the increased postal receipts during that period, give the population in 1880 at 119,788,210.

In 1840 the average contribution of each person in the United States to the postal revenues was about 26 $\frac{3}{4}$  cents; in 1860, about 27 $\frac{1}{4}$  cents; and in 1880 about 67 $\frac{3}{4}$  cents, if the population of 1880 be put at 49,250,000, which is the number ascertained by a careful estimate made by a competent authority. Considering the great reduction in the rates of postage, these figures sufficiently attest alike the increased intelligence of the public, and the popular confidence in the mail service.

*From 1840 to 1880, by decades.*—During the ten years from 1840 to 1850 the aggregate postal expenditures were \$45,240,709.65, and the aggregate receipts \$43,905,811.80, showing a deficiency of \$1,334,897.85, or 2.9 per cent. of the expenditures.



During the ten years from 1850 to 1860 the aggregate postal expenditures were \$105,179,891.54, and the aggregate receipts \$67,981,695.97, showing a deficiency of \$37,198,195.57, or 35.3 per cent.

During the ten years from 1860 to 1870 the aggregate postal expenditures were \$167,400,969.10, and the aggregate receipts \$138,950,664.62, showing a deficiency of \$28,450,304.48, or 16.9 per cent.

During the ten years from 1870 to 1880 the aggregate postal expenditures were \$316,778,563.73, and the aggregate receipts \$267,012,407.68, showing a deficiency of \$49,766,156.05, or 15.7 per cent.

*From 1841 to 1880 by Presidential administrations.*—The figures in each of the following statements embrace the four fiscal years from the 1st of July after the beginning of each administration to the 30th of June after its close. In this way each administration is, of course, made to include the operations of nearly four months of the succeeding administration; but it is, on the whole, the fairest, and, as the accounts of the department are kept, the only practicable way of making a comparison.

From July 1, 1841, to June 30, 1845, the postal expenditures were \$18,666,750.20, and the receipts \$17,370,204.71, showing a deficiency of \$1,296,545.49, or 6.9 per cent. of the expenditures.

From July 1, 1845, to June 30, 1849, the postal expenditures were \$16,861,478.41, and the receipts \$16,627,895.96, showing a deficiency of \$233,582.45, or 1.3 per cent.

From July 1, 1849, to June 30, 1853, the postal expenditures were \$26,582,570.74, and the receipts \$22,335,840.73, showing a deficiency of \$4,246,730.01, or 15.9 per cent.

From July 1, 1853, to June 30, 1857, the postal expenditures were \$40,459,110.70, and the receipts \$27,172,495.77, showing a deficiency of \$13,286,614.93, or 32.8 per cent.

From July 1, 1857, to June 30, 1861, the postal expenditures were \$56,957,922.64, and the receipts \$32,322,640.73, showing a deficiency of \$24,635,281.91, or 43.2 per cent.

From July 1, 1861, to June 30, 1865, the postal expenditures were \$48,779,085.45, and the receipts \$46,458,022.97, showing a deficiency of \$2,321,062.48, or 4.7 per cent. The insignificance of the deficiency during this period—coextensive with the rebellion—was owing principally to the suspension of mail service in the rebellious States, where the expenditures had been largely in excess of the receipts.

From July 1, 1865, to June 30, 1869, the postal expenditures were \$81,016,286.91, and the receipts \$64,371,124.60, showing a deficiency of \$16,645,162.31, or 20.5 per cent.

From July 1, 1869, to June 30, 1873, the postal expenditures were \$104,132,079.69, and the receipts \$84,721,434.01, showing a deficiency of \$19,410,645.68, or 18.6 per cent.

From July 1, 1873, to June 30, 1877, the postal expenditures were \$132,487,534.05, and the receipts \$109,428,215.17, showing a deficiency of \$23,059,318.88, or 17.4 per cent.

An examination of the foregoing figures shows that up to the beginning of the war, in 1861, the general tendency was to increase the percentage of postal deficiency, while ever since the tendency has been to reduce it. The improvement will be still more apparent if we take the period from 1858 to 1861, the three years prior to the beginning of the war, and compare it with the period from 1877 to 1880, the three years just ended.

During the three years from July 1, 1858, to June 30, 1861, the postal expenditures amounted to \$44,235,452.63, and the postal receipts to



\$24,835,847.87, or 56.1 per cent. of the expenditures, leaving a deficiency of \$19,399,604.76, or 43.9 per cent. of the expenditures, to be supplied from the general Treasury.

During the three years ending June 30, 1880, the postal expenditures amounted to \$104,157,787.62, and the postal receipts to \$92,634,979.15, or 89 per cent. of the expenditures, leaving a deficiency of \$11,522,808.47, or 11 per cent. of the expenditures, to be supplied from the general Treasury. This exhibits a saving of expenditures during the three years just ended, as compared to the three years immediately prior to the war, of 32.9 per cent., amounting for the three years to \$34,267,912.12.

*The years 1860 and 1880.*—During the year ending June 30, 1860, the expenditures (without including payments on account of previous years) amounted to \$14,874,772.89, and the postal receipts to \$8,518,067.40, or 57.3 per cent. of the expenditures, leaving a deficiency of \$6,356,705.49, or 42.7 per cent. of the expenditures, to be supplied from the general Treasury.

During the year ending June 30, 1880, the expenditures (not including payments on account of previous years) amounted to \$36,101,820.38, and the postal receipts to \$33,315,479.34, or 92.3 per cent. of the expenditures, leaving a deficiency of \$2,786,341.04, or only 7.7 per cent. of the expenditures, to be supplied from the general Treasury. This is a saving of expenditures of 35 per cent., or \$12,635,637.13, in favor of 1880 as against 1860.

To sum up the case in brief, in 1860 it cost one dollar for every 57 $\frac{3}{10}$  cents of postal revenue returned, while in 1880, for every dollar expended, about 92 $\frac{3}{10}$  cents of revenue were returned.

*Summary of financial exhibits.*—The following summary presents at a glance the contrasts afforded by the foregoing statements:

	Per cent.
From 1840 to 1860, increase of postal receipts .....	87
From 1840 to 1860, increase of postal expenditures .....	215
From 1860 to 1880, increase of postal receipts .....	291
From 1860 to 1880, increase of postal expenditures .....	142

The appropriations used out of the Treasury on account of insufficiency of postal receipts to meet postal expenditures were:

	Per cent.
From 1840 to 1850 .....	2.9
From 1850 to 1860 .....	35.3
From 1860 to 1870 .....	16.9
From 1870 to 1880 .....	15.7

By Presidential administrations the deficiencies were as follows:

	Per cent.
1841 to 1845 .....	6.9
1845 to 1849 .....	1.3
1849 to 1853 .....	15.9
1853 to 1857 .....	32.8
1857 to 1861 .....	43.2
1861 to 1865 .....	4.7
1865 to 1869 .....	20.5
1869 to 1873 .....	18.6
1873 to 1877 .....	17.4

For the last three years, and for the three years prior to the war, the deficiencies were:

	Per cent.
1858 to 1861 .....	43.9
1877 to 1880 .....	11.6

For the years 1860 and 1880 the deficiencies were:

	Per cent.
1860 .....	42.7
1880 .....	7.7



## REDUCTION OF POSTAGES.

The reduction of postages since 1860 has been steady and marked. In 1860 the postage on transient domestic letters, for each single rate of one-half ounce, was three cents to points within a radius of 3,000 miles, and ten cents to all points beyond that. Since the 3d of March, 1863, this postage to all points within the United States has been uniform at three cents.

Previous to the act of June 12, 1866, the remailing of letters to changed addresses, the return of undelivered letters bearing a special return request, and the return of dead letters from the dead-letter office, were subject to extra postage; but since that date all this work has been done free of charge. As an evidence of the public appreciation of the return-request system, nearly 44 per cent. of all the letters mailed during the last year bore a request to return if not delivered.

In 1860, the following, now included among "third-class matter," at a postage charge of one cent for each two ounces, were subject to letter rates of postage, viz: "Corrected proof-sheets and manuscript copy accompanying the same; prices current with prices filled out in writing; printed commercial papers filled out in writing (provided such writing is not in the nature of personal correspondence and the papers are not the expression of a monetary value), such as papers of legal procedure, unexecuted deeds of all kinds, way-bills, invoices, unexecuted insurance policies, and the various documents of insurance companies."

The introduction of the postal card in 1873 was a great step in the march of cheap postage, permitting as it does written matter to go through the mails at a postage charge of one cent. So highly have its advantages been appreciated that the issues increased from 91,079,000 for the first year to 272,550,500 for the year 1880, in which they constituted about 20 per cent. of all the articles of postal currency issued.

In 1860 the postage on transient newspapers and circulars was one cent for each ounce; in 1880, one cent for each two ounces.

On books the postage in 1860 was 16 cents per pound under 3,000 miles, and 32 cents beyond that distance; in 1880 the postage is uniform at 8 cents per pound.

On newspapers and periodicals to actual subscribers the rates of postage in 1860 were so greatly varied by weight and frequency of issue that they cannot be better summarized than by the following table, viz:

	Daily.	Six times a week.	Tri-weekly.	Semi-weekly.	Weekly.	Semi-monthly.	Monthly.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
3 ounces and under, per quarter	45½	39	19½	13	6½	3	1½
Over 3 and not over 4 ounces, per quarter	91	78	39	26	13	6	3
Over 4 and not over 5 ounces, per quarter	136½	117	58½	39	19½	9	4½
Over 5 and not over 6 ounces, per quarter	182	156	78	52	26	12	6
Over 6 and not over 7 ounces, per quarter	227½	195	97½	65	32½	15	7½
Over 7 and not over 8 ounces, per quarter	273	234	117	78	39	18	9

In 1880 the rate on all the matter in the foregoing table is uniform at two cents per pound without regard to frequency of publication or distance.

The reduction of postage on newspapers and periodicals had been very great from 1860 to 1874; but by the act of June 23, 1874, fixing pound rates, it was simply enormous. This reduction was compensated, how-



ever, by the advantages gained by full and universal prepayment, so that the Postmaster-General, speaking of the first year's results of the change, in his report for 1875, was enabled to say: "Under the old law there was no check to insure collections at the office of destination, and the consequence was that much matter went unpaid; and it is a satisfaction that under the present equitable mode, the universal collections have made up for the reductions in the rates."

But great as have been the reductions on domestic matter, they have been largely exceeded by those on foreign matter. By the "General Postal Union Treaty," since 1875 the postage on letters has been uniform at 5 cents for each single rate to all the principal countries of the world. In 1860, the average rate to the countries embraced within the treaty was about 30 cents, or six times the present rate. The reductions on other matter have been correspondingly great. To the reduced charges for postage is to be added the advantage to the public in simplicity in having to deal with one uniform rate to all countries.

Bearing on the subject of cheaper postages, it may be stated that in 1860 less than 21 per cent. of all the stamps issued were under the denomination of three cents, while in 1880 nearly 48 per cent. of all the issues were below three cents.

#### NEW MATTER IN THE MAILS SINCE 1860.

Up to 1860 the functions of the postal service had been confined to the carriage of written and printed matter; but since that year, by a series of acts, they have been enlarged by the introduction into the mails, at exceedingly low rates of postage, of nearly every known substance, of limited weight, "which is not in its form or nature liable to destroy, deface, or otherwise damage the contents of the mail-bag, or harm the person of any one engaged in the postal service."

While this has been a great boon to the public, and particularly to persons in regions not reached by the usual modes of public conveyance, it has very largely increased the volume of mail-matter transported, without yielding a corresponding amount of postal revenue.

In 1860, the following matter, now admitted into the mails, was either unavailable or subject to letter rates of postage when sealed against inspection:

**"THIRD-CLASS MATTER:** *Postage, one cent for each two ounces; weight not to exceed four pounds.*—Hand-bills, posters, chromo-lithographs, engravings, envelopes with printing thereon, heliotypes, lithographs, photographic and stereoscopic views, printed blanks, and cards."

**"FOURTH-CLASS MATTER:** *Postage, one cent for each ounce; weight, four pounds.*—Blank cards, cardboard and other flexible material, flexible patterns, letter envelopes and letter paper without printing thereon, merchandise, models, ornamented paper, sample cards, samples of ores, metals, minerals, seeds, cuttings, bulbs, roots, scions, drawings, plans, designs, original paintings in oil or water colors, and any other matter not included in the first, second, or third classes, and which is not in its form or nature liable to destroy, deface, or otherwise damage the contents of the mail-bag, or harm the person of any one engaged in the postal service."

#### IMPROVEMENTS IN THE POSTAL SERVICE.

The principal innovations in the methods of postal administration since 1860 are the postal-car, the free-delivery, the money-order, and



the registry systems, all of which have grown to immense proportions, and are now leading features of the service. Of these somewhat in detail:

#### POSTAL-CAR OR RAILWAY-MAIL SYSTEM.

This system was inaugurated in 1864, superseding the old plan of distributing post-offices. By its means mail-matter is kept in continuous motion, being distributed in transit on all the great arteries of communication, instead of going into post-offices for that purpose. It effects a great saving of time by preventing the delay, for distribution in post-offices, of matter going over connecting lines, and of both time and cost of transportation by its direct deliveries to points of destination along the line of a route, thus avoiding the hauling to and from the terminal office, to which the matter formerly went for distribution.

On the 1st of July, 1880, the system was in operation on about 800 railroads, with an annual service of 65,763,993 miles, on which 2,658,483,220 pieces of mail-matter were distributed in transit during that year.

The "fast mails," whose introduction marked such a bright epoch in the history of the postal service, were the legitimate outgrowth of the postal-car system.

A few instances of the increase of speed in the transportation of the mails may prove of interest. Unfortunately, all the schedules for 1860 cannot be obtained, and some later dates will accordingly appear.

From New York to New Orleans, in 1860, the minimum time was 5½ days; recently it has been reduced to 50 hours; and the arrangement by which this speed is effected, through its connection with other routes, gives the same advantage to nearly all the Southern cities and towns.

From New York to San Francisco, in 1860, the time varied from 20 to 23 days for letter mail, and 35 days for printed matter; at present it is only 6½ days for all kinds of matter.

From New York to Washington, in 1865, the time was 10 hours 55 minutes; at present it is 6 hours.

From New York to Chicago, in 1865, the time was 40 hours 30 minutes; at present it is 33 hours 10 minutes.

From New York to Cincinnati, in 1865, the time was 36 hours; at present it is 23½ hours.

From New York to Saint Louis, in 1865, the time was 51½ hours; at present it is 35 hours.

#### FREE-DELIVERY SYSTEM.

By this system mail-matter may be delivered to given addresses in cities, free of charge (except for the ordinary postages), and collected free of charge from boxes located at convenient points for mailing. It gives to the citizen the option, upon precisely the same terms, of going to the post-office to receive or deliver his mail-matter, or of having it delivered to his residence or collected from the nearest street box. The system was put in operation by the act of March 3, 1863.

On the 30th of June, 1880, it was employed in 104 cities with 2,688 carriers, who handled a total of 932,121,843 pieces of mail-matter during the year, at an average cost to the government of only one-quarter of a cent per piece.

In 1860, through what was known as the "penny-post" system, letters were delivered and collected in 12 cities, at an additional charge to the public of one cent for each piece delivered or collected. In his report for 1860, the Postmaster-General recommended "that the department shall have authority to collect such postage on all letters delivered by



carriers as shall be deemed necessary to compensate them for the service, provided that it shall not exceed two cents per letter."

In the same report he states that "the acts of July 2, 1836, and March 3, 1851, contemplated that the same charge should be made for the delivery of letters into the post-office as for their delivery at the domicile of the citizen"; but that "from some unexplained cause this provision of the law was not executed, and the service of delivering letters into the post-office for transmission has been gratuitously performed."

#### THE MONEY-ORDER SYSTEM.

This system was introduced by act of May 17, 1864, upon the recommendation of the Postmaster-General in his reports for the two preceding years. It furnishes a safe means for transmitting small sums of money to all the principal points within the United States and to foreign countries. It is especially adapted to the wants of people of small means, and its success has been amply demonstrated. On the 1st of July, 1880, the system was in operation at 4,829 post-offices.

The fees on domestic orders range from 10 to 25 cents on amounts varying from \$15 to \$50. During the year ending June 30, 1880, the number of domestic orders issued was 7,240,537, amounting to \$100,352,-818.83; the number of orders paid was 7,213,607, amounting to \$99,516,-702.46. The average amount of each order issued was \$13.86, and the average fee 12.66 cents. The amount of loss to the government was only \$5,435.38. The net profits were \$257,575.08.

#### THE REGISTRY SYSTEM.

Although the registry system was introduced in 1855, its failure, after five years' trial, was so marked as to render its present extraordinary success all the more conspicuous. The following extract from the report of the Postmaster-General for 1860 is worthy of attention:

The act of March 3, 1855, providing for the registration of valuable letters posted for transmission in the mails of the United States, has now been in operation more than five years, but with results, I regret to add, which have disappointed the expectations that led to the adoption of this novel feature in our postal system. Whether regarded as a precaution for the protection of the interests of this class of correspondents, or as an instrumentality for the detection of depredations upon the mails, the law has proved a failure. The government assumes no responsibility whatever for the loss of letters or packets thus registered, and as they are conveyed in the same pouches, they are surrounded by no greater guarantees for their security, either in transmission or delivery, than such as belong to the ordinary mails of the country. They bear a mark, however, which indicates to all through whose hands they pass their valuable character, and this indication serves rather to suggest and invite depredation than to prevent it. The practical working of our mail system makes it entirely manifest that everything, be it bulk or registry mark, which points out the valuable contents of letters and packets, is as far as possible to be avoided as certainly endangering their safety. The principal argument which has been advanced in support of the existing registry act is that it operates as a safeguard for the rest of the mails by diverting the attention of depredators from them. While this is no doubt true to a degree, it serves rather to confirm than to confute the view which I have presented against the longer continuance of a precaution that is fruitful only in danger to what it was designed to protect. The sagacity of private interest is proverbial, and the following table showing the revenue derived from the registration of letters for the last five years makes it clear that the public are fast losing the confidence with which the registry system was at first received.

Amount of fees collected for registered letters for the fiscal year ending—

June 30, 1856	\$31,466 50
June 30, 1857	35,876 87
June 30, 1858	28,145 16
June 30, 1859	25,052 95
June 30, 1860	25,039 70



It will be observed that the receipts for 1860 were \$10,838.17, or 30.2 per cent. less than for the year 1857. This exhibits a falling off in the number of letters and packets registered to the amount of 216,760; and yet, during the brief period in which this decline occurred, the general correspondence and revenues of the service increased at least 15.5 per cent. This condition of things can only find an explanation in the fact that correspondents have become convinced that in registering their valuable letters they have been but holding a light for the depredator, instead of darkening his way or embarrassing him in the commission of his crime. In this conviction I fully concur.

Contrast closely the system (!) described above with the system as it exists to-day. Indeed it is a satire on the registry system of 1880 to designate the system of 1860 by the same name. The "principal argument advanced" in favor of the system in 1860 was that it "operated as a safeguard for the rest of the mails by diverting the attention of depredators from them."

In 1860 the only distinction between a registered letter and an ordinary letter was a "mark," which "served rather to invite and suggest depredation than to prevent it." In 1880 the letter is inclosed in a secure envelope of special pattern provided by the government, and followed to its destination by a complete chain of receipts given in succession by postal employes in whose custody it passes until it is handed to the party to whom it is addressed. His receipt is then taken by the delivering postmaster, and returned to the sender of the letter before he can receive the acknowledgment of his correspondent in the usual course of mail.

In 1860, the registered letters, bearing a "mark," were inclosed in ordinary pouches, affording "no greater guarantees for their security, either in transmission or delivery, than such as belong to the ordinary mails of the country." In 1880 they are sent in special pouches, under special locks, the New York office alone having during the past year dispatched 19,387 of these special pouches, containing 559,733 registered letters and parcels.

In 1860 registered letters were carried with no more security than ordinary letters. In 1880, of the registered letters mailed for the public, only one out of every 6,258 was lost. These losses were mostly by robbery by highwaymen in the distant States and Territories, not chargeable to the fault of the postal employes. During the year ending June 30, 1880, 444,365 packages of postage-stamps, stamped envelopes, and postal cards, valued at \$31,887,342.46, were forwarded by registered mail to postmasters throughout the country, with a loss of only four packages, valued at \$63. During 1879, the registered mails carried for the Treasury Department 51,237 packages of United States bonds, currency, national bank notes, silver certificates, internal-revenue stamps, &c., &c., valued at *over one billion dollars*, without the reported loss of a penny. During the last four years the New York post-office received from San Francisco, by registered mail, for the Treasury Department, gold coin and bullion valued at \$23,877,100, without any loss in transit. The postmaster at New York says: "The exchanges of bonds and stocks with foreign countries are made almost exclusively through the registered mails."

The receipts from the registry system in 1860 were \$25,038.70. During 1880 they amounted to \$595,774.30, a considerable share of which was profit.

In 1860 registry fees were collected in money, for the faithful return of which by postmasters the Department could not at any time be absolutely sure. In 1880 postage-stamps (which have been previously charged



to postmasters, and for which they are accountable) *must be used* on all registered matter.

From 1857 to 1860 the receipts *decreased* 30.2 per cent. From 1877 to 1880 they *increased* 62.1 per cent., the increase during the last year alone having been nearly 30 per cent. The total number of pieces registered during the last year was 6,996,513, including matter for the government on which no registry fees were paid.

To the direct advantages conferred upon the public by the registry system are to be added the indirect benefits arising two years since from the extension of the system, previously confined to letters, to all classes of matter—a step that was followed by a reduction of rates by the express companies.

These results sufficiently attest the public confidence in the registry system, and verify the remark of the Postmaster-General in 1860, but with a different application, that “the sagacity of private interest is proverbial.”

#### IMPROVEMENTS IN FINANCIAL ADMINISTRATION, ETC.

In no other respect has the service undergone greater improvement than in the administration of the postal revenues, and to this fact the department is largely indebted for the better financial results that have been exhibited. In 1860 prepayment of postage was only partially compulsory, and much of it was collectible in money, depending solely upon the fidelity of postmasters to account for it. In that year about 20 per cent. of the postages accounted for by postmasters was collected in money, to say nothing of what they failed to collect, or, having collected, failed to account for, in the exercise of the discretion confided to them. In 1880 prepayment is compulsory, full and absolute, upon all classes of matter except letters, which must be prepaid to the extent of at least one full rate. In no case is domestic postage now by law payable in money. The postage on newspapers and periodicals to subscribers was made payable in special stamps in 1874, with the beneficial results already stated, and the last vestige of collections in money for domestic postages was swept away by the introduction in 1879 of “postage-due stamps,” for collecting balances on partially prepaid letters. The stamps are charged when issued, and must be accounted for, thus placing it beyond the power of postmasters to retain any of the postage collected without liability to detection and punishment.

Connected with the administration of the postal revenues, it may be mentioned, as an instance of economy in expenditures, that for the year ending June 30, 1880, as compared to the year ending June 30, 1877, the cost of procuring postage-stamps, stamped envelopes, and postal cards—the basis of the revenues—shows a reduction of \$104,960.91, or 15.4 per cent., and an increase in the number of these articles furnished of 307,143,128, or 28.9 per cent.

In 1860, adhesive stamps cost 16½ cents per thousand; in 1880 they are being furnished at a slight fraction less than 10 cents.

While up to 1860 great laxities in accounts were admitted, effective measures are now taken to secure early and faithful settlements. Payment of debts and deposits of surplus funds in the hands of postmasters are closely exacted, and creditors are yielded their dues with the greatest possible promptitude.

During 1860 the payments on account of liabilities of previous years amounted to \$4,296,009.26 (which sum was not included in the expenditures previously given for service in 1860). During 1880, when the ex-



penditures had more than doubled, the payments on account of previous years amounted to only \$440,983.30.

On the 30th June, 1860, the amount reported due by late postmasters (those out of office) was \$565,579.36 (much of which was lost principally in the Southern States by reason of the war). On the 30th June, 1880, when the revenues had been augmented nearly fourfold, and with all the accumulation of previous years, the amount reported due by this class was \$424,637.30, nearly all of which will of course eventually be recovered.

In 1860 the government lost by the defalcation of a single postmaster (at New York City), \$170,947.67, not a penny of which was subsequently recovered, owing to a technical defect in his official bond, concerning which the Postmaster-General, in his report for 1860, said: "It (the bond) was accepted in good faith by the government, without the slightest intimation from any quarter that its execution was informal or incomplete. The gross fraud attempted to be practiced by this concealment was a fitting prelude to the embezzlement which followed, if indeed it was not a systematic preparation for it."

In 1880, the Auditor reports that from April 1, 1877, to June 30, 1880, the losses by bad debts amounted to the insignificant sum of \$2,755.41, out of a total of nearly three hundred million dollars handled by postmasters during that period, and that no recent losses from defective bonds are within his knowledge.

In testimony of the greater honesty and efficiency of the postmasters of the present day, it may be said that 685 postmasters, or 2.4 per cent. of the entire number, were removed during the year ending June 30, 1860, while only 561, or 1.3 per cent., were removed during the year ending June 30, 1880.

In passing, it is to be remarked that the business of the Dead Letter Office is a good criterion as well of the efficiency of the postal service as of the popular intelligence. In 1860, it is estimated that one out of every 118 letters mailed went to the Dead Letter Office; in 1880 the proportion is one out of every 289—results that are creditable as well the popular intelligence as to the postal service of the present day.

#### ABOLITION OF THE WAY-BILL.

Among the minor improvements, a great saving of time and money has been effected by the abolition of what was known as the "way-bill system," in use long prior to 1864. The way-bill was in effect an invoice accompanying each package of letters forwarded, giving a description of the matter, rate of postage, amount of postage paid, and amount remaining due. Transcripts of these were made at the mailing and delivery offices and forwarded with the quarterly accounts to the Auditor at Washington, for the only good purpose, as appears, of ascertaining the compensation of postmasters—now a very simple process. In a letter to the House of Representatives on this subject, the Postmaster-General, in May, 1864, said:

Minute accounts are kept of the postage on all mailable matter sent and received, paid as well as unpaid, involving the necessity of employing many clerks in post-offices for this particular purpose, and also in the office of the Auditor of the Treasury for the Post-Office Department, where the accounts of postmasters are examined. Thus, from Boston, New York, Philadelphia, Cincinnati, and Chicago—only five post-offices—fifty thousand folios of transcript are sent to the Auditor each quarter, the originals being kept in those offices. The whole bulk of accounts from all the post-offices can be reckoned by tons; and they are mainly kept for the purpose of arriving at the allowances to postmasters, which are estimated on the amount of postage collected. For any other purpose the accounts of mails sent and received are practically useless. The great mass of mail matter is prepaid by postage-stamps, which are



charged to postmasters, and for which they are held accountable. In this way the revenues of the department are sufficiently protected. If, then, the compensation of postmasters be fixed as proposed, \* \* \* no accounts will be required of mail-matter prepaid by stamps, and the work in all the post-offices will be expedited with a great saving of labor and expense. The accounting in the Auditor's Office of this department will be much simplified, and there will be no difficulty in holding postmasters to strict responsibility each quarter; whereas now, in the ordinary course of business, the accounts of a postmaster for a given quarter cannot be adjusted until after the end of the next quarter. There will also be a considerable saving in the items of blanks for post-offices. The estimated cost of paper and printing next year is nearly one hundred thousand dollars, while the proposed change in the form of accounts will require less than one-half of that expenditure.

The extra labor and expense, saying nothing of delays, which that system would involve with the present volume of mail matter, are almost incalculable.

#### ABOLITION OF THE FRANKING PRIVILEGE.

Among other abuses in the postal service that have been reformed since the epoch of the war, that which grew out of the franking privilege deserves to be mentioned, for it finally became alarming in its magnitude, and created more than ordinary solicitude among the friends of pure and honest administration. So great was the evil that the past reports of Postmasters-General and other documents submitted to the two houses of Congress up to the abolition of the privilege actually teem with protests against it, and with the gravest warning of its consequences.

The franking privilege was originally given to certain officers of the government, to enable them to forward official matter through the mails without incurring private expense, and to that extent it was not regarded as an evil. But when it was made by law to include matter entirely personal and private, and was with that addition extended to thousands of officials all over the land, even the lawful exercise of it became a heavy burden to the Post-Office Department. The abuse of the privilege, however, got to be wide-spread and notorious. Not only were the mails loaded with immense quantities of official matter of a kind often outside of the original intendment of law, but tons of private matter were every day mailed in violation of it. It became common for parties who legitimately possessed the privilege to forward under their frank matter not their own, to depute others to make unlimited use of their franks, and even to permit fac-similes of them to be engraved and used by many other persons at their discretion. In thousands of cases, too, the franks of officials entitled to the privilege were forged, and tons upon tons of matter bearing such counterfeits were sent at government expense, without much effort at detection, and certainly without punishment. In one instance, indeed, occurring in 1859, where the unauthorized use of a Senator's frank was clearly proven, a court of justice failed to administer any punishment whatever. The evil became intolerable at last—the privilege being exercised by nearly thirty-two thousand persons—fully justifying the remark of the Postmaster-General under whose administration it was abolished, that it had “grown to be an abuse so monstrous” as to “threaten the very life of the service.”

A few extracts from past reports of the department will give, perhaps, a clearer account of the abuse, and the opinions entertained of it, than is contained in the foregoing sketch.

In the report of the Postmaster-General for 1851, he says :

The increasing abuses of the franking privilege render desirable some further legislation in respect thereto. The franking as public documents of matters which are not such; the distributing of franked envelopes to persons not entitled to the



franking privilege; the franking as official letters which are not such; the use of the frank to cover innumerable circulars for the benefit of others than the parties who frank them, and the franking of letters of other persons, are presented as some of the existing abuses. All these should, in my judgment, be prohibited by severe penalties, and a conviction of such an offence should deprive the offender of his franking privilege. It is also proper that the attention of Congress should be directed to the fact that the penalty of \$500 imposed by the existing law is found to be insufficient to prevent the counterfeiting of franks, either with or without the assent of the person whose frank is counterfeited.

In the year 1855, when the postal revenue was less than seven million dollars, the Postmaster-General stated that the franked matter passing through the Washington post-office alone for the year amounted, at a low estimate, to nearly a million and a half dollars. He said further:

If the letters and documents thus franked were limited to the public service, the evil would not be so great as it now is; but, low as are the present rates of postage, the frank covers correspondence of every description, and abstracts largely from the Treasury. The department not only carries all this matter free of charge, but likewise pays to every postmaster whose yearly commissions do not amount to the sum of \$2,000 one cent for the delivery of each letter. Though the free matter passing through the mails is very large at the present time, the amount of it is yearly increasing.

In 1856, the Postmaster-General said :

The experience of the past year has satisfied me more fully that this privilege should be speedily abolished. For months during the year, free matter by the ton passes through the mails into every part of the United States, interfering greatly with the regular transmission of the correspondence of the country. When this free matter passes from the railroads, it is almost impracticable to forward it by the ordinary conveyance. The evil is yearly increasing, detracting largely from the revenues of the department, and impairing its efficiency.

In 1859, the Postmaster-General made a very lengthy presentment of the evil, from which the following is quoted :

There can be no enlightened administration of the postal system without a complete knowledge of its financial resources and liabilities, which can never be attained while the incubus of the franking privilege is hanging over it. Under the stifling pressure, too, of this incubus, the department is forced to continual efforts to ameliorate its condition, which must often result in curtailments to be deplored, because they deprive the public of mail accommodations for which they have fully paid, and which they are, therefore, entitled to enjoy.

Another potent reason for the abolition of the franking privilege, as now exercised, is found in the abuses which seem to be inseparable from its existence. These abuses, though constantly exposed and animadverted upon for a series of years, have as constantly increased. It has been often stated by my predecessors, and is a matter of public notoriety, that immense masses of packages are transported under the government frank which neither the letter nor spirit of the statute creating the franking privilege would justify; that a large number of letters, documents, and packages are thus conveyed, covered by the frank of officials, written in violation of law, not by themselves, but by some real or pretended agent; while whole sacks of similar matter, which have never been handled nor seen even by government functionaries, are transported under franks which have been forged. The extreme difficulty of detecting such forgeries has greatly multiplied this class of offences, whilst their prevalence has so deadened the public sentiment in reference to them that a conviction, however ample the proof, is scarcely possible to be obtained. The statute of 1825, denouncing the counterfeiting of an official frank under a heavy penalty, is practically inoperative. I refer you to the case reported at length by the United States attorney for this district, as strikingly illustrating this vitiated public opinion, reflected from the jury box. The proof was complete, and the case unredeemed by a single palliation, and yet the offender was discharged unrebuked, to resume, if it should please him, his guilty task. This verdict of acquittal is understood to have been rendered on two grounds: first, that the accused said he did not commit the offence "to avoid the payment of the postages," and second, that the offence has become so prevalent that it is no longer proper to punish it. These are startling propositions, whether regarded in their legal, moral, or logical aspects. They announce that to render the violation of a statute legal, it is only necessary to render it general, and that the counterfeiter of the frank of a member of Congress, in order to shield himself from punishment, has only, when arrested, to declare that he committed the infamous crime from no hope of pecuniary gain—thus reversing that axiomatic principle of philosophy and of law which teaches that a rational agent shall be held to contemplate and design those results which



necessarily follow from his conduct. If such language as this, coming up from the criminal courts of the country, does not arouse Congress to the necessity of promptly reforming this already great and rapidly-growing evil, then it is to be feared that nothing can do so. The franking privilege has thus become an active instrument of public demoralization. When a crime is committed under the influence of strong temptation, a large measure of integrity may remain with the offender; but where an offence like this, essentially mercenary in spirit and creepingly clandestine in its perpetration, is committed for the gain of a few cents, and when such offence becomes widespread in its prevalence, it evidences a condition of the public morals which cannot be contemplated without profound sorrow and the liveliest apprehensions. Did no other reason exist than these abuses and the disastrous consequences to which they lead, Congress would be fully justified in abolishing the franking privilege.

In 1861, the Postmaster-General said:

By the first section of the act approved March 2, 1847, each deputy postmaster, whose compensation for the last preceding year did not exceed \$200, may send through the mails all letters written by himself and receive all addressed to himself on his private business free of postage, the weight not exceeding a half ounce. This privilege is greatly abused. \* \* \* I recommend the repeal of this clause.

In 1862, he again said:

I renew the recommendation made last year that the franking privilege of postmasters be abolished, except for correspondence between them and other officers of the department upon official business. It should be abolished also as to the correspondence of all persons addressed to the several departments and executive officers of the government, except upon official correspondence addressed by an officer of the government.

The foregoing extracts are sufficient to show to some extent the abuse that grew out of the law conferring the franking privilege—an evil that was finally recognized by Congress, and remedied in 1873 by the absolute repeal of the law and the adoption of official postage-stamps for paying postage on official matter emanating from the several executive departments. Since then it may be said that the postal service has been practically preserved from any similar taint. The free use of the mails for private purposes has been stopped by law. Official matter of the executive departments, it is true, is now carried free in what are known as penalty envelopes, which have almost wholly superseded the official stamp system, and documents printed by order of either house of Congress may be sent free by their members under proper conditions; but no serious abuse of these privileges is known at present to exist. The department, in a word, carries free only matter of a strictly official character, except newspapers circulated within the county of publication.

#### SUMMARY OF GENERAL RESULTS.

The more essential changes in the postal service since 1860 are briefly recapitulated as follows:

1. A heavy reduction of postage, both domestic and foreign, especially on printed matter, and the extension of privileges to the public.

2. The introduction into the mails of small parcels of merchandise and miscellaneous articles at low rates of postage, largely augmenting the volume of mail matter without correspondingly increasing the postal revenues. To the immediate advantages furnished to the public by this measure are to be added the indirect benefits arising from a consequent reduction of charges by other modes of conveyance, notably the express companies.

3. The introduction of the railway post-office, the free-delivery, the money-order, and the registry systems—now among the great pillars of the postal service.

4. Largely-increased "certainty, celerity, and security" in the carriage and delivery of mail matter, improved methods of collecting and



accounting for the postal revenues, and, in general, a simplification of all the modes of conducting the public business.

5. A gradual reduction of the appropriations required from the Treasury to meet deficiencies in the postal revenues. While the great object has been rather to promote the public convenience than to profit the postal revenues, there has nevertheless been a steady gain of the receipts on the expenditures, the former having increased 291 per cent. and the latter only 142 per cent. during the last twenty years; and the deficiency required from the Treasury to sustain the service because of its inadequate revenues has been reduced from 42.7 per cent. in 1860 to 7.7 per cent. in 1880, a comparative saving of 35 per cent., or \$12,635,637.13 in the expenditures of the latter year.

These results deserve the wide expressions of popular approval with which they have been met; and the generous confidence reposed by the public should afford not merely a source of present gratification to the postal authorities, but it will doubtless furnish a stimulus to further increase the efficiency and extend the usefulness of the service.

#### CONCLUSION.

This review cannot be more appropriately concluded than by quoting the closing paragraph of the annual report of the Postmaster-General for the year 1859, in which he described the mission of the postal service, and the abuses to which it had been subjected, in most eloquent language, as follows:

The Post-Office Department, in its ceaseless labors, pervades every channel of commerce and every theater of human enterprise, and while visiting, as it does kindly, every fireside, mingles with the throbbings of almost every heart in the land. In the amplitude of its beneficence, it ministers to all climes and creeds and pursuits, with the same eager readiness, and with equal fullness of fidelity. It is the delicate ear-trump through which alike nations and families and isolated individuals whisper their joys and their sorrows, their convictions and their sympathies, to all who listen for their coming. Naturally enough, such an institution has ever been, and still is, a cherished favorite with the American people. The country has constantly manifested the most intense solicitude for the preservation of its purity and the prosperity of its administration, and it cannot now be disguised that the guilty abuse of its ministrations, and the reckless waste of its hard-earned revenues, connected with the humiliations to which it has in consequence been exposed, have deeply and sadly impressed the public mind.

I have the honor to be, very respectfully, &c.,

A. D. HAZEN,

*Third Assistant Postmaster-General.*

Hon. HORACE MAYNARD,

*Postmaster-General.*



# ESTIMATES OF APPROPRIATIONS.

29

No. 1.—*Estimates of appropriations required for the service of the fiscal year ending 1882, by the Post-Office Department.*

## OFFICE OF THE POSTMASTER-GENERAL.

Mail depredations and post-office inspectors, including amount necessary for fees to United States attorneys, marshals, &c .....	\$175,000 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 .....	7,800 000 00 ✓
Clerks in post-offices .....	3,850,000 00 ✓
Letter carriers .....	2,700,000 00 ✓
Wrapping paper .....	20,000 00 ✓
Wrapping twine .....	55,000 00 ✓
Marking and rating stamps .....	15,000 00 ✓
Letter balances, scales, and test weights .....	10,000 00 ✓
Rent, fuel, and light .....	500,000 00 ✓
Office furniture .....	25,000 00 ✓
Stationery .....	60,000 00 ✓
Miscellaneous and incidental items .....	100 000 00 ✓

## OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL.

Inland transportation, railroad routes .....	10,288,282 00
Railway post-office car service .....	1,460,000 00
For necessary and special facilities on trunk lines .....	450,000 00
Inland transportation, steamboat routes .....	1,000,000 00
Inland transportation, star routes .....	8,260,000 00
Railway post-office clerks .....	1,550,000 00
Route agents .....	1,275,000 00
Mail-route messengers .....	235,000 00
Local agents .....	150,000 00
Mail messengers .....	775,750 00
Mail locks and keys .....	50,000 00
Mail bags and mail-bag catchers .....	220,000 00
Miscellaneous items in the office of the Second Assistant Postmaster-General .....	1,000 00

## OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL.

Postage-stamps .....	113,000 00
Expenses of agency .....	8,100 00
Stamped envelopes and newspaper wrappers .....	515,000 00
Expenses of agency .....	16,000 00
Postal cards .....	296,000 00
Expenses of agency .....	7,300 00
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes .....	120,000 00
Ship, steamboat, and way letters .....	4,500 00
Engraving, printing, and binding drafts and warrants .....	1,500 00
Miscellaneous items in the office of the Third Assistant Postmaster-General .....	1,000 00

## OFFICE OF SUPERINTENDENT OF FOREIGN MAILS.

Transportation of foreign mails .....	235,000 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

Total..... 42,475,932 00

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

Ordinary revenues .....	\$38,545,174 10
Money-order receipts .....	300,000 00
	<hr/> 38,845,174 10

Leaving a deficiency in the revenue of the Post-Office Department to be provided out of the general Treasury ..... 3,630,757 90

OFFICE OF THE POSTMASTER-GENERAL, November 8, 1880



## No. 1 a.

POST-OFFICE DEPARTMENT,  
OFFICE OF CHIEF CLERK TO THE POSTMASTER-GENERAL,  
*Washington, D. C., October 5, 1880.*

SIR: In compliance with your request of September 11, I have the honor to submit the following estimates of appropriations necessary for the fiscal year ending June 30, 1882, viz:

For post-office inspectors and mail depredations.....	\$175,000
For preparation and publication of post-route maps.....	50,000
For advertising .....	35,000
For miscellaneous items in the office of the Postmaster-General.....	3,500

Letters from the chief post-office inspector and the topographer, explanatory of the estimates for their branches of the postal service, are herewith transmitted.

It is greatly to be hoped that Congress may increase the appropriation for "miscellaneous items in the office of the Postmaster-General," from \$1,500, the amount given for many years, to the amount asked for. Such a contingent fund is absolutely necessary to supplement the unavoidable occasional exhaustion of some of the smaller appropriations for contingent expenses. For the want of such a fund no gas could be burned during the last two or three months of the fiscal years ended June 30, 1879 and 1880, because the appropriation for gas in the department building was exhausted; and the public business was, in some instances, seriously retarded because no work could be done after dark.

The reasons given by the chief post-office inspector and topographer for an increase of the appropriations for their respective branches are worthy of serious attention. It should be borne in mind that the postal service has within the past two years been greatly extended; the expenditures in other branches of the service have been correspondingly increased; and these important bureaus will be unable to keep pace with the progress of the service unless the appropriations asked for are granted.

Very respectfully, your obedient servant,

W. A. KNAPP,  
*Chief Clerk.*

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

## No. 1 b.

POST-OFFICE DEPARTMENT,  
OFFICE OF CHIEF POST-OFFICE INSPECTOR,  
*Washington, D. C., October 4, 1880.*

SIR: I am directed by the Postmaster-General to request that in the estimates furnished for the expenses of the next fiscal year an appropriation be asked from Congress for post-office inspectors and mail depredations, of \$175,000.

This is \$25,000 more than the appropriation for the current year, but the necessity for an increase of the force of post-office inspectors will appear from the statistics accompanying the annual report of the operations of this office. The number of cases referred to inspectors for investigation during the last year was 29,569, while the number which could be acted upon was 22,511.

The systematic inspection of the bonds of all postmasters and the



quarterly examination of the accounts of all first and second class post-offices impose new duties upon inspectors, the benefits of which are obvious in detecting and preventing frauds and securing uniformity in the management of the service.

The present force of inspectors is inadequate to the proper discharge of these new and important duties, and the increased appropriation asked for is barely commensurate with the growth and necessities of the postal service.

Very respectfully,

DAVID B. PARKER,  
*Chief Inspector.*

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

No. 1 c.

POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,  
*Washington, D. C., September 23, 1880.*

SIR: I have the honor to submit, for insertion in the estimates of appropriations required for the fiscal year ending June 30, 1882, 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, \$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 considered necessary to meet the ever-increasing demands upon the resources of this office. That estimate, however, was not fully filled, the amount appropriated for this current year, as proposed by the honorable committee of the House of Representatives, being only \$42,000, a curtailment of 16 per centum. This amount was but very little over that available for the preceding year; and though under this restriction some needed work and supplies called for may have to be postponed, it was deemed advisable by the Postmaster-General to accept the proposition without protest or argument for increase, with a determination to avoid a recurrence of application for deficiencies—a somewhat hard problem under these circumstances.

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, together with the desirability that its maps should be much more widely disseminated among



the postal employes, I earnestly hope that the full amount now estimated may be allowed for the next fiscal year. A proper regard for true economy in the administration of the department's operations would seem to suggest that this branch, whose province it is to exhibit in graphic and numeral form the data as to how and in what directions the mails are to be carried—the basis of the whole postal system—should be adequately sustained.

Under the provision of the law allowing of sales of maps, the proceeds during the fiscal year ending June 30, 1880, were \$1,945.87. 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 March 3, 1879. It should be remarked that from the peculiar nature of these maps, constantly changing in their details, and the continuous requirements for copies for departmental use, this proviso operates but very little, if at all, to the increase of our available appropriation funds—the work upon these sold copies being in a measure a diversion from our strictly official distribution.

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 FIRST ASSISTANT POSTMASTER-GENERAL, Washington, D. C., October 20, 1880.

SIR: Agreeably to your request, I submit herewith estimates of the appropriations necessary for the use of this office for the fiscal year ending June 30, 1882, under the following heads, viz:

For compensation to postmasters .....	\$7, 800, 000
For clerks in post-offices .....	3, 850, 000
For letter-carriers .....	2, 700, 000
For wrapping-paper .....	20, 000
For wrapping-twine .....	55, 000
For marking and rating stamps .....	15, 000
For letter balances, scales, and test-weights .....	10, 000
For rent, fuel, and light .....	500, 000
For office furniture .....	25, 000
For stationery .....	60, 000
For miscellaneous items .....	100, 000
	<hr/>
	15, 135, 000

The appropriations for the above items for the present fiscal year are \$14,326,500; the expenditures for the same during the last fiscal year were \$14,234,353.71; therefore the above estimates aggregate \$900,646.29 more than the expenditures during the year which ended June 30, 1880, and \$808,500 more than the appropriations for the current year.

Very respectfully,

JAS. N. TYNER,  
*First Assistant Postmaster-General.*

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



No. 1 c.—Statement showing the increase or decrease per centum, for the items named below, of the appropriations for the fiscal years ending June 30, 1880, and June 30, 1881, as compared with the estimates for the fiscal year ending June 30, 1882; also the increase or decrease per centum, for the same items, of the expenditures for the fiscal year ending June 30, 1880, as compared with the estimates for the fiscal year ending June 30, 1882.

Items.	Appropriations for the fiscal year ended June 30, 1880.		Estimates for the year ending June 30, 1881.		Appropriations for the fiscal year ending June 30, 1881.		Estimates for the fiscal year ending June 30, 1882.		Per centum of increase or decrease of estimates for 1881-'82 over appropriations for 1879-'80.		Per centum of increase or decrease of estimates for 1881-'82 over expenditures for the fiscal year ended June 30, 1880.	
	Actual.	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Actual.	Estimated.	Increase.	Decrease.	Increase.	Decrease.
For compensation to postmasters.	\$7,550,000 00	\$7,800,000 00	3.31	.....	\$7,500,000 00	\$7,800,000 00	4	.....	\$7,705,407 54	1.18	.....	.....
For clerks in post-offices.	3,600,000 00	3,850,000 00	6.94	.....	3,650,000 00	3,850,000 00	5.47	.....	3,567,793 02	7.91	.....	.....
For letter-carriers.	2,415,000 00	2,700,000 00	11.80	.....	2,500,000 00	2,700,000 00	8	.....	2,363,717 71	14.25	.....	.....
For wrapping paper.	20,000 00	20,000 00	.....	.....	20,000 00	20,000 00	.....	.....	20,000 00	.....	.....	.....
For wrapping twine.	655,000 00	55,000 00	.....	.....	55,000 00	55,000 00	.....	.....	50,244 00	9.46	.....	.....
For marking and rating stamps.	12,000 00	15,000 00	25	.....	13,500 00	15,000 00	11.11	.....	11,999 80	25.06	.....	.....
For letter balances, scales, and test-weights.	43,000 00	10,000 00	66.66	.....	8,000 00	10,000 00	25	.....	5,999 90	66.66	.....	.....
For rent, fuel, and lights.	425,000 00	500,000 00	17.04	.....	425,000 00	500,000 00	17.64	.....	364,018 15	37.35	.....	.....
For office furniture.	20,000 00	25,000 00	25	.....	20,000 00	25,000 00	25	.....	16,678 12	49.89	.....	.....
For stationery.	50,000 00	60,000 00	20	.....	50,000 00	60,000 00	20	.....	48,284 81	24.26	.....	.....
For miscellaneous and incidental items.	90,000 00	100,000 00	11.11	.....	85,000 00	100,000 00	17.64	.....	77,210 86	29.51	.....	.....
	14,243,000 00	15,135,000 00	6.26	.....	14,326,500 00	15,135,000 00	5.64	.....	14,224,353 71	6.32	.....	.....
a By act of Congress March 3, 1879.	\$2,000,000					\$50,000						\$3,500
By act of Congress June 28, 1879.	415,000					5,000						2,500
	2,415,000					55,000						6,000
b By act of Congress March 3, 1879.		\$2,000,000				\$50,000						\$3,500
By act of Congress June 11, 1880.		415,000				5,000						2,500
		2,415,000				55,000						6,000



No. 1 *f*.POST-OFFICE DEPARTMENT,  
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 21, 1880.*

SIR: I have the honor to submit herewith in tabular form the estimates of the amounts necessary to be appropriated for the items of service incident to the conduct of the business of this office for the fiscal year ending June 30, 1882, with a statement of the reasons therefor.

The estimate for transportation by railroad is placed at \$10,288,282. The cost of this item on the 30th June last was at the rate of \$9,237,945; and at the same date there were 4,662 miles of new service upon which the pay was not adjusted, which, at the low rate of \$50 per mile, will add \$233,100 to the sum stated, and make the cost on that date \$9,471,045. On the 30th September the cost was \$9,342,470, with 5,939 miles upon which the rates were not fixed, which will add \$296,950 to the sum stated and make the cost at that date \$9,639,020.

The beginning of a new contract term on the 1st July, 1881, will necessitate a reweighing of the mails on the great lines, and it is certain that they will be entitled to increased rates of compensation. (The cost of the service on the 30th June, 1879, included \$1,104,392, the cost of railway post-office cars, which is a separate item in 1880.) The increase for 1880 on 1879 was 9.15 per centum; and with the expectation that there will be greater increase in the mileage in 1882 than there was in 1880, and the certainty that there will be an increase in the weight of mails carried, the cost for 1882 is placed at \$10,988,482, which is 14 per cent. over the cost of the service on the 30th September, 1880. From this is deducted \$700,000, earned by certain Pacific railroads, which is placed to their credit by the Treasury Department, and not deducted from the appropriation, thus leaving the amount required to be appropriated by Congress \$10,288,482.

The appropriation for railway post-office service for 1881 is \$1,366,000, or 8.32 per cent. over the cost of the service on the 30th June, 1880. As there will probably be no more than the ordinary demands for the extension of this service it is believed that \$1,460,000 will be sufficient for this item for 1882, which is a little less than 7 per cent. over the appropriation for 1881. The estimate for proper or special facilities is set down at \$450,000, which is \$50,000 more than the estimate, and \$100,000 more than the appropriation for the present year. This special fund should be continued because it enables the department to secure the running of extra trains at high rates of speed on the most important lines, thereby greatly expediting the transit of the mails to the great benefit of the business of the country. The rates which were paid for railroad transportation prior to July 1, 1876, have been reduced by acts of Congress  $14\frac{1}{2}$  per cent. because of the shrinkage in values, but since values have recovered there has been no corresponding change in the rates of pay to railroad companies. Under these circumstances it could hardly be expected that the railroad companies would make any unusual exertions to advance the interests of the people through the running of special trains, and the use of their best trains for the railway mail service, without the compensation made therefor out of this special fund.

The cost of steamboat service on 30th June, 1880, was \$887,221. The appropriation for the present year is \$900,000. The demand and necessity for this class of service to all points located along navigable rivers



should not be overlooked, as business intercourse between such points is largely by steamboat, and the convenience of having mail service performed by the same means of intercourse is apparent. The estimate for this service for 1882 is placed at \$1,000,000, which is 11.11 per cent. over the appropriation for the current year, being the same amount as was estimated to be necessary for the current fiscal year.

The cost of star service on the 30th June last was \$7,321,449, which was 14.36 per cent. over the cost for 1879. The appropriation for the current year is \$7,375,000, which is 00.73 per cent. over the cost for last year.

There are over 1,200 routes, established at the recent sessions of Congress, upon which proposals have been invited for service to commence July 1, 1881. And provisions will have to be made for service on such new routes as may be established at the next session of Congress, if it be desired that the mails be carried thereon prior to July 1, 1882.

Then the regular advertisement has been issued inviting proposals for carrying the mails over all star routes in New England, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and West Virginia, for the contract term of 4 years which will commence July 1, 1881. The intention is to give to such of these States as may need them, facilities superior to those now in operation. The bids for this service are likely to be higher than those made in 1876 for the present service. During the past few years the department has made provision for carrying the mails between the post-offices in the larger cities and the various depots and landings in closed, locked wagons, constructed according to plans and specifications prescribed by the department. Within the past year this class of service has been introduced into the cities of Wilmington, N. C., Charleston, S. C., Savannah, Ga., Chattanooga, Knoxville, Memphis, and Nashville, Tenn., and Louisville, Ky.

This service, because of the security it affords to the mails, is the only kind that should be maintained in populous cities and towns, and it is the intention to extend the same to points where most needed, as fast as the appropriation will admit. The estimate for star service, in view of these facts, is placed at \$8,260,000, which is less than the rate of increase for 1880 over 1879, and 12 per cent. more than the appropriation for 1881.

The estimates for railway post-office clerks, route agents, and mail-route messengers, and local agents are, respectively, as follows: \$1,550,000, \$1,275,000, \$235,000, and \$150,000. The appropriations for these items for the current year are, respectively, as follows: \$1,450,000, \$1,225,000, \$200,000, and \$135,000.

The rapid increase in the amount of mail matter carried over railroad routes, the great additional clerical work required in the care of registered matter in transit, and the rapid extension of the railroad system, render it indispensable to the service that the force be correspondingly increased.

The estimate for mail messengers for the ensuing year is placed at \$775,750, which is \$50,750, or 7 per cent., more than the \$725,000 appropriated for the current year. The cost of mail-messenger service on the 30th June last bore the relation of \$8 to the mile of railroad service in operation. There will be about 10,000 miles more service in operation in 1882 than there was in 1880, which at the ascertained rate would require \$80,000 additional for mail-messenger service, the estimate submitted, though almost \$30,000 less than the sum last named, is believed to be sufficient for this service, because some of the new service will not be in operation for the entire year.



The estimate for mail locks and keys for the ensuing year is placed at \$50,000. The appropriation of \$100,000 for the current year was made for the purpose of substituting new locks and keys for the old kinds now in use throughout the United States. But no provision was made for needful supplies, by repair or otherwise of the old kinds, which must be used until an equal quantity of the new kind can be manufactured, inspected, and issued, which will cover a period of about two years.

There are now in the service 180,000 locks of one kind, and the present appropriation will pay for only 105,000 of the new kind (the price of which is less than the price of the old kind). This leaves 75,000 of this kind of the new locks to be provided, which at a cost of 52 cents each will require \$39,000. Adding to this \$11,000 for repairs of old locks, and purchase under contract of a new kind of through registered mail locks and keys, the sum required will be \$50,000.

The estimate for mail bags and mail-bag catchers is placed at \$220,000, which is \$35,000 more than the sum appropriated for the present year.

This increase is necessary because of the large number of routes recently established, the great increase in length of railroad routes, and the great increase in the amount of mails carried over railroad routes.

The estimate of \$1,000 for miscellaneous items incident to the transaction of the business in this office, such as the compensation of a printer to operate the printing press used in marking proposals, repairs of the press, and other items of a similar character is a necessity to meet expenses which cannot be anticipated and provided for in a more specific manner.

Very respectfully,

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

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



No. 1 g.—Cost of inland transportation and the items incident thereto for the years 1879 and 1880, with the appropriation for 1881, and the estimates of the amounts necessary to be appropriated for 1882; showing the percentage of increase and decrease, with the cost, appropriation, and estimate for mail locks and keys, mail bags, and mail-bag catchers.

Objects.	Cost for 1879.	Cost for 1880.	Per centum in-crease or decrease of 1880 as to 1879.		Appropriation for 1881.	Per centum in-crease or decrease of appropriation of 1881 as to cost for 1880.		Estimate for 1882.	Per centum in-crease or decrease as to appropriation for 1881.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, railroad routes.	\$9,567,589 00	\$9,237,945 00		3.00	\$9,315,000 00	00.83		\$10,283,282 00	10.45	
Railway post-office car service.		1,261,041 00			1,366,000 00	8.32		1,480,000 00	8.88	
For proper facilities on trunk lines.	125,000 00	150,000 00	20.00		350,000 00	133.33		450,000 00	28.57	
Inland transportation, steamboat routes.	754,380 00	887,221 00	17.60		900,000 00	1.44		1,000,000 00	11.11	
Inland transportation, "star" routes.	6,401,830 00	7,321,449 00	14.36		7,375,000 00	00.73		8,290,000 00	12.00	
Railway post-office clerks.	1,272,290 00	1,378,160 00	8.32		1,450,000 00	5.21		1,550,000 00	6.89	
Route agents.	1,072,420 00	1,138,000 00	6.20		1,225,000 00	7.35		1,275,000 00	4.08	
Mail-route messengers.	167,049 00	206,540 00	23.19		200,000 00		3.16	235,000 00	17.50	
Local agents.	112,531 00	127,280 00	13.11		135,000 00	6.06		150,000 00	11.11	
Mail messengers.	604,174 00	697,298 00	4.98		725,000 00	3.97		775,750 00	7.00	
Mail locks and keys.	12,781 00	14,728 00	15.23		100,000 00	578.93		50,000 00		50.00
Mail bags and mail-bag catchers.				13.80	185,000 00	26.19		220,000 00	18.92	
For miscellaneous items in the office of the Second Assistant Postmaster-General.	170,206 00	146,602 00								
Total.					23,326,000 00			1,000 00	25,715,032 00	10.24

\* The cost of railway post-office car service for 1879 was \$1,104,392.

NOTE.—The above estimates are based upon contract prices and annual salaries, irrespective of fines and deductions; hence the apparent discrepancy between this table and the Auditor's statement.

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



No. 1 *h*.—*Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1882.*

I.—ADHESIVE POSTAGE STAMPS.

For manufacture of adhesive postage-stamps .....	\$113,000
The number of ordinary postage-stamps issued during the fiscal year ending June 30, 1880, was .....	\$875,681 970
Add 13 per cent. for increase .....	113,838,656
Gives estimated number for year ending June 30, 1881 .....	989,520,626
Add to this number 13 per cent. for increase, as before .....	128,637,621
Gives estimated number for year ending June 30, 1882 .....	1,118,158,307
The cost of manufacturing that number at the present contract rate of 9.98 cents per thousand stamps would be .....	\$111,592
To which should be added estimated cost of manufacturing newspaper and periodical and postage-due stamps, say .....	1,408
Giving as the total estimated cost of manufacturing adhesive postage-stamps during the fiscal year ending June 30, 1882 .....	113,000

The calculation above is based upon the actual rate of increase, 13 per cent., in the number of ordinary stamps issued for the past over the preceding fiscal year, a rate of increase considerably above the usual one, but which is likely to be permanent. It is caused by a law of Congress, under which certain business and commercial papers are permitted to be carried through the mails at third-class rates, which has added largely to the demand for the smaller denominations of stamps.

The amount estimated for newspaper and periodical and for postage-due stamps is about what this class of stamps cost during the past fiscal year.

The cost per thousand for manufacturing is put at the present contract rate, which is believed to be not above what, under a new contract to be made on the 1st of May, 1881, the stamps can be furnished for.

II.—POSTAGE-STAMP AGENCY.

For pay of agents and assistants to distribute stamps and for expenses of the agency .....	\$2,100
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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 .....	\$515,000 00
The cost of manufacturing stamped envelopes and wrappers during the fiscal year ending June 30, 1880, was .....	\$403,627 67
Add 13 per cent. for increase .....	52,471 59
Gives estimated cost for fiscal year ending June 30, 1881 .....	456,099 26
Add 13 per cent. for increase, as before .....	59,292 90
Gives estimated cost for fiscal year ending June 30, 1882 .....	515,392 16

As in the case of adhesive postage-stamps, this estimate is based upon the average rate of increase in the issue of stamped envelopes during the past over the previous fiscal year, 13 per cent.; and as this rate is likely to continue, it would not be safe to materially reduce the estimate.



It might be put in round numbers, however, at \$515,000. The cost per thousand of manufacturing will be the same as now paid, the present contract not expiring until the 1st of October, 1882.

#### IV.—STAMPED-ENVELOPE AGENCY.

For pay of agent and assistants to distribute stamped envelopes and newspaper-wrappers and for expenses of agency..... \$16,000

This estimate agrees with the present appropriation, which is just sufficient to cover actual expenses.

#### V.—POSTAL CARDS.

For manufacture of postal cards ..... \$296,000

The number of postal cards issued during the fiscal year ending June 30, 1880, was ..... 272,550,500  
Add 25 per cent. for increase..... 68,137,625

Gives estimated number for year ending June 30, 1881 ..... 340,688,125  
Add 25 per cent. for increase, as before..... 85,172,031

Gives estimated number for year ending June 30, 1882 ..... 425,860,156

Cost of manufacturing that number at present contract price of 69.56 cents per thousand ..... \$296,228

The rate of increase in the number of postal cards issued during the past year over the number for the preceding year was nearly 23 per cent. It is confidently believed, however, that the increase for the coming two years will be fully 25 per cent., and therefore that percentage has been taken as the basis of the estimate. The present contract will expire on the 30th of June, 1881; but, although it is probable that, under a new contract, the price of manufacturing the cards will exceed what is now paid, no allowance for such increase is made in the estimate, which is placed in even numbers at \$296,000.

#### 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 FOR POST-OFFICE AND DEAD-LETTER ENVELOPES.

For registered-package envelopes, locks and seals, and for post-office and dead-letter envelopes ..... \$100 000

This estimate is just the amount of the present appropriation, which is believed to be a proper amount.

#### VIII.—SHIP, STEAMBOAT, AND WAY LETTERS.

Sections 3913, 3976, 3977, and 3978 of the Revised Statutes make this appropriation necessary to provide for the payment, to masters or owners of vessels not regularly engaged in transporting the mails, for letters brought and delivered at the post-office, on arrival in port, for transmission to their destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amount 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

This amount is for the blank drafts and warrants used in paying contractors and others, and is the same as the current appropriation.

## X.—MISCELLANEOUS.

For miscellaneous items ..... \$1,000 00

This amount will be needed to pay for traveling and other expenses connected with the personal examination of postmasters' accounts, often necessary to be promptly made, in the personal supervision of business throughout the country connected with the registry system, and in various other incidental matters. Heretofore many miscellaneous expenses of this office have been paid out of the appropriations for the postage-stamp, stamped-envelope, and postal-card agencies. It is believed that hereafter both the convenience of this office and the efficiency of many of its operations require a distinct appropriation of at least one thousand dollars.

A. D. HAZEN,

*Third Assistant Postmaster-General.*

No. 1 i.

## POST-OFFICE DEPARTMENT,

OFFICE OF FOREIGN MAILS,

*Washington, D. C., September 20, 1880.*

SIR: I have the honor to inform you, agreeably to the request made in your letter of the 1st instant, that the amounts required to be appropriated for the foreign mail service during the fiscal year ending June 30, 1882, are estimated as follows, viz:

1. For the transportation of foreign mails..... \$235,000
2. For balances due foreign countries, including the United States portion of the expenses of the International Bureau of the Universal Postal Union.. 45,000

The estimate for transportation of foreign mails is an increase of less than five per centum on the appropriation for that service for the current fiscal year; and the estimate for balances due to foreign countries is the same as the appropriation for the current year.

I am, very respectfully, your obedient servant,

JOSEPH H. BLACKFAN,  
*Superintendent of Foreign Mails.*

Hon. A. D. HAZEN,

*Third Assistant Postmaster-General.*



No. 2.—Statement showing appropriations for the fiscal year ended June 30, 1880, and the expenditures made by items up to September 30, 1880, out of said appropriations.

Title of appropriations.	Amount of appropriation, including special acts.	Expended.	Balance unexpended.	Excess of expenditures.
Compensation of postmasters.....	\$7,550,000 00	\$7,768,407 54		\$158,407 54
Compensation of clerks for post offices.....	3,600,000 00	3,567,793 02	\$32,206 98	
Compensation of letter-carriers.....	2,415,000 00	2,363,717 71	51,282 29	
Wrapping-paper.....	20,000 00	20,000 00		
Twine.....	50,244 60	50,244 60		
Postmarking and canceling stamps.....	12,000 00	11,999 60	40	
Letter balances.....	6,000 00	5,999 90	10	
Rent, light, and fuel for post-offices.....	425,000 00	364,918 15	60,081 85	
Stationery.....	50,000 00	48,284 81	1,715 19	
Furniture for post-offices.....	20,000 00	16,078 12	3,321 88	
Miscellaneous, office of First Assistant Postmaster-General.....	90,000 00	77,210 86	12,789 14	
Inland mail transportation, railroad.....	9,150,000 00	8,198,591 52	951,408 48	
Inland mail transportation, star.....	7,100,000 00	6,925,274 98	174,725 02	
Inland mail transportation, steamboat.....	900,000 00	789,101 65	110,898 35	
Transportation by postal cars.....	1,250,000 00	1,141,545 19	108,454 81	
Compensation of railway post-office clerks.....	1,370,000 00	1,367,463 35	2,536 65	
Compensation of route-agents.....	1,125,000 00	1,116,697 97	8,302 03	
Compensation of mail-route messengers.....	185,000 00	174,854 38	10,145 62	
Compensation of local agents.....	120,000 00	119,423 79	576 21	
Compensation of mail-messengers.....	675,000 00	667,421 32	7,578 68	
Mail locks and keys.....	15,000 00	3,766 50	11,233 50	
Mail bags and catchers.....	185,000 00	131,022 26	53,977 74	
Post-route maps.....	41,945 87	41,945 87		
Mail depredations and special agents, including rewards and fees to United States marshals, attorneys, &c.....	150,000 00	146,863 27	3,136 73	
Postage-stamps.....	92,000 00	89,184 14	2,815 86	
Distribution of postage-stamps.....	8,100 00	7,365 71	734 29	
Stamped envelopes and newspaper-wrappers.....	485,256 33	418,009 55	67,246 78	
Distribution of stamped envelopes and newspaper-wrappers.....	16,000 00	15,254 17	745 83	
Postal cards.....	200,000 00	191,218 11	8,781 89	
Distribution of postal cards.....	7,300 00	6,998 68	301 32	
Official, dead-letter, and registered-package envelopes, locks and seals.....	69,743 67	69,743 67		
Ship, steamboat, and way letters.....	4,500 00	1,355 51	3,144 49	
Engraving, printing, and binding drafts and warrants.....	1,500 00	1,191 47	308 53	
Advertising.....	60,000 00	27,149 86	32,850 14	
Miscellaneous, office of Postmaster-General.....	1,500 00	1,485 06	14 94	
Foreign mail transportation.....	260,000 00	206,000 35	53,999 65	
Balances due foreign countries.....	45,000 00	7,538 34	37,461 66	
Postal Union postages.....	1,000 00	1,000 00		
Total.....	37,757,089 87	36,101,820 38	1,813,677 03	158,407 54

Deducting excess of expenditures (\$158,407.54) from the above "balance unexpended" (\$1,813,677.03) the actual balance of unexpended appropriations will be \$1,655,269.49.

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



## No. 3.—Statement exhibiting the receipts and expenditures, under appropriate heads, by year and June.

## RECEIPTS.

	Quarter-ended September 30, 1879.	Quarter-ended December 31, 1879.	Quarter-ended March 31, 1880.	Quarter-ended June 30, 1880.
Letter-postage paid in money .....	\$5,063 75	\$9,618 77	\$477 62	\$63,632 73
Box-rents and branch offices .....	350,090 47	333,276 48	356,603 33	362,671 45
Fines and penalties .....	885 00	399 50	6,156 16	3,846 27
Postage-stamps, stamped envelopes, news- paper wrappers, and postal cards .....	7,226,352 06	7,980,433 52	8,476,072 23	7,805,262 34
Dead letters .....	534 50	4,130 07	909 80	872 00
Revenue from money-order business .....				209,205 25
Miscellaneous .....	5,409 17	7,748 23	9,492 05	9,654 44
	7,568,875 55	8,361,006 57	8,849,832 09	8,515,165 13

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

Increase of receipts over year ended June 30, 1879, \$3,273,456.48, or 10.8+ per cent.

Increase of receipts over year ended June 30, 1878, \$4,037,962.39, or 13.1+ per cent.

## EXPENDITURES.

Compensation of postmasters .....	1,839,903 40	1,896,580 09	2,015,707 95	1,956,216 10
Compensation of clerks for post-offices .....	886,427 53	891,041 13	892,961 29	897,362 07
Compensation of letter-carriers and inci- dental expenses .....	556,583 00	593,848 95	601,170 39	612,115 37
Wrapping-paper .....	5,957 89	3,031 62	5,859 63	5,150 00
Twine .....	24,279 00	14,736 00	11,229 00	
Postmarking and canceling stamps .....	6,109 70	2,524 40	3,305 50	
Letter-balances .....	3,234 40		2,002 50	163 00
Rent, light, and fuel for post-offices .....	82,081 29	90,329 51	92,753 20	96,854 15
Stationery .....	11,508 13	10,723 58	12,727 81	13,235 29
Furniture for post-offices .....	5,290 46	6,764 80	3,204 28	1,418 56
Miscellaneous, office of First Assistant Post- master-General .....	18,536 06	21,369 78	18,802 65	16,502 37
Inland mail transportation, railroad .....	1,944,901 86	2,082,690 21	2,067,510 93	2,103,488 52
Inland mail transportation, star .....	1,662,785 88	1,740,378 32	1,711,581 59	1,810,529 19
Inland mail transportation, steamboat .....	192,325 32	189,168 79	194,845 24	212,762 30
Transportation by postal cars .....	205,004 08	285,881 97	296,276 06	294,400 45
Compensation of railway post-office clerks .....	338,086 28	341,432 41	345,438 80	342,505 06
Compensation of route-agents .....	208,921 72	280,430 10	282,977 43	284,368 72
Compensation of mail-route messengers .....	30,020 09	42,677 30	43,411 80	48,844 29
Compensation of local agents .....	28,718 80	29,502 09	30,001 57	31,201 33
Compensation of mail-messengers .....	164,021 84	164,293 37	167,791 66	170,714 45
Mail locks and keys .....	75 00	2,116 50	875 00	700 00
Mail bags and catchers .....	16,718 81	27,035 10	68,967 09	18,301 26
Post-route maps .....		24,983 59	11,615 30	5,346 98
Mail depredations and special agents .....	36,931 91	36,096 92	34,002 17	35,520 54
Fees to United States marshals, attorneys, clerks of courts, and counsel .....	688 37	1,835 42	571 89	616 45
Postage-stamps .....	35,945 71	24,187 14	23,862 35	5,188 94
Distribution of postage-stamps .....	1,869 50	1,831 63	1,822 50	1,842 06
Stamped envelopes and newspaper-wrap- pers .....	165,015 99	128,075 55	99,013 98	25,904 03
Distribution of stamped envelopes and news- paper wrappers .....	3,777 50	3,859 47	3,790 20	3,827 00
Postal cards .....	81,009 91	48,853 72	50,312 53	11,041 95
Distribution of postal cards .....	1,596 98	2,146 45	1,629 75	1,625 50
Registered-package envelopes, locks and seals .....	20,454 23		24,107 09	25,181 73
Official envelopes for postmasters and dead- letter envelopes .....				
Dead-letter envelopes .....				
Ship, steamboat, and way letters .....	372 14	336 54	304 16	342 67
Engraving, printing, and binding drafts and warrants .....	658 00	290 25	243 22	

\*Total expenditures for transportation of the mails for year ended June 30, 1880, \$17,054,513.34.

†Increase over year ended June 30, 1879, \$1,751,453.33, or 12.1+ per cent.



ters, for the fiscal year ended June 30, 1873, compared with fiscal years ended June 30, 1873, 30, 1878.

RECEIPTS.

Total year ended June 30, 1880.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1879.	Compared with year ended June 30, 1879.		Total year ended June 30, 1878.	Compared with year ended June 30, 1878.	
			Increase.	Decrease.		Increase.	Decrease.
\$78,752 92	.....	\$254,901 41	.....	\$176,148 49	\$284,035 40	.....	\$205,282 48
1,423,301 73	.....	1,381,162 51	\$42,139 22	.....	1,358,448 39	\$64,853 34	.....
11,287 52	.....	9,080 12	2,207 41	.....	6,442 87	4,844 66	.....
31,494,120 15	.....	28,145,074 09	3,349,045 16	.....	27,375,593 12	4,118,527 03	.....
6,506 97	.....	3,323 39	3,183 58	.....	8,937 01	2,430 04	.....
269,205 27	.....	219,226 83	49,978 42	.....	209,647 80	59,557 36	.....
32,304 71	.....	29,213 61	3,091 18	.....	34,412 27	2,107 48	.....
33,315,479 34	.....	30,041,982 86	3,449,644 97	176,148 49	29,277,516 95	4,247,782 39	209,820 00
30,041,982 86	.....	.....	176,148 49	.....	33,315,479 34	209,820 00	.....
3,273,496 48	.....	.....	3,273,496 48	.....	4,037,962 39	4,037,962 39	.....

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

Increase of receipts over year ended June 30, 1879, \$3,500,090.94, or 11.8 + per cent.

Increase of receipts over year ended June 30, 1878, \$4,170,804.21, or 14.5 + per cent.

EXPENDITURES.

7,708,407 54	10,376 67	7,182,239 27	526,168 27	7,966,921 37	258,513 83
3,507,793 02	1,073 19	3,413,295 90	154,497 12	3,325,498 02	242,295 00
2,393,717 71	.....	1,947,706 61	416,011 10	1,824,044 07	539,673 64
29,000 00	.....	18,877 71	1,122 29	16,569 00	3,491 00
50,244 00	.....	45,373 29	4,868 11	42,163 47	8,080 53
11,090 60	.....	11,997 45	2 15	8,999 85	2,999 75
5,999 90	.....	3,501 25	2,498 65	3,142 00	2,857 90
364,018 15	3,346 19	364,993 87	75 72	376,898 85	12,880 70
48,284 81	.....	43,420 56	4,864 25	37,574 50	10,710 25
16,678 12	1,947 90	11,375 51	5,302 61	10,717 92	5,960 20
77,210 86	1,940 13	75,890 51	1,320 35	73,611 63	3,599 23
*8,198,591 52	310,899 58	9,109,796 67	.....	9,324,139 09	.....
*6,925,274 98	37,226 96	5,537,245 28	11,751,453 35	6,400,671 09	1,329,702 56
789,101 65	5,047 59	665,107 84	.....	.....	.....
*1,141,545 19	.....	.....	.....	.....	.....
1,307,463 35	18 00	1,341,394 14	26,099 21	1,236,524 59	139,938 96
1,110,697 97	118 42	1,035,861 91	80,836 06	906,254 82	120,443 15
174,854 38	39 56	171,241 32	3,613 06	154,592 97	20,261 41
119,423 79	.....	116,177 88	3,245 91	109,291 64	10,132 15
667,421 32	4,047 45	656,874 04	10,547 28	644,620 36	22,800 96
3,766 50	.....	13,180 55	9,414 05	890 00	2,876 50
131,022 26	35,508 25	136,614 86	5,592 60	140,261 74	9,239 48
41,945 87	.....	41,097 23	848 64	30,855 80	11,090 07
143,151 24	2,204 17	140,310 25	2,840 99	131,115 02	12,035 32
3,712 03	.....	4,812 39	1,100 36	3,883 93	171 90
89,184 14	.....	78,534 88	10,649 26	76,037 35	13,146 79
7,365 71	.....	7,503 54	137 83	6,697 48	668 23
418,009 55	.....	402,132 64	15,856 91	474,131 64	56,122 09
15,254 17	.....	15,259 37	5 20	13,813 47	1,440 70
191,218 11	.....	154,281 96	36,936 15	133,579 56	57,638 55
6,998 68	.....	5,713 55	1,285 13	5,090 34	1,908 34
69,743 07	.....	18,259 83	51,483 84	23,224 25	46,519 42
.....	.....	29,792 80	29,792 80	14,365 48	16,140 28
.....	.....	1,820 43	464 92	1,774 80	1,032 63
1,355 53	.....	960 60	230 87	2,388 14	661 97
1,191 47	.....	.....	.....	529 50	.....

; Increase over year ended June 30, 1878, \$1,329,702.56, or 7.7 + per cent.

Decrease of expenditures for official envelopes for postmasters and dead-letter envelopes from year ended June 30, 1878, \$16,140.28.



No. 3.—*Statement exhibiting the receipts and expenditures,*

## EXPENDITURES—Continued.

	Quarterended September 30, 1879.	Quarterended December 31, 1879.	Quarterended March 31, 1880.	Quarterended June 30, 1880.
Advertising .....	\$8,594 97	\$7,011 84	\$7,413 60	\$4,129 45
Miscellaneous, office of Postmaster-General .....	319 96	272 20	427 90	445 00
Foreign mail transportation .....	43,925 40	50,448 67	56,664 84	54,961 44
Balance due foreign countries .....	2,575 98	927 73		4,034 63
Laws and regulations Post-office Department, edition of 1879 .....				
Special commission on railroad transportation .....				
Delegates to International Postal Convention, Paris, France .....				
Stamps for Postal Union correspondence .....				1,000 00
	8,765,878 50	9,017,693 14	9,186,385 45	9,101,863 20

## Comparison:

Increase of expenditures over year ended June 30, 1879, \$3,028,382.56, or 9.1 + per cent.

Increase of expenditures over year ended June 30, 1878, \$2,227,172.79, or 6.5 + per cent.



under appropriate heads, by quarters, &c.—Continued.

EXPENDITURES—Continued.

Total year ended June 30, 1880.	Total ex- penditures on account of previous fiscal years.	Total year ended June 30, 1879.	Compared with year ended June 30, 1879.		Total year ended June 30, 1878.	Compared with year ended June 30, 1878.	
			Increase.	Decrease.		Increase.	Decrease.
\$27, 149 86	\$592 49	\$25, 354 25	\$1, 795 61	.....	\$15, 854 54	\$11, 295 32	.....
1, 485 06	.....	1, 452 82	32 24	.....	1, 074 48	410 60	.....
206, 000 35	10, 480 17	203, 917 03	2, 083 32	.....	207, 693 70	.....	\$1, 083 35
7, 538 34	12, 570 58	31, 832 72	.....	\$24, 294 38	28, 619 79	.....	21, 081 45
.....	916 00	18, 202 51	.....	18, 202 51	.....	.....	.....
.....	.....	.....	.....	.....	6, 000 00	.....	6, 000 00
.....	.....	.....	.....	.....	4, 000 00	.....	4, 000 00
1, 000 00	.....	.....	1, 000 00	.....	.....	1, 000 00	.....
26, 101, 820 38	440, 983 30	33, 073, 437 82	3, 117, 462 73	89, 080 37	33, 874, 647 59	2, 614, 038 50	380, 865 71
33, 073, 437 82	.....	.....	89, 080 37	.....	36, 101, 820 38	380, 865 71	.....
3, 028, 882 56	.....	.....	3, 028, 382 56	.....	2, 227, 172 79	2, 227, 172 79	.....

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



## No. 4.—Receipts and disbursements at Treasury

Depositories.	Deposits.	Grants from Treasury.
Treasurer United States, Washington, D. C.	\$79,475 02	\$38 00
Assistant treasurer United States, Baltimore, Md.	216,214 60	
Assistant treasurer United States, Boston, Mass.	703,127 77	
Assistant treasurer United States, Chicago, Ill.	577,512 40	
Assistant treasurer United States, Cincinnati, Ohio.	239,457 31	
Assistant treasurer United States, New Orleans, La.	117,601 11	
Assistant treasurer United States, New York, N. Y.	2,739,811 41	3,224,656 32
Assistant treasurer United States, Philadelphia, Pa.	667,702 80	
Assistant treasurer United States, San Francisco, Cal.	586,211 47	
Assistant treasurer United States, Saint Louis, Mo.	344,075 47	
First National Bank, Denver, Colo.	17,833 46	
First National Bank, Galveston, Tex.	1,554 62	
First National Bank, Helena, Mont.	11,398 77	
First National Bank, Leavenworth, Kans.	811 87	
First National Bank, Madison, Wis.		
First National Bank, Memphis, Tenn.	642 87	
First National Bank, Milwaukee, Wis.	133 04	
First National Bank, Montgomery, Ala.	75 00	
First National Bank, Nashville, Tenn.		
First National Bank, Omaha, Nebr.		
First National Bank, Portland, Oreg.	35,131 47	
First National Bank, Portsmouth, N. H.	223 31	
First National Bank, Santa Fe, N. Mex.		
First National Bank, Springfield, Ill.	5,149 15	
First National Bank, Trenton, N. J.		
First National Bank, Walla Walla, Wash.		
First National Bank, Wilmington, Del.	166 40	
First National Bank, Yankton, Dak.	439 32	
Second National Bank, Detroit, Mich.	81 97	
Merchants' National Bank, Cleveland, Ohio.	10 00	
Merchants' National Bank, Little Rock, Ark.	22,055 75	
Merchants' National Bank, Portland, Me.	245 00	
Merchants' National Bank, Savannah, Ga.		
Atlanta National Bank, Atlanta, Ga.	191 58	
Charter Oak National Bank, Hartford, Conn.	336 24	
City National Bank, Grand Rapids, Mich.	200 00	
Colorado National Bank, Denver, Colo.	3 31	
Davenport National Bank, Davenport, Iowa.		
Deseret National Bank, Salt Lake City, Utah.	40,216 86	
Exchange National Bank, Norfolk, Va.		
Farmers' and Mechanics' National Bank, Buffalo, N. Y.	700 00	
Indianapolis National Bank, Indianapolis, Ind.	1,466 73	
Kentucky National Bank, Louisville, Ky.	41 93	
Nassau National Bank, Brooklyn, N. Y.		
National Valley Bank, Staunton, Va.		
Omaha National Bank, Omaha, Nebr.	125 00	
People's National Bank, Charleston, S. C.	409 55	
Planters' National Bank, Richmond, Va.	5,552 96	
Raleigh National Bank of North Carolina, Raleigh, N. C.	25 00	
San Antonio National Bank, San Antonio, Tex.	126 00	
Tradesmen's National Bank, Pittsburgh, Pa.	150 00	
Total.....	6,416,866 32	3,224,716 32



depositories during the fiscal year ended June 30, 1880.

By transfer.	Aggregate accumulation.	Aggregate receipts.	Increase of receipts over 1879.	Decrease of receipts from 1879.	Warrants drawn
\$456,403 25	\$535,908 27	\$79,505 02	\$3,344 76		\$535,217 86
	216,214 60	216,214 60	37,945 07		164,200 72
	703,127 77	703,127 77	24,877 96		357,731 66
400,000 00	977,512 40	577,512 40	182,490 39		776,303 53
50,000 00	289,437 31	239,437 31	36,257 89		275,931 52
600,000 00	717,601 11	117,601 11	28,974 10		645,509 76
	5,964,497 93	5,964,497 93	261,232 34		4,685,353 04
	667,762 80	667,762 80	60,481 64		592,757 39
	586,211 47	586,211 47		\$14,369 07	433,451 38
1,200,000 00	1,544,075 47	344,075 47	120,281 07		1,461,521 35
	17,833 46	17,833 46	13,354 68		
	1,554 62	1,554 62	1,146 02		
	11,598 77	11,598 77	11,598 77		
	811 87	811 87	643 87		
				291 00	
	642 87	642 87	642 87		
	133 04	133 04	108 04		
	75 00	75 00	75 00		
				336 00	
				233 16	
	35,131 47	35,131 47	10,206 08		
	223 31	223 31	223 31		
	5,149 15	5,149 15	98 27		298 50
				200 00	
	166 40	166 40		2,381 78	
	439 32	439 32	258 35	2,759 73	
	81 97	81 97	81 97		
	10 00	10 00		540 85	
	22,055 75	22,055 75	14,848 06		
	245 00	245 00	220 00		
				180 00	
	191 58	191 58		1,058 52	
	336 24	336 24		71 34	
	200 00	200 00		661 00	
	3 31	3 31	3 31		
				5 00	
	40,216 86	40,216 86	34,627 64		423 44
				900 00	
	700 00	700 00			
	1,466 73	1,466 73	562 02		
	41 93	41 93		58 07	
				214 29	
				206 03	
	125 00	125 00	125 00		
	409 55	409 55	409 55		
	5,552 96	5,552 96	3,576 50		
	25 00	25 00		226 55	
	126 00	126 00		1,374 00	
	150 00	150 00	150 00		
2,706,403 25	12,347,986 29	9,641,583 04	848,844 53	26,787 33	9,927,978 21
			26,787 33		
			822,057 20		



## No. 4.—Receipts and disbursements at Treasury depositories

Depositories.	Increase over 1879.	Decrease from 1879.
Treasurer United States, Washington, D. C.		\$600,585 29
Assistant treasurer United States, Baltimore, Md.	\$5,721 55	
Assistant treasurer United States, Boston, Mass.	24,274 24	
Assistant treasurer United States, Chicago, Ill.		134,614 82
Assistant treasurer United States, Cincinnati, Ohio.		411 36
Assistant treasurer United States, New Orleans, La.	147,922 10	
Assistant treasurer United States, New York, N. Y.	242,041 84	
Assistant treasurer United States, Philadelphia, Pa.		67,651 42
Assistant treasurer United States, San Francisco, Cal.	68,803 99	
Assistant treasurer United States, Saint Louis, Mo.	331,515 03	
First National Bank, Denver, Colo.		
First National Bank, Galveston, Tex.		
First National Bank, Helena, Mont.		
First National Bank, Leavenworth, Kans.		
First National Bank, Madison, Wis.		
First National Bank, Memphis, Tenn.		
First National Bank, Milwaukee, Wis.		
First National Bank, Montgomery, Ala.		
First National Bank, Nashville, Tenn.		
First National Bank, Omaha, Nebr.		
First National Bank, Portland, Oreg.		
First National Bank, Portsmouth, N. H.		
First National Bank, Santa Fe, 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.		
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.		
Colorado National Bank, Denver, Colo.		
Davenport National Bank, Davenport, Iowa.		
Deseret National Bank, Salt Lake City, Utah.		
Exchange National Bank, Norfolk, Va.		
Farmers' and Mechanics' National Bank, Buffalo, N. Y.		
Indianapolis National Bank, Indianapolis, Ind.		
Kentucky National Bank, Louisville, Ky.		
Nassau National Bank, Brooklyn, N. Y.		
National Valley Bank, Staunton, Va.		
Omaha National Bank, Omaha, Nebr.		
People's 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.		
Tradesmen's National Bank, Pittsburgh, Pa.		
Total.	\$20,278 75 \$03,183 50 17,095 25	\$03,183 50



*During the fiscal year ended June 30, 1880—Continued.*

Transfer account.		Warrants paid.	Balance subject to draft, June 30, 1880.	Outstanding warrants, June 30, 1879.	Balance as per transcripts, June 30, 1880.
From—	To—				
	\$456,403 25	\$519,434 30	\$97,707 53	\$1,136 77	\$114,560 93
		163,375 60	130,625 15	518 55	131,725 54
\$325,000 00		357,652 43	202,328 80	62 97	202,471 00
	400,000 00	753,006 44	282,010 76	538 36	305,846 21
	50,000 00	275,207 98	93,472 84	3,088 45	97,284 83
	600,000 00	636,077 32	134,866 16	3,354 65	147,421 55
2,050,000 00		4,618,561 94	851,000 08	19,151 79	936,792 88
		590,591 40	199,489 46	65 44	201,693 15
200,000 00		440,144 55	139,308 98	18,008 45	151,193 24
	1,200,000 00	1,459,836 07	169,098 52	5,658 70	176,773 34
			14,983 36		14,983 36
7,080 80					
1,554 62			5,759 86		5,759 86
5,838 91			700 00		700 00
111 87					
642 87					
133 04					
75 00					
35,282 95			4,797 63		4,797 63
			223 31		223 31
298 50					
4,421 94			727 21		727 21
3,092 53					
205 00			234 32		234 32
81 97					
50 00			10 00		10 00
22,034 54			641 89		641 89
245 00					
196 58					
684 29			286 24		286 24
200 00					
3 31					
625 00					
45,358 07			448 01		448 01
700 00					
1,428 37			123 36		123 36
41 93					
214 29					
125 00					
297 32			112 55		112 55
			5,552 96		5,552 96
253 55					
126 00					
			150 00		150 00
2,706,403 25	2,706,403 25	9,813,888 03	2,335,643 98	52,484 13	2,500,513 37



*Comparative statement between fiscal years of 1879 and 1880 at Treasury depositories.*

Deposits for fiscal year of 1880.....	\$8,419,886 57	
Deposits for fiscal year of 1879.....	5,594,809 22	
Increase in deposits for 1880 .....	822,057 20	
Grants from the Treasury for 1879 .....	\$5,150,908 28	
Grants from the Treasury for 1880 .....	3,224,716 52	
Decrease in grants for 1880 .....	1,926,189 76	
Increase in deposits for 1880.....	822,057 20	
Add decrease in aggregate receipts for 1880 .....	1,104,132 56	
	1,926,189 76	
Aggregate receipts for 1879 .....	10,745,715 60	
Aggregate receipts for 1880 .....	9,641,583 04	
	1,104,132 56	
Decrease of grants for 1880 .....	1,926,189 76	
Deduct increase of deposits for 1880 .....	822,057 20	
Decrease in aggregate receipts for 1880 .....	1,104,132 56	
Increase in deposits for 1880 .....	848,844 53	
Decrease in deposits for 1880 .....	26,787 33	
Increase for 1880, as shown above.....	822,057 20	
Warrants drawn for 1880 .....	9,927,978 21	
Warrants drawn for 1879 .....	9,910,882 96	
Increase of warrants drawn for 1880 .....	820,278 73	
Deduct decrease of warrants drawn for 1880 .....	803,183 50	
Increase for 1880 .....	17,095 25	17,095 25
Balance subject to draft June 30, 1879 .....	2,620,334 23	
Balance subject to draft June 30, 1880 .....	2,335,648 98	
Decrease for 1880 .....	284,685 25	
Total number of warrants issued during fiscal year 1880 .....	13,940	
Total number of warrants issued during fiscal year 1879 .....	12,718	
Increase for 1880 .....	1,222	

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, 1880.

Offices.	Proceeds.	Deposits.	Collections.	Aggregate accu- mulations.	Amount subject to draft June 30, 1879.	Total.	Disbursements.	Amount subject to draft June 30, 1880.	Credit balance June 30, 1880.
Adrian, Mich.	\$6,893 51	\$659 08	\$1,793 08	\$7,533 19	\$2,011 56	\$10,144 75	\$4,811 76	\$5,382 99	
Albany, N. Y.	90,896 42	63,727 97	91,793 08	166,417 47	24,456 46	180,873 93	164,932 09	15,941 84	
Albion, N. Y.	1,747 36	706 71	540 49	2,564 56	34 68	3,199 24	2,053 59	1,145 65	
Albia, Iowa	50,604 79	15,720 43	856 59	65,961 81	3,406 00	69,367 81	71,853 85	7,526 20	
Auburn, N. Y.	21,500 83	1,971 93	2,376 73	25,908 49	3,994 04	29,904 13	26,904 13	7,000 50	
Austin, Mo.	56,347 15	6,563 79	3,874 93	62,910 94	3,417 22	76,483 85	50,783 26	16,700 50	
Austin, Tex.	16,606 85	10,704 50	3,407 49	31,186 28	3,943 63	34,800 50	31,869 00	2,931 50	
Bangor, Me.	16,630 01	12,476 38	3,434 83	28,573 89	3,001 66	33,517 52	27,800 23	5,717 29	
Bay City, Mich.	4,093 88	5,334 83	10 28	9,408 96	4,304 35	17,905 37	14,803 24	3,102 03	
Birmingham, N. Y.	11,637 13	1,768 11	195 68	13,600 92	4,497 37	38,284 22	26,614 70	11,679 52	
Burlington, Vt.	22,379 52	9,655 03	44 12	32,078 67	6,215 55	38,294 22	15,795 03	4,046 14	
Camden, N. J.	14,705 14	649 26	38 12	15,354 40	4,853 68	19,841 77	2,084 82	1,186 00	
Charleston, Ill.	1,776 39	613 63	225 00	2,428 14	5,492 96	68,861 38	63,718 82	5,162 56	
Charleston, S. C.	48,374 11	17,954 10	136 66	183,375 08	13,277 28	206,652 94	197,370 96	9,272 98	
Cleveland, Ohio	175,421 58	16,830 84	98 71	184,067 41	12,506 73	96,634 14	85,408 02	11,226 12	
Columbus, Ohio	19,433 29	27,468 35	34 49	47,000 35	11,625 63	58,625 98	41,885 62	16,740 36	
Concord, N. H.	18,506 16	34,480 63	34 49	53,111 28	5,618 41	53,111 28	44,785 17	8,326 11	
Concord, N. Y.	7,850 77	674 97	18 45	4,544 19	1,074 22	5,618 41	4,728 51	889 90	
Decorah, Iowa	37,687 91	75,927 49	12,884 93	106,510 17	26,640 33	133,150 50	132,444 55	40,705 95	
Denver, Colo.	37,679 59	17,836 65	1,102 83	56,619 17	10,160 04	66,779 21	48,401 72	18,377 49	
Des Moines, Iowa	180,705 99	19,974 67	376 70	201,057 36	55,034 17	256,091 53	216,100 06	39,991 47	
Detroit, Mich.	28,357 92	21,692 97	4,196 37	52,277 26	3,040 80	55,318 06	43,382 83	11,935 23	
Dubuque, Iowa	24,518 89	5,196 06	16,447 36	16,447 36	3,527 82	19,975 18	13,781 59	6,193 59	
East Saginaw, Mich.	1,930 85	5,196 06	251 89	28,714 95	5,294 96	34,009 80	29,148 85	5,860 95	
Elmira, N. Y.	7,137 56	7,137 56	200 46	30,216 77	3,596 96	33,816 73	30,263 38	3,553 35	
Evansville, Ind.	22,827 32	2,963 83	200 46	6,708 08	7,742 51	7,742 51	7,142 47	690 04	
Fort Wayne, Ind.	3,878 79	5,443 54	77 02	25,804 81	5,162 24	30,967 05	26,400 10	4,566 95	
Grand Rapids, Mich.	20,361 27	28,221 43	18,776 77	68,470 08	9,263 70	78,733 78	53,104 29	25,629 49	
Harrisburg, Pa.	41,171 63	28,221 43	18,776 77	79,342 73	1,361 39	80,704 12	80,854 01	8,938 01	
Hartford, Conn.	83,974 30	31,975 33	27 98	115,977 71	13,533 46	129,511 17	120,403 16	2,122 23	
Houghton, Mich.	1,109 57	5,892 80	3,466 24	6,802 37	1,228 60	8,030 87	5,908 74	2,122 13	
Huntsville, Ala.	18,451 43	51,346 24	1,208 34	71,006 11	8,122 71	79,128 82	74,185 10	4,943 72	
Indianapolis, Ind.	3,226 49	532 57	3,668 23	4,157 29	559 93	4,717 22	4,430 81	2,886 31	
Iowa City, Iowa	7,873 42	8,310 82	14 43	10,267 65	3,741 97	13,009 62	11,047 34	2,961 68	
Jacksonville, Fla.	97,412 65	539 59	539 59	106,262 56	10,901 77	117,164 33	108,326 35	8,837 98	
Jamestown, N. Y.	10,291 53	5,485 55	66 28	15,823 36	1,849 38	17,772 74	14,510 64	3,262 10	
Kalamazoo, Mich.	9,544 72	2,760 56	12,305 28	12,305 28	4,230 28	16,555 56	13,091 85	3,463 71	
	15,476 28	6,720 51	500 10	22,756 89	5,292 23	28,049 19	18,095 29	9,953 83	



No. 5.—Receipts and disbursements at depository post-offices, &amp;c.—Continued.

Office.	Proceeds.	Deposits.	Collections.	Aggregate accu- mulations.	Amount subject to draft 1879.	Total.	Disbursements.	Amount subject to draft June 30, 1880.	Credit balances June 30, 1880.
Keene, N. H.	78,298.74	14,811.56	8051.67	\$9,104.69	421.20	528.89	18	0168	43
Kokuk, Iowa	11,116.32	4,264.52	37	19,322.51	2,060.27	27	736	75	702.35
Knoxville, Tenn.	46,619.25	2,850.40	57.10	20,527.65	9,211.47	58	20,134.14	6,604.08	6,604.08
Laurens, Mich.	42,963.15	4,951.87	116.04	18,171.06	6,005.67	24,176.73	15,381.94	8,794.73	8,794.73
Leavenworth, Kans.	18,561.19	83,786.80	1,313.12	103,781.11	10,546.11	111,327.92	131,684.93	2,242.90	2,242.90
Lexington, Ky.	13,735.77	8,065.32	2,917.91	16,509.69	1,651.22	27,240.42	25,129.41	2,120.21	2,120.21
Lima, Ohio	7,897.77	10,063.94	577.28	16,396.93	3,129.23	19,526.12	11,210.41	4,257.90	4,257.90
Louisville, Ky.	118,600.01	13,379.65	254.17	162,488.13	2,254.85	167,743.98	167,111.41	11,578.07	11,578.07
Louisville, Wis.	18,692.76	9,154.75	456.58	58,663.89	8,431.24	67,095.13	67,095.13	157.38	157.38
Madison, N. Y.	4,044.09	1,229.93	45.46	5,316.61	9,417.65	5,234.29	9,270.86	2,063.16	2,063.16
Marquette, Mich.	3,491.79	1,388.54	155.45	5,035.78	488.16	5,523.94	5,523.94	0.01	0.01
Marshalltown, Iowa	8,456.88	2,102.17	3	12,596.97	789.73	15,386.70	15,386.70	1,776.74	1,776.74
Meadville, Pa.	9,814.89	52,571.63	178.94	62,396.95	17,184.10	79,581.05	67,862.48	11,716.54	11,716.54
Memphis, Tenn.	35,281.34	13,577.27	178.94	49,057.55	4,026.69	53,084.24	52,741.44	342.20	342.20
Memphis, Wis.	117,843.93	37,602.91	75.80	185,520.64	22,323.31	207,843.95	177,923.70	31,929.10	31,929.10
Mobile, Ala.	30,460.00	10,706.24	90.72	41,369.07	1,044.05	42,413.12	39,933.68	2,480.01	2,480.01
Montgomery, Ala.	13,608.41	10,823.29	4,423.55	28,975.28	8,812.85	37,788.13	28,943.25	8,844.91	8,844.91
Montpelier, Vt.	5,971.81	5,106.91	304.20	11,442.95	8,860.60	15,303.55	11,822.31	3,481.24	3,481.24
Mount Pleasant, Iowa	4,037.46	1,813.67	25.62	5,870.53	1,210.45	7,080.98	4,730.02	2,350.96	2,350.96
Nashville, Tenn.	33,644.66	5,673.15	25.62	50,304.55	4,128.08	54,432.63	55,379.97	8,153.00	8,153.00
Newark, N. J.	80,249.18	23,683.17	2,179.46	122,031.79	23,739.85	145,831.64	126,393.49	29,438.15	29,438.15
New Bedford, Mass.	24,257.52	2,016.73	3	26,274.30	10,846.44	37,120.74	36,449.50	671.24	671.24
New Haven, Conn.	71,679.60	10,111.96	3	165,791.56	12,298.30	178,089.86	157,505.70	20,494.16	20,494.16
Norwich, N. Y.	7,983.43	2,395.35	336.23	6,782.88	6,300.81	13,083.69	11,126.94	1,946.75	1,946.75
Ogdensburg, N. Y.	4,693.29	4,107.42	1,313.36	15,399.68	1,730.63	17,130.31	17,311.57	4,618.74	4,618.74
Olean, N. Y.	4,293.77	4,107.42	316.35	10,657.06	5,794.37	16,451.43	11,527.20	4,924.23	4,924.23
Omaha, Neb.	43,692.35	29,368.54	4,824.36	77,865.67	6,312.26	84,177.93	83,476.03	700.90	700.90
Peoria, Ill.	40,023.35	5,613.69	2,394.95	298,789.98	18,345.53	317,135.51	292,082.64	15,055.87	15,055.87
Pittsburgh, Pa.	198,000.31	28,394.72	125.34	226,395.08	6,312.26	232,707.34	226,082.64	11,000.04	11,000.04
Plattsburgh, N. Y.	5,777.52	4,447.72	2,394.95	10,350.58	3,657.69	14,008.27	13,026.11	978.16	978.16
Portland, Me.	155,349.49	36,195.53	800.64	192,345.66	8,087.32	200,433.02	183,098.72	15,798.70	15,798.70
Portsmouth, N. H.	8,031.27	12,082.39	212.18	20,133.69	1,492.41	21,626.10	20,283.73	1,342.37	1,342.37
Portsmouth, Ohio	8,121.37	3,341.40	212.18	10,674.95	1,492.41	12,167.36	11,015.40	1,151.96	1,151.96
Providence, R. I.	117,968.46	62,773.05	97.47	180,940.28	43,986.37	224,926.65	207,770.25	17,217.50	17,217.50
Raleigh, N. C.	14,406.66	8,290.83	312.96	23,018.75	3,486.94	26,505.69	24,962.68	1,543.01	1,543.01
Richmond, Va.	67,159.60	18,602.90	733.04	86,573.54	9,439.68	96,013.22	92,472.28	3,541.94	3,541.94
Rochester, N. Y.	112,498.61	19,835.00	2,050.52	135,384.80	6,174.14	141,558.94	137,455.19	39,700.94	39,700.94
Rutland, Vt.	7,803.32	7,727.89	856.96	16,388.17	2,705.11	19,093.28	16,504.58	2,588.70	2,588.70
Saint Albans, Vt.	4,412.20	1,534.18	856.96	5,946.36	5,689.81	6,536.19	5,363.35	1,166.00	1,166.00



Salisbury, Vt.....	5,504 50	4,323 43	45 56	9,778 54	4,978 03	14,756 57	12,627 20	2,129 37	.....
Saint Paul, Minn.....	75,016 96	83,760 29	5,709 66	119,496 93	9,703 91	129,190 84	124,863 27	4,537 57	.....
Sandusky, Ohio.....	9,686 92	3,944 70	1,062 76	14,663 37	2,241 25	16,844 62	16,021 65	4,822 67	.....
Savannah, Ga.....	34,636 77	2,705 14	841 83	37,663 74	2,732 66	40,416 40	37,118 10	3,298 30	.....
Saverton, Pa.....	13,973 77	14,330 30	106 96	28,420 03	6,573 88	34,993 91	24,219 80	10,774 11	.....
Springfield, Ill.....	19,740 50	2,689 49	47 50	22,377 49	6,331 66	28,709 15	24,082 56	4,626 59	.....
Springfield, Mass.....	46,685 86	34,369 68	31 25	84,046 79	4,464 86	88,551 67	85,540 22	3,011 45	.....
Stamford, Ohio.....	8,590 93	3,367 86	.....	11,946 79	3,854 86	15,801 65	9,853 19	5,946 46	.....
Syracuse, N. Y.....	67,985 22	14,640 75	6,434 21	89,160 18	3,117 33	92,277 51	86,981 12	5,296 39	.....
Taunton, Mass.....	12,918 24	4,392 47	365 07	17,310 71	3,987 40	20,308 11	18,427 72	1,880 39	.....
Terre Haute, Ind.....	18,303 43	4,000 96	4,863 16	22,609 48	3,161 89	25,831 37	23,807 67	2,023 70	.....
Towanda, Pa.....	3,874 26	3,320 23	.....	12,077 64	1,377 78	13,455 42	9,136 70	4,318 72	.....
Urbana, Ohio.....	5,116 45	5,335 87	4 17	10,456 32	3,268 32	13,722 61	12,106 97	1,615 84	.....
Utica, N. Y.....	39,602 95	13,827 81	.....	53,430 76	17,390 98	70,821 74	60,903 77	9,917 77	.....
Watertown, N. Y.....	12,990 11	3,030 21	47 40	16,076 81	3,154 21	19,231 02	13,493 25	5,737 77	.....
Walaborough, Pa.....	2,181 65	1,570 90	.....	3,752 55	1,566 77	5,319 32	3,325 78	1,908 54	.....
Wheeling, W. Va.....	29,121 47	12,083 12	77 75	41,205 39	4,717 08	45,922 47	40,050 09	5,872 38	.....
Williamsport, Pa.....	17,318 43	4,432 61	.....	21,828 79	4,008 00	25,836 79	22,962 90	2,973 80	.....
Winona, Minn.....	8,315 11	14,429 02	56 41	22,800 54	5,100 50	27,901 04	26,839 80	1,061 15	.....
Winton, Ohio.....	6,734 60	2,102 54	.....	8,837 14	2,388 37	11,225 51	6,928 74	4,296 77	.....
Worcester, Mass.....	63,708 94	31,055 42	.....	94,764 36	24,117 91	118,882 07	100,786 92	18,095 15	.....
Zanesville, Ohio.....	14,810 29	7,294 65	.....	22,104 94	4,131 91	26,236 85	18,904 13	7,332 72	.....
Total.....	3,444,574 16	1,471,315 42	110,925 80	5,026,815 38	700,695 06	5,727,510 44	5,002,156 80	727,972 32	2,618 68

A. D. HAZEN,  
Third Assistant Postmaster-General



No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal-cards issued during the fiscal year ending June 30, 1880.*

### ORDINARY POSTAGE-STAMPS.

Quart ending—	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, 1879	42,098,000	16,289,750	128,951,300	2,606,180	1,486,150	2,209,580	266,120	84,640	7,700	\$5,137,280 00
December 31, 1879	54,311,200	18,805,550	129,452,900	3,021,100	1,429,200	2,206,250	243,140	95,280	7,080	5,334,866 00
March 31, 1880	60,025,900	23,080,900	148,615,700	3,847,340	1,850,000	3,104,350	307,440	134,019	5,020	6,294,527 00
June 30, 1880	62,944,700	18,349,500	134,583,700	3,297,160	1,689,350	2,679,780	298,420	101,620	5,390	5,648,245 00
Total	228,440,800	76,585,700	541,003,600	12,771,780	6,364,700	10,349,830	1,115,120	415,550	25,790	22,414,928 00

### NEWSPAPER AND PERIODICAL POSTAGE STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.										Value.
	2-cent.	4-cent.	6-cent.	8-cent.	10-cent.	12-cent.	24-cent.	36-cent.	48-cent.	60-cent.	72-cent.
September 30, 1879	100,620	57,325	38,335	27,750	62,065	28,035	26,000	15,890	11,040	14,250	7,640
December 31, 1879	90,705	58,555	37,320	28,930	61,835	29,965	27,475	17,135	9,620	10,820	4,370
March 31, 1880	97,640	56,655	37,470	28,410	61,707	27,090	26,170	13,580	9,965	13,040	6,630
June 30, 1880	124,220	68,260	44,925	34,240	73,019	31,200	30,405	15,670	10,985	13,435	7,905
Total	422,185	240,795	157,150	117,330	259,526	113,380	105,950	57,275	41,620	51,545	25,645

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS—Continued.										Value.
	84-cent.	90-cent.	\$1.92.	\$3.	\$6.	\$9.	\$12.	\$24.	\$36.	\$48.	\$90.
September 30, 1879	6,405	12,725	7,940	8,075	3,441	2,138	2,161	1,035	540	350	1,083
December 31, 1879	3,905	11,910	6,810	5,064	3,679	2,205	2,657	939	482	421	1,153
March 31, 1880	6,486	11,745	7,295	7,498	3,006	1,505	1,851	1,043	779	381	1,163
June 30, 1880	6,515	14,010	7,675	7,562	3,270	2,206	2,935	1,291	550	783	1,605
Total	23,210	50,390	29,720	29,119	13,906	8,144	9,604	4,308	2,321	1,903	4,064
											1,202,908 80



## ORDINARY STAMPED ENVELOPES AND WRAPPERS.

Quarter ending--	NUMBER AND DENOMINATIONS OF ENVELOPES.								NEWSPAPER-WRAPPERS.		Value.	
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.	15-cent.	30-cent.	90-cent.	1-cent.		2-cent.
September 30, 1879	5,618,750	580,500	14,630,900	23,750	30,200	1,500	.....	1,000	.....	6,907,750	670,500	\$645,725 19
December 31, 1879	7,591,000	918,000	15,644,050	17,500	41,700	1,000	.....	2,500	100	6,463,250	660,250	704,837 45
March 31, 1880	9,594,250	855,000	17,264,000	25,250	41,100	1,100	.....	250	.....	7,821,500	747,750	794,954 08
June 30, 1880	9,335,500	779,000	15,540,950	30,250	44,400	.....	.....	250	.....	7,802,000	612,500	792,509 81
Total	32,105,500	3,162,500	63,079,900	102,750	137,400	3,600	3,000	1,250	100	28,994,500	2,691,000	2,878,026 53

## STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Quarter ending--	NUMBER AND DENOMINATIONS OF ENVELOPES.						Value.
	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	15-cent.	
September 30, 1879	691,000	654,000	17,094,250	5,000	34,500		\$579,535 40
December 31, 1879	1,225,500	611,500	17,993,250	11,000	63,500		613,537 50
March 31, 1880	1,407,500	618,500	18,291,500	8,500	65,000		628,494 60
June 30, 1880	1,288,500	575,000	16,231,500	13,000	67,500	500	559,767 65
Total	4,583,500	2,459,000	69,520,500	37,500	234,500	500	2,361,355 15

## POSTAGE-DUE STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.							Value.
	1-cent.	2-cent.	3-cent.	5-cent.	10-cent.	30-cent.	50-cent.	
September 30, 1879	196,900	200,800	390,700	377,700	194,200	47,480	35,870	\$68,190 00
December 31, 1879	258,000	146,200	640,400	78,000	65,800	5,000	10,000	41,696 00
March 31, 1880	349,000	187,700	1,019,000	152,400	123,400	700	100	57,463 00
June 30, 1880	394,200	190,300	955,800	159,400	119,400	11,100	10,050	64,487 00
Total	1,196,000	695,000	2,999,900	767,500	502,800	64,280	56,020	251,836 00



No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ending June 30, 1880.—Continued.*

POSTAL CARDS.

Quarter ending—	NUMBER AND DENOMINA- TIONS OF CARDS.		Value.
	1-cent.	2-cent.	
September 30, 1879.....	63,324,500	.....	\$633,245 00
December 31, 1879.....	67,990,000	1,931,500	718,530 00
March 31, 1880.....	70,536,000	654,000	718,440 00
June 30, 1880.....	67,903,500	211,000	683,255 00
Total.....	269,754,000	2,796,500	2,753,470 00

OFFICIAL POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATIONS OF STAMPS.										Value.	
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.		90-cent.
September 30, 1879	12,000	27,000	248,000	64,000	.....	5,000	22,000	28,000	.....	10,500	1,000	\$23,030 00
December 31, 1879	513,050	23,500	279,300	115,700	25	418,025	21,025	12,525	7,325	11,025	1,525	73,613 50
March 31, 1880	514,500	27,500	225,623	133,733	28	9,550	48,730	12,725	4,500	13,516	1,855	37,205 58
June 30, 1880	500,000	.....	13,000	6,000	.....	.....	.....	.....	.....	2,000	.....	6,350 00
Total	1,539,550	78,000	765,923	339,433	53	432,575	91,755	51,250	12,025	37,041	4,380	140,199 08



## OFFICIAL STAMPED ENVELOPES AND WRAPPERS ISSUED TO THE WAR DEPARTMENT.

## Quarter ending—

	NUMBER AND DENOMINATION OF ENVELOPES.	NEWSPAPER- WRAPPERS.		Value.
		3-cent.	1-cent.	
September 30, 1879.....	125,000			\$4,000 00
December 31, 1879.....	81,000		250,000	5,377 40
March 31, 1880.....	85,000			2,703 00
June 30, 1880.....	80,000			2,544 00
Total.....	371,000	250,000		14,624 40

## RECAPITULATION.

Articles issued.	Number.		Amount.
Ordinary postage-stamps.....	875,681	970	\$22,414,923 00
Newspaper and periodical stamps.....	1,770	082	1,252,903 30
Ordinary stamped envelopes, plain.....	98,616	000	2,496,238 93
Ordinary stamped envelopes, request.....	76,835	500	2,381,355 15
Newspaper-wrappers.....	31,685	500	381,787 60
Postage-free stamps.....	6,294	500	251,836 00
Postal cards.....	272,550	500	2,753,470 00
Official postage-stamps.....	3,351	965	140,199 08
Official stamped envelopes and wrappers.....	621	000	14,624 40
Aggregate.....	1,367,397	047	\$2,087,342 46

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, 1880.*

Description.	Quarter ending September 30, 1879.	Quarter ending December 31, 1879.	Quarter ending March 31, 1880.	Quarter ending June 30, 1880.	Total.
<i>Ordinary postage-stamps.</i>					
One-cent	42,068,000	54,511,200	66,025,900	62,944,700	225,449,800
Two-cent	16,289,750	18,865,550	23,080,900	18,349,500	76,585,700
Three-cent	128,951,300	129,452,900	148,615,700	134,583,700	541,603,600
Five-cent	2,600,180	3,021,100	3,847,340	3,297,160	12,775,780
Six-cent	1,496,150	1,329,200	1,850,000	1,689,350	6,364,700
Ten-cent	2,209,580	2,266,220	3,194,350	2,679,780	10,349,830
Fifteen-cent	206,120	243,140	307,440	298,420	1,155,120
Thirty-cent	84,640	95,280	134,010	101,620	415,550
Ninety-cent	7,700	7,080	5,620	5,390	25,790
Value	\$5,137,290 00	\$5,334,886 00	\$6,294,527 00	\$5,648,245 00	\$22,414,928 00
<i>Newspaper and periodical stamps.</i>					
Two-cent	100,620	99,705	97,640	124,220	422,185
Four-cent	57,325	58,555	56,655	68,260	240,795
Six-cent	38,335	37,320	37,470	44,025	157,150
Eight-cent	27,750	26,930	28,410	34,240	117,330
Ten-cent	62,965	61,835	61,707	73,019	259,526
Twelve-cent	28,035	26,965	27,090	31,290	113,380
Twenty-four-cent	26,900	22,475	26,170	30,405	105,950
Thirty-six-cent	15,890	12,135	13,580	15,670	57,275
Forty-eight-cent	11,040	9,620	9,905	10,995	41,560
Sixty-cent	14,250	10,820	13,040	13,435	51,545
Seventy-two-cent	7,640	4,370	6,630	7,005	25,645
Eighty-four-cent	6,405	3,805	6,485	6,515	23,210
Ninety-six-cent	12,725	11,910	11,745	14,010	50,390
One-dollar and ninety-two-cent.	7,940	6,810	7,295	7,675	29,720
Three-dollar	8,075	5,964	7,498	7,582	29,119
Six-dollar	3,441	3,679	3,606	3,270	13,996
Nine-dollar	2,138	2,205	1,595	2,206	8,144
Twelve-dollar	2,161	2,057	1,851	2,935	9,004
Twenty-four-dollar	1,035	939	1,043	1,291	4,208
Thirty-six-dollar	540	452	779	550	2,321
Forty-eight-dollar	350	421	381	753	1,905
Sixty-dollar	1,093	1,153	1,153	1,565	4,964
Value	\$299,558 60	\$289,763 80	\$298,681 90	\$364,899 00	\$1,252,903 30
<i>Postage-due stamps.</i>					
One-cent	196,900	258,000	349,900	394,200	1,199,000
Two-cent	200,800	146,200	167,700	190,300	605,000
Three-cent	390,700	640,400	1,013,000	955,800	2,999,900
Five-cent	377,700	78,000	152,400	159,400	767,500
Ten-cent	194,200	65,800	123,400	119,400	502,800
Thirty-cent	47,480	5,000	700	11,100	64,280
Fifty-cent	35,870	10,000	100	10,050	56,020
Value	\$88,190 00	\$41,606 00	\$57,463 00	\$64,487 00	\$251,826 00
<i>Ordinary stamped envelopes and wrappers.</i>					
One-cent	5,618,750	7,591,000	9,560,250	9,335,500	32,105,500
Two-cent	580,500	948,000	855,000	779,000	3,162,500
Three-cent	14,630,900	15,644,050	17,264,000	15,540,950	63,079,900
Five-cent	23,750	17,500	25,250	36,250	102,750
Six-cent	30,200	41,700	41,100	44,400	157,400
Ten-cent	1,500	1,000	1,100	250	4,000
Fifteen-cent		2,500	250	250	3,000
Thirty-cent	1,000	250			1,250
Ninety-cent		100			100
One-cent wrappers	6,907,750	6,463,250	7,821,500	7,802,000	28,994,500
Two-cent wrappers	670,500	660,250	747,750	612,500	2,691,000
Value	\$645,725 19	\$704,837 45	\$794,954 08	\$732,509 81	\$2,878,026 53
<i>Stamped envelopes bearing a request to return.</i>					
One-cent	661,000	1,225,500	1,407,500	1,289,500	4,583,500
Two-cent	654,000	611,500	618,500	675,000	2,559,000
Three-cent	17,094,250	17,903,250	18,201,500	16,231,500	69,530,500
Five-cent	5,000	11,000	8,500	13,000	37,500
Six-cent	38,500	63,500	65,000	67,500	234,500
Fifteen-cent				500	500
Value	\$579,535 40	\$613,537 50	\$628,494 00	\$559,787 05	\$2,381,354 95



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

Description.	Quarter end- ing Septem- ber 30, 1879.	Quarter end- ing Decem- ber 31, 1879.	Quarter end- ing March 31, 1880.	Quarter end- ing June 30, 1880.	Total.
<i>Postal cards.</i>					
One-cent .....	63, 324, 500	67, 990, 000	70, 536, 000	67, 903, 500	269, 754, 000
Two-cent .....		1, 931, 509	654, 000	211, 000	2, 796, 509
Value .....	\$633, 245 00	\$718, 530 00	\$718, 440 00	\$683, 255 00	\$2, 753, 470 00
<i>Official postage-stamps.</i>					
One-cent .....	12, 000	513, 050	514, 500	500, 000	1, 539, 550
Two-cent .....	27, 000	23, 500	27, 500		78, 000
Three-cent .....	248, 000	279, 300	225, 633	13, 000	765, 933
Six-cent .....	64, 000	115, 700	153, 733	6, 000	329, 433
Seven-cent .....		25	28		53
Ten-cent .....	5, 000	418, 025	9, 550		432, 575
Twelve-cent .....	22, 000	21, 025	48, 730		91, 755
Fifteen-cent .....	26, 000	12, 525	12, 725		51, 250
Twenty-four cent .....		7, 525	4, 500		12, 025
Thirty-cent .....	10, 500	11, 025	13, 516	2, 000	37, 041
Ninety-cent .....	1, 000	1, 525	1, 855		4, 380
Value .....	\$23, 030 00	\$73, 013 50	\$37, 205 58	\$6, 350 00	\$140, 199 08
<i>Official stamped envelopes and wrappers issued to War De- partment.</i>					
Three-cent .....	125, 000	81, 000	85, 000	80, 000	371, 000
One-cent wrappers .....		250, 000			250, 000
Value .....	\$4, 000 00	\$5, 377 40	\$2, 703 00	\$2, 544 00	\$14, 624 40

## RECAPITULATION.

Description.	Number.	Amount.
Ordinary postage-stamps .....	875, 681, 970	\$22, 414, 928 00
Newspaper and periodical stamps .....	1, 770, 082	1, 252, 903 30
Ordinary stamped envelopes, plain .....	98, 616, 000	2, 496, 238 93
Ordinary stamped envelopes, request .....	76, 835, 500	2, 381, 355 15
Total stamped envelopes .....	175, 451, 500	4, 877, 594 08
Newspaper-wrappers .....	31, 685, 500	381, 787 60
Postage-due stamps .....	6, 284, 500	251, 836 00
Postal cards .....	272, 550, 500	2, 753, 470 00
Official postage-stamps .....	3, 351, 995	140, 199 08
Official stamped envelopes and wrappers .....	621, 000	14, 624 40
Whole number and value of stamps, stamped envelopes, and wrappers .....	1, 367, 307, 047	32, 087, 342 46

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



No. 8.—Statement showing number and value of official postage-stamps issued to the several executive departments during the fiscal year ending June 30, 1880.

Department.	Number and denominations of stamps.										Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.
War.....	1,527,550	61,000	442,933	270,433	53	41,075	89,755	25,250	12,025	36,541	3,380
Navy.....		7,000	15,000	5,000							
Interior.....	12,000	10,000	268,000	59,000			2,000	26,000		500	1,000
Agriculture.....			40,000	5,000							
Treasury.....						391,500					
Total.....	1,539,550	78,000	765,933	339,433	53	432,575	91,755	51,250	12,025	37,041	4,380

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



No. 9.—Statement showing the issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1880.

Denominations.	Number of ordinary stamps, including postage-due stamps.	Number of stamped envelopes and newspaper wrappers.	Number of postal cards.	Number of newspaper and periodical stamps.	Total.
One-cent .....	227,648,800	65,683,500	260,754,000	.....	563,086,300
Two-cent .....	77,280,700	8,312,500	2,796,500	422,185	88,811,885
Three-cent .....	544,603,500	132,600,400	.....	.....	677,203,900
Four-cent .....	.....	.....	.....	240,795	240,795
Five-cent .....	13,539,280	140,250	.....	.....	13,679,530
Six-cent .....	6,364,700	391,900	.....	157,150	6,913,750
Eight-cent .....	.....	.....	.....	117,330	117,330
Ten-cent .....	10,852,730	3,600	.....	259,526	11,115,856
Twelve-cent .....	.....	.....	.....	113,380	113,380
Fifteen-cent .....	1,115,120	3,500	.....	.....	1,118,620
Twenty-four-cent .....	.....	.....	.....	105,950	105,950
Thirty-cent .....	479,830	1,250	.....	.....	481,080
Thirty-six-cent .....	.....	.....	.....	57,275	57,275
Forty-eight-cent .....	.....	.....	.....	41,620	41,620
Fifty-cent .....	56,020	.....	.....	.....	56,020
Sixty-cent .....	.....	.....	.....	51,545	51,545
Seventy-two-cent .....	.....	.....	.....	25,645	25,645
Eighty-four-cent .....	.....	.....	.....	23,210	23,210
Ninety-cent .....	25,790	100	.....	.....	25,890
Ninety-six-cent .....	.....	.....	.....	50,390	50,390
One dollar and ninety-two-cent .....	.....	.....	.....	29,720	29,720
Three-dollar .....	.....	.....	.....	29,119	29,119
Six-dollar .....	.....	.....	.....	13,996	13,996
Nine-dollar .....	.....	.....	.....	8,144	8,144
Twelve-dollar .....	.....	.....	.....	9,604	9,604
Twenty-four-dollar .....	.....	.....	.....	4,308	4,308
Thirty-six-dollar .....	.....	.....	.....	2,321	2,321
Forty-eight-dollar .....	.....	.....	.....	4,905	4,905
Sixty-dollar .....	.....	.....	.....	4,964	4,964
Aggregate .....	881,966,470	207,137,000	272,550,500	1,770,082	1,363,424,052
Value .....	\$22,666,764 00	\$5,259,381 68	\$2,753,470 00	\$1,252,903 30	\$31,932,518 98
	Number of official stamps issued to executive departments.	Number of official stamped envelopes and wrappers.			Total.
One-cent .....	1,539,550	250,000	.....	.....	1,789,550
Two-cent .....	78,000	.....	.....	.....	78,000
Three-cent .....	765,933	371,000	.....	.....	1,136,933
Six-cent .....	339,433	.....	.....	.....	339,433
Seven-cent .....	53	.....	.....	.....	53
Ten-cent .....	432,575	.....	.....	.....	432,575
Twelve-cent .....	91,755	.....	.....	.....	91,755
Fifteen-cent .....	51,250	.....	.....	.....	51,250
Twenty-four-cent .....	12,025	.....	.....	.....	12,025
Thirty-cent .....	37,041	.....	.....	.....	37,041
Ninety-cent .....	4,380	.....	.....	.....	4,380
Aggregate .....	3,351,995	621,000	.....	.....	3,972,995
Value .....	\$140,199 08	\$14,624 40	.....	.....	\$154,823 48
Total number .....	885,318,465	207,758,000	272,550,500	1,770,082	1,367,397,047
Total value .....	\$22,806,963 08	\$5,274,006 08	\$2,753,470 00	\$1,252,903 30	\$32,087,342 46

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



No. 10.—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, 1880, over those of the preceding year.

Articles issued.	1879.			1880.			Increase.			Per cent. increase.		
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	774,358,780	\$20,117,259 00	875,661,070	\$22,414,028 00	101,323,100	\$2,297,669 00	13,04+		13,04+		11.4+	
Newspaper and periodical stamps	1,552,172	1,088,412 16	1,770,082	1,252,003 30	217,910	164,491 14	14,04+		14,04+		15.1+	
Ordinary stamped envelopes, plain	80,806,700	2,160,417 92	88,616,000	2,496,238 93	17,809,300	335,821 01	22,04+		22,04+		15.5+	
Ordinary stamped envelopes, request	67,058,250	2,139,704 10	76,825,500	2,381,353 15	9,777,250	241,651 05	14,54+		14,54+		11.2+	
Newspaper-wrappers	39,697,000	355,218 90	31,685,500	381,787 60	1,988,500	96,568 70	6,64+		6,64+		7.4+	
Postage-due stamps	15,667,000	385,047 00	6,294,500	251,838 00	*9,383,100	*114,121 00	*50,84+		*50,84+		*31.1+	
Postal cards	221,797,000	2,217,970 00	272,550,500	2,733,470 00	50,733,500	535,540 00	22,84+		22,84+		24.1+	
Total issues for sale to the public	1,190,937,502	28,444,839 08	1,363,424,052	31,932,518 08	172,486,550	3,487,579 90	14,44+		14,44+		12.2+	
Add official stamps	14,201,822	624,999 95	3,351,065	140,199 08	*10,849,827	*484,800 87	*76,34+		*76,34+		*77.5+	
Add official stamped envelopes and wrappers	17,209,150	469,011 90	621,000	14,624 40	*16,588,150	*454,387 50	*96,34+		*96,34+		*96.8+	
Total of all issues	1,222,348,474	29,538,950 93	1,367,397,047	32,087,342 46	145,048,573	2,548,301 53	11,84+		11,84+		8.6+	

\* Decrease.

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



No. 11.—Statement showing amount of dead mail matter treated in the Division of Dead Letters during the year ended June 30 1880.

DEAD LETTERS OPENED.

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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..... 24,000 Received during the year..... 2,590,402		Domestic mailed letters.....	27,437	2,515,765	41,200
Domestic unmailable letters: Held for postage..... 5,115 Received during the year..... 284,503	*2,584,402	Domestic unmailable letters: Held for postage.....	685,298	200,918	c3,432
Containing unmailable articles.....		Containing unmailable articles.....	171,528	1,170	
Misdirected.....		Misdirected.....	430,373	9,167	
Blank (without address).....	239,618	Blank.....			
Domestic third and fourth class matter (packages).....	201,839	Domestic third and fourth-class matter.....		45,664	
Foreign matter: On hand from last fiscal year (letters).... 4,954	591,854	Foreign Matter: Letters.....	212,070		801
Received during the year (letters)..... 207,917	45,664	Printed matter, samples, &c.....	8,860		
Printed matter, samples, &c., returnable to country of origin.....	212,871				
	8,860				
Total.....	1221,731	Total.....	364,008	2,944,210	45,433

\*Including—ordinary unclaimed, 2,394,983; returned from hotels, 50,118; fictitious address, 35,773; returned from foreign countries (domestic origin), 94,082; ship and steamboat letters, brought by sea outside the mails, 1,128; and registered, 2,338. †Including—ordinary, 216,501, and registered, 3,230. a Card and request letters. b Forwarded to address upon receipt of postage. c Awaiting return of notice. d Address corrected and letters forwarded.

A. D. HAZEN  
Third Assistant Postmaster-General.



No. 12.—Statement showing the disposition of mail matter opened in the Division of Dead Letters during the fiscal year ended June 30, 1880.

LETTERS OPENED.	Containing—	MANNER IN WHICH DISPOSED OF.					
		Containing—		Delivered.		Filed.	
		Number.	Value.	Number.	Value.	Number.	Value.
Money:							
Outstanding from last fiscal year	2,864 = \$6,102 61½						
Received during the year	23,400 = 43,336 13						
Minors (drafts, checks, notes, &c.):							
Outstanding from last fiscal year	663 = 85,141 01						
Received during the year	21,311 = 1,526,216 65						
Property (merchandise, books, &c.) received during the year		21,974	1,611,357 66	20,121	1,454,587 44	497	53,473 00
Submitters (receipts, paid notes, &c.) received during the year		58,308		28,890		17,542	
Photographs received during the year		34,771		33,168		1,603	
Postage-stamps received during the year		30,957		26,686		4,271	
Nothing of value		68,749		65,084		3,665	
		2,708,714		612,659			
Total		2,947,737	1,660,796 43½	805,913	1,491,867 25	30,549	58,017 65½
						5,344	110,912 13
							2,105,831

\* Magazines, pamphlets, fruit, cake, seeds, &amp;c.

† Including 68,500 returned to writers, and writers not being found were again sent to the Dead Letter Office.

A. D. HAZEN,

Third Assistant Postmaster-General.



No. 13.—Statement showing the amount, classification, and disposition of unmailable matter received at the Dead-Letter Office for the fiscal year ended June 30, 1880.

Received.		Disposition.	
<i>Letters.</i>		<i>Letters.</i>	
<b>Held for postage:</b>		<b>Held for postage:</b>	
Domestic address.....	255,321	Circulars sent to collect postage:	
Foreign address.....	29,182	Domestic address.....	29,681
		Foreign address (A).....	18,260
<b>Misdirected.</b>		Official and Navy forwarded.....	1,465
Blank.....	284,503	Opened (B).....	235,097
Unmailable, containing coin, jewelry, &c.....	220,638		
Hotel.....	9,167	<b>Misdirected:</b>	
Fictitious and lottery.....	1,170	Turned over to foreign branch.....	18,739
Postal cards.....	56,118	Address corrected and forwarded.....	30,373
	35,773	Opened (B).....	171,526
		Blanks: Opened (B).....	9,167
		<b>Unmailable: Containing coin, &amp;c., opened (B).....</b>	<b>229,805</b>
		<b>Hotel:</b>	<b>1,170</b>
		Turned over to foreign branch.....	3,202
		Opened (B).....	52,916
		<b>Fictitious and lottery:</b>	
		Turned over to foreign branch.....	936
		Opened (B).....	34,837
<b>Total.....</b>	<b>607,369</b>		<b>35,778</b>
			<b>607,369</b>
<i>Packages.</i>		<i>Packages.</i>	
<b>Held for postage.</b>		<b>Examined and turned over to property branch.....</b>	
Misdirected.....	14,716		<b>29,964</b>
Blank.....	5,944		
Excess of weight and measure.....	5,432		
Containing unmailable matter.....	1,796		
	2,076		
<b>Total.....</b>	<b>29,964</b>	<b>Grand total.....</b>	<b>637,333</b>
<b>Grand total.....</b>	<b>637,333</b>		

UNMAILABLE MATTER.

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No. 13.—*Statement showing the amount, classification, and disposition of unmailable matter received at the Dead-Letter Office, &c.—Continued.*

TABLE A.—DISPOSITION OF LETTERS TREATED BY CIRCULAR.

Awaiting reply to circular July 1, 1879.....	5, 115
Treated by circular during the year:	
Domestic address, unopened.....	29, 681
Domestic address, resealed.....	56, 578
Foreign address.....	18, 260
	<u>104, 519</u>
	<u>109, 634</u>
Forwarded in reply to circular during the year:	
Domestic address, unopened.....	27, 095
Domestic address, resealed.....	42, 125
Foreign address.....	14, 583
	<u>83, 803</u>
Turned over to opening branch:	
Unopened.....	7, 490
Resealed.....	14, 909
	<u>22, 399</u>
	<u>106, 202</u>
Awaiting reply to circular July 1, 1880.....	3, 432

TABLE B.—CONTENTS AND DISPOSITION OF OPENED LETTERS.

Money.....	13, 384
Minor.....	10, 319
Subminor.....	11, 313
Property.....	4, 444
Photographs.....	7, 743
Stamps.....	19, 345
No value.....	438, 183
Total.....	<u>\$504, 731</u>
Containing value, turned over to the different branches.....	66, 548
Containing nothing of value, returned to writers.....	235, 057
Containing nothing of value, resealed and treated by circular.....	55, 732
Containing nothing of value, destroyed.....	147, 374
Total.....	<u>504, 731</u>

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



No. 14.—Statement showing the number of foreign dead letters received and disposed of during the fiscal year ended June 30, 1880.

## ORIGINATING IN FOREIGN COUNTRIES.

RECEIVED.		DISPOSITION.				
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressee.	Misdirected letters forwarded to corrected address.	On hand.
Registered letters—		Registered letters...	4,992	113	.....	125
On hand July 1, 1879.....	123					
Received during year.....	5,197					
	5,230					
Ordinary letters—		Ordinary letters.....	205,177	106	1,682	676
On hand July 1, 1879.....	4,831					
Received during year.....	202,810					
	207,641					
Printed matter, &c.....	8,860	Printed matter, &c..	8,860	.....	.....	.....
Total.....	221,731	Total.....	219,029	219	1,682	801

## ORIGINATING IN THE UNITED STATES AND RETURNED BY FOREIGN COUNTRIES.

## RECEIVED.

Class.	Number.
Registered letters .....	669
Ordinary letters .....	109,554
Printed matter, &c.....	8,533
Total .....	118,756



Table showing amount of dead matter returned to and received from each of the foreign countries.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Printed.	Total.	Registered.	Ordinary.	Printed.	Total.
Argentine Republic.....	6	101		107		41		41
Austro-Hungary.....	738	3,077	636	5,051				
Belgium.....	55	761	312	1,128				
Bermuda.....		167		167		35		35
Brazil.....	23	313	13	349		323		323
British Guiana.....		56		56		51	9	60
British Honduras.....		15		15				
British India.....	5	235	4	244				
Canada.....	904	66,801	621	68,326	256	49,266	78	49,600
Cuba.....	21	929	1	951		1,785	342	2,127
Danish West Indies.....	3	151	1	155		211		211
Denmark.....	23	1,874	25	1,922				
Ecuador.....		11		11				
Egypt.....	6	54	8	68				
France.....	137	5,088	3,478	8,703		1,941	1,704	3,645
Germany.....	1,338	24,117	344	25,799				
Great Britain.....	915	62,215	1,566	64,696	349	34,178	561	34,888
Greece.....	11	67	51	129				
Guatemala.....		46		46				
Hawaii.....		267		267		380		380
Honduras, Republic.....		14		14				
Hong-Kong.....	3	136		139		151		151
Italy.....	287	13,633	1,230	15,200	25	1,034	643	1,702
Jamaica.....	1	203	1	205	2	223		223
Japan.....	19	292	1	312		89	40	129
Luxemburg.....	12	233	4	249				
Mauritius.....	1	11		12				
Martinique, French West Indies.....		16		16				
Mexico.....	6	932	51	989		444		444
Netherlands.....	15	1,087	146	1,248				
Netherland Indies, Java.....		27		27				
Netherland West Indies.....		17		17				
Newfoundland.....	4	219	1	224		313		313
New South Wales.....	9	428	2	439		647		647
New Zealand.....	10	392	1	403	5	337		342
Norway.....	45	4,075	40	4,160		55		55
Pern.....	2	151	3	156		80		80
Porto Rico.....		55		55				
Portugal.....	25	2,156	22	2,203				
Queensland.....	2	110	1	113	2	108		110
Roumania.....	19	41		60				
Russia.....	122	2,374	66	2,562				
St. Christopher.....	2	5		7				
Salvador.....		7		7				
Servia.....	2	1		3				
Spain.....	21	471	137	629		60	41	101
Straits Settlements.....	3	30		33				
Sweden.....	95	8,472	69	8,636				
Switzerland.....	92	2,100	20	2,212				
Trinidad.....	1	26		27				
Turkey.....	1	50	2	53				
Venezuela.....		27		27				
Victoria.....	8	391	3	402				
Miscellaneous.....					12	3,006		3,018
Postal Union.....						14,420	5,315	19,735
Total.....	4,992	205,177	8,860	219,029	669	109,554	8,533	118,756

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



No. 15.—Table showing the number, classification, and disposition of dead registered letters during the year ended June 30, 1880.

Number and class of letters received.		How disposed of.	
Domestic:		Delivered without being opened:	
Official .....	3	To foreign branch .....	5,107
Ordinary .....	1,474	To executive departments .....	3
Request .....	861	Card and request .....	861
	2,338		5,971
Foreign .....	5,107	Opened .....	1,474
Total .....	7,445	Total .....	7,445

## Disposition of letters opened.

Contents of letters opened.	Number.	Delivered.	Filed.		Outstanding.	Total.
			At once.	Returned and filed.		
Drafts, notes, money-orders, &c .....	122	99	.....	20	3	122
Money (including two on hand July 1, 1879) .....	757	580	5	61	111	757
Photographs, receipts, certificates, &c .....	94	59	23	12	.....	94
Property .....	104	77	13	5	9	104
Nothing of value .....	399	230	120	49	.....	399
Total .....	1,476	1,045	161	147	123	1,476

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



## No. 16.—Number of registered letters and parcels transmitted through the mails from each

States.	Quarter ended September 30, 1879.			
	Domestic.		Foreign.	Free.
Alabama.....	14, 871	258	74	1, 889
Arkansas.....	11, 578	213	38	1, 922
California.....	23, 799	5, 659	3, 856	1, 921
Colorado.....	16, 670	900	380	811
Connecticut.....	14, 470	616	627	37, 179
Delaware.....	1, 832	34	15	151
Florida.....	7, 625	218	68	867
Georgia.....	17, 172	277	121	2, 119
Illinois.....	65, 310	5, 179	3, 072	9, 508
Indiana.....	38, 958	486	281	4, 776
Iowa.....	38, 783	568	391	6, 573
Kansas.....	31, 980	601	237	3, 237
Kentucky.....	19, 565	1, 099	129	2, 315
Louisiana.....	17, 702	891	586	3, 391
Maine.....	18, 931	1, 116	589	1, 245
Maryland.....	12, 173	538	364	13
Massachusetts.....	36, 877	2, 925	4, 498	19, 573
Michigan.....	38, 238	816	2, 831	6, 018
Minnesota.....	26, 373	356	1, 168	2, 797
Mississippi.....	13, 147	259	67	2, 040
Missouri.....	46, 765	4, 624	707	3, 188
Nebraska.....	16, 329	194	295	1, 972
Nevada.....	5, 482	386	899	553
New Hampshire.....	10, 168	154	681	809
New Jersey.....	18, 532	776	1, 005	1, 273
New York.....	114, 086	28, 764	16, 163	71, 153
North Carolina.....	19, 336	506	43	2, 766
Ohio.....	62, 913	2, 032	1, 438	7, 809
Oregon.....	6, 885	349	286	985
Pennsylvania.....	76, 003	4, 094	2, 745	5, 458
Rhode Island.....	4, 631	250	562	137
South Carolina.....	11, 332	164	94	1, 293
Tennessee.....	17, 053	376	76	2, 001
Texas.....	29, 676	1, 590	573	4, 619
Vermont.....	10, 063	172	625	773
Virginia.....	23, 603	650	141	1, 900
West Virginia.....	11, 903	115	45	825
Wisconsin.....	35, 730	677	706	4, 376
Alaska Territory.....	17			
Arizona Territory.....	3, 869	216	55	131
Dakota Territory.....	8, 306	218	249	542
District of Columbia.....	12, 657	475	846	8, 758
Idaho Territory.....	4, 282	154	62	115
Indian Territory.....	2, 198	66	8	164
Montana Territory.....	5, 488	185	123	180
New Mexico Territory.....	3, 477	108	31	148
Utah Territory.....	6, 566	199	158	263
Washington Territory.....	3, 521	194	64	402
Wyoming Territory.....	3, 033	250	45	283
Total.....	1, 039, 958	79, 987	48, 117	1, 357
				282, 629



*State and Territory in the United States during the fiscal year ended June 30, 1880.*

Quarter ended December 31, 1879.				Quarter ended March 31, 1880.			
Domestic.	Foreign.	Free.		Domestic.	Foreign.	Free.	
21,594	406	141	25	2,096	28,400	406	112
20,559	449	58		2,374	27,094	327	61
28,801	8,848	4,910	178	2,294	28,416	8,829	4,424
20,869	2,447	707	35	904	22,311	1,959	596
17,281	1,153	834	44	37,291	19,198	1,157	1,125
2,050	46	19	14	155	2,123	16	45
9,105	534	82	1	831	11,394	572	125
24,123	354	397	8	2,402	30,344	564	212
84,631	10,315	3,906	400	12,012	96,883	8,938	4,772
50,358	703	460	8	6,225	60,633	704	370
54,564	1,243	735	58	8,658	63,920	878	959
40,417	1,205	522	13	3,790	47,357	928	484
24,137	1,772	244	4	2,257	31,302	2,601	258
21,750	976	1,535	44	4,459	23,784	1,621	979
26,021	1,940	934	4	1,330	25,129	1,504	828
13,481	1,197	507	28	1,174	15,868	1,268	583
42,817	7,575	5,992	322	20,193	43,190	6,523	6,952
50,072	2,105	3,470	73	6,140	55,782	1,219	4,437
39,283	851	1,538	21	3,062	38,701	998	2,480
19,965	548	86	7	2,598	26,571	510	69
60,157	7,668	1,040	64	4,880	75,472	6,585	1,181
23,651	692	544	18	2,641	25,250	417	641
6,706	792	731	13	698	6,270	445	713
12,485	413	638	10	995	13,067	290	898
17,773	1,288	1,379	35	1,221	19,341	1,218	1,798
131,185	52,345	19,914	930	75,720	134,830	40,958	24,503
25,834	435	82	3	2,977	30,656	468	178
79,775	3,394	1,947	29	8,263	94,203	3,404	2,322
8,852	579	362	25	1,084	9,917	579	447
90,011	7,807	3,497	156	6,029	106,349	7,156	4,599
4,946	651	560	20	245	5,180	692	789
16,906	228	133	19	1,695	19,231	192	88
22,931	708	162	15	2,312	30,783	578	167
42,754	2,574	901	24	4,821	51,242	2,098	948
13,637	425	667	5	944	14,452	300	766
26,806	1,121	166	18	2,113	31,011	1,255	163
13,629	104	67	1	901	17,062	199	67
53,638	1,366	1,117	30	5,231	56,057	1,054	1,344
22	41			38			
4,452	801	69	10	129	5,421	316	91
11,511	657	292	14	590	11,399	435	399
12,446	981	477	17	11,400	12,348	658	755
4,944	263	116		182	5,076	204	38
2,584	57	40	1	274	3,114	96	13
7,060	435	116	3	204	6,850	468	156
3,940	386	34	1	104	4,199	604	56
7,831	697	253	20	402	8,502	595	328
4,600	560	90	4	445	5,056	295	88
3,435	610	85	15	443	3,482	481	60
1,326,379	132,783	62,565	2,787	257,194	1,504,346	113,562	73,475
							2,182
							273,610

24 P M G



No. 16.—Number of registered letters and parcels transmitted through the

Quarter ended June 30, 1880.

States.	Domestic.		Foreign.		Free.
Alabama.....	24,315	508	66	2	2,512
Arkansas.....	23,647	384	56		2,741
California.....	26,997	6,213	4,003	106	2,543
Colorado.....	29,166	2,453	929	42	997
Connecticut.....	17,206	972	1,079	14	37,443
Delaware.....	1,890	14	33	9	107
Florida.....	11,106	586	95	6	1,028
Georgia.....	26,713	635	137	4	2,570
Illinois.....	79,985	10,345	4,669	122	12,745
Indiana.....	50,343	678	471	5	6,671
Iowa.....	54,763	966	733	2	8,034
Kansas.....	41,685	851	355	24	3,356
Kentucky.....	28,223	2,406	188	6	3,151
Louisiana.....	23,118	2,199	723	28	4,718
Maine.....	24,784	1,034	904	1	1,451
Maryland.....	14,978	1,437	470	43	3,101
Massachusetts.....	41,837	7,629	7,262	123	20,225
Michigan.....	51,413	1,457	4,977	20	7,214
Minnesota.....	35,670	677	2,019	11	3,248
Mississippi.....	24,430	669	66	13	2,657
Missouri.....	65,785	8,377	989	62	5,259
Nebraska.....	22,017	472	445	11	2,263
Nevada.....	6,020	488	571	6	638
New Hampshire.....	12,068	250	731	3	913
New Jersey.....	19,810	1,212	1,722	30	1,359
New York.....	126,199	51,624	19,420	784	77,766
North Carolina.....	28,686	480	54		3,431
Ohio.....	84,690	4,110	2,074	19	9,152
Oregon.....	9,014	602	315	6	1,306
Pennsylvania.....	101,227	10,650	4,402	117	6,902
Rhode Island.....	4,892	909	803	7	332
South Carolina.....	17,931	252	123	8	1,719
Tennessee.....	27,769	576	124	7	2,426
Texas.....	43,921	2,466	853	17	5,629
Vermont.....	12,638	408	813	1	953
Virginia.....	31,488	1,140	147	30	2,218
West Virginia.....	16,439	182	54		1,076
Wisconsin.....	48,475	895	1,208	16	5,627
Alaska Territory.....	30	31			1
Arizona Territory.....	6,164	443	117	20	179
Dakota Territory.....	14,015	477	449	58	896
District of Columbia.....	11,887	635	280	41	16,687
Idaho Territory.....	5,362	152	48		133
Indian Territory.....	3,082	100	8		225
Montana Territory.....	7,100	466	165	2	198
New Mexico Territory.....	4,719	514	62	12	102
Utah Territory.....	8,234	522	202	10	445
Washington Territory.....	5,188	250	83	1	373
Wyoming Territory.....	3,316	439	67	12	362
Total.....	1,380,435	131,324	65,565	1,921	275,337

## RECAPIT

Total domestic letters.....	
Total domestic parcels.....	
Total foreign letters.....	
Total foreign parcels.....	
Total free.....	
Grand total.....	
Total fees received.....	



mails from each State and Territory in the United States, &c.—Continued.

Total.				Grand total of letters registered for year ended June 30, '80.	Fees received.	Increase over 1879.	
Domestic.	Foreign.	Free.	Free.			Letters and parcels.	Fees.
80,180	1,578	393	31	9,004	100,186	\$9,118 20	27,476 \$2,542 20
82,878	1,373	213	2	9,783	94,249	8,446 60	32,829 2,988 30
108,013	29,549	17,183	604	9,149	164,508	15,535 90	27,420 2,510 60
89,016	7,759	2,612	152	3,808	103,347	9,953 90	44,957 4,392 90
68,155	3,898	3,665	105	149,416	225,239	7,582 30	27,949 1,407 80
7,895	110	112	23	570	8,710	814 00	1,126 106 60
39,230	1,910	370	8	3,577	45,095	4,151 80	9,171 845 90
98,352	1,830	867	29	9,750	110,828	10,107 80	23,916 2,301 50
326,809	34,777	16,419	821	47,480	426,306	37,882 60	87,732 7,672 40
200,292	2,571	1,591	76	23,385	227,913	20,453 00	33,592 2,856 10
212,030	3,655	2,818	96	30,850	249,449	21,859 00	47,158 3,802 60
161,439	3,735	1,598	61	14,005	180,838	16,683 30	37,844 3,688 90
103,227	7,878	819	23	10,429	122,376	11,104 70	38,111 3,306 50
86,354	5,687	3,823	102	17,377	113,343	9,506 60	33,104 2,249 20
94,865	5,594	3,255	26	5,570	109,310	10,374 00	17,518 1,622 90
56,498	4,440	1,024	134	6,506	69,502	6,299 60	15,877 1,201 10
164,721	24,652	24,704	638	80,339	295,054	21,471 50	66,412 5,387 90
195,505	5,597	15,715	165	27,066	244,068	21,698 20	59,281 4,714 50
140,027	2,862	7,215	53	12,094	162,851	15,015 70	41,815 3,680 40
84,113	1,986	288	39	10,134	96,560	8,642 60	34,389 2,879 10
248,179	27,252	3,897	169	18,355	297,852	27,949 70	82,979 7,651 30
87,247	1,085	1,925	37	9,344	100,238	9,089 40	25,977 2,184 70
24,478	2,111	2,914	29	2,462	31,994	2,953 20	3,532 287 30
47,788	1,116	2,948	21	3,721	55,594	5,187 30	7,291 672 40
75,456	4,494	5,904	150	5,139	91,143	8,600 40	21,780 1,968 70
506,300	173,691	80,000	3,025	306,550	1,069,566	76,301 60	221,771 18,364 80
104,512	1,889	357	8	12,546	119,312	10,676 60	33,310 2,645 20
321,581	12,940	7,781	110	34,493	376,805	34,241 20	88,630 7,703 80
34,668	2,169	1,410	34	4,339	42,620	3,828 10	9,691 828 80
373,590	29,707	15,243	557	25,260	444,357	41,909 70	103,510 9,283 70
19,649	2,592	2,714	45	1,095	20,005	2,491 00	7,118 653 40
65,400	836	438	43	6,447	73,164	6,671 70	17,071 1,476 20
98,536	2,238	629	44	9,279	110,626	10,134 70	30,123 2,803 80
167,593	8,748	3,275	75	19,945	199,036	17,969 10	48,679 4,517 40
50,790	1,305	2,871	8	3,726	58,700	5,497 40	5,653 542 30
112,908	4,166	617	88	8,447	126,726	11,777 90	23,699 2,258 10
59,033	680	233	3	3,956	63,885	5,992 90	15,141 1,405 60
193,900	3,992	4,375	115	20,602	222,984	20,238 20	36,843 3,283 30
107	72			1	180	17 90	135 13 49
19,906	1,776	332	42	591	22,647	2,205 60	10,414 1,037 60
45,231	1,787	1,389	83	2,665	51,155	4,849 00	19,193 1,822 80
49,338	2,729	2,358	209	51,546	106,180	5,463 40	4,978 414 60
19,604	773	264	3	589	21,293	2,870 40	4,505 423 90
10,978	319	79	1	874	12,251	1,137 70	2,696 263 30
28,498	1,554	560	13	805	29,430	2,862 50	10,058 987 90
16,335	1,612	183	18	439	18,587	1,814 80	7,028 688 40
31,223	2,013	941	74	1,593	35,844	3,425 10	9,862 920 50
18,365	1,299	325	15	1,603	21,607	2,000 40	4,865 459 40
13,208	1,780	266	40	1,456	16,808	1,535 20	3,242 332 70
5,251,118	448,656	249,722	8,247	1,038,770	6,996,513	595,774 30	1,567,491 136,038 60

# ULATION.

.....	5,251,118 }	5,690,774
.....	448,656 }	
.....	249,722 }	257,969
.....	8,247 }	1,038,770
.....		
.....	6,996,513	
.....	\$595,774 30	

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



No. 17.—Table showing number of packages dispatched in registered through pouches from the post-office at New York to other through-pouch offices, by months, during fiscal year ending June 30, 1880.

City and State.	1879.						1880.						Total number of registered packages in pouches.	Total number of pouches sent.	Increase—		Of pouches sent since 1879.
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.			Of registered packages in pouches over 1879.	Of pouches sent over 1879.	
Albany, N. Y.	924	1,069	907	987	817	1,233	1,102	1,119	689	911	1,023	847	881	11,530	321	1,590	192
Atlanta, Ga.	795	781	673	1,004	1,017	1,122	1,069	1,119	1,119	1,060	1,199	1,032	974	11,015	366	6,752	90
Augusta, Me.	203	161	155	246	188	247	234	225	225	202	245	215	211	2,592	371	290	135
Baltimore, Md.	1,040	896	849	1,003	917	1,202	1,143	1,101	1,204	1,204	1,280	1,080	1,122	12,897	636	10,589	557
Boston, Mass.	3,351	3,379	3,069	3,843	3,927	5,292	5,523	5,391	5,391	5,491	5,201	4,069	3,424	52,090	701	20,675	2
Bridgeport, Conn.	1,714	1,718	1,815	1,903	1,907	2,618	2,630	1,842	2,054	2,067	1,935	1,946	1,946	23,325	394	394	
Brooklyn, N. Y.	463	375	354	475	417	594	517	443	497	550	438	376	376	5,418	308	18,700	726
Buffalo, N. Y.	453	374	292	510	423	548	544	580	498	630	565	462	545	5,816	367	2,753	70
Chattanooga, Tenn.	5,421	4,613	4,213	6,202	5,435	7,471	7,008	6,383	7,007	7,641	8,580	5,932	74,526	1,015	18,957		702
Chicago, Ill.	2,431	1,767	1,647	2,533	2,156	2,696	2,865	2,567	2,673	3,098	2,574	2,292	29,319	730		2,786	130
Cincinnati, Ohio.	588	484	492	677	511	672	701	621	675	808	636	587	7,482	632		375	29
Cleveland, Ohio.	978	718	717	1,028	839	1,038	1,181	1,050	1,147	1,369	1,079	979	12,163	370	1,695		200
Detroit, Mich.			11	52	41	66	153	590	660	913	580	512	3,903	519	3,063	519	
Harrisburgh, Pa.																	
Hartford, Conn.																	
Holyoke, Mass.	512	372	372	540	414	526	638	553	463	657	443	369	369	5,938	683	1,279	77
Indianapolis, Ind.	1,265	1,270	1,197	1,271	1,234	1,363	1,441	1,518	1,083	1,506	1,433	1,370	1,370	17,071	627	15,077	550
Jersey City, N. J.	208	240	179	258	224	369	306	293	275	302	299	286	286	3,329	306	2,348	303
Lynchburg, Va.																	
Newark, N. J.	744	642	537	817	715	838	721	676	677	695	650	650	650	6,388	277	6,388	277
New Orleans, La.	1,521	1,479	1,507	1,964	2,131	2,623	1,773	1,726	1,904	1,967	2,401	2,828	24,084	403	15,955	919	
Ogden, Utah.	1,823	1,651	1,594	1,979	2,151	3,732	1,442	3,179	3,763	4,007	3,382	3,089	34,412	832	16,001		28
Philadelphia, Pa.	1,195	977	874	1,234	964	1,204	1,502	1,229	1,249	1,523	1,108	1,099	11,248	687	5,929	21	
Pittsburgh, Pa.	1,058	935	901	1,139	1,211	1,492	1,876	1,228	3,074	2,301	1,673	1,372	20,070	315	450		182
Portland, Me.	1,102	1,024	1,024	1,104	1,104	1,208	1,163	1,163	1,209	1,365	1,371	1,180	13,044	630	5,408		147
Richmond, Va.																	
Rochester, N. Y.																	
Sacramento, Cal.	471	430	429	540	555	708	575	512	544	565	490	490	649	433	2,742	143	
Seawanhack, N. Y.	734	638	565	745	693	990	946	975	960	974	907	781	781	9,933	307	4,069	132



Saint Louis, Mo.....	4,840	4,027	3,879	6,003	5,588	7,080	6,404	6,000	6,400	7,087	6,417	6,209	70,750	1,072	30,786	505	.....
San Francisco, Cal.....	1,300	1,254	1,218	1,554	1,611	2,177	1,051	1,683	1,843	1,737	2,023	2,042	20,102	1,075	10,619	387	.....
Springfield, Mass.....	.....	61	84	114	462	701	657	572	693	707	611	537	5,109	327	5,109	327	.....
Toledo, Ohio.....	540	406	386	503	449	548	707	528	558	670	494	430	6,329	627	2,487	356	.....
Washington, D. C.....	2,211	1,848	1,706	2,121	1,924	2,376	2,496	2,075	2,313	2,592	2,183	2,423	26,298	658	10,456	.....	74
Wilmington, Del.....	466	384	371	545	521	682	583	502	575	618	587	554	4,448	307	5,364	324	.....
Total.....	38,456	34,195	32,565	44,127	41,248	55,241	54,287	50,812	54,476	57,214	49,757	47,355	559,733	19,387	236,865	6,961	5,041
																	1,883

A. D. HAZEN  
Third Assistant Postmaster-General.



No. 18.—Statement showing the number and value of registered packages forwarded during the fiscal year ended June 30, 1880, for the Post-Office and Treasury Departments.

Description.	Number of packages.	Value.
Postage-stamps from New York agency .....	137,631	\$24,059,886 38
Stamped envelopes and newspaper wrappers from Hartford agency .....	144,089	5,274,066 08
Postal cards from Holyoke agency .....	72,268	2,733,470 00
Superintendent money-order system, drafts .....	5,199	863,294 60
Money-order branch Washington City post-office .....	206	800,065 00
<b>Total .....</b>	<b>359,333</b>	<b>33,752,711 46</b>
Increase over previous year .....		2,489,243 53
Decrease .....	22,437	
Secretary of Treasury received and sent .....	6,621	212,539,057 93
Register of Treasury received and sent .....	9,555	131,101,107 99
United States Treasurer received bonds and coupons, silver certificates, currency, including legal-tenders, national-bank notes, and fractional currency and coins .....	5,744	671,092 88
United States Treasurer sent .....	5,874	15,864,169 06
United States bonds, incomplete currency, and national bank notes sent from Treasury Department (Comptroller of Currency) .....	809	34,167,204 00
Internal-revenue stamps sent .....	19,329	126,890,167 83
Internal-revenue stamps received .....	5,288	14,068,861 51
Sixth Auditor received (currency) .....	1,758	6,219 21
<b>Total for the Treasury Department .....</b>	<b>54,978</b>	<b>535,348,880 21</b>
<b>Aggregate .....</b>	<b>414,311</b>	<b>537,838,123 74</b>

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

No. 19.—Statement showing the operations of the registered-letter system at the cities of New York, N. Y., Philadelphia, Pa., Chicago, Ill., and Washington, D. C., during the fiscal year ended June 30, 1880.

Description.	New York.	Philadelphia.	Chicago.	Washington.	Total.
Number of letters registered .....	246,112	60,915	64,133	102,997	474,157
Number of registered letters received for delivery .....	679,058	161,350	333,064	118,762	1,292,224
Number of registered letters received for distribution .....	365,538	863	5,843		372,344
Number of parcels of third and fourth class registered .....	153,523	19,819	38,947	2,932	205,221
Number of registered parcels of third and fourth class received for delivery .....	Not given.	4,551	6,639	2,798	13,988
Number of registered packages received .....	617,096	133,543	319,988	159,781	1,230,408
Number of registered packages in transit .....	116,136	89,742	624,657	75,176	905,711
Number of registered packages made up and mailed .....	559,732	58,878	72,531	66,238	757,379
Number of through registered pouches received .....	17,644	7,995	18,468	6,157	50,264
Number of through registered pouches in transit .....	9,873	1	1,190	734	11,598
Number of through registered pouches made up and dispatched .....	19,387	8,128	18,171	5,152	50,838
Total number of registered letters, parcels, packages, and pouches handled .....	2,784,099	545,785	1,497,631	538,727	5,366,242
Value of gold coin received in registered mail .....	8,328,000				

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



No. 20.—Table showing increase of letters and parcels registered and fees collected at the twenty-five leading cities in the country during the fiscal year ended June 30, 1880, over the amount for preceding year.

Cities and States.	Year ended June 30, 1879.				Year ended June 30, 1880.				Increase.			
	Letters.		Parcels.		Total.		Fees.		Letters.		Parcels.	
	Number.	Dollars.	Number.	Dollars.	Number.	Dollars.	Number.	Dollars.	Number.	Dollars.	Number.	Dollars.
New York, N. Y.	207,731	27,737 50	69,044	277,375	212,857	305,380	35,126	30,538 00	35,126	16.9	82,879	118,005
Philadelphia, Pa.	49,852	7,214	57,068	5,706 60	59,440	79,623	9,588	7,962 30	19,2	12,969	170.8	11,800
Brooklyn, N. Y.	18,912	2,838	21,750	2,175 00	23,626	7,037	4,714	3,066 30	23.9	4,199	148.0	8,913
Chicago, Ill.	45,858	9,230	58,358	5,853 80	61,232	28,947	13,404	9,017 90	33.6	16,217	127.4	31,621
Saint Louis, Mo.	25,425	9,230	34,655	3,465 50	29,618	20,875	10,983	5,049 30	16.5	11,645	126.2	15,838
Boston, Mass.	51,949	7,001	58,950	5,895 00	62,862	20,111	8,299 30	5,299 30	21.4	13,110	187.3	21,043
Baltimore, Md.	17,213	1,428	18,641	1,864 10	18,998	4,069	2,366 70	2,366 70	10.4	2,611	62.8	4,426
Cincinnati, Ohio.	14,535	2,836	17,431	1,743 10	19,794	4,017	2,441 10	2,441 10	3.9	1,781	62.8	6,980
San Francisco, Cal.	39,936	13,368	53,304	5,330 40	40,060	21,620	6,228 00	6,228 00	7.24	8,252	61.1	8,976
New Orleans, La.	25,289	1,406	26,095	2,609 50	28,141	2,454	3,059 50	3,059 50	11.3	1,048	71.5	3,900
Washington, D. C.	49,480	1,766	51,146	5,114 00	51,451	2,932	5,438 30	5,438 30	4.3	1,166	66.9	3,257
Cleveland, Ohio.	11,460	846	12,306	1,230 00	17,238	1,180	1,841 80	1,841 80	36.4	334	30.5	1,742
Raffalo, N. Y.	8,098	271	8,389	839 90	9,569	1,945	1,011 10	1,011 10	18.1	271	100.0	3,391
Newark, N. J.	7,974	1,082	9,056	905 00	10,705	1,945	1,265 00	1,265 00	34.4	863	80.6	3,391
Louisville, Ky.	11,168	1,400	12,568	1,256 80	10,350	7,148	1,649 80	1,649 80	73.3	3,718	410.6	13,950
Pittsburgh, Pa.	11,623	1,062	12,705	1,270 50	14,015	2,944	2,695 90	2,695 90	29.6	1,862	172.1	3,251
Jersey City, N. J.	3,476	74	3,550	355 00	3,912	220	4,132 20	4,132 20	436	146	200.9	3,582
Detroit, Mich.	6,798	954	7,752	775 20	9,399	1,010	1,101 80	1,101 80	38.2	665	69.9	3,566
Milwaukee, Wis.	7,661	678	8,339	833 90	9,111	940	1,065 10	1,065 10	18.9	262	38.6	1,712
Albany, N. Y.	6,253	140	6,393	639 30	6,877	1,083	7,995 00	7,995 00	54	943	673.6	987
Providence, R. I.	6,002	442	6,444	644 40	7,668	1,985	1,015 50	1,015 50	27.7	1,343	319.1	3,209
Rochester, N. Y.	7,431	611	8,042	804 20	6,465	3,090	5,533 10	5,533 10	968	3,079	503.9	2,113
Allegheny, Pa.	2,880	229	3,106	310 60	4,847	484	1,967 60	1,967 60	68.3	2,558	114.1	2,225
Richmond, Va.	6,762	367	7,129	712 90	7,533	1,043	857 60	857 60	71.1	676	187.0	1,447
New Haven, Conn.	5,746	551	6,297	629 70	6,615	723	733 80	733 80	13.1	172	31.2	1,041
Total	650,012	138,185	788,197	78,819 70	772,003	310,914	1,082,917	1,082,917	18.8	172,729	125.0	294,720
												37.4

\* Decrease.

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







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# POSTAL SAVINGS BANKS.

BY

M. LA RUE HARRISON,  
POST-OFFICE INSPECTOR FOR THE MONEY-ORDER SYSTEM.

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# POSTAL SAVINGS BANKS,

BY

M. LA RUE HARRISON, POST-OFFICE INSPECTOR.

OFFICE OF POST-OFFICE INSPECTOR,  
MONEY-ORDER SYSTEM,  
*Washington, D. C., November 6, 1880.*

SIR: Agreeably to your request, I have the honor to submit for your consideration the following brief memoranda relative to post-office savings banks.

The author of a well written paper entitled "Savings and Savings Banks," published January, 1878, in the British Quarterly Review, says:

M. Alphonse de Candolle gives the following as the order in which savings banks were founded: Hamburg, 1778; Berne, 1787; Basle, 1792; Geneva, 1794; England, (Tottenham,) 1798. A later writer, Herr Ehrenberger, has discovered that a savings bank was in existence in Brunswick in 1765. It is not worth while to pause to investigate these claims. Wherever savings banks were instituted, it was the idea of providing some safe place for the deposit of money, and of allowing it to accumulate interest, instead of lying useless in the secret drawer, the buried pot, the old stocking, or the bedtick. A great and good work was done by the establishment of these savings banks. They fostered habits of thrift in the people; they called attention to the duty of providing for rainy days in the future; they were the source from which many kindred societies for the cultivation of saving habits had their origin; and they were, moreover, the stepping stones to the establishment of post-office savings banks. All honor to the men and women who gave time and money to the cause, who labored zealously for the good of their poorer countrymen, and who laid the foundation of a system, the model upon which the savings banks of other countries are based.

Post-office savings banks were first authorized in the United Kingdom by act of Parliament, May 17, 1861, and were first opened to the public September 16 of the same year, at 300 post-offices. December 31, 1862, at the close of the first full year's business, 2,535 offices were in operation. December 31, 1879, they numbered 6,016. During the first 15½ months, ending with December 31, 1862, the deposits amounted to £2,114,669; in 1879 they were £9,887,109. December 31, 1862, the amount standing to the credit of depositors was £1,698,221. December 31, 1879, it had risen to £32,012,134, or \$155,899,092.98 United States money. During all these nineteen years, the tendency has been steadily upward; no single year shows a decrease from its predecessor. The number of depositors' accounts at the close of last year was 1,988,477, and the average amount standing to the credit of each was £16 1 11½ (\$88.40). Notwithstanding the great distress in Ireland during the last year, the deposits in post-office savings banks steadily increased, and the amount standing to the credit of depositors in Irish post-offices was \$446,009.21 greater at the close of the year than at its beginning. These figures sufficiently attest the popularity of the system with the British



So great has been the demand for savings-bank accommodation that the postmaster general of that country two years ago detailed clerks to attend at great public works, at a distance from post-office facilities, in order to receive deposits from, and furnish money-orders to, the workmen. The success attending the experiment induced him to extend it last summer to the most important agricultural centers. In November, 1879, through the courtesy of the controller, I was permitted to inspect the savings-bank division of the British post-offices, and was furnished with valuable data relative to its business. In every town visited in England, I was struck with the enthusiasm which pervaded all classes, after nearly twenty years' trial, in regard to this institution, which is, in every sense, the workingman's friend. The interest upon deposits is only two and one-half per centum, proving that security is more sought after than large profits.

A nearly equal ratio of success, upon a small scale, has attended the post-office banks of Canada, of Italy, and of other countries where they have been established. The average amount standing to the credit of each Canadian account June 30, 1880, was \$125.80, a little over 50 per centum more than in Great Britain. The rate of interest paid to depositors by the Canadian office is four per cent.

December 18, 1873, House bill No. 797, entitled "A bill to establish and maintain a National Savings Depository as a branch of the Post-Office Department," was introduced by Hon. Horace Maynard, of Tennessee, now Postmaster-General, and was referred to the Committee on Banking and Currency. A majority of the committee were unfavorable to the measure, and the House took no action upon it. Similar bills were presented by Mr. Tipton, of Illinois, in 1877, and Mr. Waddell, of North Carolina, in 1878. March 21, 1878, Mr. Waddell's bill was reported with amendments by the Committee on the Post-Office and Post-Roads, and was recommitted. It never reached a vote.

During the agitation of this question, which began in the United States nearly ten years ago, there has been a steadily increasing popular sentiment in favor of a postal savings depository, and such journals as the Herald, Tribune, Times, Post, Harpers' Weekly, and Graphic, of New York, the Baltimore American, the Inter Ocean, of Chicago, the Globe Democrat, of Saint Louis, the National Republican, of Washington, and many others, have lent their columns to the advocacy of the measure. I have in my possession more than a hundred extracts from different influential periodicals, published in all parts of the United States, from New England to Florida and Texas, which indicate that this sentiment is almost unanimous among the masses.

The principal advantages claimed for the measure may be summed up as follows:

1st. It would encourage economy and habits of thrift among the laboring classes, by the certain protection that would be afforded thereby to their surplus earnings, which, for the want of a reliable cache, are now intrusted to insecure private banks, or investments, or are secreted beneath floors, in chimney crevices, under stumps in the fields and forests, or in other equally unsafe hiding places, or, worse still, are wasted in extravagance and dissipation.

2d. It would accommodate *all classes* in the many sections where no banks exist, and in all sections its system of cross deposits and withdrawals, which enable the depositor to make use of any post-office depository in the country, would commend it to public favor.

3d. It would tend to force from weird hiding places, and to add to the circulation of the country, many millions of dollars now worse than idle, especially in the south and southwest, where few banks exist.



4th. It would promote loyalty and patriotism. Each depositor would have a direct and substantial interest in the stability and prosperity of the government intrusted with the safe keeping and safe return of his treasure.

5th. It would protect a class unable to protect itself—the toiling millions—against swindlers and robbers, fire and flood, unsafe investments and unsound banks, against improvidence, recklessness, and dissipation.

6th. It would strengthen the finances of the nation by giving it a first lien upon the accumulated proceeds of the industries of its own citizens.

7th. It would go far towards securing the best possible service in post-offices in the person of postmasters and clerks, whose ability to give bonds for the correct and faithful discharge of their duties would, with few exceptions, depend upon their integrity, intelligence, and standing in community.

8th. It would, by absorbing a large portion of the national debt, keep at home and in circulation a large amount of money now sent abroad to pay interest on securities held by the foreign creditors of the government.

9th. It would be a bulwark of defense against panics and financial crises. Runs would not be made upon post-office banks, nor would their doors or their coffers ever be closed against a depositor's draft so long as a dollar remained to his credit on his pass-book. Their funds would constitute a reserve upon which the masses could implicitly rely in times of financial disaster and business depression.

Banking interests have generally, at the start, arrayed themselves in antagonism to post-office banks, through fear that the latter would become powerful competitors, interfering with their business, and reducing the amount of their deposits. This fear does not appear to be well founded. The persons who patronize the post-office savings banks are, for the most part, of a class who seldom trust or make use of the private savings bank. This would be especially true, as heretofore stated, in sections where few banks exist. Mr. Robert P. Porter, of Chicago, in an excellent paper on "Post-Office Savings Banks," read May 22, 1878, before the American Social Science Association, then in session at Cincinnati, says, "The old savings banks in England have over \$10,000,000 more savings on deposit to-day than they had when the postal banks started."

From the report of Hon. John Jay Knox, Comptroller of the Currency, for the fiscal year ended June 30, 1879 (see pages cxv and cxvi), it appears that the depositors in private savings banks in the United States, on the last-named date, numbered 2,268,707, and their deposits amounted to \$802,490,298, being an average of \$353.72 to each depositor. In 1876, four years previous, such deposits amounted to \$891,459,890, since which time they have steadily decreased. Mr. Knox states that the losses sustained by depositors in State, savings, and private banks, during the three years next prior to January 1, 1879, amounted to \$32,616,661, and that the depositors in the twenty-two savings banks which failed in the city of New York during eight years lost \$4,475,061.

It appears from the public-debt statement for October, 1880, a copy of which I inclose, that the aggregate amount of six, five, and four and one-half per cent. bonds redeemable in 1881 is \$673,224,800, which might be refunded at a lower rate of interest as an investment for the postal savings depository, upon a plan similar to that set forth in section 4 of the bill reported March 21, 1878, by the post-office committee of the House of Representatives.



April 26, 1878, a mass-meeting of the depositors of the Sixpenny Savings Bank of New York was held at Germania Assembly Rooms. In the preamble to the resolutions passed by this meeting it was stated that, from November, 1871, to April, 1878, 76,834 innocent depositors had been defrauded by the failures of savings banks. The last of the resolutions passed by this meeting was as follows:

*Resolved*, That a committee be appointed to draft a memorial to Congress, and to secure signatures to the same, to urge upon that body the passage of a law by which postal savings banks, under the immediate direction of the general government, may be established throughout the country, thus affording to all classes of society an opportunity of depositing their money with absolute security, and giving to the poor the same privilege and protection as are now given to the rich holders of government securities.

I am, sir, very respectfully,

M. LA RUE HARRISON,

*Post-Office Inspector for the Money-Order System.*

Hon. HORACE MAYNARD,

*Postmaster-General.*



*Statement of the public debt of the United States for the month of October, 1880.*

INTEREST-BEARING DEBT.

Title of loan.	Authorizing act.	Rate.	When redeemable.	When payable.	Interest payable.	Amount outstanding.			Interest due and unpaid.	Accrued interest.
						Registered.	Conpon.	Total.		
Loan of February, 1861.	February 8, 1861.	Per cent.		Dec. 31, 1880	Jan. and July.	\$10,888,000 00	\$2,536,000 00	\$13,414,000 00	\$44,050 94	\$268,280 00
Oregon war debt.	March 2, 1861.	6	June 30, 1881	July 1, 1881	do.	108,907,000 00	36,878,000 00	145,785,000 00	2,707 37	14,230 00
Loan of July and August, 1861.	July 17 and August 5, 1861.	6	June 30, 1881	do.	do.	36,878,000 00	11,511,150 00	48,389,150 00	38,912 02	2,915,730 00
Loan of 1863 ('81s).	March 3, 1863.	5	June 30, 1881	do.	do.	46,276,100 00	11,511,150 00	57,787,250 00	6,231 67	1,155,745 00
Funded loan of 1881.	July 14, 1870 and January 20, 1871.	5	May 1, 1881	do.	F. M., A., and N., J. S., and D.	301,600,400 00	108,600,600 00	409,651,000 00	1,165,154 65	5,870,638 12
Funded loan of 1891.	do.	4½	Sept. 1, 1891	do.	M., J. S., and D.	174,512,900 00	75,487,100 00	250,000,000 00	248,344 16	1,875,000 00
Funded loan of 1897.	February 25, 1879.	4	July 1, 1907	do.	J., A., J., and O.	534,246,250 00	204,122,350 00	738,368,600 00	1,438,323 01	2,461,228 67
Refunding certificates.	do.	4	do.	do.	do.	do.	do.	738,368,600 00	58,732 00	2,461,228 67
Navy-pension fund.	July 23, 1868.	3	do.	do.	do.	do.	do.	14,000,000 00	do.	140,000 00
Aggregate of interest-bearing debt.						1,175,881,250 00	499,837,950 00	1,690,698,400 00	3,000,836 42	14,704,121 79

## DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

Title of loan.	Authorizing act.	Rate.	When redeemable.	When payable.	Interest payable.	Amount outstanding.			Interest due and unpaid.	Accrued interest.
						Registered.	Conpon.	Total.		
Old debt.	Various, prior to 1837.	Per cent.						\$57,665 00	\$64,174 81	.....
Mexican indemnity stock.	August 10, 1846.	5		Matured at various dates prior to January 1, 1837.	do.			1,104 91	85 74	.....
Loan of 1847.	January 28, 1847.	6		Matured at various dates in 1851 and 1852.	do.			1,250 00	22 00	.....
Bonny-land scrip.	February 11, 1847.	6		Matured December 31, 1867.	do.			3,275 00	213 06	.....
Texas indemnity stock.	September 8, 1850.	5		Matured July 1, 1849.	do.			21,000 00	3,045 00	.....
Loan of 1858.	June 14, 1858.	5		Matured December 31, 1854.	do.			8,000 00	do.	.....
Loan of 1860.	June 22, 1860.	5		Matured after January 1, 1874.	do.			10,000 00	600 00	.....
5-20s of 1862 (called).	February 25, 1862.	6		Matured January 1, 1871.	do.			379,250 00	2,810 03	.....
5-20s of 1865 (called).	June 30, 1864.	6		Matured December 1, 1871, and at subsequent dates.	do.			67,000 00	641 57	.....
10-40s of 1865 (called).	March 3, 1865.	5		Matured November 13, 1875, and at subsequent dates.	do.			114,050 00	50,142 50	.....
Consols of 1865 (called).	March 3, 1864.	5		Matured February 15, 1876, and at subsequent dates.	do.			1,431,150 00	233,504 57	.....
Consols of 1867 (called).	March 3, 1865.	6		Matured August 2, 1879, and subsequent dates.	do.			630,940 00	264 84	.....
Consols of 1868 (called).	do.	6		Matured August 2, 1877, and at subsequent dates.	do.			1,330,150 00	219,676 96	.....
Treasury notes prior to 1846.	Various, prior to 1846.	to 6		Matured April 1, 1879, and at subsequent dates.	do.			573,250 00	82,957 26	.....
Treasury notes of 1846.	July 22, 1846.	to 6		Matured at various dates from 1838 to 1844.	do.			82,625 35	2,668 06	.....
Treasury notes of 1847 and 1848.	do.	to 6		Matured at various dates in 1847 and 1848.	do.			6,000 00	206 00	.....



## Statement of the public debt of the United States for the month of October, 1880—Continued.

## DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY—Continued.

Title of loan.	Authorizing act.	Rate.	Amount outstanding.	Interest due and unpaid.	Accrued interest.
Treasury notes of 1847.	January 28, 1847.	6	\$950 00	\$57 00	.....
Treasury notes of 1857.	December 23, 1857.	3 to 6	1,700 00	90 00	.....
Treasury notes of 1861.	March 2, 1861.	6	3,000 00	364 50	.....
7-30s of 1861.	July 17, 1861.	7½	16,600 00	1,137 65	.....
One-year notes of 1863.	March 3, 1863.	5	45,955 00	2,309 85	.....
Two-year notes of 1863.	do.	5	25,750 00	1,835 49	.....
Compound-interest notes.	March 3, 1863;	6	278,870 00	48,600 68	.....
	June 30, 1864.				.....
7-30s of 1864-'65.	March 3, 1864.	7½	144,750 00	5,353 30	.....
Certificates of indebtedness.	March 1, 17, 1862;	6	4,000 00	253 48	.....
Temporary loan.	March 3, 1863.	4 to 6	2,960 00	244 19	.....
3 per cent. certificates, (called).	June 30, 1864;	3	5,000 00	394 31	.....
	March 2, 1867;				.....
	July 25, 1868.				.....
Aggregate of debt on which interest has ceased since maturity.			5,615,665 26	751,661 85	.....

## DEBT BEARING NO INTEREST.

Old demand notes.	July 17, 1861; February 12, 1862.	\$80,825 00	
Legal-tender notes.	February 25, 1862; July 11, 1862; March 3, 1863.	310,681,016 00	
Certificates of deposit.	June 8, 1872.	8,765,000 00	
Gold certificates.	March 3, 1863.	7,454,500 00	
Silver certificates.	February 28, 1878.	27,113,900 00	
Unclaimed Pacific Railroad interest.		\$8,077 03	
Fractional currency.	July 17, 1862; March 3, 1863; June 30, 1864.	\$16,537,705 87	
Less amount estimated as lost or destroyed, act of June 21, 1879.		8,376,934 00	
Aggregate of debt bearing no interest.			397,927,102 37
			8,077 03



## RECAPITULATION.

		Principal	Interest	Totals.
<b>Interest-bearing debt.</b>				
Bonds at 6 per cent.	\$217,698,550 00			
Bonds at 5 per cent.	469,651,050 00			
Bonds at 4½ per cent.	250,000,000 00			
Bonds at 4 per cent.	738,368,600 00			
Refunding certificates	970,210 00			
Navy-pension fund	14,000,000 00			
	\$1,690,698,400 00	\$17,704,948 21		
Debt on which interest has ceased since maturity.		5,815,665 29		
Debt bearing no interest.	346,741,841 00		751,661 85	
	8,705,000 00			
Certificates of deposit	34,568,460 00			
Gold and silver certificates	7,181,861 37			
Fractional currency		397,257,162 37		
Unclaimed Pacific Railroad interest.			8,077 03	
<b>Total debt.</b>		2,093,571,227 63	18,464,687 09	\$2,112,035,914 72
<b>Available assets.</b>				
<b>Current liabilities.</b>		<b>Cash in Treasury</b>		
Interest due and unpaid	\$3,000,826 42	\$203,545,486 74		
Debt on which interest has ceased	5,815,665 29			
Interest thereon	751,661 85			
Gold and silver certificates	34,568,460 00			
United States notes held for redemption of				
certificates of deposit	8,765,000 00			
Cash balance available November 1, 1880	150,843,873 21			
	203,545,486 74			
		<b>Total cash in the Treasury</b>		
		203,545,486 74		
		<b>Debt less cash in the Treasury,</b>		
		November 1, 1880		
		1,908,490,427 98		
		<b>Debt less cash in the Treasury,</b>		
		October 1, 1880		
		1,915,594,182 68		
		<b>Decrease of debt during the month</b>		
		7,103,754 68		
		<b>Decrease of debt since June 30, 1880</b>		
		33,681,887 36		



*Statement of the public debt of the United States for the month of October, 1880.—Continued.*

**BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES, INTEREST PAYABLE BY THE UNITED STATES.**

Name of railway.	Authorizing acts.	Rate.	When payable.	Interest payable.	Principal outstanding.	Interest accrued and not yet paid.	Interest paid by the United States.	Interest repaid by companies.		Balance of interest paid by the United States.
								By transportation service.	By cash payments 5 per cent. net earnings.	
Central Pacific.....	July 1, '62, and July 2, '64.	<i>Pr. cl.</i> 6	30 years from date.	January and July.	\$25,885,120 00.	\$517,702 40.	\$18,793,233 67.	\$3,289,580 22.	\$648,271 96.	\$14,855,381 49.
Kansas Pacific.....	do.	6	do.	do.	6,303,000 00.	126,000 00.	4,994,783 09.	2,474,168 07.	.....	2,520,625 02.
Union Pacific.....	do.	6	do.	do.	27,236,512 00.	544,730 24.	20,055,278 25.	7,896,019 38.	.....	12,159,238 87.
Central Branch, U. P.	do.	6	do.	do.	1,600,000 00.	32,000 00.	1,261,808 26.	59,522 90.	6,926 91.	1,195,358 45.
Western Pacific.....	do.	6	do.	do.	1,970,560 00.	39,411 20.	1,313,548 14.	9,367 00.	.....	1,304,181 14.
Sioux City and Pacific	do.	6	do.	do.	1,028,320 00.	32,566 40.	1,171,199 80.	110,205 24.	.....	1,060,994 65.
Totals.....					64,623,512 00.	1,292,470 24.	47,589,861 30.	13,836,862 81.	653,198 87.	33,095,799 62.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Treasury Department at the close of business October 30, 1880.

J. K. UPTON,

*Acting Secretary of the Treasury.*



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**TABLES EXHIBITING THE OPERATIONS OF THE  
MONEY-ORDER SYSTEM.**

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# TABLES EXHIBITING THE OPERATIONS OF THE MONEY-ORDER SYSTEM.

**A.—***Tabular statement showing operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1880.*

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees received.	Amount of expenses.	Amount of deficit.	Amount of surplus.
June 30, 1865	419	\$1,360,122 52	\$1,313,577 08	\$11,536 40	\$18,584 37	\$7,047 97	.....
June 30, 1866	766	3,977,259 28	3,903,890 22	35,803 06	28,684 27	.....	\$7,138 79
June 30, 1867	1,224	9,229,327 72	9,071,240 73	70,889 57	44,628 96	.....	26,260 61
June 30, 1868	1,468	16,197,858 47	16,118,537 03	124,503 19	70,345 04	.....	54,158 15
June 30, 1869	1,685	24,848,058 93	24,654,123 46	176,247 87	110,694 00	.....	65,553 87
June 30, 1870	2,076	34,054,184 71	33,927,924 79	235,557 05	145,382 42	.....	90,174 63
June 30, 1871	2,452	42,164,118 03	42,027,336 31	295,563 38	194,381 60	.....	101,181 78
June 30, 1872	2,775	48,515,532 72	48,418,644 97	350,499 40	244,521 63	.....	105,977 77
June 30, 1873	3,069	57,516,216 69	57,295,012 27	354,816 66	286,232 66	.....	68,584 00
June 30, 1874	3,404	74,424,854 71	74,210,156 25	462,238 54	357,040 42	.....	105,198 12
June 30, 1875	3,401	77,431,251 58	77,361,690 75	494,717 27	374,575 18	.....	120,142 09
June 30, 1876	3,697	77,035,972 78	77,106,338 85	647,021 52	456,250 68	.....	190,770 84
June 30, 1877	3,696	72,820,509 70	72,908,475 25	624,409 66	533,478 47	.....	90,931 19
June 30, 1878	4,143	81,442,364 87	81,278,910 80	716,638 98	513,686 61	.....	202,952 37
June 30, 1879	4,512	88,254,641 02	88,006,200 20	799,347 09	575,386 32	.....	223,966 32
June 30, 1880	4,829	100,352,818 83	100,165,982 78	917,091 58	659,091 58	.....	257,975 08
Total .....	.....	809,625,092 56	807,770,041 74	.....	.....	.....	.....

**B.—***Statement of duplicate money-orders issued by the department during the fiscal year ended June 30, 1880.*

		Remarks.
I. In lieu of money-orders lost in transit .....	16,632	Being 672 less than during the preceding year.
II. In lieu of money-orders, payment of which had been prohibited in pursuance of section 3929 of the Revised Statutes of the United States.	1,889	Being 1,583 more than during the preceding year.
III. In lieu of money-orders lost by the payees, remitters, or indorsees.	1,235	Being 329 more than during the preceding year.
IV. In lieu of money-orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	511	Being 396 more than during the preceding year.
V. In lieu of money-orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.	64	Being 27 less than during the preceding year.
VI. In lieu of money-orders invalidated by reason of not being presented for payment within one year after the date of their issue.	367	Being 63 more than during the preceding year.
Total .....	20,647	



## C.—Statement of money-order funds lost in transmission through the mails, or otherwise, during the fiscal year ended June 30, 1880.

Summary.	Number of cases.		Amount.	Total amount.
Whole number of cases of lost remittances reported.....		40,000		\$11,989 00
a) Cases which occurred prior to June 30, 1879.....	18,000		\$7,997 00	
b) Cases which occurred subsequent to June 30, 1879.....	22,000		3,992 00	
I. Allowed during the year.....		9,225		4,424 35
a) Cases which occurred prior to June 30, 1879.....	4,625		3,432 00	
b) Cases which occurred subsequent to June 30, 1879.....	4,600		992 35	
II. Recovered during the year.....		9,775		3,521 65
a) Cases which occurred prior to June 30, 1879.....	3,375		2,483 00	
b) Cases which occurred subsequent to June 30, 1879.....	6,400		1,040 65	
III. Charged to remitting postmaster.....		1,040		209 85
a) Cases which occurred prior to June 30, 1879.....	0,040		95	
b) Cases which occurred subsequent to June 30, 1879.....	1,000		200 00	
IV. No loss incurred.....		2,960		388 65
a) Cases which occurred prior to June 30, 1879.....	2,960		388 65	
V. Unsettled.....		17,000		3,432 00
a) Cases which occurred prior to June 30, 1879.....	7,000		1,093 00	
b) Cases which occurred subsequent to June 30, 1879.....	10,000		1,750 00	
Total.....		40,000		11,989 00

## I.—ALLOWED DURING THE YEAR.

## a) Cases which occurred prior to June 30, 1879.

Office of mailing.	State.	Date of mailing.	Date of allowance.	Amount.	Total amount.	Remarks.
Key West*	Fla.	Jan. 1, 1869	June 15, 1880	\$522 00		Part of a remittance of \$4,000. (See II a.)
Felicity.....	Ohio	Jan. 10, 1879	Mar. 11, 1880	200 00		
Lawrence*	Kans.	Jan. 18, 1879	Feb. 2, 1880	2,460 00		
Hernando.....	Miss.	Apr. 4, 1879	July 17, 1880	80 00		
Webster.....	N. C.	Apr. 19, 1879	Feb. 21, 1880	170 00		
4,625 cases.....					\$3,432 00	

## b) Cases which occurred subsequent to June 30, 1879.

Hernando.....	Miss.	July 12, 1879	July 19, 1879	\$140 00		Part of a remittance of \$239. (See II b.)
Brackettville.....	Texas.	July 11, 1879	Feb. 10, 1880	400 00		
Hernando.....	Miss.	Oct. 14, 1879	Jan. 5, 1880	240 00		
Grenada.....	Miss.	Jan. 26, 1880	Mar. 25, 1880	162 35		
Lawrenceburgh.....	Tenn.	Jan. 24, 1880	Feb. 25, 1880	50 00		
4,6 cases.....					\$992 35	
Total allowed, 9,225 cases.....					\$4,424 35	

## II.—RECOVERED DURING THE YEAR.

## a) Cases which occurred prior to June 30, 1879.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.	Remarks.
Falls City*	Nebr.	July 8, 1878	Remitting postmaster.	\$530 00		Part of a remittance of \$4,000. (See I a.)
South Whitley*.....	Ind.	July 15, 1878	Thief.....	20 00		
Lawrence*.....	Kans.	Jan. 18, 1879	do.....	1,540 00		
Duncansby*.....	Miss.	June 30, 1879	Local route agent.	393 00		
3,375 cases.....					\$2,483 00	



II.—RECOVERED—Continued.

b) Cases which occurred subsequent to June 30, 1879.

Office of mailing.	State.	Date of mailing.	Collected from—	Amount.	Total amount.	Remarks.
McComb.....	Miss..	July 8, 1879	Railroad Company.	\$120 00		Part of remittance of \$239. (See I b.)
Do.....	Miss..	July 9, 1879	do	30 00		
Noblesville.....	Ind...	July 24, 1879	Route agent.....	50 00		
Frewsburg.....	N. Y.	Oct. 30, 1879	do	5 00		
Decatur.....	Tex..	Jan. 1, 1880	Clerk at Fort Worth	559 00		
Grenada.....	Miss..	Jan. 26, 1880	Route agent.....	78 85		
Clinton.....	La....	Mar. 22, 1880	Postmaster at Greensburg, La.	200 00		
6.4 cases.....					\$1,040 65	
Total recovered, 9.775 cases.....					3,523 65	

III.—CHARGED TO REMITTING POSTMASTER.

a) Cases which occurred prior to June 30, 1879.

Office of mailing.	State.	Date of mailing.	Case closed.	Amount.	Total amount.	Remarks.
Hartford.....	Mich..	Apr. 19, 1879	Mar. 3, 1880	\$0 95		Part of a remittance of \$215, of which \$214.05 was a draft, which was duplicated. (See IV a.)
0.04 case.....					\$0 95	

b) Cases which occurred subsequent to June 30, 1879.

Zazoo City.....	Miss..	July 30, 1879	Dec. 8, 1879	\$200 00		
1 case.....					\$200 00	
Total 1.04 cases.....					200 95	

IV.—NO LOSS INCURRED.

a) Cases which occurred prior to June 30, 1879.

Hartford.....	Mich..	Apr. 19, 1879	Mar. 3, 1880	\$214 05		Part of a remittance of \$215. Draft duplicated. (See III a.)
Colfax.....	Wash.	Nov. 9, 1878	Nov. 4, 1879	80 00		
Plainfield.....	Ill....	Apr. 3, 1879	Nov. 4, 1879	94 00		Remitting postmaster acknowledged that he had made no remittance. Draft duplicated.
2.96 cases.....					\$388 05	

V.—UNSETTLED.

a) Cases which occurred prior to June 30, 1879.

Office of mailing.	State.	Date of mailing.	Amount.	Total amount.	Remarks.
Milton.....	N. C.	May 29, 1877	\$302 00		
San Augustine.....	Fla....	Mar. 10, 1879	661 00		
Do.....	Fla....	Mar. 12, 1879	585 00		
Bethalto.....	Ill....	Apr. 9, 1879	65 00		
Anarora*.....	Tex..	Mar. 1, 1879	43 00		
Do.....	Tex..	Mar. 4, 1879	17 00		
Ashland.....	Oreg..	June 20, 1879	20 00		
7 cases.....				\$1,693 00	



## V.—UNSETTLED—Continued.

## b) Cases which occurred subsequent to June 30, 1879.

Office of mailing.	State.	Date of mailing.	Amount.	Total amount.	Remarks.
Prescott .....	Ariz .....	July 10, 1879	\$23 00		
El Paso .....	Tex .....	Sept. 24, 1879	607 00		
Do .....	Tex .....	Nov. 29, 1879	352 00		
Dayton .....	Wash .....	Dec. 1, 1879	285 00		
Brownsdale .....	Minn .....	Jan. 31, 1880	206 00		
Sparta .....	Ga .....	Feb. 16, 1880	50 00		
Bannock City .....	Mont .....	Mar. 21, 1880	136 00		
Refugio .....	Tex .....	Apr. 29, 1880	10 00		
Weston .....	Oreg .....	May 15, 1880	40 00		
Mount Pleasant .....	Tex .....	June 2, 1880	50 00		
10 cases .....				\$1,759 00	
Total "Unsettled," 17 cases .....				3,452 00	

\* These eight cases, involving an amount of \$5,545, and which occurred prior to June 30, 1879, were not brought to the attention of the department until after the close of that fiscal year.

## D.—Statement of money-orders improperly paid, on a forged signature or otherwise, during the fiscal year ended June 30, 1880.

Summary.	Number of cases.	Amount.	Total amount.
Whole number of orders improperly paid .....	91		\$2,021 96
a) Orders issued prior to June 30, 1879 .....	53	\$1,274 02	
b) Orders issued after June 30, 1879, and prior to July 1, 1880 .....	38	747 97	
I. Recovered .....	26		514 07
a) Orders issued prior to June 30, 1879 .....	11	261 00	
b) Orders issued after June 30, 1879, and prior to July 1, 1880 .....	15	253 07	
II. Charged to the payee .....	6		156 29
a) Orders issued prior to June 30, 1879 .....	6	156 20	
III. Paid to the proper payee .....	1		29 04
a) Orders issued prior to June 30, 1879 .....	1	20 00	
IV. Charged to paying postmaster .....	11		169 04
a) Orders issued prior to June 30, 1879 .....	6	114 00	
b) Orders issued after June 30, 1879, and prior to July 1, 1880 .....	5	55 00	
V. Charged to issuing postmaster .....	1		50 38
a) Orders issued prior to June 30, 1879 .....	1	50 00	
VI. Charged to department .....	5		87 89
a) Orders issued prior to June 30, 1879 .....	3	32 00	
b) Orders issued after June 30, 1879, and prior to July 1, 1880 .....	2	55 00	
VII. Unsettled .....	41		1,035 72
a) Orders issued prior to June 30, 1879 .....	25	640 82	
b) Orders issued after June 30, 1879, and prior to July 1, 1880 .....	16	384 90	
Total .....	91		2,021 96

## I.—RECOVERED.

## a) Orders issued prior to June 30, 1879.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
70995	Portland .....	Me .....	June 7, 1877	Portland* .....	Oreg .....	June 28, 1877	\$20 00
15176	Newberry C. H. .....	S. C .....	July 16, 1877	Wilmington .....	N. C .....	July 18, 1877	10 00
3381	Henderson .....	Texas .....	Apr. 29, 1878	Saint Louis* .....	Mo .....	May 1, 1879	10 00
20716	Station F, New York .....	N. Y. ....	July 31, 1878	New York* .....	N. Y. ....		2 00
432	Terre Haute .....	Ind .....	Sept. 4, 1878	Topeka .....	Kans .....	Sept. 9, 1878	10 00
6006	Parma .....	Mich .....	Dec. 21, 1878	Jamestown .....	N. Y. ....	Jan. 1, 1879	25 00
23796	Kokomo .....	Ind .....	Apr. 1, 1879	Hutchinson .....	Kans .....	Apr. 5, 1879	10 00
12493	Pawnee City .....	Nebr .....	May 12, 1879	Denver .....	Colo .....	May 18, 1879	25 00
72657	New York .....	N. Y. ....	June 23, 1879	Milwaukee* .....	Wis .....	June 27, 1879	50 00
72658	do .....	N. Y. ....	do .....	do .....	Wis .....	do .....	21 00
41275	West Division Station, Chicago .....	Ill .....	May 20, 1879	Rochelle* .....	Ill .....	July 10, 1879	10 00
11 cases .....							261 00



# MONEY-ORDERS IMPROPERLY PAID.

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## I.—RECOVERED—Continued.

b) Orders issued subsequent to June 30, 1879.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
6656	Harrison	Ark.	Aug. 23, 1879	Springfield	Mo.	Sept. 10, 1879	\$5 50
10045	Menominee	Mich.	Aug. 25, 1879	Waukegan	Ill.	Sept. 9, 1879	3 50
14636	Dennison City	Texas	Aug. 27, 1879	Saint Louis	Mo.	Aug. 30, 1879	50 00
22978	Waukegan	Ill.	Sept. 8, 1879	Chicago	Ill.	Sept. 9, 1879	3 36
735	Saint Louis	Mo.	Sept. 10, 1879	De Soto	Ill.	Sept. 17, 1879	4 28
B. 3803	New York	N. Y.	Oct. 3, 1879	Pittsburgh	Pa.	Oct. 11, 1879	2 43
42682				New York	N. Y.	Oct. 30, 1879	15 00
40434	Bangor	Me.	Oct. 28, 1879	Ellsworth	Kans.	Nov. 12, 1879	50 00
11148	Onarga	Ill.	Nov. 10, 1879	Kansas City	Mo.	Nov. 3, 1879	4 00
41450	Sedalia	Mo.	Oct. 30, 1879	Saint Louis	Mo.	Nov. 28, 1879	23 00
2118	Westport	Mo.	Nov. 24, 1879	Chattanooga	Tenn.	Nov. 28, 1879	50 00
17378	Dardanelle	Ark.	Nov. 29, 1879	do	Tenn.		15 00
17379	do	Ark.	do	do	Tenn.		2 00
63296	Bloomington	Ill.	Dec. 31, 1879	Chicago	Ill.	Jan. 7, 1880	2 00
	Boise City	Idaho	Mar. 20, 1880	New York	N. Y.	Apr. 12, 1880	20 00
35861	Springfield	Mo.	Feb. 2, 1880	Austin	Tex.	Mar. 8, 1880	5 00
	15 cases						253 07
	Total recovered, 26 cases						514 07

## II.—CHARGED TO THE PAYEE OF ORDER.

a) Orders issued prior to June 30, 1879.

6276	Carbondale	Pa.	Jan. 8, 1877	Lyons	N. Y.	Jan. 17, 1877	\$15 00
75763	Ripley	Miss.	Mar. 3, 1879	Washington*	D. C.	Mar. 8, 1879	37 20
5764	do	do	do	do*	do	do	50 00
939	Moncton	N. B.	Mar. 14, 1879	New York	N. Y.	Apr. 1, 1879	9 00
30056				Elmira*	do	Apr. 7, 1879	20 00
2656	Fort Abraham	Dak.	Apr. 1, 1879	Kansas City*	Mo.		25 00
	Lincoln						
3560	Irwin's Station	Pa.	Apr. 8, 1879				
	6 cases						156 20

## III.—PAID TO THE PROPER PAYEE.

a) Orders issued prior to June 30, 1879.

31903	Georgetown	Colo.	May 19, 1879	Leadville	Colo.	May 25, 1879	\$20 00
	1 case						20 00

## IV.—CHARGED TO PAYING POSTMASTER.

a) Orders issued prior to June 30, 1879.

1935	Jackson	Minn.	May 16, 1874	Waukon	Iowa	July 2, 1874	\$30 00
674	Saint Anne	Ill.	June 28, 1876	La Fayette	Ind.	July 3, 1877	25 00
35580	Wheeling	W. Va.	Mar. 2, 1878	Springfield*	Ill.	Mar. 20, 1878	21 00
82968	Baltimore	Md.	Oct. 12, 1878	Texarkana	Ark.	Oct. 16, 1878	6 00
4637	Wayne	Mich.	Apr. 14, 1879	Russell*	Kans.	May 17, 1879	24 00
31813	Buffalo	N. Y.	June 23, 1879	Saint Louis*	Mo.	July 3, 1879	8 00
	6 cases						114 00

b) Orders issued subsequent to June 30, 1879.

31317	Manistee	Mich.	July 10, 1879	Creston	Iowa	July 21, 1879	\$20 00
11346	Marlborough	Mass.	July 22, 1879	Farmington	N. H.	July 30, 1879	5 00
72183	Saint Paul	Minn.	July 10, 1879	Aurora	Ill.	July 15, 1879	15 00
19296	Paris	Tex.	July 24, 1879	Saint Louis	Mo.	July 26, 1879	5 00
90206	Chicago	Ill.	Nov. 1, 1879	Atchison	Kans.	Nov. 12, 1879	10 00
	5 cases						55 00
	Total, 11 cases						169 00



## V.—CHARGED TO ISSUING POSTMASTER.

## a) Orders issued prior to June 30, 1879.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
5889	Leadville.....	Colo...	Mar. 25, 1879	Ontonagon*.....	Mich..	—, 1879	\$50 00
	1 case .....						50 00

## VI.—CHARGED TO DEPARTMENT.

## a) Orders issued prior to June 30, 1879.

4639	Statlon G, New York.	N. Y.	Jan. 7, 1876	Chicago.....	Ill....	Jan. 10, 1876	\$10 00
12672	Seward.....	Nebr..	Dec. 23, 1878	Omaha.....	Nebr..	Dec. 26, 1878	10 00
32423	Station E, New York.	N. Y.	Jan. 13, 1879	Norwalk.....	Conn.	Jan. 14, 1879	12 00
	3 cases .....						22 00

## b) Orders issued subsequent to June 30, 1879.

9874	Rahway.....	N. J.	Dec. 2, 1879	Jersey City.....	N. J.	Dec. 3, 1879	\$5 00
4976	New Haven.....	Conn.	July 2, 1879	San Francisco.....	Cal....	July 21, 1879	50 00
	2 cases .....						55 00
	Total, 5 cases .....						87 00

## VII.—UNSETTLED.

## a) Orders issued prior to June 30, 1879.

46911	Chicago.....	Ill....	Sept. 12, 1876	Syracuse.....	N. Y.	Sept. 23, 1876	\$10 00
4715	Syracuse.....	N. Y.	Sept. 23, 1876	Albany.....	N. Y.	Sept. —, 1876	9 87
Dup. 19803	Frémont.....	Nebr..	Oct. 21, 1876	Ashland*.....	Nebr..	do	25 04
10628	Dundalk.....	Ont....	Apr. 11, 1877	Louisville*.....	Ky....	Apr. 18, 1877	42 35
14450c	do.....	Ont....	do	do*	Ky....	do	42 35
24451c	do.....	Ont....	do	do*	Ky....	do	30 54
34452c	do.....	Ont....	do	do*	Ky....	do	30 54
30065	Atlanta.....	Ga....	May 5, 1877	Chicago*.....	Ill....	May 24, 1877	10 00
15349	Washington.....	D. C.	Aug. 8, 1878	Clinton*.....	La....	Nov. 28, 1878	50 00
15350	do.....	D. C.	do	do*	La....	do	50 00
15351	do.....	D. C.	do	do*	La....	do	50 00
15352	do.....	D. C.	do	do*	La....	do	50 00
15353	do.....	D. C.	do	do*	La....	do	1 25
60661	do.....	D. C.	Aug. 28, 1878	Erie*.....	Pa....	Aug. 30, 1878	50 00
60662	do.....	D. C.	do	do*	Pa....	do	14 00
39747	Chicago.....	Ill....	Nov. 14, 1878	Calais.....	Me....	Nov. 25, 1878	20 00
61481	Grand Rapids.....	Mich.	Dec. 12, 1878	Chicago*.....	Ills.	Dec. 29, 1878	20 00
43954	Council Bluffs.....	Iowa..	Dec. 31, 1878	Sterling.....	Ills.	Jan. 2, 1879	15 01
61841	Grand Rapids.....	Mich.	Jan. 4, 1879	Chicago*.....	Ills.	Jan. 7, 1879	25 04
62156	do.....	Mich.	Jan. 16, 1879	do*	Ills.	Jan. 18, 1879	10 00
62480	do.....	Mich.	Jan. 28, 1879	do*	Ills.	Jan. 29, 1879	9 93
63014	do.....	Mich.	Feb. 20, 1879	do*	Ills.	Feb. 21, 1879	8 50
432	Wataga.....	Ills.	May 19, 1879	Little Sioux.....	Iowa..	June 11, 1879	50 00
80755	Kansas City.....	Mo....	June 13, 1879	Sterling.....	Kans.	June 14, 1879	25 00
560	Jeanerette.....	La....	Mar. 11, 1879	New Orleans*.....	La....	Mar. 13, 1879	15 00
15825	Pleasant Hill.....	Mo....	May 16, 1879	Cincinnati*.....	Ohio..	July 28, 1879	7 00
	25 cases .....						446 82



## VII.—UNSETTLED—Continued.

b) Orders issued subsequent to June 30, 1879.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
1681	Pierson.....	Mich.	July 17, 1879	Battle Mountain.	Nev...	July 22, 1879	\$50 00
1944	Hallettsville.....	Tex...	Aug. 14, 1879	Lampasas.....	Tex...	Sept. 3, 1879	8 00
83183	Kansas City.....	Mo....	Aug. 18, 1879	Chicago.....	Ills...	Aug. 18, 1879	25 00
3727	Milan.....	Ills...	Sept. 2, 1879	Sedan.....	Kans...	Sept. 6, 1879	8 85
29722	Boise City.....	Idaho	Sept. 16, 1879	Omaha.....	Nebr...	Oct. 1, 1879	40 00
304	Park City.....	Utah...	Oct. —, 1879	San Francisco...	Cal...	Nov. 3, 1879	35 00
831	Farmersville.....	Tex...	Dec. 5, 1879	Waco.....	Tex...	Mar. 13, 1880	50 00
932	do.....	Tex...	Dec. 5, 1879	do.....	Tex...	Mar. 13, 1880	12 00
3839	Cedar Vale.....	Kans...	Jan. 20, 1880	Sedan.....	Kans...	Jan. 24, 1880	10 00
G 87710	New York.....	N. Y.	Feb. 19, 1880	Salut Joseph.....	Mo....	Mar. 6, 1880	3 55
G 87711	do.....	N. Y.	Feb. 19, 1880	do.....	Mo....	Mar. 6, 1880	49 70
30693	Paducah.....	Ky....	Mar. 2, 1880	Cincinnati.....	Ohio...	Mar. 4, 1880	34 00
43292	Pittsburgh.....	Pa....	May 3, 1880	Washington.....	D. C.	May 5, 1880	17 00
15857	Waynesburgh.....	Pa....	Mar. 10, 1880	Parker's Land'g.	Pa....	Mar. 12, 1880	26 10
1972	Mount Carroll.....	Ills...	Mar. 13, 1880	Chicago.....	Ills...	Mar. 20, 1880	3 00
7294	Brandon.....	Wis...	Apr. 12, 1880	Burr Oak.....	Kans...	May 4, 1880	12 70
	16 cases.....						384 90
	Total "Unsettled,"	41 cases.....					1, 025 72

\* These 34 cases, amounting to \$942.15, alleged to have occurred prior to June 30, 1879, were brought to the notice of the department after the 1st of July, 1879.

E.—Tabular statement showing the fees formerly and those now charged upon international money-orders issued in the United States for payment in the United Kingdom of Great Britain and Ireland, the German Empire, the Dominion of Canada, and France and Algeria.

## FEEES UPON BRITISH ORDERS.

	Former rate.	Present rate.
On sums not exceeding \$10.....	\$0 25	\$0 25
On sums over \$10 and not exceeding \$20.....	50	50
On sums over \$20 and not exceeding \$30.....	75	70
On sums over \$30 and not exceeding \$40.....	1 00	85
On sums over \$40 and not exceeding \$50.....	1 25	1 00

## FEEES UPON GERMAN ORDERS.

	Former rate.	Present rate.
On sums not exceeding \$5.....	\$0 15	.....
On sums over \$5 and not exceeding \$10.....	25	.....
On sums not exceeding \$10.....	.....	\$0 15
On sums over \$10 and not exceeding \$20.....	50	30
On sums over \$20 and not exceeding \$30.....	75	45
On sums over \$30 and not exceeding \$40.....	1 00	60
On sums over \$40 and not exceeding \$50.....	1 25	75

## FEEES UPON CANADIAN ORDERS.

	Former rate.	Present rate.
On sums not exceeding \$10.....	\$0 20	\$0 15
On sums over \$10 and not exceeding \$20.....	40	30
On sums over \$20 and not exceeding \$30.....	60	45
On sums over \$30 and not exceeding \$40.....	80	60
On sums over \$40 and not exceeding \$50.....	1 00	75

## FEEES UPON FRENCH ORDERS.

	Former rate.	Present rate.
On sums not exceeding \$10.....	.....	\$0 15
On sums over \$10 and not exceeding \$20.....	.....	30
On sums over \$20 and not exceeding \$30.....	.....	45
On sums over \$30 and not exceeding \$40.....	.....	60
On sums over \$40 and not exceeding \$50.....	.....	75







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**MODIFICATIONS OF THE MONEY-ORDER SYSTEM  
RECOMMENDED BY THE SUPERINTENDENT.**

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# PROPOSED MODIFICATIONS OF THE MONEY-ORDER SYSTEM.

POST-OFFICE DEPARTMENT,  
OFFICE OF SUPERINTENDENT MONEY-ORDER SYSTEM,  
*Washington, D. C., October 27, 1880.*

SIR: The postal money-order system was established to promote public convenience by providing a safe means of transferring small sums by mail, and thereby to diminish the frequency of the transmission of money in ordinary letters, which has always been one of the chief causes of the loss of correspondence. It has been the desire of the department that the fees charged for money-orders should be fixed at rates that would meet the necessary expenses of the system, but not yield any considerable revenue. Since the establishment of the money-order system in 1864 the rates of fees have been changed four times, but the receipts have never equaled the expenditures until within the last five years. During the first two years the fees were ten cents for orders not exceeding \$10, fifteen cents for orders over \$10 and not exceeding \$20, and twenty-five cents for orders over \$20, the maximum limit being \$30. The expenditures exceeded the receipts by \$32,879.33, expenses to the amount of \$32,970.20 having been paid out of appropriations. During the next two years ended June 30, 1868, under the operation of the fees fixed by the act of June 12, 1866, to wit, ten cents for sums not exceeding \$20, and twenty-five cents for sums above \$20, with an increase of the maximum limit of the order to \$50, although the gross revenue from the business amounted to \$80,418.76, there was a net loss of \$3,107.72. The expenses paid out of appropriations amounted to \$83,526.48.

Under the provisions of the act of July 27, 1868, a new schedule of fees was in operation for the period of four years ended June 30, 1872, to wit, on orders not exceeding \$20 ten cents, on orders above \$20 and not over \$30 fifteen cents, over \$30 and not over \$40 twenty cents, and over \$40, but not exceeding \$50, twenty-five cents. The gross revenue amounted to \$362,888.02, but the expenses paid from appropriations were \$369,341.60, showing a net loss of \$6,453.58.

During the three years ended June 30, 1875, the business was transacted upon the basis of the fees established by the act of June 8, 1872, which were as follows: For orders not exceeding \$10 five cents, over \$10 and not over \$20 ten cents, over \$20 and not over \$30 fifteen cents, over \$30 and not over \$40 twenty cents, over \$40 and not over \$50 twenty-five cents. The gross revenue amounted to \$293,924.21, but the actual net loss, including expenses paid from appropriations, was \$241,561.54. To prevent a continuance of such loss from the business the fee for small orders was increased by the act of March 3, 1875. The new schedule, which is still in force, is as follows: For orders not exceeding \$15 ten cents, over \$15 and not over \$30 fifteen cents, over \$30 and not over \$40 twenty cents, and over \$40 but not exceeding \$50, the maximum amount of an order, twenty-five cents. The gross revenue



from July 1, 1875, to June 30, 1880, under the operation of this schedule, was \$975,190.25, the amount paid out of appropriations was \$945,744.54, showing a net gain during that period of \$29,445.71. This is assuredly a very moderate profit from the transaction of a business which increased from \$77,035,972.78, in the fiscal year 1876, to \$100,352,818.83 during the last fiscal year.

Since the withdrawal of the fractional currency from circulation and the substitution therefor of silver coin, which cannot be conveniently, or with moderate safety, transmitted by mail in ordinary letters, it has been urged that the present fee of ten cents on orders not exceeding \$15, and particularly on those not exceeding \$5, is too high and ought to be reduced in the interest of public convenience. Some measure of this nature looking to a diminution of the charge for transferring small sums by mail has been strenuously advocated by publishers of newspapers and other business men who frequently receive small remittances. There are two ways in which this charge can be lessened without causing direct loss to the department. One is an extension of the maximum amount for which an order can be issued, from \$50 to \$100, with an increase of the fee for each additional amount of \$10 in excess of \$50, and a reduction of the fee for orders not exceeding \$10, together with a slight decrease in the commissions allowed to postmasters for the issue and payment of orders. The present form of order and advice is to be retained, but the registers of orders issued and of advices received, which postmasters are now required to keep, are to be discontinued, whereby the amount of clerical labor at money-order offices would be materially lessened. By these modifications not only would the cost to the department of transacting the money-order business be diminished, but as the expense incurred in the issue and payment of small and large orders is the same, it is believed that the gain from the increased fees for the larger orders would counterbalance the loss incurred by the diminution of the fees for small orders. Within the last two years, the experiment of dispensing wholly or partially with registers has been tried at a few large post-offices, and it has caused no difficulty of moment in the transaction of money-order business.

In Great Britain postmasters receive a commission of one penny, equal to about two cents, for each order issued and for each order paid by them. The compensation now given to postmasters in this country averages a little more than  $3\frac{1}{10}$  cents for each order issued, paid, or repaid, and for each certificate of deposit made out and sent to remitting postmasters. I respectfully suggest that the compensation of postmasters be reduced to three cents for each of these transactions. It is estimated that with this rate of compensation to postmasters, together with the amount paid for salaries of employes in the Money-Order branch of this department and of the Auditor's office, and for books, blanks, stationery, &c., the total average cost of each transaction would be  $5\frac{11}{1000}$  cents. The entire cost of the domestic money-order business upon this basis during the last fiscal year would have been \$794,631.29. The actual expenses of the business under the existing rates of commission amounted to \$822,234.87. A table exhibiting in detail the estimated cost of each transaction upon the basis of compensation above proposed will be found herewith marked "A."

For the purpose of obtaining data upon which an estimate might be based of the ratio of the number of small orders issued to that of large orders, a special record was kept at ten of the principal post-offices in the United States, showing the number of orders paid at each during the week ended September 18, 1880, of the following six classes, viz: Orders not exceeding \$5, over \$5 and not exceeding \$10, over \$10 and



not exceeding \$20, over \$20 and not exceeding \$30, over \$30 and not exceeding \$40, over \$40 and not exceeding \$50. Five of these are Northern offices, viz: New York, Chicago, Philadelphia, Cincinnati, and Boston; and five Southern, viz: Saint Louis, Louisville, Baltimore, New Orleans, and Washington. A tabular statement of these records marked "B" is hereto appended. This table shows that out of every 1,000 orders paid in the Northern cities 498 were for sums not exceeding \$5, 196 for sums over \$5 and not exceeding \$10, and but 42 for sums over \$40. In the Southern cities the proportion of orders paid not exceeding \$5 was 333 in 1,000; of orders exceeding \$5 and not exceeding \$10 it was 193, and of orders exceeding \$40, 129. The larger proportion of small orders paid in the Northern cities is probably owing to a more general demand for such orders by remitters for the payment of insurance premiums, subscriptions to newspapers, magazines, &c., and for the purchase of mailable articles of small value at these centers of trade. It appears, furthermore, that at the ten offices in question 654 paid orders in every 1,000 were for sums not exceeding \$10. On the other hand, an examination of the weekly returns of twenty small offices of the third class, ten Northern and ten Southern, for one week in September, 1880, shows that only 433 of 1,000 orders paid by them were for sums not exceeding \$10. This fact would tend to lessen an estimate of the number of small orders issued throughout the whole country. There is another important circumstance, however, which is to be considered in making such estimate, and that is the steady decrease from year to year of the average amount for which a money-order is issued. During the fiscal year 1874 it was \$16.83, while during the last fiscal year it was only \$13.86. Moreover, a reduction of the fee for orders not exceeding \$10 would tend to increase considerably the sale of such orders. A tabular statement is herewith submitted, giving an estimate of the proportion in 1,000 of each class of orders described therein which would be issued under a schedule of fees (commencing with 5 cents for an order not exceeding \$5), whereof the rate per cent. on the maximum amount of each class diminishes as those amounts increase up to the limit of \$100.

Class of orders.	Estimated number in 1,000.	Scale of fees.	Accruing gross revenue.	Percentage on maximum amount in each class.
		<i>Cents.</i>		
Not exceeding \$5 .....	500	5	\$25 00	1 per cent.
Exceeding \$5 and not exceeding \$10 .....	170	8	13 60	0.8 per cent.
Exceeding \$10 and not exceeding \$15 .....	50	11	5 50	0.733 per cent.
Exceeding \$15 and not exceeding \$20 .....	50	13	6 50	0.650 per cent.
Exceeding \$20 and not exceeding \$25 .....	30	15	4 50	0.6 per cent.
Exceeding \$25 and not exceeding \$30 .....	20	17	3 40	0.567 per cent.
Exceeding \$30 and not exceeding \$35 .....	10	19	1 90	0.543 per cent.
Exceeding \$35 and not exceeding \$40 .....	10	21	2 10	0.525 per cent.
Exceeding \$40 and not exceeding \$45 .....	10	23	2 30	0.511 per cent.
Exceeding \$45 and not exceeding \$50 .....	20	25	5 00	0.5 per cent.
Exceeding \$50 and not exceeding \$60 .....	20	29	5 80	0.483 per cent.
Exceeding \$60 and not exceeding \$70 .....	20	33	6 60	0.471 per cent.
Exceeding \$70 and not exceeding \$80 .....	20	37	7 40	0.463 per cent.
Exceeding \$80 and not exceeding \$90 .....	30	41	12 30	0.456 per cent.
Exceeding \$90 and not exceeding \$100 .....	40	45	18 00	0.45 per cent.
Totals .....	1,000	.....	119 90	

The object in the proposed decrease in the rate per cent. of the fee as the orders increase is to promote the sale of the larger orders from which alone the department would derive any profit.



The average fee of  $11\frac{3}{100}$  cents resulting from the modifications indicated in this table is  $1\frac{3}{100}$  cents in excess of the estimated average cost of the issue and payment of an order, namely,  $10\frac{3}{100}$  cents, provided the compensation of the postmaster be fixed at three cents for each of these transactions, as above suggested. (See table "A.")

It is believed that this average surplus of  $1\frac{3}{100}$  cents is sufficiently large to cover any diminution of receipts that might be caused by deviations from the estimated ratio of orders of each class, and to provide for the cost of clerical labor required in issuing certificates of deposit to remitting postmasters. A slight modification might be made, if deemed desirable, in this schedule by fixing the fees for the larger orders at  $\frac{1}{2}$  of one per cent. on the several divisions of the scale from \$50 to \$90, without increasing the fee for orders exceeding \$90. This arrangement would make the fee for an order of \$50 twenty-five cents; for an order over \$50 and not over \$60 thirty cents; over \$60 and not over \$70 thirty-five cents; over \$70 and not over \$80 forty cents; over \$80 up to \$100 forty-five cents. Such a scale of fees increasing regularly by five cents would be convenient for postmasters, as well as for the public, in the transaction of money-order business.

The second mode, by which the charge to the public for the transfer of small sums through the mails can be lessened, is the adoption of some plan that will dispense with the advice, which is a great element of expense. The various devices proposed for this purpose may all be classed under three heads, to wit: 1st, notes for fixed sums, printed or engraved thereon, issued by the Post-Office Department and payable to the bearer at any money-order office; 2d, postage-stamps of the several denominations pasted on sheets of paper or cardboard and sold to the remitter by the Post-Office Department, in such sums as he may require, the amount to be payable to the holder at a designated post-office; 3d, the issue of money-orders, without advice, for any sum written thereon within a fixed limit, payable during a certain period at any money-order office and capable of being transferred from one person to another, like a check drawn to order.

These three plans were carefully considered, and the opinions of experienced officers of the British post-office in regard to them were obtained in 1876, by a committee of inquiry appointed by the lords commissioners of the treasury. The report of this committee, which was ordered by the House of Commons to be printed in 1877, contains much interesting and valuable information upon this subject. It appears from the testimony of post-office experts, as well as from the opinions expressed by the committee, that although the advice adds largely to the cost of the order, erroneous and fraudulent payment cannot be prevented without it, and that it is a safeguard against the alteration of the amount, as well as counterfeiting of the order. These are the three principal dangers to which any document employed to transfer money by mail is exposed. Complete protection against them is at present assured to remitters and payees of money-orders in the United States.

The scheme of postal notes for certain fixed sums was proposed by Mr. Chetwynd, receiver and accountant general of the British post-office, and obtained the preference of the committee, who stated, however, that they "have had some hesitation in arriving at a definite opinion on the scheme of postal notes proposed by Mr. Chetwynd, because officers of great practical experience have insisted, with much show of reason, not only that the postal note, as a remitting medium, would be less secure than the money-order, but that if it should come largely into circulation it would tend to increase letter stealing and to the consequent demor-



alization of the post-office servants." This scheme, with slight modifications, has received the sanction of Parliament, and it is understood that it will soon go into operation. It presents the following salient features:

- 1st. Circular notes of four different fixed denominations, to wit:  
 2 shillings 6 pence, equal to 61 cents; fee 1 penny, equal to 2 cents.  
 5 shillings 0 pence, equal to \$1.22; fee 1 penny, equal to 2 cents.  
 10 shillings 0 pence, equal to \$2.44; fee 2 pence, equal to 4 cents.  
 15 shillings 0 pence, equal to \$3.66; fee 2 pence, equal to 4 cents.
- 2d. No written application is required from the purchaser.
- 3d. No advice is sent by the issuing to the paying postmaster.
- 4th. Payment is made at any money order office at the option of the holder.
- 5th. No records of details of notes are to be kept by postmasters.
- 6th. When the exact sum required cannot be remitted by postal notes, the deficiency is to be supplied by postage stamps, to be inclosed with the note in the remitter's letter.
- 7th. The name of the payee may be left blank, so as to make the note payable to bearer.
- 8th. The note is to become void if unpaid six months after date, but "the Postmaster-General may, in special circumstances, on application, authorize the amount of the note to be paid, subject to double the original fee."

9th. A duplicate of a lost note cannot be granted under any circumstances.

This plan offers the following advantages to the public, to wit:

1. Its cheapness.
2. The facility and rapidity with which the notes may be procured and paid, inasmuch as they may be made by the holder payable at any money-order office without the intervention of a postmaster.
3. They may be used in blank, payable to bearer, or may by the holder be made payable to a designated person.

On the other hand, the disadvantages to the public would be—

1st. A duplicate could not be issued of a postal note lost in the mail, because payment of the original note could not be stopped, as it would be payable at any post-office which the holder might select, and because the ownership of the lost note could not well be established, as there would be no record at the issuing office of the name of the remitter or payee. In such cases the loss of the owner would be as complete as if the lost note were United States fractional currency. Indeed, the latter was quite as safe and convenient for transmission by mail as the postal note, and, furthermore, possessed this special advantage, that the sender paid no fee for it. The advocates of postal notes point out that they are not intended to take the place of money-orders, but are to be issued concurrently with them, and that a remitter, who desires to avoid the risk of loss in sending a postal note by mail, can always obtain a money-order for a like amount by paying a little higher fee. But I venture to question the expediency of any scheme for the issue of postal orders or notes in this country which does not provide for the refunding of the amount of an order lost in the mails. Such a scheme would cause hardship to poor people, who form a large proportion of remitters of small sums, and would inevitably cause great complaint from them, as well as from publishers of newspapers who might fail to receive subscriptions sent by postal notes, and also from dealers in mailable articles of small value, who are accustomed to receive large numbers of small money-orders. It would be claimed that the postal notes were lost through



the fault of the department which issued them, and ought therefore to be made good to the loser. The failure to provide for duplicates of lost orders is a serious objection to all plans heretofore proposed for postal notes, or similar devices for the transfer of small sums by mail.

2d. Inconvenience to the remitter from his inability to pay any required amount by postal notes without the use at the same time of postage-stamps.

3d. Hardship caused by the forfeiture of a note if not presented for payment within six months from the date of issue, unless the Postmaster-General in special cases authorizes payment to be made, subject to a charge of double the original fee.

4th. Payment of lost or stolen postal notes could readily be obtained and the proper payee would have no redress, as when payment of a postal note has once been made the Post-Office Department is to be free from any further liability therefor.

5th. The public would be exposed to loss from counterfeits of postal notes, payable to bearer, which would circulate largely as currency. Small dealers in sparsely-settled districts and poor and inexperienced people would suffer in this way.

The issue of postal notes would also occasion certain disadvantages to the Post-Office Department:

1st. The very large number of these notes that would be sent by mail would offer to employés in post-offices temptation to theft, and thereby tend to demoralize the service. It is well known that the department has for many years steadily discouraged the practice of inclosing money in ordinary letters as dangerous to the security of the mails.

2d. The absence of an advice would expose the postmaster to the danger of loss from the payment of counterfeit postal notes, even if the genuine notes were as well engraved as ordinary bank notes. The counterfeiter or his confederates could easily select offices of payment at which the postmasters would not be competent to detect even an inferior counterfeit. In certain sections of the country extensive frauds of this kind could be perpetrated by criminals who could readily escape to adjacent foreign countries in order to avoid punishment.

3d. Postmasters at small offices, especially those engaged in trade, would be tempted to use for their own private purposes postal notes placed in their custody for sale. They could easily put these notes into circulation, as they would remain current for six months before they became invalid, if not paid. In the mean time the issuing postmaster would claim in his accounts that they were still on hand. This fraud could only be detected by frequent examination of his office by an inspector, which would not be practicable, particularly in remote localities.

4th. The proposal that the amount of the postal note should be forfeited if not presented within six months from the date of issue, could not be carried out in practice in the United States, and would give great trouble to the department. The public would demand that a postal note for which the amount on its face had been paid to the government should be redeemed, no matter when presented. If postal notes, payable to bearer, were found convenient as currency, they would circulate like bank notes and might not be presented for payment for some years after their date. In this way, post-offices would become banks of issue for small notes. There would be no effectual mode of compelling holders to present these notes for payment before the expiration of the designated period, for the reason that they would be confident that the United States would pay them eventually.

5th. The absence of an advice would deprive the postmaster of information as to the amount of funds required by him to meet postal notes



on presentation. He now retains, for the payment of money-orders, a sum equal to the amount of his unpaid advices two weeks on hand. Postal notes in large amounts in the aggregate could be presented, without notice, at small money-order offices, in remote parts of the country, where the postmasters would not have funds on hand to meet them, and considerable time might elapse before funds could be obtained from the department.

6th. Post-offices would be liable to robbery by burglars trying to get possession of the postal notes kept for sale by postmasters. They are frequently robbed at present for the sake of small amounts of money and postage-stamps. For a like reason packages of books of postal notes, sent by mail to frontier offices as post-office supplies, would be subject to great danger in transit.

As before stated, they could be readily used as currency by those into whose hands they might come.

After careful consideration of the advantages of Mr. Chetwynd's scheme of postal notes, I am led to the conclusion that the interests of the public and of the department would be better served by the retention of the present form of money-order and advice and the adoption of the schedule of fees which I have proposed above, under which the fee for an order not exceeding five dollars would be reduced from ten to five cents, and the maximum amount of the order would be extended from \$50 to \$100. The fee for a postal note of ten shillings, equal to \$2.44, or of fifteen shillings, equal to \$3.66, would be a little more than four cents, while the fee for a money order for either of those amounts, or for a larger amount up to \$5, would be five cents. But for this small difference between the fees the public would, in my opinion, receive abundant compensation in the absolute security which the money-order affords.

The second plan for the transfer of small sums through the mails, which came before the committee, was that originally proposed by Mr. Scott, formerly of the Edinburgh post-office. It was to paste postage-stamps of various denominations on sheets of paper, prepared for the purpose and sold by the Post-Office Department. A report condemning this plan was made by Mr. Scudamore, of the British post-office, in 1866, and the plan found no favor with the committee. A similar scheme has been proposed several times in this country, the main feature of which is the pasting of postage-stamps on the back of a postal card to be sold by the department. While these devices are open to the same objection as Mr. Chetwynd's, that a duplicate could not be issued in case of loss, yet they are superior to his in this respect, that they could be issued for any sum, up to a limited amount; but they have these disadvantages, namely, dishonest persons could remove uncanceled stamps from the cards and replace them with "washed stamps" that had been used in payment of postage, and thieves could remove and sell the stamps and destroy the cards. The computation by the postmaster of the number of stamps of the various denominations to be used to make up a required amount, and the time consumed by him in pasting the stamps on the card, would tend to make the issue of card orders of this description an awkward and tedious process, quite unsatisfactory to the public.

The third plan to provide a mode of cheap transfers of small sums by mail was submitted to the committee by Mr. Beaufort, postmaster at Manchester, England. It is thus described by him :

The plan is to issue money-orders without advices for small sums, payable at any money-order office in the kingdom only, not later than two months from the date of issue, and capable of being transferred in the mean time from one person to another, in the same way as a check drawn to order.



The manifest objections to these orders, in which the amounts would be simply filled in with a pen, are the facility with which counterfeits could be circulated and alterations of amounts made in genuine orders. In the latter case the paying postmaster would have no advice to inform him as to the amount actually paid for the order. This plan was rejected by the committee.

A form of postal money-order card or note has recently been submitted by Inspector Harrison, of the money-order service of this department, which is a great improvement upon Mr. Beaufort's plan, and is, in my judgment, the best scheme of the kind that has yet been devised. The peculiar feature of this plan is the effectual prevention of alteration of the written amount of the order by a series of nine numbers printed on its face, doubling consecutively from one cent to two dollars and fifty-six cents. The issuing postmaster is to punch out with a "conductor's punch" all the numbers except those required to make up the amount of the order. Any sum can be left upon the order from one cent to \$5.11, which represents its value when all the numbers remain intact. A similar device to prevent or to impede the alteration of bank drafts has been in use for many years. The name of the payee and of the paying and the issuing postmaster is to be written on the card order by the latter, who must also write thereon the amount and stamp the date of issue. The card order is to be provided with a stub upon which is to be recorded the name of the remitter, and of the payee, and the amount, and it must bear the same number and stamped date as the order. The stub is to be the sole record of the order at the issuing office. These money-order cards are to become invalid if not paid within three months after the date of issue, but duplicates, for which an additional fee is to be charged, can be obtained upon application to the department and the surrender of the original, or, if it be lost, upon proof of ownership and the filing of a certificate from the paying postmaster that the original had not been paid, and of one from the issuing postmaster that it had not been repaid. For this purpose the paying postmaster would be obliged to keep a register of card orders paid, because he would not have an advice to which he could refer. These postal-card orders, if engraved, for protection against counterfeiting, could not be issued to the public for a fee of less than four cents. The compensation to postmasters would be one cent for issuing and one cent for paying them. One cent would be required to meet the expenses of supervision and auditing and for miscellaneous items, and one cent for the cost of manufacture and distribution.

This plan is free from the most of the objectionable features that have been pointed out in other schemes for the transfer by mail of small sums at cheap rates. It possesses, moreover, two marked advantages, a provision for furnishing duplicates of lost orders, and a complete safeguard against alteration of the amount. On the other hand, it is much more exposed to the danger of fraudulent payment than the present money-order. The paying postmaster would not have an advice giving him information not contained in the order as to the name and address of the remitter, which would enable him, by questioning the applicant, to determine whether the latter is the person entitled to payment. For this reason, each order lost or stolen after their issue could be used to obtain money, without much difficulty, especially if the notes were indorsed in blank. If they had been lost before issue, as in the case of a book of such orders stolen while in transit from the department to a postmaster, payment could be procured before the department had been informed of the loss.

If the plan in question were adopted, large numbers of card orders



would doubtless be issued. They would probably be counterfeited just as fractional currency and national-bank notes have been counterfeited. Postmasters would be liable to losses from the payment of such counterfeits, for the reason that they would be deprived of the protection of an advice, which passes in a sealed envelope in the mails from the issuing to the paying postmaster, and is never in the possession of a remitter, payee, or other person not employed in a post-office, so that it cannot be tampered with or a counterfeit thereof used, except through collusion between a postmaster and some fraudulent person outside his office. While this plan does away with the inconvenience of four fixed denominations for postal notes, as proposed by Mr. Chetwynd, and at the same time prevents the alteration of amounts, yet it would exact much more work from post-office employes. The officer who issues a postal-card order must write upon it the name and State of the paying office, the name of the payee, the amount, and his own signature, and place thereon the impression of his office stamp. He must then calculate what printed numbers are necessary to make up the amount of the order applied for, and must punch out the residue. He must also enter upon the corresponding stub the name of the remitter and of the payee, the office of payment, and the amount, and stamp the date thereon. In lieu of the stub, a written application from the remitter might be used, containing these particulars. Such an application, which would be numbered, stamped, and filed by the postmaster, would somewhat lessen his work. But the computation and punching required in dealing with the printed numbers would in most cases prove slow processes, so that nearly as much time would be consumed in the issue of a postal-card order as of a money-order. It is questionable whether a commission of one cent on each card order issued would be found in practice sufficient to pay for the requisite clerical labor. A serious difficulty in the working of this plan would arise from the liability to frequent mistakes in the punching out of the numbers; this would produce a discrepancy between the written amount and the total of the printed numbers remaining intact, which would often escape the notice of the remitter. In such cases the postmaster at the office drawn upon would be compelled to refuse payment, thereby causing delay and hardship to the payee because of a mistake made by the issuing postmaster.

In conclusion, I beg to express the opinion that the transfer of small sums by mail, at comparatively cheap rates, can be effected with less risk of loss to the public and to the department by the money-order and advice, now in use, than by any postal-note device that has yet been proposed. I respectfully recommend the reduction of the fee for orders not exceeding \$5 from ten cents to five cents, and for orders over \$5, but not over \$10, from ten cents to eight cents, and an extension of the maximum limit of an order from \$50 to \$100, so that the increased commissions received for large orders may offset the loss resulting from the reduced fees for small orders. The details of the changes here suggested in the fees and in the amounts for which money-orders may be drawn are exhibited in the schedule given above.

I venture to add that it is not improbable that an experience of the operation of the schedule in question for a comparatively brief period would show that the fee for money-orders not exceeding \$5 might, with safety, be further reduced to four cents.

I have the honor to be, sir, your obedient servant,

C. F. MACDONALD,

*Superintendent, Money-Order System.*

HON. HORACE MAYNARD,  
*Postmaster-General.*



TABLE A.—Estimated cost of issuing, paying, or repaying a money-order, or of issuing a certificate of deposit, under a law which would require that postmasters' compensation be paid according to the work performed, *i. e.*, by the transaction.

	Cents
Postmasters' compensation for each order issued, paid, or repaid, or for each certificate of deposit issued .....	.03
Average expense, per transaction, on account of erroneous payments, lost remittances, bad debts, &c. ....	.00 $\frac{8\frac{1}{2}}{1000}$
Ditto on account of miscellaneous and incidental expenses .....	.00 $\frac{7\frac{1}{2}}{1000}$
Total payable from the proceeds of the business .....	.03 $\frac{8\frac{1}{2}}{1000}$
Average expense, per transaction, on account of clerks in the superintendent's office .....	.00 $\frac{3\frac{1}{2}}{1000}$
Ditto for books, blanks, printing, and stationery for ditto ....	.00 $\frac{2\frac{1}{2}}{1000}$
Ditto for clerks in Sixth Auditor's Office .....	.00 $\frac{2\frac{1}{2}}{1000}$
Ditto for books, blanks, printing, and stationery for ditto .....	.00 $\frac{1\frac{1}{2}}{1000}$
Total payable from appropriations .....	.01 $\frac{5\frac{1}{2}}{1000}$
Total estimated cost of each transaction .....	.05 $\frac{11\frac{1}{2}}{1000}$

At the above rates the cost of transacting the domestic money-order business, during the last fiscal year, would have been as follows:

For 7,240,537 money-orders issued, at 5 $\frac{3\frac{1}{2}}{1000}$ cents .....	\$384,834 54
For 7,213,607 money-orders paid, at 5 $\frac{3\frac{1}{2}}{1000}$ cents .....	383,403 21
For 46,845 money-orders repaid, at 5 $\frac{3\frac{1}{2}}{1000}$ cents .....	2,489 81
For 449,741 certificates of deposit, at 5 $\frac{3\frac{1}{2}}{1000}$ cents .....	23,903 73
Total expenses of the business .....	794,631 29

The actual expenses, under the existing rates of commissions to postmasters, were \$822,284.87.



TABLE B.—Exhibiting the number and ratio per thousand of each of six different grades of money-orders paid, during the week ended September 18, 1890, at each of the money-order post-offices named below.

Order.	Post-office.	Number of orders paid.					Ratio per 1,000 orders paid.									
		Not over \$5.	Over \$5 and not over \$10.	Over \$10 and not over \$20.	Over \$20 and not over \$30.	Over \$30 and not over \$40.	Over \$40 and not over \$50.	Total.	Not over \$5.	Over \$5 and not over \$10.	Over \$10 and not over \$20.	Over \$20 and not over \$30.	Over \$30 and not over \$40.	Over \$40 and not over \$50.	Total.	
NORTHERN.																
1	New York	7,002	2,234	1,688	778	332	546	12,070	560	178	133	62	26	43	1,000	
2	Chicago	4,800	1,530	1,749	810	320	575	10,474	407	203	167	77	31	55	1,000	
3	Philadelphia	1,588	822	578	293	131	248	3,658	434	225	158	80	36	67	1,000	
4	Cincinnati	1,355	643	572	280	128	234	3,212	422	200	178	87	40	73	1,000	
5	Boston	1,482	636	416	186	87	122	2,929	506	217	142	63	30	42	1,000	
Totals		16,405	6,465	5,003	2,347	998	1,725	32,943	498	196	152	71	30	53	1,000	
SOUTHERN.																
1	Saint Louis	1,677	918	883	513	257	707	4,955	378	185	178	104	52	143	1,000	
2	Louisville	557	280	236	158	75	171	1,477	377	190	160	107	53	115	1,000	
3	Baltimore	296	208	267	177	76	155	1,370	287	223	194	128	53	113	1,000	
4	New Orleans	430	240	250	142	58	226	1,346	310	178	186	106	43	168	1,000	
5	Washington	327	212	261	123	36	56	1,015	322	209	257	121	36	55	1,000	
Totals		3,387	1,938	1,897	1,113	502	1,315	10,172	333	193	187	109	49	129	1,000	
Grand totals		19,792	8,423	6,900	3,460	1,500	3,040	43,115	459	195	160	80	35	71	1,000	
Grand aggregated ratios																







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**AMENDED MONEY-ORDER CONVENTION  
WITH GREAT BRITAIN.**

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# AMENDED CONVENTION

BETWEEN THE

## POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE GENERAL POST-OFFICE OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND

FOR MODIFYING THE SYSTEM OF EXCHANGE OF MONEY-ORDERS.

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The Post Office Department of the United States of America and the General Post Office of the United Kingdom of Great Britain and Ireland being desirous of modifying the present system of exchange of Money Orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Articles:

### ARTICLE 1.

There shall be a regular exchange of money orders between the two countries.

The maximum of each order is fixed at £10 sterling, when issued in the United Kingdom of Great Britain and Ireland, and when issued in the United States, at \$50 in the money of the latter country.

No money order shall include a fractional part of a penny, or, of a cent.

### ARTICLE 2.

The British Post Office shall have power to fix the rates of commission on all money orders issued in the United Kingdom, and the Post Office Department of the United States shall have the same power in regard to all money orders issued in the United States.

Each Office shall communicate to the other its tariff of charges, or rates of commission, which shall be established under this Convention, and these rates shall, in all cases, be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that each Office is authorized to suspend, temporarily, the exchange of money orders in case the course of exchange, or any other circumstances should give rise to abuses, or, cause detriment to the postal revenue.

### ARTICLE 3.

Each country shall keep the commission charged of all money orders within its jurisdiction, but shall pay to the other country  $\frac{3}{4}$ ths of one per cent. on the amount of such orders.



## ARTICLE 4.

The service of the Postal money-order system between the two countries, shall be performed exclusively by the agency of Offices of Exchange. On the part of the United States the Office of Exchange shall be New York, and on the part of the United Kingdom London.

Orders shall be drawn only on the authorized money-order offices of the respective countries; and each Postal Administration shall furnish to the other a List of such offices, and shall, from time to time, notify any addition to, or change in such list.

## ARTICLE 5.

No money order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or, the name of the firm, or company who are the remitters or payees, together with the addresses of each.

The money orders, issued in either country, shall be forwarded by the remitters to the payees, at their own expense.

## ARTICLE 6.

The advices of all money orders issued upon the United Kingdom by the post offices in the United States shall be sent to the Office of Exchange at New York, where they shall be impressed with a dated stamp (Form "A") showing the amount to be paid in Sterling money, and transmitted, by the next mail, to the Chief Office at London, accompanied by a List, in duplicate, drawn upon the model of Form "B".

The advices, on their arrival in London, shall be compared with the entries in the List, and afterwards dispatched to the paying offices.

In like manner the advices of money orders, drawn on the United States by postmasters in the United Kingdom, shall be sent to the Chief Office at London, shall there be impressed with a dated stamp (Form "A") showing the amount to be paid in United States money, and be dispatched accompanied by a List, in duplicate, (Form "C") to the Office of Exchange at New York, by the next mail.

The advices, on their receipt at New York, shall be compared with the entries in the List, and afterwards dispatched to the paying offices.

The advices of orders issued in the United States in the month of December, which may arrive at the office of Exchange at New York in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of December, and, in like manner, the advices of orders issued in the United Kingdom in the month of June, which may arrive at the Chief Office at London in the earlier days of the following month, shall be entered on Lists supplementary to that of the last day of the month of June.

Each Exchange Office shall certify its orders to the other in amounts designated in the denominations of the money both of the dispatching and receiving country, at the rate of conversion established by Article 13 of this Convention. The amounts, so converted, shall be checked at the receiving Office of Exchange.

## ARTICLE 7.

The Lists, dispatched from each Office of Exchange, shall be numbered consecutively, commencing with No. 1. at the beginning of the month



of July in each year; and the entries in these Lists shall also have consecutive numbers.

Of each List dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving Office of Exchange, shall be returned to the dispatching Office of Exchange.

Each Office of Exchange shall promptly communicate to the other the correction of any simple error, which it may discover in the verification of the Lists.

When the Lists shall show irregularities, which the receiving Office shall not be able to rectify, that Office shall apply for an explanation to the dispatching Office, and such explanation shall be afforded without delay.

Should any List fail to be received in due course, the dispatching Office, on receiving information to that effect, shall transmit, without delay, a duplicate of the List, duly certified as such.

#### ARTICLE 8.

Duplicate orders shall only be issued by the Postal Administration of the country, on which the original orders were drawn, and in conformity with the regulations established, or, to be established, in that country.

#### ARTICLE 9.

The orders, issued by each country on the other, shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country, on which they were drawn.

The paid orders shall remain in the possession of the country of payment.

#### ARTICLE 10.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account (Article 12).

It is the province of each Postal Administration to determine the manner in which repayment to the remitters is to be made.

#### ARTICLE 11.

Orders which shall not have been paid within twelve calendar months from the month of issue, shall become void, and the sums received shall accrue to, and be at the disposal of the country of origin.

The British Office shall, therefore, enter to the credit of the United States, in the quarterly account, all money orders entered in the Lists received from the United States, which remain unpaid at the end of the period specified. (Article 12.)

On the other hand the Post Office Department of the United States shall, at the close of each month, transmit to the British Office, for entry in the quarterly account, a detailed statement of all orders, included in the Lists dispatched from the latter Office, which under this Article become void.

#### ARTICLE 12.

At the close of each quarter an account shall be prepared at the



Chief Office London, showing in detail the totals of the Lists, containing the particulars of orders issued in either country during the quarter, and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post Office Department of the United States at Washington, and the balance, after proper verification, shall, if due by the Post Office Department of the United States, be paid at London, but, if due by the British Post Office, it shall be paid at New York, and always in the money of the country to which the payment is made.

If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding £1000 sterling, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

This amount, and the letters which accompany such intermediate remittances, shall be in accordance with the forms "D", "E", "F", "G", and "H", annexed to this Convention.

#### ARTICLE 13.

Until the two Postal Administrations shall consent to an alteration, it is agreed that in all matters of account, relative to money orders, which shall result from the execution of the present Convention, the pound sterling of Great Britain shall be considered as equivalent to 4 dollars 87 cents of the money of the United States.

#### ARTICLE 14.

The Postal Administration in each country shall be authorized to adopt any additional rules, (if not repugnant to the foregoing,) for the greater security against fraud, or, for the better working of the system generally.

All such additional rules, however, must be promptly communicated to the Post Office of the other country.

#### ARTICLE 15.

This present Convention shall be substituted for, and shall take effect, in lieu of all previous Conventions or arrangements relative to the exchange of money orders between the two countries, on the 1st day of April, 1880, and shall continue in force until twelve months after either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in Washington on the 18th day of December in the year of our Lord, 1879, and in London on the 2nd day of December in the year of our Lord, 1879.

D. M. KEY,

*Postmaster General of the United States.*

JOHN MANNERS,

*Postmaster General of the United Kingdom.*

[Seal of the Post-Office  
Department of the  
United States.]

[Seal of the Post-Office  
Department of the  
United Kingdom.]

I hereby approve the foregoing amended Convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

R. B. HAYES.

[Seal of the  
United States.]

By the President:

WM. M. EVARTS,

*Secretary of State.*

DECEMBER 19TH, 1879.



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# FORMS.

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27 P M G

417







"A."

VALUE OF UNITED STATES ORDER IN  
ENGLISH MONRY.

$\frac{2}{5}$	$\frac{s.}{3}$	$\frac{d.}{2}$
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NEW YORK, APRIL 1, 1880.

VALUE OF ENGLISH ORDER IN UNITED  
STATES MONEY.

\$14	c. 25
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LONDON, APRIL 1, 1880.



"B."

Stamp of  
New York  
office.

List No. ———.

SIR :

I have the honor to transmit to you herewith, in duplicate, a List containing a detailed statement of the sums received in the United States since my last dispatch (List No. ———), for orders payable in Great Britain and Ireland, amounting in the aggregate to \$———.

Be pleased to examine, complete, and return to me the original copy of this List, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant,

---

Postmaster New York.

To the CONTROLLER, MONEY-ORDER OFFICE,  
*London.*



**"B."**

[illegible]



"B."

MONEY-ORDER OFFICE,  
London, ———, 188—.

SIR:

I have examine this List of Money Orders from No. — to No. —, inclusive, for sums received in the United States for payment in the United Kingdom, amounting in the aggregate to \$——, and which is to be paid to the net amount of £—— s. — d. —.

The said List was found to be correct with the following exceptions:

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I am, sir, your obedient servant,

To the POSTMASTER MONEY-ORDER EXCHANGE OFFICE,  
New York.

\_\_\_\_\_  
Controller.



**“C.”**

List No. —.

*A list of money-orders issued in the United Kingdom and payable in the United States. Dispatched this — day of —, 188—. Date of arrival at New York, —.*

Stamp of  
New York  
office.

Blanks to be filled up by the dispatching Exchange Office, London.

Space for use  
of New York  
office.

Current No. of International Order.			
No. of Original Money Order.			
Date of Original Order.			
Office of Issue.			
Full Name of Remitter.			
Address of Remitter.	Place of Residence.		
	County.		
Full Name of Payee.			
Address of Payee.	Place of Residence.		
	County.		
	State.		
<div> <div>Amount received in United Kingdom.</div> <div> <div>£</div> <div>s.</div> <div>d.</div> </div> </div>			
<div> <div>Value of Order in U. S. Money.</div> <div> <div>\$</div> <div>c.</div> </div> </div>			







**“E.”**

*Table showing the particulars of such orders as have been repaid to the remitters in the country of issue.*

[illegible]







"G."

*Balance.*

To credit of British Office.			To credit of United States Office.		
Amount of International Orders issued in the United States.....	\$	c.	Amount of International Orders issued in the United Kingdom	£	s. d.
3 of one per cent. on amount of such issues .....			3 of one per cent. on amount of such issues .....		
Amount of void orders of British issue, as per Table .....			Amount of void orders of United States issue, as per Table .....		
Amount of International Orders repaid in United Kingdom, as per Table .....			Amount of International Orders repaid in the United States, as per Table .....		
Total .....			Total .....		
Converted into Sterling .....	£	s. d.	Converted into U. S. money .....	\$	c.
United States credit to be deducted .....			British credit to be deducted .....		
Balance to credit of British Office..			Balance to credit of U. S. Office ..		
Paid on account to the office of the United States:			Paid on account to the office of Great Britain:		
Dates.      £      s.      d.			Dates.      \$      c.		
Balance remaining .....			Balance remaining .....		

The within Account exhibits a total Balance of ———, which, after deduction of the payments on account as therein stated, leaves a Balance remaining of ——— due to the ——— office.

Signature of proper accounting officer of the British Office.

The above statement of Account is accepted with a balance of ——— due to the ——— office.

*Auditor of the Treasury for the Post-Office Department.*

WASHINGTON, 188—.

The payment on account of ——— having been receipted by special vouchers, the receipt of the Balance remaining of ——— is hereby acknowledged.

—, —, 188—.



'G.'

No. —.

MONEY-ORDER OFFICE,  
London, —, 188—.

SIR:

The Lists of International Money Orders which the — Exchange Office has transmitted to the New York Exchange Office from — to —, 188—, amount to the sum of £— equal to.....\$  
The Lists transmitted by the New York Office to the — Office, during the same period, amount to.....\$

Difference.....\$

On account of which the British Office has already paid the following sums, viz:—

—, 188—,	.....\$
—, 188—,	.....\$
—, 188—,	.....\$
—, 188—,	.....\$

Difference remaining.....\$

In accordance with the terms of Article 12 of the Convention of December 2-18, 1879, a Bill of Exchange on New York for \$— is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

To the POSTMASTER GENERAL OF THE UNITED STATES,  
Washington.



"H."

No. ———.

POST OFFICE DEPARTMENT,  
Washington, D. C., ———, 188—.

SIR:

The Lists of International Money Orders which the Exchange Office of New York has transmitted to the Exchange Office of ———, from ———, 188—, amount to the sum of \$———, equal to...£  
 The Lists transmitted by the Exchange Office ——— to the New York Office, during the same period, amount to .....£

Difference.....£

On account of which the United States Office has already paid the following sums:

———, 188—, .....£  
 ———, 188—, .....£  
 ———, 188—, .....£

Difference remaining.....£

In accordance with the terms of Article 12 of the Convention of December 2-18, 1879, a Bill of Exchange on London for £——— is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

\_\_\_\_\_  
Superintendent, Money Order Office.

To the POSTMASTER GENERAL,  
 London, England.







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**AMENDED MONEY-ORDER CONVENTION  
WITH CANADA.**

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**AMENDED CONVENTION**  
**BETWEEN THE**  
**POST OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA**  
**AND THE POST OFFICE DEPARTMENT OF**  
**THE DOMINION OF CANADA**  
**FOR AMENDING THE SYSTEM OF EXCHANGE OF MONEY ORDERS.**

*Signed May 29, 1880, and June 4, 1880.*

The Post Office Department of the United States of America, and the Post Office Department of the Dominion of Canada, being desirous of amending the system of exchange of Money Orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following Articles amending the existing Convention.

**ARTICLE 1.**

The transfer of sums of money may be made by means of postal money orders from the Dominion of Canada to the United States, and from the United States to the Dominion of Canada.

**ARTICLE 2.**

1. The money orders issued in the Dominion of Canada for payment in the United States, shall conform, as nearly as practicable, to model "A", hereto annexed, and the money orders issued in the United States for payment in the Dominion of Canada, shall in the same manner, conform to model "B", also hereto annexed.

2. Each money order shall be delivered to the remitter thereof to be forwarded by him at his own expense to the payee.

3. The filling up of the order, in writing, must be in the English language, and in Roman letters and Arabic numerals, without alteration or obliteration, and the name of the Exchange Office through which the advice is forwarded for certification must be stated thereon.

4. The maximum amount of each order is fixed at Fifty dollars.

5. No order shall contain a fraction of a cent.

6. The maximum of the order may be increased from fifty dollars to one hundred dollars, by mutual agreement between the Post Office Departments of the two countries.

**ARTICLE 3.**

1. The service of the Postal Money-Order system between the two countries shall be performed exclusively through the agency of one or more offices of Exchange, and, for this purpose, each Postal Adminis-



tration is authorized to establish or to abolish offices of Exchange within its own jurisdiction, but in either case due notice of such action must previously be given to the other Administration. For the present the offices of Exchange on the part of the Dominion of Canada shall be,

St. John, N. B.

Quebec, Que.  
Montreal, Que.  
Kingston, Ont.  
Toronto, Ont.

Hamilton, Ont.  
London, Ont.  
Victoria, B. C.  
Winnipeg, Man.:

and on the part of the United States,

Bangor, Me.  
St. Albans, Vt.  
Buffalo, N. Y.

Detroit, Mich.  
St. Paul, Minn.  
Portland, Oreg.

2. Each of these Offices of Exchange shall, at the close of each week's business, make out in duplicate a certified List of all the Money Orders issued in its own country for payment in the other, the advices of which, received from its inland offices, shall have been stamped as genuine during such week. One copy of each of these Lists shall be transmitted to the Superintendent of the Money-Order System at Washington, D. C., and the other to the Superintendent of the Money-Order Branch, Ottawa, Ontario.

3. The above mentioned weekly Lists when made out by the Canadian Exchange Offices shall conform to Model "C", and when made out by the United States Exchange Offices, to model "D", both models being hereto annexed.

4. The weekly lists, and also the entries therein shall be numbered consecutively throughout the fiscal year, beginning with number one on the first day of July, and ending with the last number included in the business of the year.

5. After the close of the quarter ending June 30th of each year, supplementary lists may be sent, if occasion requires, containing an entry of every order issued during that Quarter, the advice of which had not been previously certified.

6. Should it happen during any week that no advices of money orders have been received at an Exchange Office, a list must nevertheless be forwarded, but in such event, the words, "no business", must be written across the list.

7. Each Department or Administration shall promptly acknowledge to the other the receipt of every list received from an Exchange Office in the other country, and shall, as soon after its receipt as possible, give notice of any errors which it may discover therein.

#### ARTICLE 4.

In the exchange of money orders between the two countries, one dollar in Canadian money shall be taken as the equivalent of one dollar in United States money. This standard in either country shall be gold value.

#### ARTICLE 5.

1. A fee, to be fixed by the country of origin, shall be collected from the remitter upon each sum of money transmitted under this convention.

2. Each Administration shall communicate to the other the tariff or schedule of fees to be established by it under the provisions of this Article, and also any subsequent change therein.



3. The person entitled to the payment of a Money Order issued in pursuance of this Convention shall not be subjected under any pretext whatever to any commission or tax on account of the payment of such order.

4. Each Postal Administration shall keep the fee which it receives for orders issued within its jurisdiction, but shall pay to the other a commission of one-half of one per centum upon the total amount of such orders, and shall also refund to the Administration of the country of origin one-half of one per cent. on the amounts of all void orders and orders the repayment of which shall have been authorized.

#### ARTICLE 6.

1. Payment of a money order, in pursuance of this Convention, can be exacted only at the paying post office named upon the order, but can until after the receipt by that office of the advice required by Article 8 hereof. But the Chief Office in either country may, at its discretion, cause a money order to be paid at an office other than that named upon the advice. Lists of such changes shall be sent to the Chief Office in the other country at such periods as may be mutually agreed upon between the two Administrations.

2. Each of the two Administrations reserves the right to authorize the transfer, within its Territory by means of endorsement, of the ownership of orders originating in the Territory of the other.

#### ARTICLE 7.

1. The two Administrations shall designate, each for itself, the Post Offices which are authorized to issue and to pay money orders under the provisions of this Convention.

2. Each Administration shall furnish to the other before the first day of July, 1880, a list of the post offices within its jurisdiction authorized to issue and to pay such orders, and shall also promptly notify the other, in advance of any changes that may subsequently be made in said List.

3. In the United States' List shall be stated the County and State, and in the Canadian List, the Province and County, in which each money-order office is located.

#### ARTICLE 8.

1. A post office in either country, which issues a money order payable in the other, is required to transmit, by the first mail after the issue thereof, through the agency of one of the Exchange Offices in the country in which the order originated, to the post office charged with its payment, an advice corresponding in number, date, and amount to the order of which it forms a part.

2. Each advice must express legibly and in written characters the following, to wit:

(a) The name of the issuing office.

(b) The name of the office where payment is to be made and also of the State or Territory if payable in the United States, and if payable in the Dominion of Canada, of the Province where such office is located.

(c) The amount which is to be paid to the owner of the order in the country of destination.

(d) The sur-name and the given name or names or at least the initials



of the latter, as well as the residence of the remitter and also of the payee. It will be sufficient however for the purpose to make use, in case of a business house, of its business designation, and in case of a corporation or other organization, of the name of the manager, or the authorized agent thereof.

3. Each advice from either country, if found correct, shall, in order to be valid, be stamped at one of the Exchange Offices of the country of origin, with the date of its receipt at said office, and with a special number corresponding to that upon the Lists described in Article 3 hereof.

4. The advices, after such stamping, shall be forwarded by the first mail after their receipt, in envelopes addressed to the postmaster of the office where payment is to be made. These envelopes shall be of a special form to be used for this purpose only.

5. The advices required by this Article shall, if issued in the Dominion of Canada, conform as nearly as practicable to model "A (1)", and if issued in the United States, to model "B (1)", both of which models are hereto annexed.

#### ARTICLE 9.

1. At the request of the paying office a lost or missent advice will be replaced without delay by a duplicate thereof, to be issued by or through the agency of the Exchange Office, which certified the original. The form of duplicate advice shall be prescribed by the Administration of the country in which the order originated, and such duplicate to be valid must bear the stamp of the Exchange Office.

2. Each application for a duplicate advice shall be made upon a blank conforming or analogous to model "E" hereto annexed, and must be forwarded to the Exchange Office in an envelope.

#### ARTICLE 10.

The orders drawn by each country upon the other shall be subject as regards payment to the regulations which govern the payment of domestic orders in the country on which they are drawn.

#### ARTICLE 11.

1. The money orders issued in pursuance of this Convention shall be valid during a period of twelve months after the date of their issue.

2. After the expiration of that period the advice of an unpaid order shall be returned to the Administration of the country of origin, and the amount thereof shall be credited to and remain at the disposal of that Administration.

3. At the close of every month, each of the two Administrations shall forward to the other a detailed statement of all the orders which shall have become invalid during such month under this Article.

#### ARTICLE 12.

Orders lost or destroyed may be replaced by duplicates, to be issued by the Administration of the country of payment.

#### ARTICLE 13.

1. An order, or a duplicate thereof, may be repaid to the remitter upon presentation at the issuing office, but only in case the corresponding



advice is in the possession of the issuing postmaster. For this purpose, in case the advice has gone forward, it shall be returned by the paying to the issuing Administration upon the request of the latter.

2. The Administration of the country of origin will not therefore authorize repayment of lost, missent or destroyed orders until after the Administration of the country of destination shall have returned the advice, or shall have furnished a declaration that it has not paid the order and will not pay it if presented.

3. The amounts of orders, the repayment of which shall have been authorized, shall be credited to the Administration of the country of origin, and for this purpose the Administration of the country of destination shall cause to be made out and forwarded at the close of each fiscal quarter a detailed list of the advices of all orders originating in the other country, the repayment of which shall have been authorized during the quarter.

#### ARTICLE 14.

1. Within six weeks after the close of each fiscal quarter, two copies of an account shall be prepared similar to model "F", hereto annexed, and transmitted to the Post-Office Department of the United States by the Post-Office Department of the Dominion of Canada, exhibiting the balance found due on the exchange of money orders during the quarter, one copy of which, after proper verification and acknowledgment shall be returned to the Post-Office Department of the Dominion of Canada. If this verified account shows a balance in favor of the Post-Office Department of the Dominion of Canada, that of the United States will transmit, with such verified copy of the quarterly account, a bill of exchange on Montreal, Canada, for the amount of said balance, payable to the Post-Office Department of the Dominion of Canada. The latter will then send an acknowledgment of receipt to the Post-Office Department of the United States. If on the other hand, said account, after verification and acknowledgement as aforesaid, shows a balance in favor of the Post-Office Department of the United States then the Post-Office Department of the Dominion of Canada will, upon receipt of the certified copy of the same, transmit to that of the United States a bill of exchange for the amount thereof on New York. The United States Post-Office Department will then send in return an acknowledgment of receipt.

2. If pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding Ten Thousand dollars, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

3. The expense attending the remittance of bills of exchange shall invariably be borne by the Post-Office Department by which the payment is to be made.

4. Payments may also be made in money or by drafts or bills of exchange on points other than Montreal and New York, by mutual agreement between the two Departments.

#### ARTICLE 15.

The paid orders shall remain in the possession of the Administration which shall have paid them, but each of the two Administrations agrees to place, temporarily, at the disposal of the other, any paid order, the return of which shall have been requested.



## ARTICLE 16.

The two Postal Administrations may, by mutual agreement, make modifications, if found expedient, in matters of detail connected with the execution of the provisions of the present Convention, in order to provide for greater security against fraud, or for the better working of the international system.

## ARTICLE 17.

Each of the two Administrations is empowered under extraordinary circumstances, which may be of a nature to warrant the measure, to suspend temporarily the money order service between the two countries, provided, however, that notice of such suspension be given to the other Administration immediately, and if deemed necessary by means of the Telegraph.

## ARTICLE 18.

The present Convention shall take effect on the first day of July, 1880, and shall remain in force until one year after one of the two contracting parties shall have notified the other of its intention to terminate it. During such final year the Convention shall continue to be fully and entirely executed, without prejudice to the adjustment and payment of the accounts after the expiration of the term in question.

Done in duplicate, and signed at Washington on the fourth day of June in the year of our Lord one thousand eight hundred and eighty, and at Ottawa, Canada, on the twenty-ninth day of May, in the year of our Lord one thousand eight hundred and eighty.

D. M. KEY,  
*Postmaster General of the  
United States.*

JOHN O'CONNOR,  
*Postmaster General  
of Canada.*

[Seal of the Post-Office Department  
of the United States.]

[Seal of the Post-Office Department  
of the Dominion of Canada.]

I hereby approve of the foregoing Convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

R. B. HAYES.

[Seal of the United  
States.]

By the President:  
WM. M. EVARTS,  
*Secretary of State.*

WASHINGTON, June 5, 1880.



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# FORMS.

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**Model A (1).**  
DOMINION MONEY ORDER.

No. —	<i>Advice of Money Order.</i>		Stamp of Issuing Office.
Drawn by the above Office upon the Office at			
on the — day of —, 187—.			
<i>Sum of the Order.</i>		Cents.	
— Dollars —		—	
<i>The Payee,</i>			
Viz: The person to whom the Order is payable.			
Christian name.	Surname.	\$	Cts.
Residence —			
<i>The Remitter,</i>			
Viz: The person who paid in the Money and obtained the Order.			
Christian name.	Surname.	Residence.	
[Signature of Postmaster who draws the Order.]			
Stamp of Paying Office.	Postmaster.		
This Advice must be signed by the Postmaster who draws the Order, and the Postmaster upon whom it is drawn will carefully preserve it on file in his Office.			
NOTE.—A separate Advice must invariably be sent for each Order; and no Order can be given for over \$100, though as many Orders of \$100 each may be granted as the applicant needs.			

**Model A.**

DOMINION MONEY ORDER.

No. —	Date —	
Issue Stamp.	For Pay Stamp.	Sum of Order.
		(See Instructions on the back.)
Pay to the person named in Advice —		Cents.
— Dollars and —		
To the Post Office	Postmaster.	Stamp of Paying Office.
at —		
The party to whom this Order is made payable must sign here his or her Christian name and Surname at full length, except in the case of firms, whose usual signature will suffice.		
Received payment,		
N. B.—Payment of this Order will be made according to the regulations of the Department.		
After once paying a Money Order, by whomsoever presented, the Office will not be liable to any further claim. If this Form be clipped or mutilated, there may be difficulty as to paying it. (See back.)		
Second Stamp of Paying Office, where "Pay Stamp" is in use.		



## INSTRUCTIONS.

The receipt on the other side must be signed in the manner there described.

Whoever presents the Order for payment, whether the rightful owner or otherwise must give full information as to the Christian name, Surname, and Address of the party who originally obtained it, unless such party be a firm, when the name of the firm, together with its address, will suffice. *The only exception to this rule is—*

When the Order is presented through a Bank of the Town upon which it is drawn, in which case it will suffice that the Order, being properly signed, be also crossed with the Bankers' name.

These instructions are intended to secure, as far as practicable, that payment be made to the rightful party; and Postmasters have been instructed to enforce them, so far as a due regard to the public convenience will permit.

As, however, AFTER PAYING A MONEY ORDER, BY WHOMSOEVER PRESENTED, THE OFFICE WILL NOT BE LIABLE TO ANY FURTHER CLAIM, the public is strictly cautioned—

1st.—To take all means to prevent the loss of the Money Order.  
2d.—To be careful, on taking out a Money Order, to state correctly the Christian name, as well as Surname, of the person in whose favor it is drawn.  
3d.—To see that the Name and Address of the person taking out the Money Order are correctly known to the person in whose favor it is drawn.

Neglect of these instructions will risk the loss of the money, besides leading to delay and trouble in obtaining payment.

*Post Office Department, Canada.*

FREE.

*Money Order Advice.*

The Postmaster at \_\_\_\_\_

County of \_\_\_\_\_



**Model B (1).**  
UNITED STATES OF AMERICA.  
ÉTATS-UNIS D'AMÉRIQUE.

Sample leaf.

Stamp of issuing office. Timbre du bureau expéditeur.	Advice of International money order. Avis d'émission d'un mandat de poste International.	Amount in figures, Somme en chiffres, United States money, Monnaie des États-Unis: \$ Foreign money: Monnaie du pays étranger:	No. ———.
--	--	--	----------

Drawn by the above-named office on the {  
Tiré par le bureau ci-dessus désigné, le }  
sur le post office at {  
sur le bureau de {  
\_\_\_\_\_ day of \_\_\_\_\_, 188—,  
\_\_\_\_\_ } for the sum of \_\_\_\_\_,  
\_\_\_\_\_ } pour la somme de \_\_\_\_\_

The payee, viz: the person to whom the order is payable.  
Bénéficiaire: La personne au profit de qui le mandat est tiré.

Given name (prénoms).	Surname (nom).
Residence of the payee. City or town. Rue et numéro.	Residence du bénéficiaire. Department, canton, or county. Département ou canton.

The remitter, viz: The person who purchased the order.  
L'envoyeur: La personne qui a versé l'argent.

Given name (prénoms).	Surname (nom).
Residence of the remitter. City or town. Rue et numéro.	Residence de l'envoyeur. State. État.

This advice should be dated, signed, and stamped by the postmaster who issues the order, and stamped upon its receipt by the postmaster of the office upon which it is drawn.  
Cet avis doit être daté, signé et timbré par l'agent des postes qui tire le mandat, et timbré, dès sa réception.

Postmaster.  
L'agent des postes.

Stamp of paying office.  
Timbre du bureau payeur.

**Model B.**  
UNITED STATES OF AMERICA.  
ÉTATS-UNIS D'AMÉRIQUE.

Sample leaf.

Stamp of issuing office. Timbre du bureau expéditeur.	International money order. Mandat de poste International.	Amount in figures, Somme en chiffres, United States money, Monnaie des États-Unis: \$ Foreign money: Monnaie du pays étranger:	No. ———.
--	--	--	----------

Payable by the office at  
Payable par le bureau de

Pay to the person named in my letter of advice of this date, No. above designated, the sum of \_\_\_\_\_  
Payez à la personne nommée dans ma lettre d'avis de ce jour, No. ci-dessus désigné, la somme de \_\_\_\_\_

Issued by the above-named post-office  
Tiré par le bureau ci-dessus désigné, le {  
\_\_\_\_\_ 188—.

Postmaster.  
L'agent des postes.

To the postmaster at À Monsieur l'agent des postes à _____	Stamp of paying office. Timbre du bureau payeur.
---	---

Received the amount of the above order at {  
Reçu le montant du mandat ci-dessus à \_\_\_\_\_ le \_\_\_\_\_ 188—.  
Signature of the person to whom the order is paid.  
Signature de la personne à qui le mandat est payé.

Neither the issuing nor the paying postal administration is liable to any claim for an order which has once been paid.  
Le paiement d'un mandat de poste, une fois effectué, ne donne lieu à aucun recours, soit contre l'administration qui a émis le mandat, soit contre celle qui l'a payé.



International, No. ———.  
Indorsement of United States Exchange Office.

N. B.—This money order is subject, as regards payment and transfer by indorsement, to the existing laws and regulations which govern the transfer and payment of money orders in the country upon which it is drawn.

Le présent mandat est sujet, à l'égard du paiement et de la transmission par voie d'endossement, aux lois et aux règlements, qui gouvernent la transmission et le paiement des mandats dans le pays, sur lequel il est tiré.

It is payable if presented before the expiration of twelve months from the date of its issue.  
Il est payable pendant douze mois à partir du versement des fonds.

(Space for indorsement, if any.)  
(Cadre réservé aux endossements, s'il y a lieu.)

If this money order is drawn on *Germany* it is of *no value*, except as a receipt to the remitter for the amount of money deposited by him.  
The same amount will be paid in Germany to the payee upon another order, of different form, transmitted by the Exchange Post Office at New York.

Every defective order should be delivered to the post office at which it is payable, and a receipt taken therefor. Such order is to be transmitted by the postmaster of that office to his Postal Administration, which will cause the defects to be remedied.

Tout mandat irrégulier doit être déposé, contre reçu, dans le bureau où il est payable; par les soins de ce bureau il est transmis à l'administration, qui se charge de sa régularisation.

Orders misent, lost, or destroyed are replaced by authorizations for payment, which must be delivered only after it has been ascertained that the original orders have not been paid nor repaid. These authorizations are subject to the same conditions of payment as the orders themselves.

Les mandats égarés, perdus, ou détruits, sont remplacés par des autorisations de paiement, qui peuvent être délivrées seulement après constatation que les mandats n'ont été ni payés, ni remboursés. Ces autorisations sont soumises aux mêmes conditions de paiement que les mandats.







List No. \_\_\_\_\_  
Sheet No. \_\_\_\_\_

### Model D.

*Weekly list of Money Orders issued in the United States, the advices of which have been certified during the week ended \_\_\_\_\_, 188\_, by the postmaster of International Exchange Office at \_\_\_\_\_, for payment in the Dominion of Canada.*

[illegible]

I certify that the foregoing is a correct list of all the Money Orders issued in the United States, the advices of which have been received and certified by me during the week ended \_\_\_\_\_, 18- for payment in the Dominion of Canada (being from International No. \_\_\_\_\_ to No. \_\_\_\_\_, inclusive), amounting in the aggregate to \_\_\_\_\_ dollars and \_\_\_\_\_ cents.

*Postmaster at Exchange Office.*



**Model E.***Application to Exchange Office for Duplicate of International Advice.*

Inland No. _____	Post Office _____
Date of issue _____ 188 .	County _____
Amount \$ _____	State or Province _____
Issued at _____	_____, 188 .
_____	
_____	

**SIR:**

The above-described International Money Order was presented at this Office on the \_\_\_\_\_ day of \_\_\_\_\_, 188 , by \_\_\_\_\_, who claims to be entitled to payment thereof, and who says the remitter's name is \_\_\_\_\_.

The advice of said Order has not been received. You will please cause said advice, or a duplicate thereof, to be forwarded to me without delay.

Respectfully,

\_\_\_\_\_  
*Postmaster.*

POSTMASTER INT'L EXCHANGE OFFICE, \_\_\_\_\_.



*Account of the Exchange of Money Orders between the Dominion of Canada and the United States, during the quarter ended ———, 188—.*

Orders issued in the Dominion of Canada.						Orders issued in the United States.					
Total number of Orders issued.	Certified by the Exchange Office at—	International numbers of Orders.		Aggregate of the Lists from each Exchange Office.		Total number of Orders issued.	Certified by the Exchange Office at—	International numbers of Orders.		Aggregate of the Lists from each Exchange Office.	
		From—	To—	Dolls.	Cts.			From—	To—	Dolls.	Cts.
Total.....						Total.....					

*List of Orders which have become void during the quarter.*

[illegible]







## BALANCE.

To credit of Canadian Postal Department.				To credit of United States Postal Department.			
	Dolls.	Cts.	Dolls. Cts.		Dolls.	Cts.	Dolls. Cts.
Amount of International Orders issued in the United States .....				Amount of International Orders issued in the Dominion of Canada .....			
Amount of void orders of Canadian issue, as per List .....				Amount of void orders of United States issue, as per List .....			
Amount of International Orders issued in the Dominion of Canada, repayment of which has been authorized during the quarter, as per List .....				Amount of International Orders issued in the United States, repayment of which has been authorized during the quarter, as per List .....			
One-half of one per cent. on above .....				One-half of one per cent. on above .....			
Total .....				Total .....			
United States credit to be deducted .....				Canadian credit to be deducted .....			
Balance to credit of Canadian Postal Department .....				Balance to credit of United States Postal Department .....			
Paid on account by the Postal Department of the United States .....				Paid on account by the Postal Department of the Dominion of Canada .....			
	Dolls.	Cts.			Dolls.	Cts.	
Balance remaining .....				Balance remaining .....			



**Model F.**

POST OFFICE DEPARTMENT, CANADA,  
 MONEY ORDER BRANCH,  
 SUPERINTENDENT'S OFFICE,  
 Ottawa, \_\_\_\_\_ 188 .

The within account exhibits a total balance of \$ \_\_\_\_\_, which, after deduction of the payments on account, as herein stated, leaves a balance remaining of \$ \_\_\_\_\_ due the Postal Department of the \_\_\_\_\_.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

The above statement of account is accepted with a balance of \$ \_\_\_\_\_ due the Postal Department of the \_\_\_\_\_.

*Auditor of the Treasury for the Post Office Department.*

WASHINGTON, D. C., \_\_\_\_\_, 188 .

\_\_\_\_\_

The payment on account of \_\_\_\_\_ having been receipted by special vouchers, the receipt of the balance of \$ \_\_\_\_\_ remaining is hereby acknowledged.

\_\_\_\_\_, 188 .







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AMENDED MONEY-ORDER CONVENTION  
WITH FRANCE.

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# CONVENTION

FOR THE

## EXCHANGE OF POSTAL MONEY-ORDERS BETWEEN THE UNITED STATES AND FRANCE.

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*Concluded at Washington, December 29, 1879.*

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Convention for the exchange of postal money orders between the United States and France.

The undersigned, David M. Key, Postmaster General of the United States of America, in virtue of the powers vested in him by law, and Maxime Outrey, Commander of the National Order of the Legion of Honor, Envoy Extraordinary and Minister Plenipotentiary from France to the United States of America, &c., &c., in the name of his Government, and by virtue of the powers which he has formally presented to this effect, have agreed upon the following convention :

### ARTICLE 1.

The transmission of sums of money may be made by mail from France and Algeria to the United States of North America, and from the United States of North America to France and Algeria.

Such transmission is to be effected by means of money orders drawn by post offices in one country upon post offices in the other.

The amount of each order shall not exceed two hundred and fifty francs, or fifty dollars.

The two Administrations, however, may, by common agreement, increase this maximum to five hundred francs, or one hundred dollars.

Convention pour l'échange des mandats de poste entre les États-Unis et la France.

Les soussignés, David M. Key, Postmaster-Général des États-Unis d'Amérique, agissant en vertu des pouvoirs qu'il tient de la loi, et Maxime Outrey, Commandeur de l'Ordre National de la Légion d'Honneur, Envoyé extraordinaire et Minister Plénipotentiaire de France aux États-Unis d'Amérique, &c., &c., agissant au nom de son Gouvernement, et en vertu des pleins pouvoirs qu'il a formellement présentés à cet effet, ont conclu la Convention suivante.

### ARTICLE 1.

Des envois de fonds pourront être faits, par la voie de la poste, tant de la France et de l'Algérie pour les États-Unis de l'Amérique du Nord que des États-Unis de l'Amérique du Nord pour la France et l'Algérie.

Ces envois s'effectueront au moyen de mandats tirés par des bureaux de poste de l'un des deux pays sur des bureaux de poste de l'autre pays.

Aucun mandat ne pourra excéder la somme de deux cent cinquante francs, ou de cinquante dollars.

Toutefois, les deux Administrations pourront, d'un commun accord, élever ce maximum à cinq cents francs ou cent dollars.



Each of the two contracting countries reserves the right to declare transferable, within its territory, by means of endorsement, the ownership of orders originating in the other.

Est réservé à chacun des deux pays contractants le droit de déclarer transmissible par voie d'endorsement, sur son territoire, la propriété des mandats de poste provenant de l'autre pays.

#### ARTICLE 2.

A fee, to be fixed by the Postal Administration of the country of origin, shall be collected from the remitter upon each sum of money transmitted in pursuance of the preceding article.

This fee shall not, however, exceed one and one half per cent. upon the amounts constituting the divisions in the schedule of fees.

#### ARTICLE 2.

Il sera perçu, pour chaque envoi de fonds effectué en vertu de l'article précédent, une taxe qui sera déterminée par l'Administration du pays d'origine, et qui sera à la charge de l'expéditeur des fonds.

Cette taxe ne devra pas toutefois dépasser un et demi pour cent des sommes rondes qui formeront les degrés de l'échelle de perception.

#### ARTICLE 3.

The Postal Administration, which issues the orders, shall credit that, which pays them, with a commission of three fourths of one per cent. upon the total amount thereof.

#### ARTICLE 3.

L'Administration qui délivrera les mandats tiendra compte à l'Administration qui les paiera d'un droit de trois quarts d'un pour cent du montant total de ces mandats.

#### ARTICLE 4.

The amount of the orders shall be paid in by the remitters and paid out to the beneficiaries in gold coin, or in other lawful money of equal current value.

In case at any time a paper currency, inferior in value to gold coin, shall become a legal tender in either country, the Postal Administration of that country is authorized to receive and to pay it out in its dealings with the public, provided account be taken of such difference of value.

#### ARTICLE 4.

Les montant des mandats sera versé par le déposants et payé aux bénéficiaires en monnaie d'or, ou en quelque autre monnaie légale de même valeur courante.

Toutefois, au cas où, dans l'un des deux pays circulerait une papier monnaie ayant cours légal, mais d'une valeur inférieure à celle de l'or, l'Administration de ce pays aurait la faculté de le recevoir et de l'employer elle-même dans ses rapports avec le public, sous réserve de tenir compte de la différence des cours.

#### ARTICLE 5.

The amount of each order must be expressed in the money of the country in which payment is to be made, but no order shall contain a fraction of a cent or of a demi-decime, (five centimes).

The rate of conversion of the money of the country of origin into

#### ARTICLE 5.

Le montant de chaque mandat sera exprimé en monnaie du pays où le paiement devra avoir lieu et ne devra pas comporter de fraction de demi-decime, (cinq centimes) ou de cent.

Les bases de la conversion de la monnaie du pays d'origine en mon-



that of the country of payment shall be fixed by the Administration of the country of origin.

## ARTICLE 6.

The money orders issued by the French post offices, as well as those issued by the post offices in the United States, in pursuance of Article 1st of the present Convention, and the receipts entered thereon, shall not be subjected, under any pretext or claim, to any commission or tax whatever, at the expense of the person entitled to receive payment thereof.

## ARTICLE 7.

The postal Administration of France and the Postal Administration of the United States shall, at certain periods to be fixed by them, by mutual agreement, prepare a statement of the amounts of their reciprocal indebtedness; and these accounts, after having been examined and set off against each other, shall be paid within a limited time, to be determined by common consent, in the money (of gold value) of the creditor country by the Administration, which shall be found indebted to the other.

For this purpose the smaller credit shall be converted into the same money as that of the larger credit. This conversion shall be based upon the average of the rates of exchange quoted at Paris during the period embraced in the account, if the payment is due to the United States; and upon the average of such rates quoted during a like period at New York, if the payment is due to France.

In case of the non-payment of the balance of an account within the time specified, the amount of such balance shall be chargeable with interest from the date of the expiration of the stipulated period until the day of the transmission of the amount due. Such interest shall

naie du pays de destination seront fixées par l'Administration du pays d'origine.

## ARTICLE 6.

Les mandats délivrés par les bureaux de poste français ou par les bureaux de poste américains, en exécution de l'article 1<sup>er</sup> de la présente Convention, et les acquits donnés sur ces mandats ne pourront, sous aucun prétexte et à quelque titre que ce soit, être soumis à un droit ou à une taxe quelconque à la charge des destinataires des fonds.

## ARTICLE 7.

L'Administration des Postes de France et l'Administration des Postes des États-Unis dresseront, aux époques qui seront fixées par elles d'un commun accord, les comptes des sommes qu'elles auront à se rembourser réciproquement, et ces comptes, après avoir été débattus et arrêtés contradictoirement, seront soldés, en monnaie d'or du pays créancier, par l'Administration qui sera reconnue redevable envers l'autre, dans le délai dont les deux Administrations conviendront.

À cet effet la créance la plus faible sera convertie en même monnaie que la créance la plus forte, en prenant pour base le taux moyen du change qui aura été coté pendant la période à laquelle les comptes se rapporteront, savoir: à Paris, si le solde est en faveur des États-Unis, et à New York si le solde est en faveur de la France.

En cas de non paiement du solde d'un compte dans le délai convenu, le montant de ce solde sera productif d'intérêts à dater du jour de l'expiration du dit délai jusqu'au jour de l'envoi de la somme due. Ces intérêts seront calculés à raison de cinq pour cent l'an et seront



be computed at the rate of five per cent. per annum, and is to be entered in the accounts as a debit against the dilatory Administration.

#### ARTICLE 8.

The sums received by each of the two Administrations in payment for orders, the amounts of which have not been claimed by the persons entitled thereto, within the limit of time fixed by the laws and regulations of the country of origin, shall accrue permanently to the Administration which issued the orders.

#### ARTICLE 9.

The two Administrations shall designate, each for itself, the post offices which are authorized to issue and to pay money orders in pursuance of the present Convention. They will regulate, by common consent, the form of the orders herein mentioned, their mode of transmission and the form of the accounts, described in Article 7 hereof, and all other matters of detail or arrangement necessary to secure the execution of the stipulations of the present Convention.

It is understood that each Administration shall bring to the knowledge of the other any changes which it may make in its list of offices authorized to issue and to pay money orders, and that other measures of execution may be modified by the two Administrations, whenever they agree that a modification is necessary.

#### ARTICLE 10.

Each of the two Administrations is empowered, under extraordinary circumstances, which may be of a nature to warrant the measure, to suspend temporarily the money-order service between the two countries; provided, however, that notice of such suspension be given to the other Administration immediately, and, if deemed necessary, by means of the telegraph.

portés au débit de l'Administration retardaire sur le compte suivant.

#### ARTICLE 8.

Les sommes encaissées par chacune des deux Administrations, en échange des mandats dont le montant n'aura pas été réclamé par les ayants-droit dans les délais fixés par les lois et règlement du pays d'origine, seront définitivement acquises à l'Administration qui aura délivré les mandats.

#### ARTICLE 9.

Les deux Administrations désigneront, chacune pour ce qui la concerne, les bureaux autorisés à délivrer et à payer les mandats en vertu de la présente Convention. Elles régleront, d'un commun accord, la forme et le mode de transmission des mandats sus-mentionnés, la forme des comptes désignés dans l'article sept et toutes autres mesures de détail ou d'ordre nécessaires pour assurer l'exécution des stipulations de la présente Convention.

Il est entendu que chaque Administration portera à la connaissance de l'autre les modifications qu'elle apportera dans sa liste des bureaux autorisés à délivrer et à payer les mandats, et que les autres mesures d'exécution pourront être modifiées par les deux Administrations, toutes les fois que, d'un commun accord, elles en reconnaitront la nécessité.

#### ARTICLE 10.

Chacune des deux Administrations pourra, dans des circonstances extraordinaires qui seraient de nature à justifier la mesure, suspendre temporairement le service des mandats internationaux, à condition d'en donner immédiatement avis, au besoin par le télégraphe, à l'autre Administration.



## ARTICLE 11.

The present Convention shall take effect on the first day of April, 1880.

It shall remain in force, from year to year, until one year after one of the two contracting parties shall have notified the other of its intention to terminate it.

During such final year, the Convention shall continue to be fully and entirely executed, without prejudice of the adjustment and payment of the accounts, after the expiration of the term in question.

## ARTICLE 12.

The ratifications of the present Convention shall be exchanged prior to the first day of March, 1880.

In witness whereof the respective Plenipotentiaries have signed the present Convention and have affixed thereto their seals.

Executed in duplicate and signed at Washington the 29th day of December, 1879.

The Postmaster-General of the United States:

[Seal of the Post Office  
Department of the  
United States.]

D. M. KEY.

I hereby approve the foregoing Convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

[SEAL.]

By the President:

WM. M. EVARTS,

*Secretary of State.*

WASHINGTON, January 2d, 1880.

[Translation.]

Having seen and examined the said Convention, we have approved the same, and do now approve it in virtue of the provisions of the law passed by the Senate and Chamber of Deputies. We declare that it is accepted, ratified and confirmed, and we promise that it shall be inviolably observed.

In witness whereof we have given these presents and fixed thereto the seal of the Republic.

At Paris, March 18, 1880.

By the President of the Republic:

[Seal of the Republic  
of France.]

JULES GRÉVY.

## ARTICLE 11.

La présente Convention sera mise à exécution à partir du 1<sup>er</sup> avril 1880.

Elle demeurera obligatoire d'année en année jusqu'à ce que l'une des deux parties contractantes ait annoncé à l'autre, mais un an à l'avance, son intention d'en faire cesser les effets.

Pendant cette dernière année la Convention continuera d'avoir sa pleine et entière exécution, sans préjudice de la liquidation et du solde des comptes après l'expiration du dit terme.

## ARTICLE 12.

Les ratifications de la présente Convention seront échangées avant le 1<sup>er</sup> mars 1880.

En foi de quoi les Plénipotentiaires respectifs ont signé la présente Convention et y ont apposé leurs cachets.

Fait en double original et signé à Washington le 29<sup>me</sup> jour de décembre 1879.

Le Ministre de France aux États-Unis:

[Cachet de la Légation de  
France à Washington.]

MAX. OUTREY.

R. B. HAYES.

Ayant vu et examiné la dite Convention, nous l'avons approuvée et approuvons en vertu des dispositions de la loi votée par le Sénat et par la Chambre des Députés. Déclarons qu'elle est acceptée, ratifiée et confirmée et promettons qu'elle sera inviolablement observée.

En foi de quoi nous avons donné les présentes, revêtues du Sceau de la République.

À Paris, le 18 mars 1880.

Par le Président de la République:

[Sceau de la République  
française.]

JULES GRÉVY.



*Detailed regulations agreed to and established for the execution of Convention between the United States and France, of December 29, 1879. Signed at Washington, December 29, 1879, and at Paris, February 3, 1880.*

The undersigned, duly authorized for that purpose, with reference to Articles 1, 2, 5, 7 and 9 of the Convention concerning the exchange of postal money orders between the United States and France, have, on behalf of their respective Administrations, arranged the following provisions for securing the execution of the said Convention :

Les soussignés, dûment autorisés à cet effet, vu les Articles 1, 2, 5, 7, et 9, de la Convention concernant l'échange des mandats de poste entre les États-Unis et la France, ont, au nom de leurs Administrations respectives, arrêté les dispositions suivantes pour assurer l'exécution de la dite Convention.

#### ARTICLE 1.

The Postal Administration of the United States shall furnish, as soon as practicable, to the Postal Administration of France, the names of the United States post offices, which may be authorized to issue money orders payable in France and Algeria, and to pay money orders originating in France and Algeria.

On the other hand, the Postal Administration of France shall furnish, as soon as practicable, to the Postal Administration of the United States the names of the French post offices which may be authorized to issue money-orders payable in the United States and to pay money-orders originating in the United States.

The two Administrations shall reciprocally notify each other, in advance, of all changes which may subsequently be made in their respective lists of such post offices.

#### ARTICLE 2.

The two Administrations shall reciprocally notify each other, before putting them in operation, of the schedule of fees, and of the rate of monetary conversion which they shall have adopted in pursuance of Articles 2 and 5 of the Convention, and also of any changes which they may subsequently make therein.

#### ARTICLE 3.

The orders issued by the post offices of France and Algeria shall

#### ARTICLE 1.

L'Administration des Postes des États-Unis fournira, dans le plus bref délai, à l'Administration des Postes de France la nomenclature des bureaux de poste américains qu'elle autorisera à émettre des mandats sur la France et l'Algérie et à payer les mandats provenant de la France et de l'Algérie.

Réciproquement, l'Administration des Postes de France fournira, dans le plus bref délai, à l'Administration des Postes des États-Unis, la nomenclature des bureaux de poste français qu'elle autorisera à émettre des mandats sur les États-Unis et à payer les mandats provenant des États-Unis.

Les deux Administrations se notifieront réciproquement à l'avance les modifications que comporteront ultérieurement leurs nomenclatures respectives.

#### ARTICLE 2.

Les deux Administrations se notifieront réciproquement, avant application, l'échelle des taxes et le taux de conversion monétaire qu'elles auront adoptés en exécution des Articles 2 et 5 de la Convention, ainsi que les modifications qu'elles pourront adopter ultérieurement à cet égard.

#### ARTICLE 3.

Les mandats délivrés par les bureaux de poste de France et



conform to model "A" annexed to the present Regulations. The form of the orders issued by the United States post offices will conform, as nearly as practicable, to the same model.

Each Administration shall have the power to modify the form of the model which it uses, but all modifications therein must be previously brought to the knowledge of the other Administration.

## ARTICLE 4.

Postal money orders must not contain erasures or interlineations, even if the same are certified in the margin.

They must be delivered to the remitters, to be forwarded by them, at their own expense, to the payees.

## ARTICLE 5.

The post office which issues an order is required to transmit to the office charged with its payment, through the intermediate agency of an exchange office established at New York, N. Y., an advice expressing very legibly, and in written characters, the following, to wit:

1st. The name of the issuing office;

2d. The name of the office, and of the country of destination, and, if relating to an order, payable in the United States, the name of the State in which such office is situated;

3d. The amount, in the money of the country of destination, which is to be paid to the owner of the order, and, if the Administration of the country of origin deems it expedient, the sum received for the order from the remitter, in the money of that country, may, in addition, be inscribed thereon;

4th. The surnames, and the given names, or at least the initials of the given names, of the remitter and of the payee of the order.

d'Algérie seront conformes au modèle "A" annexé au présent Règlement. La formule des mandats délivrés par les bureaux de poste des États-Unis s'accordera aussi exactement que possible avec le même modèle.

Chaque Administration aura la faculté de modifier la forme du modèle qu'elle emploiera, mais toute modification devra être portée préalablement à la connaissance de l'autre Administration.

## ARTICLE 4.

Les mandats de poste devront être sans rature ni surcharge, même approuvée.

Ils seront remis aux déposants, pour être envoyés, par les soins de ceux-ci, aux destinataires.

## ARTICLE 5.

Le bureau qui émettra un mandat adressera, par l'intermédiaire d'un bureau d'échange établi à New York, un bureau chargé de payer ce mandat, un avis expriment très-lisiblement et en toutes lettres, savoir:

1<sup>er</sup>. Le nom du bureau expéditeur;

2<sup>o</sup>. Le nom de bureau et du pays de destination et, s'il s'agit d'un mandat payable aux États-Unis, le nom de l'État dans lequel est situé le bureau destinataire.

3<sup>o</sup>. La somme, en monnaie du pays de destination, qui devra être payée au bénéficiaire du mandat, et, si l'Administration du pays d'origine le juge à propos, la somme en monnaie de ce pays, versée par l'expéditeur;

4<sup>o</sup>. Les noms et prénoms, ou tout au moins les initiales des prénoms, de l'expéditeur et du destinataire des fonds.



It will be sufficient, however, for the purpose, to make use, in the case of a business house, of its commercial designation, and, in the case of a corporation, of the name of the manager, the secretary, or the authorized agent thereof.

The advice must also bear the impress of the dated stamp of the issuing post office, and also the signature of the receiver or of the postmaster of that office.

It must be forwarded to New York by the first mail subsequent to the issue of the order.

#### ARTICLE 6.

Every advice, from either of the two countries, of a money order payable in the other, shall be verified by the Exchange Office of New York.

Those which shall be found incomplete, or not in conformity with the provisions of the foregoing Article 5, shall be returned to the issuing office for completion or correction.

Those found correct shall be stamped by the Exchange Office of New York, with the date of their receipt at said office, and with a special number corresponding to that upon the records of that office, and they shall also be furnished with an endorsement indicating the amount to be paid by the office of destination.

The indorsement by the New York Exchange Office, upon advices destined for payment in France and Algeria will be as follows:

Mandat valable en France.....
pour .....francs
et .....centimes
Post Master of exchange office of New York.

Toutefois, il suffira, le cas échéant, de la désignation de la raison sociale, pour une maison de commerce, et du nom du directeur, du secrétaire, ou du fondé de pouvoirs, pour une compagnie ou un établissement quelconque.

L'avis portera, en outre, le timbre à date du bureau expéditeur, ainsi que la signature du receveur ou du Postmaster de ce bureau.

Il sera expédié sur New York par le plus prochain courrier qui suivra la délivrance du mandat.

#### ARTICLE 6.

Tous les avis d'émission de l'un des deux pays pour l'autre seront vérifiés par le bureau d'échange de New York.

Ceux qui seront incomplets ou non conformes aux prescriptions de l'article 5 précédent, seront renvoyés par ce bureau au bureau d'origine pour être complétés ou corrigés.

Ceux qui seront reconnus réguliers seront revêtus par le bureau d'échange de New York d'un timbre constatant la date de réception à ce bureau, d'un numéro spécial correspondant à leur transcription sur ses registres, et d'une griffe indiquant la somme à payer par le bureau destinataire.

La griffe appliquée par le bureau d'échange de New York sur les avis d'émission à destination de la France et de l'Algérie sera ainsi conçue :

Mandat valable en France.....
pour .....francs
et .....centimes
Post Master of exchange office of New York.



Each advice which does not bear this indorsement will be considered as invalid, and will be returned to the Exchange Office of New York.

In case of the presentation of an order at the paying office, the amount of which does not agree with the amount indorsed upon the advice by the New York Exchange Office, such order will be considered as irregular and will be treated as hereinafter provided in Article 10.

#### ARTICLE 7.

As a general rule, lost or mis-sent advices will be replaced at the request of the paying office with the least possible delay, by duplicates to be issued by the Exchange Office of New York.

If the original advice has not been received by the Exchange Office of New York, the latter will indorse the fact upon the request for a duplicate and will forward it to the office alleged to have issued the order. In such case the duplicate shall be furnished, without delay, by the last named office to said Exchange Office.

Duplicate advices must, in all cases, before the corresponding orders can be paid, receive the indorsement of the Exchange Office, required by Article 6 hereof, to be placed upon the originals.

Each application for a duplicate shall be made out upon a blank conforming or analogous to model "B" annexed to these Regulations.

#### ARTICLE 8.

Advices, requests for duplicates, replies to such requests, as well as the duplicates themselves passing from the United States to France and Algeria, shall be sent first to the New York Exchange Office,

Tout avis d'émission non revêtu de cette griffe sera considéré comme non valable et renvoyé au bureau d'échange de New York.

Dans le cas où, lors de la présentation du mandat au bureau destinataire, le montant indiqué par la griffe du bureau d'échange de New York ne concorderait pas avec le montant exprimé sur le mandat, celui-ci sera considéré comme irrégulier et traité suivant les dispositions de l'Article 10 ci-après.

#### ARTICLE 7.

En règle générale, les avis d'émission, perdus ou égarés, seront, sur la demande du bureau destinataire, remplacés par des duplicata de ces avis, que délivrera, dans le plus bref délai, le bureau d'échange de New York.

Si l'avis original ne lui est pas parvenu, le bureau d'échange de New York annotera en conséquence la demande de duplicata et la transmettra au bureau signalé comme ayant émis le mandat; auquel cas le duplicata ou la réponse à la demande de duplicata sera adressée sans retard par ce dernier bureau au bureau d'échange de New York.

Les duplicata d'avis devront, dans tous les cas, pour être valables, avoir été frappés par le bureau d'échange de New York du timbre dont l'Article 6 précédent prescrit l'application sur les avis originaux.

Toute demande de duplicata d'avis d'émission sera dressée sur une formule conforme ou analogue avec modèle "B" annexé au présent Règlement.

#### ARTICLE 8.

Les avis d'émission, les demandes de duplicata d'avis d'émission, ainsi que les réponses à ces demandes ou les duplicata eux-mêmes provenant des États-Unis seront dirigés d'abord sur le bureau d'échange de



which shall forward them under envelope addressed to the French office of destination.

Advices, requests for duplicates, replies to such requests, as well as the duplicates themselves passing from France and Algeria to the United States, shall be placed by the sending office in envelopes addressed to the New York Exchange Office.

The envelopes above mentioned shall conform or be similar to model "C" annexed to these Regulations.

New York chargé de les mettre sous enveloppe à l'adresse du bureau français destinataire.

Les avis d'émission, les demandes de duplicata d'avis d'émission, ainsi que les réponses à ces demandes ou les duplicata eux-mêmes provenant de la France et de l'Algérie seront placés sous enveloppe par le bureau expéditeur à l'adresse du bureau d'échange de New York.

Les enveloppes sus-mentionnées seront conformes ou analogues au modèle "C" annexé au présent Règlement.

#### ARTICLE 9.

Payment of orders issued under the authority of the Convention of December 29, 1879, can be exacted only at the post office of payment named upon the order, but not until after the receipt by that office, of the advice required by Article 5, hereof.

#### ARTICLE 10.

Orders, the payment of which cannot be effected for the following reasons, namely:

1st. Erroneous, insufficient, or ambiguous statement of the name, or of the residence of the payee;

2d. Discrepancies or omissions in names or in amounts upon either the advice or the order;

3d. Erasures or alterations in the text;

4th. Omissions of stamps or of signatures;

Shall be returned for correction, completion or reissue, as the case may be, to the issuing Administration through the agency of the office and Administration where payment shall have been claimed.

These corrections shall be furnished with the least possible delay.

#### ARTICLE 11.

Money orders shall be valid dur-

#### ARTICLE 9.

Le paiement des mandats dont l'émission est autorisée par la Convention du 29 décembre 1879, ne pourra être exigé qu'au bureau de poste désigné sur le mandat comme chargé d'en acquitter le montant et qu'après l'arrivée à ce bureau de l'avis mentionné dans l'Article 5 précédent.

#### ARTICLE 10.

Les mandats dont le paiement n'aura pu être effectué pour l'une des causes suivantes:

1°. Indication inexacte, insuffisante ou douteuse du nom ou du domicile des bénéficiaires;

2°. Différences ou omissions de noms ou de sommes, tant sur l'avis que sur le mandat;

3°. Ratures ou surcharges dans les inscriptions;

4°. Omissions de timbres ou de signatures;

Seront renvoyés, pour être corrigés, complétés ou remplacés suivant les cas, à l'Administration qui les aura émis et par l'intermédiaire du bureau et de l'Administration du pays où le paiement aura été réclamé.

Cette régularisation devra être opérée dans le plus bref délai possible.

#### ARTICLE 11.

Les mandats seront valables pen-



ing a period of twelve months after the day of their issue.

After the expiration of that time, the advice of an unpaid order shall be returned to the Administration of the country of origin, and the amount of the order shall remain at the disposal of that Administration.

For the execution of this provision the Postal Administration of the United States will cause the proper entries to be made in the records of the New York Exchange Office.

#### ARTICLE 12.

Orders may be repaid to the remitters upon the simple presentation of the order at the issuing office, but only after the return of the advice to that office, which, to that end, if it has been forwarded, shall be recovered by the issuing Administration from the Administration of the country of destination. In such case, the Postal Administration of the United States will cause the proper entries to be made in the records of the New York Exchange Office.

#### ARTICLE 13.

Orders missent, lost or destroyed may be replaced by authorizations for payment, or by duplicates, to be furnished by the issuing Administration, but only after it shall have been ascertained by that Administration, in concert with the other, should occasion require, that the original orders have not been paid or repaid.

#### ARTICLE 14.

The remitter of an order missent, lost or destroyed, must furnish, in order to obtain repayment thereof, a declaration from the payee to the effect that the same has not reached him, or, if received, that it has not been transferred by indorsement, or otherwise disposed of by him; or that it has been lost or destroyed after its receipt.

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dant un délai de douze mois à partir du jour de leur émission.

Passé ce terme l'avis d'émission afférent à un mandat non payé sera renvoyé à l'Administration du pays d'origine et le montant du mandat sera remis à la disposition de cette Administration.

En pareil cas, l'Administration des Postes des États-Unis fera rectifier en conséquence les écritures du bureau d'échange de New York.

#### ARTICLE 12.

Les mandats pourront être remboursés aux expéditeurs sur la simple production du titre au bureau qui l'aura délivré, mais après la rentrée à ce bureau de l'avis d'émission, qui sera réclamé à cette fin, s'il y a lieu à l'Administration du pays de destination par l'Administration du pays d'origine; auquel cas l'Administration des Postes des États-Unis fera rectifier en conséquence les écritures du bureau d'échange de New York.

#### ARTICLE 13.

Les mandats égarés, perdus, ou détruits, pourront être remplacés par des autorisations de paiement ou des duplicata que délivrera l'Administration à laquelle les fonds auront été confiés, mais seulement lorsqu'il aura pu être constaté par cette Administration de concert avec l'Administration correspondante, s'il y a lieu, que les mandats n'ont été ni payés ni remboursés.

#### ARTICLE 14.

L'envoyeur d'un mandat égaré, perdu ou détruit, devra, pour en obtenir le remboursement, fournir une déclaration du destinataire portant que le mandat n'a été ni aliéné ni transmis par voie d'endossement, qu'il ne lui est pas parvenu, ou qu'il a été adiré ou détruit après la réception.



¶ The Administration of the country of origin will not, however, authorize repayment until after the Administration of the country of destination shall have returned the advice or furnished a declaration that it has not paid, and will not pay the order.

In such case the United States Postal Administration will cause the proper entries to be made in the records of the New York Exchange Office.

#### ARTICLE 15.

At the expiration of each month, the Postal Administration of the United States will cause to be prepared two detailed accounts presenting respectively, on the one hand, a list of all the money orders, originating in either of the two countries, the advices of which shall have been certified and dispatched by the New York Exchange Office during such month; and on the other hand, a list of all money orders, the advices of which shall have been restored during the same period, by the Administration of the country of destination to the Administration by which the orders were issued.

These accounts, made out upon blanks conforming respectively to model "D No. 1" and "D No. 2," annexed to these regulations, shall be forwarded, for verification, by the French Postal Administration, within one week after the close of the month.

After the aforesaid accounts shall have been approved, the Administration of the country of origin will add, in each case to the total amount of the orders issued by it, and in the same money, three fourths of one per cent. of said amount, conformably to Article 3 of the Convention of December 29th, 1879, after which it will deduct from the sum total of the orders issued by it the sum total of the unpaid orders of the same

L'Administration du pays d'origine n'accordera toutefois le remboursement qu'après que l'Administration du pays de destination lui aura renvoyé l'avis d'émission ou déclaré qu'elle n'a pas payé et ne paiera pas le mandat.

En pareil cas l'Administration des Postes des États-Unis fera rectifier en conséquence les écritures du bureau d'échange de New York.

#### ARTICLE 15.

À l'expiration de chaque mois l'Administration des Postes des États-Unis fera établir deux comptes particuliers présentant respectivement, d'une part, l'énumération de tous les mandats originaux de l'un des deux pays et dont les avis d'émission auront été certifiés et réexpédiés par le bureau d'échange de New York, pendant la période mensuelle, et d'autre part, l'énumération de tous les mandats dont les avis d'émission auront été renvoyés, pendant la même période, par l'Administration du pays de destination à l'Administration du pays d'origine.

Ces comptes, dressés sur des formules respectivement conformes aux modèles "D, No. 1" et "D, No. 2," annexés au présent Règlement, seront soumis à la vérification de l'Administration des Postes de France, au cours de la semaine qui suivra la clôture de chaque mois.

Dès que les comptes précités auront été approuvés, l'Administration du pays d'origine ajoutera, dans chaque cas, au total du montant des mandats émis par elle, et en même monnaie, trois quarts d'un pour cent du dit montant, conformément à l'Article 3 de la Convention du 29 décembre 1879, puis elle déduira de la somme totale afférente aux mandats émis par elle la somme totale afférente aux mandats de même origine, dont le montant



origin, the amounts of which shall have been restored by the other Administration.

The difference will constitute the net amount of the credit, for that month, of the Administration of the country of destination.

#### ARTICLE 16.

The detailed accounts designated in the preceding Article will be recapitulated quarterly, under the direction of the French Postal Administration, in a general account, for the purpose of exhibiting the exact results of the exchange of money orders between the two countries. This account shall be made on a form like the model "E" annexed to the present Regulations.

For the purpose of balancing said account the conversion of one money into the other shall be made in compliance with the terms of the second paragraph of Article 7 of the Convention of December 29, 1879. To that end the debtor Administration shall forward to the creditor Administration a certified tabular statement of the rates of exchange, at Paris or at New York, as the case may be, quoted each business day during the preceding quarter.

The difference forming the balance of the account shall be paid by means of bills of exchange upon Paris or upon New York, according to the nature of the case, in the money, of gold value, of the creditor Administration, and without any charge to the latter. The expense attending the remittance of bills of exchange is to be borne by the debtor office.

This payment shall be effected without delay and at the latest, within fifteen days after the account shall have been agreed to as correct.

#### ARTICLE 17.

Whenever, in the interval between the quarterly settlements, one of the two Administrations

lui aura été remboursé par l'autre Administration.

La différence fournira le montant net de la créance mensuelle de l'Administration du pays de destination.

#### ARTICLE 16.

Les comptes particuliers désignés dans l'Article précédent seront récapitulés, tous les trois mois, par le soin de l'Administration des Postes de France, dans un compte général destiné à présenter les résultats définitifs de l'échange des mandats entre les deux pays. Ce compte sera établi sur une formule conforme au modèle "E" annexé au présent Règlement.

Pour la balance du dit compte, la conversion des monnaies sera établie conformément au deuxième alinéa de l'Article 7 de la Convention du 29 décembre 1879. À cet effet, l'Administration débitrice devra adresser à l'Administration créancière un tableau certifié exact du cours du change coté chaque jour de bourse, à Paris ou à New York, suivant le cas, pendant le trimestre précédent.

La différence formant le solde du compte sera payée au moyen de traites sur Paris ou sur New York, selon le cas, en monnaie d'or de l'office créancier et sans aucune perte pour celui-ci, les frais d'envoi des traites restant à la charge de l'office débiteur.

Ce paiement devra être effectué sans délai et, au plus tard, dans le délai de quinze jours après que le compte aura été contradictoirement arrêté.

#### ARTICLE 17.

Toutes les fois que dans l'intervalle des liquidations trimestrielles, l'une des deux Administrations se



shall find that it owes to the other a sum exceeding twenty-five thousand francs, or five thousand dollars, the indebted Administration shall pay the approximate amount of such indebtedness, with the least possible delay, to the other Administration.

Such payment shall be entered as a credit in the next general account.

#### ARTICLE 18.

The orders shall remain in the possession of the Administration which shall have paid them. But each of the two Administrations agree to place, temporarily, at the disposal of the other Administration, any paid order the transmission of which shall have been requested by the latter.

#### ARTICLE 19.

Each of the two Administrations reserves the right to employ in the future, for its issues, the form of open order in use between the countries of the Universal Postal Union that subscribed to the Arrangement of June 4th, 1878.

In such case the two Administrations will fix, by mutual agreement, the arrangements necessary to secure the execution of the measure provided for in this Article.

#### ARTICLE 20.

These Regulations shall take effect the day upon which the Convention of December 29th, 1879, is put in force.

Done in duplicate and signed at Washington, the 29th of December, 1879, and at Paris the 3d of February, 1880.

Postmaster General of the United States:

(Seal of the Post-Office Department of the United States.)

D. M. KEY.

trouvera créancière de l'autre Administration pour une somme supérieure à vingt-cinq mille francs ou cinq mille dollars, l'Administration débitrice devra envoyé le montant approximatif de sa dette, dans le plus bref délai, à l'autre Administration.

Ce paiement formera un à-compte à valoir sur la liquidation du prochain compte général.

#### ARTICLE 18.

Les mandats resteront en la possession de l'Administration qui les aura payés. Mais chacune des deux Administrations s'engage à mettre, momentanément, à la disposition de l'autre Administration, tout mandat payé dont celle-ci demandera communication.

#### ARTICLE 19.

Chacune des deux Administrations se réserve, pour l'avenir, la faculté de faire usage, pour ses émissions, du modèle de mandats à découvert, en vigueur dans les relations entre les pays de l'Union Postale universelle, signataires de l'arrangement du 4 juin 1878.

Le cas échéant, les deux Administrations régleront d'un commun accord, les dispositions nécessaires pour assurer l'exécution de la mesure prévue au présent Article.

#### ARTICLE 20.

Le présent Règlement sera exécutoire à partir du jour de la mise en vigueur de la Convention du 29 décembre 1879.

Fait en double et signé à Washington le 29 décembre 1879, et à Paris le 3 février 1880.

Le Ministre des Postes et des Télégraphes de France:

(Seal of the Postal Administration of France.)

AD. COCHERY.



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# FORMS.

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"A."

## ADMINISTRATION DES POSTES DE FRANCE. [78]

Bureau d

No. 4.

Timbre du Bureau expéditeur.

Mandat d'Article d'argent international

Somme en chiffres.

Payable par le Bureau d  
(\*)

## POSTES DE FRANCE.

Payez à la personne nommée dans ma lettre d'avis de ce jour n° 4, ou à son ordre,  
1 somme de (\*\*)

A Monsieur le Receveur des Postes à

(\*)

le A  
Le Receveur,

187 .

ARTICLE

D'ARGENT.

Reçu le montant du mandat ci-dessus à

, le

, 187 .

Le présent mandat ne peut être acquitté, sauf l'autorisation de l'administration chargée d'en payer le montant, que sur avis et au bureau désigné par le titre. Il est payable pendant douze mois à partir du versement des fonds.

Signature de la personne à qui le mandat est payé.

Timbre du Bureau payeur.

Le paiement d'un mandat d'article d'argent, une fois effectué, ne donne lieu à aucun recours, soit contre l'Administration qui a émis le mandat, soit contre celle qui l'a payé.





## ADMINISTRATION DES POSTES DE FRANCE.

Bureau

No. 4.

Somme en chiffres

Timbre du Bureau expéditeur.

*Avis de l'émission d'un mandat d'article d'argent international.*

A vis d'un mandat d'article d'argent tiré, par le bureau ci-dessus désigné, sur le bureau d

(\*)

pour la somme de (\*\*)

le A 187-.

Le Receveur des Postes.

Bénéficiaire, ou nom de la personne au profit de qui le mandat est délivré.

Nom.

Prénoms.

Envoyeur, ou nom de la personne qui a versé l'argent.

Nom.

Prénoms.

L'avis doit être daté, signé et timbré par le Receveur qui a tiré le mandat, et timbré, dès sa réception, par le Receveur du bureau sur lequel il est tiré.

Timbre du Bureau payeur



(\*) Désigner le pays étranger auquel appartient le bureau. (\*\*) Indiquer la somme en toutes lettres.



Cadres réservés aux endossements, s'il y a lieu.	Tout mandat irrégulier doit être déposé contre reçu, dans le bureau où il est payable: par les soins de ce bureau, il est transmis à l'Administration, qui se charge de sa régularisation.
<p>Payez à l'ordre de M. valeur reçue comptant.</p> <p>À , le 187 .</p>	Les mandats égarés, perdus ou détruits sont remplacés par des autorisations de paiement qui peuvent être délivrées seulement après constatation, que les mandats n'ont été ni payés ni remboursés. Ces autorisations sont soumises aux mêmes conditions de paiement que les mandats.
<p>Payez à l'ordre de M. valeur reçue comptant.</p> <p>À , le 187 .</p>	
<p>Payez à l'ordre de M. valeur reçue comptant.</p> <p>À , le 187 .</p>	<p>Le tiers porteur d'un mandat, à l'ordre de qui ce mandat a été passé, si la législation du Pays destinataire le permet, devra se faire donner et actuellement par son cédant les nom et prénom de l'envoyeur.</p> <p>Autrement le mandat ne lui serait pas payé.</p>
<p>Payez à l'ordre de M. valeur reçue comptant.</p> <p>À , le 187 .</p>	Les sommes versées en échange des mandats d'articles d'argent, dont le montant n'a pas été réclamé par les ayants droit, dans un délai de huit années à partir du jour du versement des fonds, seront définitivement acquises à l'État.



"B."

No. 79.

Mai, 1878.  
(E. J. 112)

MINISTÈRE DES POSTES ET DES TÉLÉGRAPHES DE FRANCE.

Bureau

Département

d

*Demande d'avis d'un mandat de poste international.*

Un mandat de poste international de la somme de \_\_\_\_\_  
tiré par le bureau d \_\_\_\_\_ sur celui d \_\_\_\_\_ sous le n° ( \_\_\_\_\_ ), à la date du \_\_\_\_\_, a été présenté à  
l'encaissement et n'a pu être payé faute d'avis.

Timbre du bureau.



À

, le 187 .

Le Receveur des Postes

Bureau

Province

d

d

Le soussigné déclare que le mandat de poste international sus-désigné se trouve régulièrement inscrit  
sur le registre d'émission, sous le n° ( \_\_\_\_\_ ),  
à la date du \_\_\_\_\_ pour la somme de \_\_\_\_\_

Nom et prénoms du destinataire.

Nom et prénoms de l'envoyeur.

Timbre du bureau.



À

Le

, le 187—  
des Postes



“C.”

[3.—B.—1.

N°. 55.—Février 1879.—R. 39.

Ministère des postes et des télégraphes de France.

Timbre de Bureau  
expéditeur.



(Exécution des articles 955 et 956 de l'Instruction générale.)

AVIS DE L'ÉMISSION

D'UN

MANDAT D'ARTICLE D'ARGENT INTERNATIONAL.

Pour le Receveur des Postes  
du Bureau d

Désigner ici le pays étranger auquel  
appartient le bureau.



## "D No. 1."

No \_\_\_\_\_

Post Office Department  
of the  
United States  
of  
America.

To the  
United States.

International  
money-order  
service.

From  
France and Algeria.

Month \_\_\_\_\_  
of \_\_\_\_\_  
188-.

Stamp of office of

Supt. M. O. System, U. S.

Quarter ending.

\_\_\_\_\_ 3

188-.

Stamp of Exchange office.

New York.

Account  
(I)  
of  
Postal Money-orders  
issued by Post-Offices in  
France and Algeria, and certified by the  
Exchange Post-Office of New York for payment in the  
United States,

the advices of which have been dispatched during the  
above-named month:

with an Account (II) of such  
orders,  
the amounts of which have been restored by the  
Post Office Department of the United States  
to the  
Post Office Department of France  
during the same period.



## "D No. 2."

No. \_\_\_\_\_

Post Office  
Department  
of the  
United States  
of America.

To  
France and Algeria.

International  
Money-Order Service.

From the  
United States of America.

Month

of \_\_\_\_\_

188-.

Stamp of the office of

Quarter ending

3

188-.

Stamp of Exchange  
office

New York.

Account  
(I)  
of

Postal Money Orders  
issued by Post Offices in the  
United States,

and certified by the exchange Post Office  
of New York  
for payment in  
France and Algeria.

the advices of which have been dispatched during the above named month

with an account (II)

of such orders  
the amounts of which have been restored by  
the French Post Office Department  
to the  
Post Office Department of the United States  
during the same period.



“E.”

Ministère des Postes  
et des Télégraphes  
de France.

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Division de la Comptabilité.

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Bureau  
de la Vérification des Produits.

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Année 188-.

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Comptes étrangers  
États-Unis.

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Trimestre.

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Compte général des mandats d'articles d'argent tirés réciproquement par les bureaux de poste français sur les bureaux de poste des États-Unis et par les bureaux de poste des États-Unis sur les bureaux de poste français, pendant le trimestre désigné ci-dessus.







(I.)

Sheet No. —.

## LIST OF MONEY ORDERS

*Issued by Post Offices in France and Algeria, and certified by the Exchange Office of New York for payment in the United States, the advices of which have been dispatched during the month of ———, 188—.*

[illegible]

I certify that the foregoing is a correct list of all the money orders the advices of which have been dispatched by this office during the month of \_\_\_\_\_, 188-, for payment in the United States.

*Postmaster, Exchange Office of New York.*



(II.)

### LIST OF UNPAID MONEY ORDERS

*issued by Post Offices in the United States for payment in France and Algeria, the advices of which have been restored by the French Post Office Department to the United States Post Office Department during the month of —, 188—.*

[illegible]

I certify that the above is a correct list of all the money-orders, the advices of which have been restored to the Post-Office Department of the United States by the French Post-Office Department, during the month of \_\_\_\_\_, 188-.

*Superintendent Money-Order System.*



(II.)

### LIST OF UNPAID MONEY-ORDERS

*issued by Post Offices in France and Algeria for payment in the United States, the advices of which have been restored by the Post Office Department of the United States to the French Post Office Department during the month of ———, 188—.*

[illegible]

I certify that the above is a correct list of all the money-orders the advices of which have been restored to the French Post-Office Department by the Post-Office Department of the United States, during the month of —, 188—.

**Superintendent Money-Order System.**



## III.

## BALANCE.

To be made out by the  
Postal Administra-  
tion at Paris.

Amount.

Dollars.      Cents.

Amount due the United States Post Office Department.....

Amount due the French Post Office Department .....

Balance due the United States Department .....

POST OFFICE DEPARTMENT.

Washington, D. C., ———, 188—.

SIR:

I have the honor to transmit herewith an account (D N° 1).

I. Of the international money-orders, issued in France and Algeria, for payment in the United States, the advices of which have been dispatched by the Exchange Office of New York during the month of ———, 188—; and also an account (D N° 1).

II. Of the unpaid orders of the same origin, the amounts of which have been restored to the French Post Office Department by the Post Office Department of the United States, during said period, in accordance with Articles XI, XII, XIV, and XV, of the Detailed Regulations established under Convention of December 29th, 1879.

After having examined these accounts, be pleased to notify this office of your verification of the same, and of any corrections which you may find it necessary to make therein.

Respectfully, your obedient servant,

\_\_\_\_\_  
*Superintendent Money-Order System.*

À Monsieur le MINISTRE DES POSTES ET DES TÉLÉGRAPHES.

(Division de la Comptabilité. Bureau des Articles d'Argent) à Paris.



## (III.)

## BALANCE.

To be made out by the Postal Administration at Washington.	Amount.	
	Francs.	Centimes.
Amount due the French Post Office Department .....		
Amount due the United States Post Office Department.....		
Balance due the French Department .....		

POST OFFICE DEPARTMENT,  
Washington, D. C., ———, 188—.

SIR:

I have the honor to transmit herewith an account (D N° 2) I. of the International money orders, issued in the United States for payment in France and Algeria, the advices of which have been dispatched by the Exchange Office of New York, during the month of ———, 188—; and also an account (D N° 2) II. of the unpaid orders of the same origin, the amounts of which have been restored to the Post Office Department of the United States by the French Post Office Department, during said period, in accordance with Articles XI, XII, XIV, and XV of the Detailed Regulations established under the Convention of December 29, 1879.

After having examined these accounts, be pleased to notify this Office of your verification of the same, and of any corrections which you may find it necessary to make therein.

Respectfully, your obedient servant,

\_\_\_\_\_  
Superintendent Money-Order System.

À Monsieur le MINISTRE DES POSTES ET DES TÉLÉGRAPHES,  
(Division de la Comptabilité, Bureau des Articles d'Argent), à Paris.



## BALANCE GÉNÉRALE.

AVOIR DE LA FRANCE.		AVOIR DES ÉTATS-UNIS.	
	Fr. Cent.		Doll. Cts.
Somme due par l'office des États-Unis à l'office de France.....		Somme due par l'office de France à l'office des États-Unis.....	
à déduire: somme due par l'office de France à l'office des États-Unis, convertie d'après le taux moyen du change à New York pendant le trimestre auquel le présent compte se rapporte .....		à déduire: somme due par l'office des États-Unis à l'office de France, convertie d'après le taux moyen du change à Paris pendant le trimestre auquel le présent compte se rapporte .....	
Balance en faveur de l'office de France. à déduire: à-comptes payés par l'office des États Unis, savoir:		Balance en faveur de l'office des États-Unis. à déduire: à-comptes payés par l'office de France, savoir:	
le ..... 188-. F. c.		le ..... 188-. D. c.	
le ..... 188-. }		le ..... 188-. }	
le ..... 188-. }		le ..... 188-. }	
&c.		&c.	
Partant, l'office des États-Unis doit encore à l'office de France.....		Partant, l'office de France doit encore à l'office des États-Unis.....	











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AMENDED MONEY-ORDER CONVENTION  
WITH GERMANY.

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# CONVENTION

BETWEEN THE

POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA AND  
THE POST-OFFICE DEPARTMENT OF THE GERMAN EMPIRE

CONCERNING THE EXCHANGE OF POST-OFFICE MONEY-ORDERS.

*Concluded at Berlin, October 9, 1879.*

Convention between the Post Office Department of the United States of America and the Post Office Department of the German Empire concerning the exchange of post office money orders.

The undersigned, duly authorized for that purpose, have agreed, subject to ratification, upon the following convention, concerning the exchange of post office money orders.

Uebereinkommen zwischen der Postverwaltung der Vereinigten Staaten von Amerika und der Deutschen Reichs-Postverwaltung, betreffend den Austausch von Postanweisungen.

Nachstehendes Uebereinkommen, betreffend den Austausch von Postanweisungen, ist von den Unterzeichneten, welche zu diesem Zweck mit der erforderlichen Ermächtigung versehen sind, unter Vorbehalt der Ratifikation vereinbart worden.

## ARTICLE 1.

1. There shall be a regular exchange of post office money orders between the United States of America and the German Empire.

2. The Postal Administration of each country shall have power to authorize such of its post offices, as it may deem expedient, to issue money orders payable in the other country, and to pay money orders received therefrom.

## ARTIKEL 1.

1. Zwischen den Vereinigten Staaten von Amerika und Deutschland soll ein regelmässiger Austausch von Postanweisungen stattfinden.

2. Die Postverwaltung eines jeden Landes soll das Recht haben, zur Annahme von Postanweisungen nach dem andern Lande, sowie zur Auszahlung von den aus diesem Lande herrührenden Postanweisungen diejenigen ihrer Postanstalten zu ermächtigen, welche sie für diesen Zweck als geeignet erachtet.

## ARTICLE 2.

1. It is hereby agreed that the basis of all payments for money orders, whether to or by the public,

## ARTIKEL 2.

1. Es wird hierdurch vereinbart, dass als Grundlage aller Zahlungen auf Postanweisungen, gleichviel ob



shall be gold coin, or other lawful money of equal value, but that each Postal Administration shall be at liberty to use, for the purpose, money of less value, if the same be a legal tender, provided account be taken of such difference of value.

2. No money order shall exceed, for the present, the amount of fifty dollars, if issued in Germany, in favor of a payee in the United States of America, or, of two hundred and ten marks, if issued in the United States to be paid in Germany. The aforesaid maximum amount of fifty dollars, and of two hundred and ten marks shall be raised to one hundred dollars and four hundred marks respectively, whenever the Post Office Department of the United States of America is authorized, by law, to assent to such an increase.

3. The amount of each money order shall be expressed in the denominations of the coin of the country where the payment is to be made. For this purpose, the Administration of the country of origin is authorized to fix, at any time, the rate of conversion of its own money into that of the country of destination. Each Administration shall notify the other of the rate of conversion established under this article and of any change that may be made therein.

4. The Postal Administration of either of the contracting countries is at liberty to permit the transfer, by endorsement, within its jurisdiction, of the ownership of a money order originating in the other country.

es sich um Auszahlungen an das Publikum, oder um Einzahlungen Seitens desselben handelt, die Goldmünzen oder ein anderes gesetzliches Geld von gleichem Werthe gelten. Indess soll jeder Postverwaltung frei stehen, für den obigen Zweck Geld von geringeren Werthe zu verwenden, wenn dasselbe gesetzliches Zahlungsmittel ist, vorausgesetzt, dass solchem Minderwerth Rechnung getragen wird.

2. Der Betrag einer in Deutschland zu Gunsten eines Empfängers in den Vereinigten Staaten von Amerika eingelieferten Postanweisung darf Fünfzig Dollars, und dergeneige einer in den Vereinigten Staaten von Amerika zur Auszahlung in Deutschland eingelieferten Postanweisung Zweihundert und zehn Mark für jetzt nicht übersteigen. Die vorstehende Meistbeträge von Fünfzig Dollars und Zweihundert und zehn Mark sollen auf Hundert Dollars bz: auf Vierhundert Mark erhöht werden, sobald die Postverwaltung der Vereinigten Staaten von Amerika gesetzlich ermächtigt sein wird, einer solchen Erhöhung zuzustimmen.

3. Der Betrag einer jeden Postanweisung soll in der Währung des Landes ausgedrückt sein, in welchem die Auszahlung stattzufinden hat. •Zu diesem Zwecke ist die Verwaltung des Aufgabebiets ermächtigt, zu jeder Zeit das Umwandungsverhältniss ihrer eigenen Währung in die Währung des Bestimmungslandes festzusetzen. Von dem nach Massgabe dieses Artikels festgesetzten Umwandungsverhältniss, sowie von jeder Aenderung desselben wird die eine Verwaltung der anderen Verwaltung Mittheilung machen.

4. Der Postverwaltung eines jeden der vertragschliessenden Länder bleibt das Recht vorbehalten, die Uebertragung des Eigenthumsrechts an einer aus dem andern Lande herrührenden Postanweisung im Wege des Indossaments innerhalb ihres eigenen Gebiets zu gestatten.



## ARTICLE 3.

There shall be given to the remitter of every money order, without extra charge, a certificate for the amount paid by him, in the form prescribed in the country of issue.

## ARTIKEL 3.

Dem Absender soll über die auf jede Postanweisung eingezahlte Summe eine Empfangsbescheinigung in der im Aufgabengebiet vorgeschriebenen Form unentgeltlich ausgehändigt werden.

## ARTICLE 4.

1. Each of the two Administrations is empowered to fix the rates of commission on the money orders issued within its own territory for payment in the other country. This rate of commission, however, shall not exceed one and one half per cent in Germany for each twenty marks, with a minimum charge of forty pfennigs, and one and one half per cent in the United States for each ten dollars; but the same fee charged for every twenty marks, or for every ten dollars, shall be exacted for any fraction thereof. The two Administrations will communicate to each other the rates of commission established in accordance with this provision.

## ARTIKEL 4.

1. Jede der beiden Verwaltungen ist berechtigt, die Gebühren für die in ihrem eigenen Gebiet ausgestellten, zur Auszahlung in dem anderen Lande bestimmten Postanweisungen festzusetzen. Diese Gebühr darf jedoch in Deutschland ein und ein halbes Procent für je zwanzig Mark bei einer Mindesttaxe von vierzig Pfennig, in den Vereinigten Staaten ein und ein halbes Procent für je zehn Dollars nicht übersteigen. Die für je zwanzig Mark oder für je zehn Dollars festgesetzte Gebühr soll für jede Theil dieser Summen erhoben werden. Die beiden Verwaltungen werden sich gegenseitig die nach Massgabe dieser Bestimmung festgesetzten Gebühren mittheilen.

2. The rates of commission must always be paid in advance by the remitter, who shall not be entitled to receive repayment thereof. Neither the remitter nor the payee of a money order shall be subjected to any charge therefor, in addition to the commission collected in pursuance of this article, except when payment of a money order is made by a letter-carrier at the residence or place of business of the payee, in which case the latter may be required to pay a carrier's fee.

2. Die Gebühren müssen stets vom Absender im Voraus bezahlt werden. Derselbe hat auf Rückzahlung dieser Gebühren keinerlei Anspruch. Weder der Absender, noch der Empfänger einer Postanweisung hat irgend eine Taxe, ausser der nach Massgabe dieses Artikels erhobenen Gebühr, zu zahlen. Nur wenn die Postanweisung durch einen Briefträger in der Wohnung oder in dem Geschäftslokal des Empfängers ausbezahlt wird, kann der Letztere zur Zahlung einer Bestellgebühr gehalten werden.

3. The Postal Administration, by which the money orders are issued, shall pay to the Postal Administration of the country of payment three fourths of one per cent on the total amount of such orders.

3. Die Postverwaltung des Aufgabengebiets soll der Postverwaltung des Auszahlungsgebiets drei Viertel Procent der Gesamtsumme an ausgezahlten Postanweisungsbeträgen vergüten.



## ARTICLE 5.

## ARTIKEL 5.

1. The form, to be used for post office money orders from Germany to the United States of America, shall be made of thick paper, and shall conform, in all respects, to the model, hereto annexed, marked "A." For post office money orders from the United States of America to Germany a form, made also of thick paper, and similar to the above mentioned model, shall be employed. On these latter forms, however, the English language shall be substituted for the German in the printed text.

2. The filling up, in writing, of these forms must be done by means of Arabic numerals and Roman letters, without any alteration or obliteration.

3. The money order must contain, in addition to the surname of the payee and his exact address, his given name, or at least, the initials of his given name or names, unless the payee be a firm, in which case, the ordinary designation of the firm will suffice. The place of destination must be accurately stated, so as to prevent any uncertainty in regard to it. On money orders issued in favor of residents of United States the name of the state and, if possible, of the county of the payee's residence must be stated in the address.

4. The coupon of the money order must contain the name and the address of the remitter, and the amount to be paid, as well as the date of its issue may be noted thereon. Any other memoranda are prohibited.

1. Das zu Postanweisungen aus Deutschland nach den Vereinigten Staaten von Amerika zu verwendende Formular soll aus festem Papier hergestellt sein, und in jeder Beziehung dem beigelegten Muster "A" entsprechen. Zu Postanweisungen aus den Vereinigten Staaten von Amerika nach Deutschland solle ein gleichfalls aus festem Papier hergestelltes und dem vorerwähnten Muster ähnliches Formular verwendet werden. Das letztere Formular wird jedoch anstatt des Vordrucks in deutscher Sprache einen solchen in Englischer Sprache enthalten.

2. Die handschriftliche Ausfüllung der Formulare muss mit arabischen Ziffern und mit lateinischen Schriftzeichen ohne Durchstreichungen oder Abänderungen bewirkt werden.

3. Die Postanweisung muss ausser dem Zunamen des Empfängers, und dessen vollständiger Adresse seinen Vornamen oder wenigstens die Anfangsbuchstaben seines oder seiner Vornamen enthalten, sofern nicht die Empfängerin eine Firma ist, in welchem Falle die gewöhnliche Bezeichnung der Firma genügt. Der Bestimmungsort muss so genau bezeichnet sein, dass ein Zweifel in dieser Beziehung nicht entstehen kann. Bei Postanweisungen an Bewohner der Vereinigten Staaten muss der Name des Staats und, wenn möglich, auch des Kreises, in welchem der Wohnort des Empfängers liegt, in der Aufschrift angegeben sein.

4. Der Abschnitt der Postanweisung muss den Namen und die Adresse des Absenders enthalten; auf dem Abschnitt kann der auszuzahlende Betrag und der Tag der Einzahlung angegeben werden. Weitere Bemerkungen sind auf dem Abschnitt nicht zulässig.

## ARTICLE 6.

## ARTIKEL 6.

The amounts of money orders,

Die in der Währung des Aus-



expressed in the currency of the country of payment, must not contain fractions of a pfennig or of a cent.

zahlungsgebietsausgestellten Postanweisungen dürfen Bruchtheile eines Pfennigs oder eines Cents nicht enthalten.

## ARTICLE 7.

The Postal Money-Order Service between the two countries, shall be effected by the agency of two Offices of Exchange. On the part of Germany the Office of Exchange shall be Cologne, and on the part of the United States of America, New York.

## ARTIKEL 7.

Der Postanweisungsverkehr zwischen den beiderseitigen Ländern soll durch zwei Auswechselungs-Postanstalten vermittelt werden. Zn solchem Auswechselungs-Postanstalten werden von Seiten Deutschlands Cöln, von Seiten der Vereinigten Staaten New York bestimmt.

## ARTICLE 8.

1. Each Office of Exchange shall send, by every mail, to the corresponding Exchange Office, a certified List of the money orders issued in its own country, since the last previous transmission, for payment in the other.

2. The lists, by means of which the Exchange Office of Cologne transmits to that of New York, the money orders issued in Germany, shall follow the pattern "B", hereto annexed.

3. The lists, by means of which the Exchange Office of New York transmits to the Exchange Office of Cologne the money orders issued in the United States, shall be in conformity with the model "C", hereto annexed.

4. The lists despatched from each Office of Exchange, as well as the entries therein, shall be numbered consecutively, commencing with No. 1 at the beginning of each year. After the close of the quarter ending June 30th of each year, supplementary lists may be sent by either Office of Exchange, if occasion requires, containing an entry of every order issued during that quarter, which has not been previously certified, but the amount of such

## ARTIKEL 8.

1. Jede der beiden Auswechselungs-Postanstalten wird mit jeder Post der anderen Auswechselungs-Postanstalt ein gehörig vollzogenes Verzeichniss der in dem eigenen Gebiet seit der zuletzt erfolgten Absendung eines Verzeichnisses ausgestellt, zur Auszahlung in dem anderen Gebiet bestimmten Postanweisungen übersenden.

2. Die Verzeichnisse, mittels deren die Auswechselungs-Postanstalt in Cöln der Auswechselungs-Postanstalt in New York die in Deutschland ausgestellten Postanweisungen übersendet, sollen der Anlage "B" entsprechen.

3. Die Verzeichnisse, mittels deren die Auswechselungs-Postanstalt in New York der Auswechselungs-Postanstalt in Cöln die in den Vereinigten Staaten ausgestellten Postanweisungen übersendet, sollen dem Muster der Anlage "C" entsprechen.

4. Die von jeder der beiden Auswechselungs-Postanstalten abgesandten Verzeichnisse, sowohl als die darin enthaltenen Eintragungen, sollen fortlaufend numerirt werden und zwar vom Anfange jedes Jahres ab mit No. 1 beginnend. Nach dem Schlusse jedes mit dem 30. Juni ablaufenden Vierteljahrs können von beiden Auswechselungs-Postanstalten, soweit erforderlich, Ergänzungslisten abgefertigt werden, in welche solche



lists shall form a separate item in the account for the next quarter.

5. Before making up any list, the Office of Exchange shall ascertain whether the money orders, received for transmission, have been filled up in accordance with the regulations made in pursuance of this Convention and, especially, whether the conversion from one currency into the other has been correctly effected.

6. Single lists shall be sent, in each case, from Cologne, but those from New York shall be in duplicate.

7. Should it happen, at the time of despatching any mail, that there are no money orders to be certified for payment, a list must nevertheless be sent in that mail. But in such event, the despatching Exchange Office will write across the list the words: "No money orders."

#### ARTICLE 9.

1. As soon as the lists of the despatching office shall have reached the receiving Office of Exchange, the latter shall verify the lists received, and if errors are found, will indicate them with red ink.

2. The Exchange Office of Cologne will place its mark of acceptance on the back of one of the duplicates received from New York, describe thereon, in detail, the errors, should any be discovered, and shall then return such du-

aus dem bezeichneten Vierteljahre herrührende Postanweisungen, deren Ueberweisung noch nicht stattgefunden hat, einzutragen sind, jedoch soll der Betrag der derartigen Verzeichnisse in der Abrechnung über das nächste Vierteljahr besonders in Ansatz gebracht werden.

5. Vor Ausstellung eines Verzeichnisses haben die Auswechselungs-Postanstalten sich Gewissheit darüber zu verschaffen, dass die zur Absendung vorliegenden Postanweisungen nach Massgabe der in diesem Uebereinkommen getroffenen Bestimmungen ausgefüllt sind, und ins besondere, dass die Umwandlung aus der einen Währung in die andere richtig bewirkt ist.

6. Die Verzeichnisse werden von der Auswechselungs-Postanstalt in Cöln in einfacher Ausfertigung, von der Auswechselungs-Postanstalt in New York in doppelter Ausfertigung aufgestellt werden.

7. Sollten bei dem Abgange einer Post keine Postanweisungen zur Ueberweisung vorliegen, so wird nichtsdestoweniger ein Verzeichniss abgesandt werden. In solchem Falle wird indess die absendende Auswechselungs-Postanstalt in dem Verzeichniss die Worte niederschreiben: "No money orders."

#### ARTIKEL 9.

1. Sobald die Verzeichnisse der Absendungs- Auswechselungs-Postanstalt bei der Empfangs-Auswechselungs-Postanstalt eingegangen sind, wird diese Letztere dieselben prüfen, und wenn sich darin Unrichtigkeiten vorfinden sollten, diese mit rother Tinte ersichtlich machen.

2. Die Auswechselungs-Postanstalt in Cöln wird den Vermerk der Anerkennung auf die Rückseite einer der beiden von New York empfangenen Ausfertigungen setzen, und daselbst auch die etwa wahrgenommenen Unrichtigkeiten



plicate to the Exchange Office of New York.

3. The Exchange Office of New York shall acknowledge each list, received from the Exchange Office of Cologne, by means of the first subsequent list forwarded to the latter office.

4. The stamp of the despatching and of the receiving Exchange Office shall be imprinted upon the back of each money order entered in the lists. The former office shall forward to the latter all money orders, received from its inland offices, to be disposed of in accordance with the regulations of the country of payment.

#### ARTICLE 10.

Each of the two Administrations shall have power, under extraordinary circumstances, which appear of a nature to warrant such a measure, to suspend temporarily the exchange of money orders in either direction or in both, provided, however, that notice of such suspension be given to the other Administration immediately, and, if deemed necessary, by means of the telegraph.

#### ARTICLE 11.

1. At the close of each quarter, or, at the latest, within six weeks after the expiration thereof, an account, in duplicate shall be prepared and transmitted by the Postal Administration of the German Empire to the Postal Administration of the United States. For this quarterly account a form shall be used, in exact conformity with the pattern, "D", hereto annexed.

einzelu bezeichnen. Diese Ausfertigung des Verzeichnisses wird an die Auswechselungs-Postanstalt in New York zurückgesandt.

3. Die Auswechselungs-Postanstalt in New York wird den Empfang eines jeden Verzeichnisses von der Auswechselungs-Postanstalt in Cöln auf dem nächsten nach Cöln abzusendenden Verzeichnisse anerkennen.

4. Die Absendungs-Auswechselungs-Postanstalt und die Empfangs-Auswechselungs-Postanstalt werden jede in den Verzeichnissen eingetragene Postanweisung auf der Rückseite mit dem Abdruck ihres Ankunftsstempels versehen. Die erstere Auswechselungs-Postanstalt wird der letzteren sämtliche, von den Postanstalten des eigenen Gebiets ihr zugegangenen Postanweisungen übersenden; für die weitere Behandlung derselben sind die im Auszahlungs-Gebiete bestehenden Bestimmungen massgebend.

#### ARTIKEL 10.

Jede der beiden Verwaltungen kann unter aussergewöhnlichen Verhältnissen, welche geeignet sind eine derartige Massnahme zu rechtfertigen, den Austausch von Postanweisungen vorübergehend in einer oder in beiden Richtungen einstellen, jedoch unter der Bedingung, dass die andere Verwaltung davon unverzüglich, nöthigen Falls auf telegraphischem Wege, in Kenntniss gesetzt wird.

#### ARTIKEL 11.

1. Am Ende eines jedes Vierteljahrs und spätestens innerhalb sechs Wochen nach Ablauf desselben, wird eine Abrechnung in zweifacher Ausfertigung durch die deutsche Reichs-Postverwaltung aufgestellt und der Postverwaltung der Vereinigten Staaten übersandt werden. Zu dieser vierteljährlichen Abrechnung soll ein dem anliegenden Muster "D" genau entsprechendes Formular verwendet werden.



2. Payment shall be made in the money of the country in favor of which the account shows a balance, and, for the purpose of ascertaining such balance, the smaller credit shall be converted into the same money as that of the larger credit.

If the account shows a balance in favor of the Post Office Department of the German Empire, the conversion shall be effected at the average rate of exchange at New York during the quarter to which the account appertains; but if it shows a balance in favor of the Post Office Department of the United States, the conversion shall be based upon the average rate of exchange at Hamburg during the same period. The debtor administration shall transmit within five days after the expiration of each quarter, a certified statement showing the rate of exchange for every business day of such quarter.

3. Should the quarterly account show a balance in favor of the Post Office Department of the German Empire, that of the United States shall return a copy of such account, after due examination and verification of the same, at the latest within fourteen days after the receipt thereof, and shall transmit, at the same time, a bill of exchange, drawn on Berlin or Hamburg, for the amount of said account, payable to the "General Post Kasse" at Berlin. The Postal Administration of the German Empire shall then send an acknowledgment of receipt to the Postal Administration of the United States. If, on the other hand, the quarterly account shows a balance in favor of the United States Postal Administration, the latter will return a copy,

2. Die Zahlungen sollen in der Währung desjenigen Landes geleistet werden, zu dessen Gunsten die Abrechnung ein Guthaben ergibt. Zum Zwecke der Feststellung dieses Guthabens soll die geringere Forderung in dieselbe Währung umgewandelt werden, in welcher die grössere Forderung ausgedrückt ist.

Wenn die Abrechnung ein Guthaben zu Gunsten der Deutschen Reichs-Postverwaltung ergibt, so soll die Umwandlung unter Zugrundelegung des mittleren Börsenkurses bewirkt werden, welcher in New York während desjenigen Vierteljahrs bestand, auf welches die Abrechnung sich bezieht; wenn dieselbe aber ein Guthaben zu Gunsten der Postverwaltung der Vereinigten Staaten ergibt, so soll die Umwandlung nach Massgabe des mittleren Börsenkurses stattfinden, welcher während desselben Zeitraums in Hamburg bestand. Die sich als Schuldnerin ergebende Verwaltung soll innerhalb fünf Tage nach Ablauf eines jeden Vierteljahrs der anderen Verwaltung eine festgestellte Nachweisung übersenden, welche den Wechselkurs für jeden Börsentag des betreffenden Vierteljahrs ersehen lässt.

3. Wenn die vierteljährliche Abrechnung ein Guthaben zu Gunsten der Deutschen Reichs-Postverwaltung ergibt, so soll die Postverwaltung der Vereinigten Staaten eine Ausfertigung der Abrechnung, nachdem die letztere zuvor ordnungsmässig geprüft und festgestellt worden ist, spätestens innerhalb vierzehn Tage nach dem Empfange derselben, zurücksenden. Gleichzeitig soll dieselbe einen Wechsel auf Berlin oder Hamburg übersenden, welcher auf den Betrag der betreffenden Abrechnung lautet, und an die General Postkasse in Berlin zahlbar ist. Die Deutsche Reichs-Postverwaltung wird alsdann der Postverwaltung der Vereinigten Staaten ein Empfangs-Anerkennniss zustellen. Wenn, auf der anderen Seite, die Abrech-



after due examination and verification. At the latest, within fourteen days after the receipt of such copy, the Post Office Department of the German Empire shall transmit to that of the United States a bill of exchange for the amount thereof, drawn on New York, payable to the Postmaster-General of the United States. The Postal Administration of the latter country shall then send, in return, an acknowledgment of receipt.

4. If, pending the settlement of an account, one of the two Postal Administrations shall ascertain that it owes the other a balance exceeding five thousand dollars, or twenty-one thousand marks, the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other.

5. The expenses attending the remittance of bills of exchange shall invariably be borne by the Post Office Department, by which the payment is to be made.

6. If a bill of exchange in payment of the balance resulting from a quarterly account, is not transmitted within the period above stipulated, the amount of such balance is chargeable with interest, from the day after the expiration of said period until the day of the transmission of the bill of exchange. This interest is to be computed at the rate of five per cent per annum, and is to be placed to the debit of the dilatory Administration in the next quarterly account.

#### ARTICLE 12.

In making payments on account, in pursuance of the provisions of Article 11 of this Convention, the

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nung ein Guthaben zu Gunsten der Postverwaltung der Vereinigten Staaten ergibt, so wird dieselbe, nach ordnungsmässiger Prüfung und Feststellung der Abrechnung, eine Ausfertigung derselben zurücksenden. Spätestens innerhalb vierzehn Tage nach dem Empfang dieser Ausfertigung wird die Deutsche Reichs-Postverwaltung der Postverwaltung der Vereinigten Staaten einen auf den Betrag der Abrechnung lautenden Wechsel auf New York, zahlbar an den General-Postmeister der Vereinigten Staaten, übersenden. Die Postverwaltung der Vereinigten Staaten sendet alsdann eine Empfangsbcheinigung zurück.

4. Wenn eine der beiden Verwaltungen vor Feststellung einer Abrechnung sich überzeugt, dass sie der anderen Verwaltung ein Guthaben von mehr als fünftausend Dollars oder von mehr als ein und zwanzig Tausend Mark schuldet, so soll die als Schuldnerin sich ergebende Verwaltung den annähernden Betrag dieses Guthabens ohne Verzug der anderen Verwaltung überweisen.

5. Die aus der Uebersendung der Wechsel entstehenden Kosten sollen stets von derjenigen Postverwaltung getragen werden, welche Zahlung zu leisten hat.

6. Wenn der Wechsel zur Bezahlung des aus einer vierteljährlichen Abrechnung herrührenden Guthabens nicht innerhalb des oben festgesetzten Zeitraums übersandt wird, so ist der Betrag dieses Guthabens vom Tage nach Ablauf des gedachten Zeitraums bis zum Tage der Uebersendung des Wechsels zu verzinsen. Die Zinsen werden nach dem Satze von fünf Prozent auf das Jahr berechnet und der säumigen Verwaltung in der nächsten vierteljährlichen Abrechnung in Schuld gestellt.

#### ARTICLE 12.

Zu den nach den Bestimmungen des Artikels 11 des gegenwärtigen Uebereinkommens zu leistenden



German Post Office Department will make use of a form corresponding to the model "E", and the Post Office Department of the United States will use one like the model "F". Both of these forms are hereto annexed.

Abschlagszahlungen wird sich die deutsche Reichs-Postverwaltung des Formulars "E", und die Postverwaltung der Vereinigten Staaten des Formulars "F" bedienen. Beide Formulare sind hier beigelegt.

### ARTICLE 13.

### ARTIKEL 13.

1. Orders which cannot for any cause be paid to the person, for whom they are intended, shall become void, according to the regulations established in the country of destination, and the sums received therefor shall remain at the disposal of the Postal Administration of the country of origin, so that they may be repaid to the persons interested, or otherwise disposed of, according to the rules established by the laws or regulations of each country. The Postal Administration of Germany will therefore place, in the quarterly account, to the credit of the Postal Administration of the United States, all money orders, which are entered in the lists received from the United States, and which become void by reason of non-payment in Germany. A detailed statement of such orders shall furthermore be transmitted to the Post Office Department of the United States by the German Exchange Office at the close of each month. On the other hand, the Postal Administration of the United States shall, at the close of each month, promptly transmit to the German Exchange Office, for entry in the quarterly account, a detailed statement of all similar unpaid orders, which were originally certified in the lists from the latter office, and which under this Article have become void.

1. Diejenigen Postanweisungen, welche aus irgend einem Grunde dem Empfänger nicht ausgezahlt werden können, sollen nach Massgabe der in dem Bestimmungslande geltenden Vorschriften als unbestellbar angesehen werden, und die eingezahlten Beträge sollen zur Verfügung der Postverwaltung des Aufgabe-Postgebiets verbleiben, sei es zur Rückzahlung and die Absender, oder sei es zur anderweiten Verfügung, je nach den in jedem der beiden Länder bestehenden Gesetzen oder sonstigen Bestimmungen. Die deutsche Reichs-Postverwaltung wird daher, in die vierteljährliche Abrechnung als Forderung der Vereinigten Staaten alle diejenigen Postanweisungen aufnehmen, welche vermittelt der von den Vereinigten Staaten abgesandten Verzeichnisse in Deutschland eingegangen und wegen der nicht erfolgten Auszahlung dasselbst unbestellbar geworden sind. Die deutsche Auswechselungs-Postanstalt wird ausserdem am Schlusse jedes Monats ein besonderes Verzeichniss solcher Postanweisungen an die Postverwaltung der Vereinigten Staaten absenden. Andererseits wird die Postverwaltung der Vereinigten Staaten am Schlusse eines jeden Monats der deutschen Auswechselungs-Postanstalt zum Zwecke der Eintragung in die vierteljährliche Abrechnung ein besonderes Verzeichniss aller derjenigen, in gleicher Weise, unausbezahlt gebliebenen Postanweisungen pünktlich übersenden, welche ursprünglich in den von der letztgenannten Auswechselungs-Postanstalt aufgestellten Verzeichnissen eingetragen und nach Massgabe dieses Artikels unbestellbar geworden sind.



2. Repayment, whether of an original, or duplicate order, must not be made to the remitter until an authorization for such repayment shall first have been received, by the country of issue, from the country where such order is payable, and the amounts of the repaid orders shall be duly credited to the former country, in the next quarterly account. It is the province of each Postal Administration to determine the manner in which repayment to the remitter is to be made.

2. Die Rückzahlung, sei es auf Grund einer Postanweisung selbst, sei es auf Grund eines Doppels derselben, darf nicht früher an den Absender geschehen, als bis die Postverwaltung, in deren Gebiet die Einzahlung geschehen war, von der Postverwaltung, wo die Postanweisung zahlbar war, hierzu die Ermächtigung erhalten hat. Die an den Absender zurückgezahlten Beträge werden der auszahlenden Postverwaltung in der nächsten vierteljährlichen Abrechnung gut geschrieben. Es ist Sache jeder Postverwaltung, zu bestimmen, in welcher Weise die Zurückzahlung an den Absender geschehen soll.

#### ARTICLE 14.

#### ARTIKEL 14.

1. Each Postal Administration hereby agrees to consider complaints respecting international postal orders, and to dispose of them in accordance with its regulations, provided they are accompanied by a statement from the payee, that the amount of the money order has not been paid to him.

1. Die beiden Postverwaltungen sind darüber einverstanden, den Nachträgen wegen internationaler Postanweisungen Folge zu geben und dieselben nach Massgabe der in jedem Lande bestehenden Bestimmungen zu erledigen, vorausgesetzt, dass die Nachfrageschreiben von einer Erklärung des Empfängers begleitet sind, dass der Betrag der Postanweisung nicht an ihn zur Auszahlung gelangt sei.

2. A complaint from a remitter may, in like manner, be entertained, in case he furnishes satisfactory evidence that he has made due effort, without success, to obtain information from the payee respecting the payment of an amount transmitted through the international money-order system.

2. Nachfragen der Absender können in gleicher Weise entgegen genommen werden, wenn der Absender glaubwürdig nachweist, dass er sich in gehöriger Weise, jedoch erfolglos, bemüht habe, bezüglich der Auszahlung eines durch das internationale Postanweisungsverfahren übermittelten Betrages Nachricht vom Empfänger zu erlangen.

#### ARTICLE 15.

#### ARTIKEL 15.

1. The present Convention shall take effect on the first day of April, 1880. On and after that day the convention concluded on the 22d of July, 1871, between the Postal Administration of the German Empire and the Postal Administration of the United States of America, shall terminate and become void.

1. Das gegenwärtige Uebereinkommen soll am 1. April 1880 in Kraft treten. An und nach diesem Tage soll das unterm 22. Juli 1871 zwischen der deutschen Reichs-Postverwaltung und der Postverwaltung der Vereinigten Staaten von America abgeschlossene Uebereinkommen seine Endschaft erreichen und ungültig werden.



2. The period of time during which this Convention may be ratified shall not extend beyond the first day of January, 1880.

3. Each of the contracting parties reserves the right to abrogate this Convention twelve months after having given notice of its intention to that effect to the other.

Executed in duplicate and signed at Berlin the 9th October, 1879.

C. F. MACDONALD. W. GÜNTHER.

[Translation.]

BERLIN, W., 6. December, 1879.

*Imperial German General Post Department:*

The General Post Department has the honor to communicate hereby, very respectfully, to the Post Office Department, that the Convention, concluded at Berlin on the 9th of October, 1879, between the respective Representatives of the German Imperial Post Department and the Post Office Department of the United States of America, concerning the exchange of Postal Money Orders, has been duly approved by the proper authorities.

WIEBE.

POST OFFICE DEPARTMENT,  
*Washington.*

38323.

2. Das gegenwärtige Uebereinkommen soll nicht später als am 1. Januar, 1880, ratificiert werden.

3. Jeder der vertragschliessenden Theile behält sich das Recht vor, dieses Uebereinkommen aufzuheben, nachdem derselbe dem andern 12 Monate zuvor von seiner hierauf bezüglichen Absicht Kenntniss gegeben hat.

Geschehen in doppelter Ausfertigung und unterzeichnet zu Berlin den 9. October, 1879.

C. F. MACDONALD. W. GÜNTHER.

BERLIN, W., 6. December, 1879.

*Kaiserlich Deutsches General-Post-Amt:*

Dem Post Office Department beehrt sich das General-Postamt ganz ergebenst mitzutheilen, dass das zwischen Vertretern der deutschen Reichspostverwaltung und der jenseitigen Postverwaltung unterm 9. October, 1879, zu Berlin abgeschlossene Uebereinkommen, betreffend den Austausch von Postanweisungen, diesseits an massgebender Stelle genehmigt worden ist.

WIEBE.

POST OFFICE DEPARTMENT,  
*Washington.*

38323.

POST OFFICE DEPARTMENT,  
UNITED STATES OF AMERICA,  
*Washington, D. C.*

Having examined and considered the foregoing articles of a convention for the establishment of an exchange of post office money orders between the United States of America and the German Empire, which articles were agreed upon and executed in duplicate at Berlin on the 9th of October, A. D. 1879, by Mr. C. F. Macdonald, Superintendent of the Postal Money-Order System of the United States, and Special Commissioner, &c., &c., on behalf of this Department, and by Mr. W. Günther, Privy Councillor of the Post Department of the German Empire, on behalf of the latter Department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In testimony whereof, I have caused the seal of the Post Office Depart-



ment to be hereto affixed, with my signature this nineteenth day of December, A. D. one thousand eight hundred and seventy-nine.

[SEAL OF THE POST-OFFICE DEPARTMENT OF THE UNITED STATES.]

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

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be hereto affixed.

[SEAL OF THE UNITED STATES.]

R. B. HAYES.

By the President:

WM. M. EVARTS,

*Secretary of State.*

WASHINGTON, D. C., *December 19th, 1879.*







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



# FORMS.

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[Form.]

"A."

Abchnitt. Coupon.	DEUTSCHLAND.		Gebühr zum Aufkleben der Freimarken. Indication de la taxe perçue.
Kann vom Empfänger abgetrennt werden. Peut être détaché par le destinataire.	Administration des Postes de l'Empire d'Allemagne.		
	Internationale Post-Anweisung Mandat de Poste Internationale		
	auf die Summe von  in arabischen Ziffern. de la somme de  en chiffres arabes.		
			
Betrag der Post-Anweisung in Ziffern. Montant du mandat en chiffres.	Wörtlich in lateinischen Buchstaben—en toutes lettres et en caractères romains.		Post-Aufgabestempel. Timbre du bureau d'origine.
	Zahlbar an .....		
	Payable à M. ....		
	.....		
Bezeichnung des Absenders. Désignation de l'envoyeur.	Bestimmungsort .....		
	Lieu de destination .....		
	Wohnung des Empfängers .....		
	Adresse du destinataire .....		
	Bestimmungsland .....		
	Pays de destination .....		
	Aufgabe Nr ..... Gut für  gleich  Mark  Pf. Numéro d'émission ..... Bon pour  soit 		
	Datum .....		
Den ten 18 . Le 18 .	Date d'émission ....		Unterschrift des Annahmebeamten.
	Aufgabeort .....		Signature de l'agent qui a dressé le mandat.
	Bureau expéditeur .....		
	Aufgabebezirk .....		
	District d'émission .....		
			A. 24.



[Form.]

"B."

Stamp of New York office.
---------------------------------

List, No. ———.

POST OFFICE, NEW YORK, N. Y.,  
———, 188—.

SIR:

I have received your List, No. ———, of the ———, 188—, on ——— the ———, 188—, with the international orders, belonging to it. The examination, which has taken place, has proved the correctness of the totals, viz:\*

Amounts paid in ——— dollars ——— cents.

In return, I transmit to you, herewith (in duplicate), a List, No. ———, with the international orders belonging to it. The total amount of the List being ——— Marks ——— Pfennigs.

Be pleased to examine, complete, and return to me, the original copy of this List, with your acknowledgment of its receipt, indorsed thereon.

I am, respectfully, your obedient servant,

\_\_\_\_\_,  
Postmaster New York, N. Y.

To the DIRECTOR OF POSTS,  
Cologne, Germany.

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\* In case any differences are found, such differences to be stated below.



Blanks to be filled by the despatching Exchange Office of New York.

[illegible]

MONEY-ORDER OFFICE,  
Cologne, Germany, ———, 188—.

SIR:

I have examined the within List, No. —, dated —, 188—, and the international money orders belonging to it, amounting in the aggregate, to — Mkrs. — Pfs. I have found said List correct, with the following exceptions:

(Indicate here the errors in the List, should any be discovered, and the corrections thereof, if any are made.)

**Director of Ports.**

To the POSTMASTER OF THE MONEY-ORDER EXCHANGE OFFICE,  
New York, N. Y.



[Form.]

"C."

Stamp  
of Cologne  
office.

List, No. ———.

MONEY-ORDER OFFICE, COLOGNE, GERMANY, ———, 188—.

SIR:

I transmit to you, herewith, a List, No. ———, with the international money orders belonging to it, amounting, in the aggregate, to ——— dollars ——— cents.

Be pleased to examine and complete this List, and to return to me an acknowledgment of its receipt, by means of your first subsequent List.

I am, respectfully, your obedient servant,

\_\_\_\_\_,  
*Director of Posts*

To the POSTMASTER OF THE MONEY-ORDER EXCHANGE OFFICE,  
*New York, N. Y.*















[Form.]

**Balance.**

To the credit of the German office.			To the credit of the United States office.		
	Mks.	Pfs.		Dolls.	Cts.
<b>Amount of orders issued in the United States</b> <b>Amount of commission due Germany at <math>\frac{1}{2}</math> per cent. of the above amount</b> <b>U. S. credit to be deducted</b> .....Dolls. cts			<b>Amount of orders issued in Germany</b> <b>Amount of commission due the United states at <math>\frac{1}{2}</math> per cent. of the above amount</b> <b>German credit to be deducted</b> .....Mks. Pfs.		
(To be converted at the average rate of exchange in New York during the Quarter to which this account appertains. See Art. 11 of the Convention of 9th October, 1879.)			(To be converted at the average rate of exchange in Hamburg during the Quarter to which this account appertains. See Art. 11 of the Convention of 9th October, 1879.)		
<b>Balance to the credit of German office</b> <b>Paid on account by the office of the United States:</b>			<b>Balance to credit of United States office.</b> <b>Paid on account by the office of Germany:</b>		
<div style="display: flex; justify-content: space-between;"> <span>Dates.</span> <span>Amounts.</span> </div> <div style="text-align: center; margin-top: 10px;">Pfs</div>			<div style="display: flex; justify-content: space-between;"> <span>Dates.</span> <span>Amounts.</span> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <span>Dolls.</span> <span>Cts.</span> </div>		
Balance remaining .....			Balance remaining .....		

The within account exhibits a total balance of —, which, after deductions of the payment on account, as therein stated, leaves a balance remaining of — due the — office.  
 BERLIN, —, 188—.

The above statement of account is accepted, with a balance of — due the — office.  
 WASHINGTON, —, 188—.

*Auditor of the Treasury for the Post-Office Department.*



[Form.]

"E."

No. —.

MONEY-ORDER OFFICE,

Berlin, —, 188—.

SIR:

The Lists of international money orders, which the Cologne Exchange Office has transmitted to the New York Exchange Office from — to —, 188—, amount to the sum of ..... — dollars. — cents.

The Lists transmitted by the New York Office to the Cologne Office, during the same period, amount to — Mks. — Pfs., approximating to ..... — dollars. — cents.

Difference ..... — dollars. — cents.

On account of which the German Office has already paid the following sums, viz:

—, 18—, — dollars. — cts.

—, 18—, — " — "

—, 18—, — " — "

—, 18—, — " — " ..... — dollars. — cents.

Difference remaining ..... — dollars. — cents.

In accordance with the terms of Article 11 of the Convention of 9th October, 1879, a bill of Exchange on New York for — dollars. — cents, is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

\_\_\_\_\_,  
Director of the General Post Office.

To the POSTMASTER-GENERAL OF THE UNITED STATES,

Washington, D. C.



[Form.]

"F."

No. ———.

POST-OFFICE DEPARTMENT,  
Washington, D. C., ———, 188—.

SIR:

The Lists of international money orders, which the Exchange Office of New York has transmitted to the Exchange Office of Cologne from ——— to ———, amount to the sum of ——— Mks. ——— Pfs.

The Lists transmitted by the Exchange Office of Cologne to the Exchange Office of New York, during the same period, amount to ——— Dolls. ———

Cents, approximating to ..... ——— Mks. ——— Pfs.

Difference ..... ——— Mks. ——— Pfs.

On account of which the United States Office has already paid the following sums:

——— 18—, ——— Mks. ——— Pfs

——— 18—, ——— " ——— "

——— 18—, ——— " ——— " ..... ——— Mks. ——— Pfs.

Difference remaining ..... ——— Mks. ——— Pfs.

In accordance with the terms of Article 11 of the Convention of 9th October, 1879, a bill of Exchange on ———, for ——— Mks. ——— Pfs., is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

—————,  
*Superintendent Money-Order System.*

To the DIRECTOR OF THE GENERAL POST OFFICE,  
*Berlin, Germany.*

33 P M G







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## STATISTICS OF FOREIGN CORRESPONDENCE.

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# OCEAN MAILS.

*Statement showing the amounts recognized in payment of ocean-mail transportation performed during the fiscal year ended June 30, 1880.*

## TRANSATLANTIC.

By Cunard Line, 53 trips from New York.....	\$27,389 29	
By Cunard Line, 52 trips from Boston.....	1,227 69	
		\$28,616 98
By Hamburg Line, 53 trips from New York.....		20,539 97
By Liverpool and Great Western Line, 46 trips from New York .....		30,518 50
By North German Lloyd Line, 60 trips from New York .....	\$22,444 63	
By North German Lloyd Line, 10 trips from Baltimore .....	5 75	
		22,450 38
By White Star Line, 52 trips from New York .....		24,806 20
By Inman Line, 52 trips from New York .....		20,350 67
By Anchor Line, 52 trips from New York .....		2,655 58
By Canadian Line, 51 trips from New York .....		614 54
By American Line, 33 trips from New York .....		1,964 28
By National Line, 1 trip from New York .....		1,390 79
		<u>\$153,907 89</u>

## TRANSPACIFIC.

To Japan and Hong-Kong, China, and the East Indies via Hong-Kong:		
By Pacific Mail Line.....	\$1,206 85	
By Occidental and Oriental Line.....	1,515 49	
		\$2,722 34
To Shanghai, China:		
By Pacific Mail Line.....	303 38	
By Occidental and Oriental Line .....	394 40	
		697 78
To Australia, New Zealand, Fiji Islands, &c:		
By Pacific Mail Line.....	9,206 97	
		<u>12,627 09</u>

## MISCELLANEOUS.

To and from the Isthmus of Panama, Central America, and the South Pacific:		
Outward mails .....	\$7,457 41	
Inward mails .....	6,806 95	
		\$14,264 36
To Mexico.....		2,531 18
To Cuba and Porto Rico.....		5,644 31
To and from other West India Islands:		
Outward mails.....	\$2,482 66	
Inward mails.....	871 59	
		3,354 25
To Brazil.....		2,875 40
To Venezuela.....		455 75
To Canada.....		789 51
To Newfoundland .....		81 90
From Uruguay.....		152 44
		<u>30,149 10</u>
Total.....		<u>\$196,684 08</u>

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.  
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*Table showing the countries and colonies which, since June 30, 1876, have been added to the original Postal Union formed by the treaty concluded at Berne, October 9, 1874, and the dates upon which the said countries and colonies adhered to the Union.*

British India .....	July	1, 1876.
French colonies (except Bassam and Assinie) .....	July	1, 1876.
Bermuda, islands of .....	April	1, 1877.
Ceylon .....	April	1, 1877.
Guiana, British .....	April	1, 1877.
Hong-Kong .....	April	1, 1877.
Jamaica .....	April	1, 1877.
Labuan .....	April	1, 1877.
Mauritius and dependencies .....	April	1, 1877.
Straits Settlements .....	April	1, 1877.
Trinidad .....	April	1, 1877.
Tunis, Italian post-office at .....	April	1, 1877.
Netherlands colonies in Asia, Oceanica, and America .....	May	1, 1877.
Spanish colonies in Africa, Asia, Oceanica, and America .....	May	1, 1877.
Tunis, French post-office at .....	May	1, 1877.
Tangier, French post-office at .....	May	1, 1877.
Japan .....	June	1, 1877.
Portuguese colonies .....	June	1, 1877.
Brazil .....	July	1, 1877.
Hong-Kong post-offices at Canton, Swatow, Amoy, Foo-Chow, Ningpo, Shanghai, and Hankow (China) .....	Aug.	18, 1877.
Danish colonies of St. Thomas, St. Croix, and St. Jean .....	Sept.	1, 1877.
Greenland .....	Sept.	1, 1877.
Persia .....	Sept.	1, 1877.
Shanghai, French post-office at .....	Oct.	1, 1877.
Cambodia, French post-office at .....	Jan.	1, 1878.
Tonquin, French post-office at .....	Jan.	1, 1878.
Argentine Republic .....	April	1, 1878.
Hong-Kong post-offices at Hai-Phung and Hainoi (Tonquin) .....	April	23, 1878.
Canada .....	Aug.	1, 1878.
Soodan .....	Aug.	14, 1878.
Cyprus, island of .....	Dec.	20, 1878.
British colonies on the west coast of Africa .....	Jan.	1, 1879.
Falkland Islands .....	Jan.	1, 1879.
Honduras, British .....	Jan.	1, 1879.
Newfoundland .....	Jan.	1, 1879.
Andorra, Republic of .....	April	1, 1879.
Ionian Isles .....	April	1, 1879.
Liberia .....	April	1, 1879.
Lichtenstein, Principality of .....	April	1, 1879.
Mexico .....	April	1, 1879.
Monaco, Principality of .....	April	1, 1879.
Nubia .....	April	1, 1879.
Peru .....	April	1, 1879.
San Marino, Republic of .....	April	1, 1879.
Tripoli, Italian post-office at .....	April	1, 1879.
Bulgaria .....	July	1, 1879.
Leeward Islands (British) .....	July	1, 1879.
Honduras, Republic of .....	Oct.	1, 1879.
Venezuela .....	Jan.	1, 1880.
Bahama Islands .....	July	1, 1880.
Ecuador .....	July	1, 1880.
French colonies of Grand Bassam and Assinie (dependencies of Gaboon) .....	July	1, 1880.
Uruguay .....	July	1, 1880.
Dominica, Republic of .....	Oct.	1, 1880.

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.



## AGREEMENT

BETWEEN THE

UNITED STATES OF AMERICA AND THE UNITED KINGDOM OF GREAT  
BRITAIN AND IRELAND FOR INCREASING THE LIMITS OF WEIGHT  
AND THE DIMENSIONS OF PACKETS OF PATTERNS OF MERCHANDISE  
EXCHANGED THROUGH THE POST BETWEEN THE TWO COUNTRIES.

*Signed at Washington, June 18, 1880.*

The General Post Office of the United States of America and the General Post Office of the United Kingdom of Great Britain and Ireland, being desirous of facilitating the postal relations between the two countries, and in exercise of the power given to them under Article XV of the Convention of the Universal Postal Union concluded in Paris on the 1st June, 1878, have agreed as follows:

The limits of weight and the dimensions of packets of patterns of merchandise exchanged through the post between the United States of America on the one part, and the United Kingdom of Great Britain and Ireland on the other part, may be increased by the Postal Administration of the country of origin beyond those which have been fixed by Article V of the International Convention of the 1st June, 1878, under the express reservation that such limits shall not exceed the following:

In weight 350 grammes.

In dimensions  $\left\{ \begin{array}{l} 30 \text{ centimetres, length.} \\ 20 \text{ centimetres, breadth.} \\ 10 \text{ centimetres, depth.} \end{array} \right.$

The present agreement shall take effect on the 1st July, 1880, and shall be terminable at any time, on a notice, by either office, of one year.

In witness whereof the undersigned, David M. Key, Postmaster-General of the United States of America, in virtue of the powers vested in him by law, and the Right Honorable Sir Edward Thornton, K. C. B., Envoy Extraordinary and Minister Plenipotentiary, at Washington, of Her Majesty, the Queen of the United Kingdom of Great Britain and Ireland, duly authorized for that purpose, have drawn up the present agreement, to which they have affixed their respective seals.

Done in duplicate, at Washington, the 18th day of June, 1880.

[L. s.]  
[L. s.]

D. M. KEY.  
EDW'D TH. RNTON.

I hereby approve the foregoing agreement, and in testimony thereof I have caused the seal of the United States to be affixed hereto.

[L. s.]

R. B. HAYES.

By the President,

JOHN HAY,

*Acting Secretary of State.*

WASHINGTON, June 18, 1880.



## AGREEMENT

BETWEEN THE

UNITED STATES OF AMERICA AND THE REPUBLIC OF FRANCE FOR  
INCREASING THE LIMITS OF WEIGHT AND THE DIMENSIONS OF  
PACKETS OF PATTERNS OF MERCHANDISE EXCHANGED THROUGH  
THE POST BETWEEN THE TWO COUNTRIES.

*Signed at Washington November 13, 1880.*

The General Post Office of the Republic of France and the General Post Office of the United States of North America, being desirous of facilitating the postal relations between the two countries, and in exercise of the power given to them under Article XV of the Convention of the Universal Postal Union concluded in Paris on the 1st June, 1878,

Have agreed as follows:

The limits of weight and the dimensions of packets of patterns of merchandise exchanged through the post between France and Algeria on the one part, and the United States of North America on the other part, may be increased by the Postal Administration of the country of origin beyond those which have been fixed by Article V of the International Convention of the 1st June, 1878, under the express reservation that such limits shall not exceed the following:

In weight ..... 350 grammes.

In dimensions  $\left\{ \begin{array}{l} 30 \text{ centimetres,} \\ \text{length.} \\ 20 \text{ centimetres,} \\ \text{breadth.} \\ 10 \text{ centimetres,} \\ \text{depth.} \end{array} \right.$

The present Agreement shall take effect on the first of January, 1881, and shall be terminable at any time on a notice, by either office, of one year.

In witness whereof the undersigned, Maxime Outrey, Envoy

L'Office Général des Postes de la République Française et l'Office Général des Postes des Etats Unis d'Amérique du Nord désirant faciliter les relations postales entre les deux pays, et usant de la faculté qui leur est laissée par l'Article XV de la Convention de l'Union Postale Universelle conclue à Paris le 1<sup>r</sup>, Juin 1878,

Sont convenus de ce qui suit:

Les limites de poids et de dimensions des paquets d'échantillons de marchandises échangés par la voie de la poste entre la France et l'Algérie d'une part et les Etats Unis d'Amérique du Nord d'autre part, peuvent être portées par l'Administration des Postes du pays d'origine, au delà de celles qui ont été fixées par l'Article V de la Convention Internationale du 1<sup>er</sup> Juin 1878, sous la réserve expresse que ces limites ne dépasseront pas, savoir:

Pour le poids ..... 350 grammes.

Pour les dimensions  $\left\{ \begin{array}{l} 30 \text{ centimètres,} \\ \text{en longueur.} \\ 20 \text{ centimètres,} \\ \text{en largeur.} \\ 10 \text{ centimètres,} \\ \text{en épaisseur.} \end{array} \right.$

Le présent Arrangement sera exécutoire à partir du 1<sup>er</sup> Janvier mil huit cent quatre vingt et un, et se terminera moyennant un avertissement donné une année à l'avance par l'un ou l'autre office.

En foi de quoi les Soussignés  
Maxime Outrey, Envoyé Extraor-



Extraordinary and Minister Plenipotentiary of the Republic of France at Washington, duly authorized for that purpose, and Horace Maynard, Postmaster General of the United States of America, in virtue of the powers vested in him by law, have drawn up the present Agreement, to which they have affixed their respective seals.. ~~~~

Done in duplicate at Washington the 13th November, 1880.

[L. s.]  
[L. s.]

dinaire et Ministre Plénipotentiaire de la République Française à Washington, dûment autorisé à cet effet, et Horace Maynard, Maître Général des Postes des États Unis de l'Amérique, en vertu des pouvoirs dont il est investi par la loi, ont dressé le présent Arrangement, qu'ils sont revêtu de leur sceaux respectifs.

Fait à Washington, en double expedition le 13 Novembre 1880.

HORACE MAYNARD.  
MAX. OUTREY.

I hereby approve the foregoing agreement, and in testimony thereof I have caused the seal of the United States to be affixed hereto.

[L. s.]

R. B. HAYES.

By the President.

WM. M. EVARTS,  
*Secretary of State.*

WASHINGTON, November 13, 1880.



Table showing the equivalents, so far reported, according to which, in pursuance of Article 7 of the Paris Convention, postage rates are levied in countries of the Universal Postal Union which have not the franc for a monetary unit, and the fees charged for registration and return receipts.

Countries.	25 centimes.	10 centimes.	5 centimes.	Charge for registration.	Charge for return receipt.
Argentine Republic	8 centavos	4 centavos	2 centavos	16 centavos	8 centavos.
Austria-Hungary	10 kreuzer	5 kreuzer	3 kreuzer	10 kreuzer	10 kreuzer.
Belgium	1 penny	1 penny	1 penny	25 centimes	25 centimes.
Bermudas	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Brazil	100 reis	50 reis	25 reis	200 reis	100 reis.
Bulgaria	2½ pence	1 penny	½ penny	25 centimes	25 centimes.
Canada	5 cents	2 cents	1 cent	5 cents	5 cents.
Ceylon	1½ rupee	¾ rupee	¾ rupee	1½ rupee	1½ rupee.
Denmark	20 öre	10 öre	5 öre	16 öre	8 öre.
Egypt	1 piastre	20 paras	10 paras	1 piastre	1 piastre.
Falkland Islands	2½ pence	1 penny	½ penny	4 pence	2½ pence.
France and Colonies				25 centimes	10 centimes.
Gambia	2½ pence	1 penny	½ penny	2 pence	1 penny.
Germany	20 pfennig	10 pfennig	5 pfennig	20 pfennig	20 pfennig.
Gold Coast	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Great Britain	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Greece	30 lepta	15 lepta	5 lepta	20 lepta	20 lepta.
Greenland	20 öre	10 öre	5 öre	16 öre	8 öre.
Guiana, British	5 cents	2 cents	1 cent		
Guiana, Dutch	12½ cents	5 cents	2½ cents	10 cents	10 cents.
Honduras				10 centavos	5 centavos.
Honduras, British	2½ pence	1 penny	½ penny	4 pence	2½ pence.
Hong-Kong	5 cents	2 cents	1 cent	50 centimes	25 centimes.
India, British	2 annas	1 anna	½ anna	4 annas	2 annas.
Italy				25 centimes	25 centimes.
Jamaica	2½ pence	1 penny	½ penny	4 pence	2 pence.
Japan	5 sen	2 sen	1 sen	10 sen	5 sen.
Labuan	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Lagos	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Luxemburg				20 centimes	20 centimes.
Mauritius	1½ rupee	¾ rupee	¾ rupee	1½ rupee	1½ rupee.
Mexico	5 centavos	2 centavos	1 centavo	10 centavos	5 centavos.
Montenegro	10 soldi	5 soldi	3 soldi	10 soldi novčić	10 soldi novčić.
Netherlands	12½ cents	5 cents	2½ cents	10 cents	10 cents.
Netherland Indies	12½ cents	5 cents	2½ cents	10 cents	10 cents.
Newfoundland	5 cents	2 cents	1 cent	5 cents	5 cents.
Norway	20 öre	10 öre	5 öre	20 öre	20 öre.
Persia	5 shahis	2 shahis	1 shahi	10 shahis	5 shahis.
Peru	5 centavos	2 centavos	1 centavo	10 centavos	5 centavos.
Portugal	50 reis	20 reis	10 reis	50 reis	50 reis.
Portuguese Colonies	50 reis	20 reis	10 reis		
Roumania				25 centimes	25 centimes.
Russia	7 kopecks	3 kopecks	2 kopecks	7 kopecks	7 kopecks.
San Salvador	5 centavos de peso.	2 centavos de peso.	1 centavo de peso.	10 centavos	5 centavos.
Servia	25 paras	10 paras	5 paras	20 paras	20 paras.
Sierra Leone	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Spain				25 centimes	10 centimes.
Straits Settlements	5 cents	2 cents	1 cent	40 centimes	25 centimes.
Sweden	20 öre	10 öre	5 öre	18 öre	12 öre.
Switzerland				25 centimes	20 centimes.
Trinidad	2½ pence	1 penny	½ penny	2 pence	2½ pence.
Turkey	50 paras	20 paras	10 paras	50 paras	40 paras.
United States	5 cents	2 cents	1 cent	10 cents	No charge.
West Indies, Danish	20 öre	10 öre	5 öre	7 cents	3 cents.
West Indies, Netherland	12½ cents	5 cents	2½ cents	10 cents	10 cents.

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.



POSTE RESTANTE LETTERS.

The following are the regulations which determine, in the different countries of the Universal Postal Union, the length of time for retaining in the offices of destination unclaimed correspondence addressed "*poste restante*":

Great Britain and Germany .....	{ 1 month for correspondence of domestic origin, and 2 months for correspondence of foreign origin.
Curaçoa, West Indies .....	{ 1 month if originating in Venezuela or the West Indies, and 2 months when of any other origin.
Island of Montserrat .....	{ 1 month.
Ceylon .....	{ 1 month, but if addressed to persons aboard of vessels <i>expected to arrive</i> it is kept 3 months.
Austria, Bermuda, British Honduras, Dutch Guiana, Egypt, France, Hungary, Italy, Japan, Island of Nevis, Peru, Roumania, Salvador, Servia, Spain, St. Christopher, Trinidad, Virgin Islands. ....	{ 2 months.
Netherlands .....	{ 6 weeks.
Denmark .....	{ 2 months for correspondence originating in Germany, and 3 months for correspondence of all other origin.
British Guiana .....	{ 2 months, as a general rule, and 3 or 4 months in exceptional cases.
Jamaica .....	{ 8 weeks.
Brazil, Danish West Indies, French Colonies, Gambia, Gold Coast, Greece, Lagos, Luxemburg, Newfoundland, Norway, Persia, Seychelles, Switzerland, United States of America. ....	{ 3 months.
Belgium .....	{ Until the 5th of the third month following that in which the correspondence reached the office.
Hong-Kong .....	{ 3 months, but if addressed to persons on board sailing ships, 4 months.
Sweden .....	{ Until the expiration of the quarter following its arrival.
Russia and Bulgaria .....	{ 4 months.
British India .....	{ 4 months when the correspondence is addressed to Calcutta, to Madras, to Bombay, to Aden, to Rangoon, or to Kurra- chee; and for 1 month only when to other destinations.
Straits Settlements .....	{ 6 months.
Portugal .....	{ 6 months for domestic correspondence and 3 months for international correspond- ence.
Netherland East Indies .....	{ 3 months in the office of destination and 3 months longer in the central adminis- tration.
Argentine Republic .....	{ 9 months in the office of destination and 3 months longer in the central adminis- tration.
Singapore and Mauritius .....	{ 1 year.
Venezuela .....	{ 2 years.
Labuan .....	{ Until there is little or no hope that it can be delivered.

JOSEPH H. BLACKFAN,  
*Superintendent of Foreign Mails.*



RECAPITULATION OF THE REGULATIONS WITHIN THE POSTAL UNION  
RESPECTING THE STOPPAGE, FOR RETURN TO THE SENDERS, OF  
LETTERS OF THE INTERNATIONAL SERVICE.

From information communicated to the International Bureau respecting the legislation of the different countries of the Universal Postal Union on the subject of the property of letters in course of transportation, and the authority to stop letters of the international service (ordinary or registered) circulating in their territory before delivery to the addressees, it appears that, in order to return them to the senders, the administrations of the union which consent to stop upon their territory the letters of the international service, the withdrawing of which may be requested by the administrations of the country of origin, are the following:

*Argentine Republic, Austria, Batavia, Belgium, British India, Curaçoa, Denmark, Danish Colonies, Egypt, France, French Colonies, Germany, Honduras, Republic of; Hong-Kong, Hungary, Italy, Luxemburg, Netherlands, Norway, Persia, Peru, Portugal, Portuguese Colonies, Roumania, Russia, Sweden, Switzerland, Surinam, Trinidad, United States of America.*

Certain of these administrations, however, have made reservations as follows:

The administrations of *Egypt, France, French Colonies*, and of *Portugal* consent to return letters of the international service, under the reservation that the administrations of the countries of origin which make the request for withdrawal remain responsible for such withdrawal.

The administrations of *Luxemburg* and *Norway* do not refuse to return letters of the international service if the request is made by the administration of the country of origin, unless the legislation of that country does not attribute to the sender the ownership of articles in course of transportation.

The *Italian* administration consents only to return registered or insured letters.

In order that the *German* administration may allow requests for withdrawal, it is indispensable that the request should specify that the identity of the sender has been established.

The regulations of the *Swiss* administration authorize the return to the sender of an article of international correspondence, unless the addressee has been officially notified of the arrival of such article and has requested its delivery.

The administration of *Hong-Kong* cannot stop a letter circulating over its territory, except by special order coming from the governor of the colony or from Her Majesty's consul.

The *Persian* administration consents only to the return of registered letters.

The administration of the *Portuguese Colonies* is not authorized to grant requests for withdrawal, unless such requests specify that the identity of the sender has been established.

The regulations of the Post-Office Department of the *United States* require conclusive proof of identity, and that the purpose shall be such as would justify a resort to a reserved power, never to be exercised except in an emergency which admits of no other remedy; and that the application for return be made by the sender, approved by the postal administration of the country of origin and transmitted by it, such approval being understood in all cases to involve the assumption by such country of origin of any liability for damages that may arise out of such return.

The administrations of the Union which are not authorized to return letters of the international service, to have them placed at the disposition of the senders, are the following: *Bermuda, British Guiana, British Honduras, Canada, Great Britain, Greece, Jamaica, Japan, Laos, Mauritius, Newfoundland, San Salvador, Seychelles, Sierra Leone, Spain, Spanish Colonies, Straits Settlements, Turkey, Venezuela.*

The administrations which had not on the 8th of January, 1880, replied to the inquiry made by the International Bureau on this subject are those of *Antigua, Brazil, Ceylon, Dominica, Falkland Islands, Gambia, Gold Coast, Liberia, Mexico, Montenegro, Montserrat, Nevis, Serbia, St. Christopher, and Virgin Islands.*

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.



*Statement of surtaxes (postage in excess of the general Union rates) charged in countries of the Postal Union on correspondence addressed to the United States, reduced to centimes.*

Countries.	Letters, per 15 grams.		Postal cards, each.		Other articles, per 50 grams.	
	Currency of country.	Cms.	Currency of country.	Cms.	Currency of country.	Cms.
Argentine Republic .....	8 centavos ..	25	2 centavos ..	5	2 centavos ..	5
British Honduras .....	1½ pence ..	15	.....	.....	½ penny ..	5
British India .....	1 anna ..	12½	½ anna .....	5	½ anna .....	5
British India, via Brindisi .....	2½ annas ..	30	½ anna .....	5	1 anna .....	10
Ceylon .....	.06 of rupee ..	15	.02 of rupee ..	5	.02 of rupee ..	5
Ceylon, via Brindisi .....	.08 of rupee ..	20	.04 of rupee ..	10	.04 of rupee ..	10
Caracas .....	12½ cents ..	25	2½ cents ..	5	2½ cents ..	5
Denmark .....	10 öre ..	10	5 öre ..	5	5 öre ..	5
Danish West Indies .....	5 cents ..	25	1 cent ..	5	1 cent ..	5
Falkland Islands .....	1½ pence ..	15	½ penny ..	5	½ penny ..	5
French Colonies distant more than 300 miles .....	.....	10	.....	5	.....	3
Greenland .....	20 öre ..	25	5 öre ..	5	5 öre ..	5
Honduras, Republic of .....	5 centavos ..	25	1 centavo ..	5	1 centavo ..	5
Hong-Kong .....	5 cents ..	25	1 cent ..	5	1 cent ..	5
Mauritius .....	.06 of rupee ..	15	.....	.....	.02 of rupee ..	5
Netherland East Indies .....	12½ cents ..	25	2½ cents ..	5	2½ cents ..	5
Netherland Guiana .....	12½ cents ..	25	.....	.....	.....	.....
Norway .....	5 öre ..	5	.....	.....	.....	.....
Persia .....	2 shahis ..	10	.....	.....	1 shahi ..	5
Peru, via San Francisco .....	6 centavos ..	29	2 centavos ..	10	2 centavos ..	10
Peru, via Panama .....	7 centavos ..	34	3 centavos ..	14	3 centavos ..	14
Portuguese Colonies .....	50 reis ..	25	10 reis ..	5	10 reis ..	5
Salvador, via Panama .....	6 centavos ..	30	.....	.....	2 centavos ..	10
Salvador, via other routes .....	5 centavos ..	25	1 centavo ..	5	1 centavo ..	5
Spanish Colonies, except Cuba and Porto Rico .....	.....	15	.....	5	.....	5
Straits Settlements .....	3 cents ..	15	1 cent ..	5	1 cent ..	5
Straits Settlements, via Brindisi .....	7 cents ..	35	2 cents ..	10	3 cents ..	15

\* If liable to the sea-transit rate of 15 francs, and 1 franc respectively.

† One anna on each newspaper of 4 ounces weight or less.

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.



*Estimate of the amount of mail matter exchanged during the fiscal year ended June 30, 1880, based upon the count of such matter exchanged during seven days in October, 1879, and seven days in April, 1880, as made at United States exchanging post-offices in pursuance of the Postmaster-General's order of September 10, 1879.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.	Percentage of sent.	Percentage of received.
Number of prepaid letters.....	18,354,446	15,178,534	33,532,980	3,175,912		54.73	45.27
Number of unpaid and insufficiently paid letters.....	292,372	586,371	878,743		293,999	33.27	66.73
Number of free of postage letters.....	116,725	51,254	167,979	65,471		69.49	30.51
Total number of letters.....	18,763,543	15,816,159	34,579,702	2,947,384		54.26	45.74
Total number of single rates.....	21,445,044	18,424,952	39,869,996	3,020,092		53.79	46.21
Number of postal cards.....	1,122,492	585,870	1,708,362	536,622		65.82	34.18
Number of packets of newspapers, other printed matter, and business papers.....	16,447,845	13,387,515	29,835,360	3,060,330		55.13	44.87
Number of packets of samples of merchandise.....	172,981	189,519	362,500		16,538	47.72	52.28
Number of registered articles.....	292,207	333,287	625,494		41,080	46.72	53.28
Number of demands for return receipts.....	10,838	12,324	23,162		1,486	46.74	53.26
Unpaid postages on letters.....	\$12,655 00	\$80,462 02	\$93,117 02		\$67,807 02	13.50	86.50
Unpaid postages on printed matter.....	\$355 16	\$4,680 82	\$5,035 98		\$4,325 66	7.06	92.94

## NOTES.

From the above table it appears:

1. That nearly 98 per cent. of the letters sent from the United States to foreign countries were fully prepaid, that  $1\frac{1}{2}$  per cent. were either unpaid or insufficiently prepaid, and that  $\frac{1}{4}$  of one per cent. were free of postage.
2. That nearly 98 per cent. of the letters received in the United States from abroad were fully prepaid, that  $3\frac{3}{4}$  per cent. were either unpaid or insufficiently prepaid, and that about  $\frac{1}{4}$  of one per cent. were free of postage.
3. That of the total number of postal articles sent 51.40 per cent. were letters, 3.08 per cent. were postal cards, 45.05 per cent. were newspapers other printed matter and business papers, and 0.47 per cent. were samples of merchandise.
4. That of the total number of postal articles received 52.76 per cent. were letters, 1.95 per cent. were postal cards, 46.66 per cent. were newspapers other prints and business papers, and 0.63 per cent. were samples of merchandise.

JOSEPH H. BLACKFAN,  
Superintendent of Foreign Mails.



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**POWERS OF THE POSTMASTER-GENERAL AS TO  
REGISTERED LETTERS AND MONEY-ORDERS.**

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# POWERS OF THE POSTMASTER-GENERAL AS TO REGISTERED LETTERS AND MONEY-ORDERS.

## SUPREME COURT DISTRICT OF COLUMBIA.

MAXIMILIAN A. DAUPHIN

*vs.*

DAVID M. KEY, POSTMASTER-GENERAL. }

### POWERS OF THE POSTMASTER-GENERAL AS TO REGISTERED LETTERS AND MONEY-ORDERS.

1. Section 3929 of the Revised Statutes which authorizes the Postmaster-General, upon evidence satisfactory to him that any person is engaged in conducting any fraudulent lottery, gift enterprise, or scheme for the distribution of money or of any real or personal property, by lot, chance, or drawing of any kind, or in conducting any other scheme or device for obtaining money through the mails by means of false or fraudulent pretenses, representations, or promises, to instruct postmasters at any post-office at which registered letters arrive, directed to any such person, to return all such registered letters to the postmasters at the offices where they were originally mailed, with the word "fraudulent" plainly written or stamped upon the outside of such letters, and further provides that all such letters so returned to such postmasters, shall be by them returned to the writers thereof, under such regulations as the Postmaster-General may prescribe: *Held* to be not repugnant to the Constitution of the United States.
2. Section 4041 Revised Statutes, containing similar provisions as to money-orders, also sustained as constitutional.
3. An order of the Postmaster-General in execution of this law sustained and an injunction against him refused.

The case is sufficiently stated in the opinion.

Hon. Matt. H. Carpenter, Hon. T. J. Bartley, Hon. M. I. Southard, Hon. E. John Ellis, Hon. Casey Young, and C. H. Moulton, esq., appeared for the plaintiff.

Hon. A. A. Freeman, Assistant Attorney-General for the Post-Office Department, Hon. Charles A. Ray, and A. H. Bissell, esq., appeared for the Postmaster-General.

Mr. Justice Cox delivered the opinion of the court:

The legislation by Congress which has given occasion to this controversy is as follows:

SEC. 3926. For the greater security of valuable mail-matter, the Postmaster-General may establish a uniform system of registration. But the Post-Office Department or its revenue shall not be liable for the loss of any mail-matter on account of its having been registered.

SEC. 4027. To promote public convenience, and to insure greater security in the transfer of money through the mail, the Postmaster-General may establish and maintain, under such rules and regulations as he may deem expedient, a uniform money-order system at all suitable post-offices, which shall be designated as "money-order offices."

SEC. 3929. The Postmaster-General may, upon evidence satisfactory to him that any person is engaged in conducting any fraudulent lottery, gift-enterprise, or scheme for the distribution of money or of any real or personal property, by lot, chance, or drawing of any kind, or in conducting any other scheme or device for obtaining money through the mails by means of false or fraudulent pretenses, representations, or promises, instruct postmasters at any post-offices at which registered letters arrive



directed to any such person, to return all such registered letters to the postmasters at the offices at which they were originally mailed, with the word "fraudulent" plainly written or stamped upon the outside of such letters; and all such letters so returned to such postmasters shall be by them returned to the writers thereof, under such regulations as the Postmaster-General may prescribe. But nothing contained in this Title shall be so construed as to authorize any postmaster or other person to open any letter not addressed to himself.

SEC. 4041. The Postmaster-General may, upon evidence satisfactory to him that any person is engaged in conducting any fraudulent lottery, gift-enterprise, or scheme for the distribution of money, or of any real or personal property, by lot, chance, or drawing of any kind, or in conducting any other scheme or device for obtaining money through the mails by means of false or fraudulent pretenses, representations, or promises, forbid the payment, by any postmaster, to any such person of any postal money-order drawn to his order or in his favor, and may provide by regulations for the return, to the remitter, of the sums named in such money-orders. But this shall not authorize any person to open any letter not addressed to himself.

The effect of these provisions is that as long as the Postmaster-General is satisfied that any one is engaged in one of the schemes or enterprises described in the statute the person so engaged, while the ordinary mail is open to him, as to all others, for the receipt or transmission of ordinary mail matter, shall not be entitled to receive through the mail either the registered letters or money-orders provided for in the law.

On the 12th of November, 1879, the Postmaster-General issued the following order:

It having been represented to me that a certain M. A. Dauphin, at New Orleans, La. is engaged in conducting a scheme or device for obtaining money through the mails by means of false and fraudulent pretenses, representations, and promises, and being satisfied from the evidence before me that the said M. A. Dauphin is so engaged, I do hereby forbid the payment by the postmaster at New Orleans, La., of any postal money-order drawn to the order of said M. A. Dauphin, or M. A. Dauphin, secretary, or M. A. Dauphin, P. O. box 692; and the said postmaster is hereby directed to inform the remitter of said postal money-order that the payment thereof has been forbidden, and that the sum of said money-order will be returned upon the presenting of a duplicate money-order, applied for and obtained under the regulations of the department.

And, upon the same evidence, the postmaster at New Orleans aforesaid is hereby instructed to return all registered letters which shall arrive at his office directed to the said M. A. Dauphin, M. A. Dauphin, secretary, or M. A. Dauphin, post-office box 692, to the postmasters at the offices at which they were originally mailed, with the word "fraudulent" plainly written or stamped upon the outside of such letters.

On the 28th of December, 1879, the complainant, who is the person described in the order, filed his bill of complaint in this court against the Postmaster-General, denying the facts on which the order is grounded, denying the right of the Postmaster-General to issue it, averring irreparable injury to himself, as a consequence of it, and asking an injunction against the further execution of it. On behalf of the Postmaster-General a demurrer has been filed, assigning several causes of demurrer, in addition to the general one that the complainant has not, by his bill, made out any title to the relief prayed.

Some stress has been laid on the pleadings in this case. The complainant's averments are said to be admitted by the demurrer. He avers that he is engaged in a *lawful* and *legitimate* business; that he is not engaged in conducting or transacting any *illegal* or *fraudulent* business, and has not been engaged in conducting or participating in any scheme or device for obtaining money through the mails of the United States, or otherwise, by means of any *false* or *fraudulent pretenses*, *promises*, or *representations*.

If the nature of complainant's business had been disclosed, the court might be of opinion that his business is *illegal* and *illegitimate*, and that it does amount to a *scheme for obtaining money through the mails by means of false or fraudulent pretenses*. Whether it be so or not is a question of law or a mixed question of law and fact. Every averment of the bill,



on this subject, involves a conclusion of law; and if there is any proposition settled in the law of equity pleadings, one is, that a demurrer does not admit conclusions of law. It admits nothing but facts properly pleaded. This rule is asserted by the Supreme Court as lately as in the case of the *United States v. Ames*, 99 U. S. (9 Otto), p. 35.

But even if facts alone were properly averred in this case, the defendant would not be placed in the attitude of really admitting that he had decided a state of facts to exist, and yet that it did not exist. For, after all, a demurrer in equity simply demands the judgment of the court whether, even if the facts alleged in the bill be true, the complainant has shown a proper case for relief, and whether the defendant can even be called on to answer and deny them; and, in form, it commences with a protestation against the truth of the matters alleged. *Story's Eq. Pl.*, secs. 446, 452.

The questions presented to the court as to the *legal rights* of the complainant are in no wise different from those which would arise upon the bill alone, upon the application for an interlocutory injunction, before answer or other defense, though different questions might arise in a proper case as to the relief.

The complainant seeks our aid upon the ground that the act of Congress and the action of the Postmaster-General in pursuance of it violate the rights and privileges guaranteed to him by the Constitution of the United States. It becomes necessary to inquire in what character he claims these rights and privileges, whence they are derived, and what are their limits. He avers that he is a citizen of the State of Louisiana and also of the United States. The two kinds of citizenship are different and have different rights and incidents. His privileges and immunities as a citizen of his State are not derived from or founded on the Constitution of the United States. As the Supreme Court of the United States say, in the *Slaughter-House Cases*, 16 Wall., 36:

It would be the vainest show of learning to attempt to prove, by citations of authority, that up to the adoption of the recent amendments, no claim or pretense was set up that these rights depended on the Federal Government for their existence or protection, beyond the very few express limitations which the Federal Constitution imposed upon the States; such, for instance, as the protection against *ex post facto* laws, bills of attainder, and laws impairing the obligation of contracts. But, with the exception of these and a few other restrictions, the entire domain of the privileges and immunities of citizens of the States, as above defined, lay *within* the constitutional and legislative power of the States, and *without* that of the Federal Government.

They further say:

It is quite clear that there is a citizenship of the United States and a citizenship of a State, which are quite distinct from each other.

And—

It is only the former (the privileges and immunities of the citizens of the United States) which are placed by (this clause in) the 14th Amendment under the protection of the Federal Constitution.

Now, it must be very plain that no rights in connection with the mail service of the United States could be derived from the laws or constitution of any State. They are not, therefore, of the class of rights that appertain to the citizens of a State as such, but they can be derived only under the Constitution and laws of the United States, and can only be asserted as those of a citizen of the United States. I advert to these distinctions in order to free this case from any confusion that the consideration of local and State legislation might introduce, and to show the true limits of the present inquiry.



There is probably no subject in the range of constitutional law on which there is less of authoritative exposition than that of the privileges and immunities of citizens of the United States. The expression "privileges and immunities of citizens of the *United States*" is used but once in the entire Constitution, and then only in the Fourteenth Amendment. These privileges and immunities are, to some extent, to be inferred from the restrictions upon the power of Congress contained in the amendments, but even these restrictions refer in a great measure to the rights of citizens of the States. *U. S. v. Cruikshank*, 92 U. S., 551. The Constitution nowhere attempts to declare or define the privileges and immunities of citizens of the United States. The Supreme Court shrank from the effort to do so in the *Slaughter-House Cases*. But they ventured to suggest some of them which owed their existence to the Federal Government, its national character, its Constitution or its laws. One of these, they say, is described in the case of *Crandell v. Nevada*, 6 Wallace. It is said to be the right of the citizen of this great country, protected by implied guaranties of its Constitution—

"To come to the seat of government to assert any claim he may have upon that government, to transact any business he may have with it, to seek its protection, to share its offices, to engage in administering its functions. He has free access to its sea-ports, through which all operations of foreign commerce are conducted, to the sub-treasury, land offices, and courts of justice in the several States." "Another privilege of a citizen of the United States is to demand the care and protection of the Federal Government over his life, liberty, and property, when on the high seas or within the jurisdiction of a foreign government.

"The right to use the navigable waters of the United States, \* \* \* all rights secured to our citizens by treaties with foreign nations are dependent on citizenship of the United States, and not citizenship of a State.

"One of these rights is conferred by the very article (say they) under consideration (the 14th amendment). It is that a citizen of the United States can, of his own volition, become a citizen of any State of the Union, by a *bona fide* residence therein, with the same rights as other citizens of that State."

"To these rights might be added rights secured by the 13th Amendment and part of the 14th." (All which are restrictions upon the States.)

This is as far as the Supreme Court would venture to speak, and the meagerness of this schedule of rights shows how completely we are remitted to the vague and unsurveyed region of theory when we are required to define the privileges and immunities of Federal citizenship.

Let us endeavor to ascertain how far the rights of the citizen in reference to the special subject presented by this case admit of definition.

The Constitution of the United States provides that Congress shall *have the power* to establish post offices and post-roads.

This is not a duty but a power, and like all the other powers enumerated in the 8th section of the 1st article, the extent and mode of its exercise depends entirely on the discretion of Congress. They might decline to exercise the power at all, as they have declined to exercise others of their powers, or they might have left the whole work of mail communication between the different parts of the country to the States or to individual enterprise.

If Congress shall choose to exercise this power, what constitutional limitations are there upon it? In express terms, absolutely none. Congress may, therefore, provide just such mail facilities as they think proper, and may, from time to time, change and regulate the whole postal system in their discretion. When they have exercised this power it is simply a discretionary provision for the business needs of the public. The whole postal system is a mere business accommodation for the people. The privileges it confers are simply of legislative creation and are subject to legislative destruction. It cannot, therefore, be said that



the citizen of the United States has an absolute constitutional right, or, in other words, that it is one of the privileges of his citizenship that his letters should be carried by the United States at all; and still less, that they be carried in any special manner. Whatever rights he may have in this respect exist in the discretion of the legislature, and are entirely different from those fundamental rights to life, liberty, and property which are secured by the Constitution.

Since, then, Congress may or not, in its discretion, provide a postal system for public convenience, it is difficult to say what conditions it may not impose to its use and enjoyment. It is not contested that Congress may exclude from the mail any matter which they deem prejudicial to public morals.

The Supreme Court say, in *Ex parte Jackson*, 6 Otto, 727:

The power possessed by Congress embraces the regulation of the entire postal system of the country. The right to designate what shall be carried necessarily involves the right to determine what shall be excluded.

But while the absolute right of the citizen to have this business convenience provided for him cannot be maintained, it may be said that the right exists under the Constitution conditionally; that if Congress shall once exercise its discretionary power it cannot discriminate between persons or classes of persons; it must legislate for all alike; all the citizens of the United States have a *constitutional* right to equal participation in the benefits of legislation and the use of any instrumentality created by it, unless, at least, the exclusion be imposed by way of punishment for crime, and that, after due conviction only; and that any condition destructive of this equality is repugnant to the spirit of the Constitution.

The principle of equality is not, in terms, asserted in the Constitution. The nearest approach to it is in the requirements of the 8th section, that all duties, imposts, and excises shall be uniform throughout the United States, and that no preference shall be given by any regulation of commerce or revenue to the ports of one State over those of another. Nevertheless, it may be admitted to be a theoretical principle underlying all republican government. But when we come to apply it to particular cases, we shall find that it can be accepted only with distinctions and qualifications. If, for example, it be absolutely true, what is to be said of the *franking* privilege? On the 21st of March, 1800, Congress enacted "That all letters and packages to and from Martha Washington shall be received and conveyed by post, free of postage, for and during her life." And so likewise, various acts of Congress have allowed other classes of persons to send letters by the public mails without expense. The rest of the people are compelled to pay for this privilege, and consequently they are made, to a certain extent, to maintain the mail service, at their expense, for the benefit of the favored few. If it be said, as it doubtless may, that the convenient dispatch of public business requires this exclusive privilege to be created, it only follows that in some cases this principle of equality must yield to other considerations. If it must be rigidly applied to all cases, then would not every citizen be entitled to his mandamus to compel the post-office to receive and transmit his mail matter free of expense to him if any are so favored? The same may be said of pensions. Time and again they are granted, not as part of the terms of public service, but altogether gratuitously. The mass of the people pay these gratuities to the few. Would every citizen be entitled to demand an equal share in this species of bounty because it is bestowed upon some? Or, on the other hand, is it not to



be justified on the ground that this generosity is calculated to stimulate zeal in the public service and reconcile to its risks?

The same rule of equality which can be invoked as to privileges must also apply to immunities, such as exemptions from taxation. We know that these exemptions are sometimes granted to encourage enterprise, but this would be absolutely forbidden and would require a general remission of all taxes, where some are thus relinquished, if the rule of equality be inflexible. And so with the regulation of commerce by Congress. We know that the power of Congress to impose discriminating duties, with a view to the protection and encouragement of domestic manufacture, has been a subject of much *legislative* debate, but for all practical purposes, and as far as any judicial power of interference is concerned, it cannot be gainsaid. One class of importers, by this system, is less burdened than others, and a part of the community in effect pays a bounty to another part. It was never supposed, however, to be in the power of the court to correct this inequality.

And so, with regard to the agencies of the Federal Government, created in the exercise of its incidental powers. Congress may borrow money on the credit of the United States, and, as incidental to this power, may issue its obligations in the shape of bonds exempted from taxation. In this way it enables citizens and corporations to hold property free from taxation to which others are subjected. And so, it created a corporation—the bank of the United States—which was held free from the taxation to which other corporations were subject. The result was that even inequality of benefits and burdens might be created when necessary and proper as a means of executing the express powers of Congress.

These are cases of privilege given to the few to the exclusion of the many. Privileges to the many to the exclusion of the few would seem at least equally justifiable. The cases of special exclusion from the elective franchise, referred to hereafter, show this.

These illustrations serve to show that while the general theory is admitted that legislation must be for the equal benefit of all citizens, yet, considerations of public necessity, of the general welfare, of national policy, &c., must predominate over the rule in particular cases.

Other illustrations are suggested by the Slaughter House cases before referred to.

An exclusive right had been given by law to a private company to establish the landings for cattle and the places where they should be slaughtered, in New Orleans. Everybody was forbidden to slaughter elsewhere. It was claimed that this virtually destroyed the business of the butchers not connected with this company. But this court say: "Unwholesome trades, slaughter houses, &c., may all, says Chancellor Kent, be interdicted by law, in the midst of dense masses of population, on the general and rational principle that every person ought so to use his property as not to injure his neighbors, and that private interests must be subservient to the general interests of the community. This is called the *police* power. \* \* \* \* This power is and must be, from its very nature, incapable of any very exact definition or limitation. Upon it depends the security of social orders. \* \* \* Persons and property are subjected to all kinds of restraint and burdens, in order to secure the general comfort. Of the perfect right of the legislature to do this, no question ever was or ever can be made, &c."

There can be no doubt that this police power extends to moral as well as physical evils. A State may prohibit the existence of lotteries, gift enterprises, &c., in the interest of public morals. If it can do this, then



as the greater power includes the less, it may hamper and restrict them, and discourage them by conditions or denial of privileges not made applicable to other occupations. If, for instance, a State controlled the mails within its limits, although this principle of equality is equally at the foundations of the State and Federal Governments, it is not perceived why it might not be overruled, so to speak, by the State, in the exercise of its police power, by denying the use of the mails to all persons engaged in these forbidden pursuits, for the purpose of preventing the dissemination of corrupting matter.

If the States might do this, so might Congress thus legislate in the Territories and the District of Columbia. And when persons seek the aid of the Federal Government and the use of its agencies, they put themselves as completely within the domain of the Federal authority, for purposes of regulation, prohibition, and exclusion, as if they were within the exclusive territorial jurisdiction of the United States.

Now, what the legislation of Congress now under consideration proposes is, substantially, to offer to all persons the convenience of registration of letters containing valuable matter, excepting letters addressed to those who are shown, to the satisfaction of the Postmaster-General, to be engaged in lotteries, gift concerts or other similar enterprises, and these it excludes and refuses to deliver in the interest, it is presumed, of public morals, and because it is almost, if not quite, impossible otherwise to prevent this public convenience from being made an instrument of corruption. If it be shown or conceded that the rule of equality can be departed from on any ground, it is impossible to deny that it may be, when this is deemed necessary by Congress, to prevent a great evil, and to prevent what is designed for a blessing from being converted into a curse.

Congress have the express power to establish post-offices and post-roads. According to the Supreme Court, this not only means that they may establish the offices and roads, but also that they may carry the mail, admit and exclude what matter they please. They have declared that certain matter shall be excluded, as they have the right to do. As incidental to this power, they have the power to punish those who rob the mail (*McCulloch v. Maryland*), and also those who disobey this law. They are forbidden, however, to seize and search private papers (Amendments, Art. 4). Then what more necessary and proper means of excluding forbidden matter than to deny the use of the mails to those who are known to be using them for forbidden objects? If this be the case, the mere inequality produced by such legislation will not be fatal to its validity, according to the illustrations we have given, and some other principle of the Constitution must be invoked in order to overthrow it.

The application of the principle of equality to this case would be that Congress have no right to provide these special mail facilities for the innocent without at the same time conceding them to notorious and professional wrong-doers, to whom they would afford the most powerful agency for wrong-doing, and that the latter must have the same use of the federal agency as others, until accident shall betray their abuse of it, and this shall be followed by judicial conviction. We cannot believe that the government is bound to such an inflexible rule of equality as will involve these results.

The right of every citizen to the benefit of the discretionary legislation of Congress must be subject to the necessities of public health, morals, order, and the general welfare, and the efficient execution of the powers expressly conferred by the Constitution.

I have, so far, discussed the general theory of the obligation of the



government to legislate without discrimination. Assuming this obligation to exist, however, there is still a difficulty in treating it as one enforceable by the courts.

Let us take, for illustration, the franking privilege. If Congress have no power to grant this to a limited number of persons, how is their action in doing so to be judicially remedied? It must either be by preventing the favored few from enjoying the privilege, or it must be by extending it to all. Would the first be possible? Could any citizen, not admitted to the privilege, come into court and have the Postmaster-General enjoined from transmitting anybody's mail matter under a frank because the complainant is debarred from that advantage? Plainly, such an attempt would be futile. On the other hand, could he obtain a mandamus compelling the Postmaster-General to receive and transmit his mail matter free of charge because others are allowed that privilege? Without a word in the statute or in the Constitution to warrant it, could the court administer such relief upon the abstract principle of equal rights? If so, the court would be extending the law to objects not embraced in it, and this would be *legislation*. It would be an attempt to supply an omission in legislation, and to discharge for Congress a supposed duty to which it had been delinquent. All this is clearly impossible, and these inquiries show that this theoretical duty of Congress to legislate equally for all belongs rather to the class of imperfect obligations of which Paley speaks, which cannot be enforced because they are indeterminate and must be left to the judgment and conscience of the party charged with them, such as the duty of those in power to appoint the most worthy to office, &c.

Apply these reflections to the present case. The act of June 8, 1872, c. 335 (Rev. Stat., sec. 3926), authorizes the Postmaster-General to establish a uniform system of registration, but at the same time it authorizes, or, more correctly speaking, it directs him to refuse to deliver registered letters addressed to persons who are proved to him to be engaged in fraudulent lotteries, &c. It is, in short, an offer of this convenience of registration to all persons except those so described. Supposing Congress to have been wrong in this, and that it was their duty to extend this convenience indiscriminately to all persons, how can the court so extend it without encroaching upon the legislative functions of Congress? The supposed wrong here would be a negative one, and would consist not in a *positive* encroachment upon some rights existing independently of this law, but in the mere exclusion from the benefits of the law of certain persons, and this could not be remedied without amending the law itself, which is beyond the power of the courts.

I have, so far, discussed only the objection to the act of Congress that it discriminates between citizens who are entitled to share its benefits equally.

There are, however, other serious questions relating to its supposed conflict with important provisions of the Constitution. It is argued that to deny to a citizen the benefits of the act of Congress, especially on the ground that he is engaged in an unlawful occupation, is *punishment*, and that to authorize the Postmaster-General to execute the provisions of the law, in this respect, is to authorize the infliction of this punishment *without due process of law*, in defiance of the guaranties of the Constitution, and is equivalent to investing him with judicial power which can only be lodged in the courts.

The term "punishment" is only used twice in the Constitution, viz., in Article III, which empowers Congress to declare the punishment of treason, and in Article VIII of the Amendments, which declares that



excessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual *punishments* inflicted. But Article V of the Amendments also declares that no person shall be deprived of life, liberty, or property *without due process* of law.

The rights to life, liberty, and property are not the creature of legislation or of the Constitution, but they are recognized by the Constitution as rights already in existence, which it seeks to protect from legislative encroachment. The Declaration of Independence asserts that men are endowed *by their Creator* with certain *inalienable rights*; that among these are life, liberty, and the pursuit of happiness; that to secure these rights governments are instituted among men. The right to liberty and the pursuit of happiness includes the right to acquire and enjoy property. These are the rights, then—fundamental, natural, and antedating all constitutions—which this amendment was designed to protect. To deprive of these would be punishment, except where property is taken in the exercise of the right of eminent domain.

But how far does this amendment apply to mere privileges created by legislative authority? What property exists in these which a legislative act may not destroy? I do not, of course, refer to rights acquired by grant of property, corporate franchises, &c., for a consideration, which become vested rights of property by virtue of executed contracts, but to mere privileges and conveniences gratuitously provided by Congress, matters, not of right, but of grace, such as the franking privilege before referred to, or the privilege of sending registered letters, or money-orders, provided for by this law. Can anybody question the power of Congress to repeal the whole law relating to registration of letters, or to authorize the Postmaster-General to suspend or abolish the system of registration which he was authorized to establish, in his discretion? And if Congress should repeal the law on the very ground of the abuses to which the registration had been perverted, or should authorize the Postmaster-General to suspend or abolish the system, when he should think such abuses required it, would the validity of such act be any more questionable? There can be no doubt of the power of Congress in such case, because the act of Congress is an act of discretionary legislation, creating no vested contract rights and essentially repealable. And, yet, if the constitutional provision be applicable to such a case, according to the argument for complainant, this would be punishment, without due process, of the most indefensible kind, because it would involve alike the innocent and the guilty. If the repeal of this law could not be held to deprive the people generally of their property without due process of law, then the withdrawal from the complainant of the right to receive registered letters, even supposing him to have been previously entitled to it under the law, cannot be said to have such effect as to him, unless such effect be found in the mere fact of discrimination against him. Whether this be so will depend upon the question already discussed, viz., whether the complainant has a constitutional right to this privilege of registration simply because others have it. For if he has not, as we think has been sufficiently shown, then the withdrawal of the privilege from him, while others still retain it, does not deprive him of any *property* in the constitutional sense of the term.

The argument for complainant ignores the distinction between the punitive and the preventive features of the legislation of Congress on this subject. Section 3894 of the Revised Statutes imposes a fine on any one who shall knowingly deposit in the mail any letter, &c., concerning lotteries, gift enterprises, &c. The imposition of a fine would be taking the property of a party accused, and could not be authorized



to be done by the Postmaster-General, or otherwise than in a due course of judicial proceeding. But section 3929 of the Revised Statutes authorizes that officer to direct his subordinates to refuse the delivery of registered letters to persons engaged in the lottery or other fraudulent business, and to return them to the writers. This is *prevention*, resorted to because of the difficulty or impossibility of detection. Its object is, plainly, not to *punish*, but to preserve the mail from misuse. And that this object distinguishes it from a punitive measure is a proposition supported by authority, as I will show presently. Congress might have provided by section 3894, *supra*, that parties guilty of the acts mentioned should, after conviction, and as a part of the penalty, be excluded forever from the use of the registration system, and in a certain sense this would then be punishment. But it is a *non sequitur* that such exclusion could not be authorized in a different way without being punishment. Whether it is so intrinsically, in any constitutional sense, depends entirely on the question whether it is a deprivation of any right of property, as distinct from the mere withdrawal of gratuitous indulgence.

The cases of *Cummins v. The State*, and *Ex parte Garland*, 4 Wall., 277, 333, have been cited and relied on. Cummins was indicted for teaching and preaching as a priest of the Roman Catholic Church, without taking a certain expurgatory oath, having reference to the late rebellion, prescribed by the new constitution of Missouri adopted in 1865, which declared persons who had done certain acts incapable of holding any office or acting as teacher or professor in any school in the State, &c. It, in fact, forbade the accused from pursuing his lawful calling, unless he could take this oath, or, in other words, if he had theretofore done any of the acts in aid of the rebellion enumerated in the constitution. Now it is evident that this interfered as much with his liberty and property as if it had imposed imprisonment or a pecuniary penalty, and, therefore, was *punishment*, and the law imposing it was held to be a bill of attainder, for which reasons the court held it void.

Justice Field says:

We do not agree with the counsel of Missouri, that to punish one is to deprive him of life, liberty, and property, and that to take from him anything less than these is no punishment at all. The learned counsel does not use these terms—life, liberty, and property—as comprehending every right known to the law. He does not include under liberty freedom from outrage to the feelings as well as restraints on the person. He does not include under property those estates which one may acquire in professions, though they are often the source of the highest emoluments and honors. The deprivation of any rights, civil or political, previously enjoyed, may be punishment, *the circumstances attending and the causes of the deprivation determining this fact*. Disqualification from office may be punishment as in cases of conviction. Disqualification from the pursuits of a lawful avocation, or from positions of trust, or from the privilege of appearing in the courts, or acting as executor, &c., may also, and often has been, imposed as punishment.

And again—

The theory upon which our political institutions rest is, that all men have certain inalienable rights—that among these are life, liberty, and pursuit of happiness, and that in the pursuit of happiness all avocations, all honors, and all positions are alike open to every one, and that in the protection of these rights all are equal before the law. Any deprivation or suspension of any of these rights, for past conduct, is punishment, and can in no otherwise be defined.

In other words, the court find fault with the narrowness of counsel's interpretation of the terms *liberty* and *property*, and consider them as not confined to mere freedom of the person from restraint, and mere tangible property, but as embracing the right to pursue all lawful avocations and honors, and hold any deprivation of them as *punishment*.



The same views, in substance, were enunciated in the case of *Ex parte Garland*, where the question arose upon the constitutionality of an act of Congress excluding all persons from practice in the Federal courts who would not take an expurgatory oath that they had voluntarily given no aid, &c., to persons engaged in armed hostility to the United States. Garland had previously been admitted, in 1860, to the Supreme Court of the United States. The court take the same distinction which I have asserted between matters of right and those of mere privilege. They say:

The profession of an attorney and counselor is *not like an office created by act of Congress, which depends for its continuance, its powers, and its emoluments upon the will of its creator, and the profession of which may be burdened with any conditions not prohibited by the Constitution.*

The attorney and counselor being, by the solemn judicial act of the court, clothed with his office, does not hold it as a matter of grace and favor. The right which it confers upon him to appear for suitors and to argue cases is something more than a mere indulgence, revocable at the pleasure of the court, or at the command of the legislature. It is a *right*, of which he can only be deprived by the judgment of the court for moral or professional delinquency.

The difference between the majority and the minority was on this question, and is thus expressed in the dissenting opinion:

The right to practice law in the courts as a profession is a *privilege granted by the law*, under such limitations and conditions in each State or government as the law-making powers may prescribe. It is a *privilege*, not an *absolute right*.

The distinction between absolute rights and mere legislative privileges, which I have dwelt upon, is still more strongly brought out in other cases.

The constitution of Maryland of 1864 restricted the right of suffrage in that State as it had previously existed, and disqualified from voting all persons who had given aid or comfort to the rebellion, and required the officers of registration carefully to exclude all persons so disqualified from voting or being registered. No one was to vote unless registered, and unless he would take an oath that he had not given aid, &c., but even this oath was not to be conclusive evidence of his right to vote. The officers of registration were in effect made the judges to determine the citizen's right to the exercise of the elective franchise.

In the case of *Anderson v. Baker et al.*, 23 Md. R., 531, the petitioner applied in the circuit court of Montgomery County, Maryland, for a mandamus to compel the officers of registration to register his name on the column of legal voters in his county. The petition being dismissed, an appeal was taken to the court of appeals. The new constitution was assailed in respect to this provision, on the ground that the right of suffrage is property and an inalienable right, that to deprive the citizen of it is *punishment*, and when it is for past acts it is *ex post facto* punishment, and the constitution, in the provisions in question, is both a bill of attainder and an *ex post facto* law.

But the court, with one dissenting opinion, controvert those positions, and show "*that the subject of suffrage is exclusively within the control of the State, is given to or withheld from persons at the will of the State; that there is no State in which all persons enjoy it, and it is not a natural, inalienable right, and it may be enlarged or contracted at the pleasure of the State. If it can be done without regard to the conduct of the citizen, certainly nothing done by him could subject the power to limitation. The object and intention of the law determines whether it is merely preventive or punitive. Being the former, though accompanied by the withdrawal of privileges previously enjoyed, it is not necessarily the latter. The political*



*power of the State, its preventive means, are not to be confounded with the assumption of judicial powers by a convention or legislature."*

This case goes further than is necessary for the present case, because the constitution in question withdrew certain privileges from parties in consequence of past conduct, and at least provoked attack as in conflict with the *ex post facto* prohibition of the Constitution of the United States, but it is valuable as showing the difference between fundamental rights and those created by and changeable by positive law; and as showing that the exercise of discretionary power in this direction for *preventive* purposes is not to be confounded with *punishment*, or to be condemned on the mere ground of its discriminating and unequal operation.

In the case of *Blair v. Ridgely*, 4 Missouri, 63, the same question was presented, and the distinction I have above taken was sustained. The court say:

The doctrine of the Supreme Court of the United States in the *Cummins* case proceeds on the idea that a right to pursue a calling or profession, is a natural and inalienable right, and that a law precluding a person from pursuing his calling or profession, on account of past conduct, is inflicting a penalty, and therefore void. There are certain rights which inhere in and attach to a person, and of which he cannot be deprived, except by forfeiture for crime, whereof he must be first convicted by due process of law. These are termed material or absolute rights.

Blackstone says:

By the absolute right of individuals we mean those which are so in their primary and strictest sense, and which would belong to persons merely in a state of nature, and which every man would be entitled to enjoy, whether out of society or in it. These rights may be arranged under the following heads:

1. The right of personal security. 2. The right of personal liberty. 3. The right to acquire and enjoy property.

\* \* \* The right, then, to life, liberty, and private property is natural, absolute, and vested, and belongs as well to the individual in a state unconnected with society as in the most carefully-guarded and well-arranged systems of government. He cannot be deprived of life without due process of law. He can be restrained of his liberty only by the same means; and his right to acquire and enjoy property, reap the fruits and earnings of his own industry, should be fully guaranteed and protected. A man may be said to have a special property in the profession or calling by which means he makes his support, and that he can be deprived of it only in the usual manner and according to the common forms of law. \* \* \* But is the right to vote or exercise the elective franchise a right, either natural, absolute or vested? &c.

And then the court proceeded to show that it is not, and is therefore not protected by the *provisions of the Constitution*.

It is proper to add that in the case of *Greenway v. Shumway*, 39 N. Y., 418, a majority of the court of appeals of New York—four out of seven—held a law of New York unconstitutional which exacted an expurgatory oath, similar to that described in the preceding cases, of persons offering to vote for members of a constitutional convention.

Two of the majority, however, considered the law to be in conflict only with the constitution of New York, and two only considered it to be in conflict with the Constitution of the United States, and to fall within the ruling in the cases of *Cummins v. The State* and *Ex parte Garland*, while three held the same opinions as the Maryland and Missouri courts.

The distinction, then, between fundamental rights protected by the Constitution from legislative interference, and mere temporary privileges created by legislation, being sufficiently established, there can be no doubt that the rights claimed by this case fall within the latter class of rights.

But it is said that the sending back of registered letters to the writers



is depriving the complainant of his property in those addressed to him. This objection assumes the very question in dispute.

It is certain that the mode of transferring property is regulated by positive enactment. Congress may declare the effect of depositing letters in the mail, in this respect, and determine whether that act shall operate to transfer property to the party addressed, or at what stage of transmission this effect shall take place. They have, in effect, determined this by the legislation under consideration. While they undertake to convey letters through the ordinary mail for the benefit of the party addressed, they declare in this law that no right shall accrue to him to registered letters under certain conditions, but that the right shall remain in the writers and the letter shall be returned to them. And this is evidently done in the interest of the writers, and to protect them from being defrauded of their money. They refuse to deliver registered letters to certain parties. If the postmaster refused to allow them to be deposited in the mail at all, it could not be pretended that the party addressed is deprived of his property. But if letters are deposited under the known condition prescribed by law, that in certain contingencies they are not to be delivered, but to be returned to the writers, and so put in the same condition as if they had not been deposited, is not the effect precisely the same?

The term "due process of law" in the Constitution received some consideration from the Supreme Court of the United States in the case of *Murray's Lessee et al. v. Hoboken Land and Improvement Co.*, 18 How., 272.

It was there held that in order to ascertain whether any process exacted by Congress is *due process*, in the constitutional sense, we must first examine the Constitution itself, to see whether it be in conflict with any of its provisions, and if it be not, we must look to those settled usages and modes of proceeding existing in the common and statute law of England, before the emigration of our ancestors, and shown to be not unsuited to their civil and political condition by having been acted on by them after the settlement of this country. And the court proceeded to show that *due process* does not necessarily require a judicial proceeding, and that a proceeding authorized by act of Congress of 1820, whereby, upon the auditing of the accounts of a collector of customs by the First Auditor of the Treasury, and the ascertainment of a balance to be due from him to the United States, a distress warrant issued by the Solicitor, in pursuance of which his land was sold, without any action at law or judgment, *was due process of law*, because it had a precedent on the proceeding for recovery of debts due the Crown in England and similar proceedings in the States. They further show that though *due process of law* generally implies and includes *actor, reus, judex*, regular allegations, opportunity to answer, and a trial according to some settled course of judicial proceedings, yet this is not universally true, but process may issue, final in its character, against the property of debtors to the public, in the shape of distress warrants, &c., without judicial proceedings.

But the terms *due process of law* as employed in the Constitution apply only to the fundamental rights referred to in that instrument and are inapplicable to mere privileges of legislative creation. As to these, the law of England furnishes no precedent, but the law of their creation determines the terms and conditions of their enjoyment and by what process they shall terminate.

The objection that the statute under consideration attempts to clothe the Postmaster-General with judicial power is mainly founded upon the assumption, which we consider erroneous, that his action in pur-



suance of it is virtually a trial of and a penal judgment against the party affected by it. But if it be not so, as has been shown, there is no ground for the objection. There is probably not an important office in the Executive departments in which it is not necessary to exercise judgment in such manner as to affect private interests in carrying the laws into effect, and yet that this is the exercise of the judicial power of the United States, which belongs only to its courts, has not been pretended.

Thus, in the above case of *Murray's Lessee et al. v. Hoboken Land and Improvement Co.*, the Supreme Court say :

That the auditing of the accounts of a receiver of public moneys may be, in an enlarged sense, a judicial act, must be admitted. So are all those administrative duties the performance of which involves an inquiry into the existence of facts and the application to them of the rules of law. In this sense, the act of the President in calling out the militia, under the act of 1795 (12 Wheat., 19), or of a commissioner who makes a certificate for the extradition of a criminal, under a treaty, is judicial. But it is not sufficient to bring such matter under the *judicial* power, that they involve the exercise of judgment upon law and fact (U. S. v. *Ferreira*, 14 How., 40).

The law of patents furnishes another illustration of this. Congress has power to secure to inventors, for limited times, the exclusive right to their discoveries, and they have undertaken to do so by various laws. But the questions whether a patent shall issue for an invention claimed, or to which of competing claimants, and whether it shall be extended after its expiration, are questions determined by other officers than the courts of the United States, and often after much controversy and upon laborious investigation of evidence and involving great interests, and yet it was never whispered that this was the exercise of the judicial power of the United States.

The Land Office and all the bureaus in the Treasury and Interior Departments are theatre of *quasi* judicial hearing and determination. And so, in order properly to execute the law under consideration, the Postmaster-General must decide to what persons the law applies, and whose letters it directs him not to deliver, and this is the exercise of administrative judgment and not judicial power.

On the whole, the court are of opinion that the act of Congress complained of is constitutional, that the order of the Postmaster-General is in conformity with the law, and, consequently, that the bill presents no proper case for the interposition of the court and must be dismissed



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**SALARIES OF POSTMASTERS AT FIRST-CLASS  
OFFICES.**

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**LETTER FROM E. S. TOBEY, POSTMASTER, BOSTON, MASS.**

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## SALARIES OF POSTMASTERS AT FIRST-CLASS OFFICES.

POST-OFFICE, BOSTON, MASS.,  
*Office of the Postmaster,*  
November 6, 1880.

SIR: Will you kindly permit me respectfully to suggest for your consideration the fact that the salary of postmasters of first-class post-offices, excepting only that of New York, is very inadequate, and *greatly* disproportionate to the magnitude of the business and consequent responsibility as indicated in part by the large amount of bonds required.

Facts in reference to this office illustrate this in relation to several other offices. As you are aware, the salary of postmasters of Boston, Philadelphia, Chicago, and a few other offices is fixed by law at \$4,000 per annum, and no perquisites are allowed. The gross receipts of this office in 1879 were over \$900,000, and the net amount paid to the Post-Office Department that year was over \$550,000. This year the revenue has been much larger. The business of the Money-Order Division amounts annually to over two millions of dollars. Twenty-two postal stations (or post-offices) are as completely under my administration as is the main office. These embrace Cambridge and Cambridgeport, with a population of 56,000; Charlestown, East Boston, South Boston, the city of Chelsea, Dorchester, and other large towns immediately adjacent to Boston. I respectfully beg leave to submit that these facts would seem clearly to justify a salary of at least \$6,000, when measured by any commercial standard, or by the compensation allowed to postmasters of the comparatively smaller cities of Lowell, Fall River, and Lawrence, whose population I believe is less than that of Cambridge.

Such increase as I have suggested, viz, \$2,000 per annum, if allowed to the several postmasters of all offices which pay the government a net revenue of over \$500,000, would not require an aggregate annual increased expenditure of more than \$12,000, or possibly \$15,000, and would, as I believe, be regarded by the people as a very moderate and reasonable compensation. In fact, astonishment has very often been expressed to me by merchants and prominent citizens at my meager salary and heavy responsibility under *joint* and several bonds for \$200,000.

My assistant-postmaster, who was my accountant for 25 years before I accepted the appointment to this office, received from me an annual salary of \$3,000 for several years, and this without any considerable pecuniary responsibility. The *superintendents* of several of the divisions in the New York office, without bonds or *pecuniary responsibility*, receive, as I believe, as much salary as is allowed to me.

In view of the foregoing facts, if your judgment shall approve of my suggestion, it would doubtless have very great influence with Congress, if you shall think it proper to recommend it in your forthcoming annual report. Several of our members of Congress from Massachusetts have



assured me of their readiness to support such a measure, and representatives from Illinois, Pennsylvania, Missouri, and Maryland, as well as those from New York and other States, prompted by the several postmasters, would doubtless co-operate in promoting a measure so reasonable.

Again asking your favorable consideration of these views, I remain, with great respect, your obedient servant,

E. S. TOBEY.

The Hon. HORACE MAYNARD,  
*Postmaster-General, Washington, D. C.*



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ANNUAL REPORT  
OF THE  
AUDITOR OF THE TREASURY  
FOR THE  
POST OFFICE DEPARTMENT  
FOR THE  
FISCAL YEAR ENDED JUNE 30, 1880

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# REPORT OF THE AUDITOR OF THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY,  
FOR THE POST-OFFICE DEPARTMENT,  
*November 6, 1880.*

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, 1880.

## COLLECTION OF POST-OFFICE REVENUES.

The number of post-offices in operation during the year was 43,060, 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:

Albany, N. Y., W. H. Craig.  
Atlanta, Ga., Benj. Conley.  
Auburn, N. Y., N. P. Clark.  
Augusta, Me., H. H. Hamlin.  
Austin, Tex., H. B. Kinney.  
Bangor, Me., A. B. Farnham.  
Binghamton, N. Y., E. B. Stephens.  
Boise City, Idaho, John A. Post.  
Charleston, S. C., B. A. Roseman.  
Cheyenne, Wyo., Susan R. Johnson.  
Cleveland, Ohio, N. B. Sherwin.  
Concord, N. H., L. H. Carroll.  
Council Bluffs, Iowa, Jane Baldwin.  
Columbus, Ohio, A. D. Rodgers.  
Denver, Colo., W. N. Byers.  
Des Moines, Iowa, John Beckwith.  
Detroit, Mich., G. C. Codd.  
Dubuque, Iowa, G. L. Torbert.  
Elmira, N. Y., D. F. Pickering.  
Evansville, Ind., F. M. Thayer.  
Fort Wayne, Ind., F. W. Keil.  
Grand Rapids, Mich., J. Gallup.  
Harrisburg, Pa., M. W. McAlarney.  
Hartford, Conn., J. H. Burnham.  
Helena, Mont., S. H. Crounse.  
Houghton, Mich., F. A. Douglass.  
Houston, Tex., J. Richardson.  
Iowa City, Iowa, Jacob Ricord.

Indianapolis, Ind., W. R. Holloway.  
Jackson, Miss., W. H. H. Green.  
Jacksonville, Fla., Hamilton Jay.  
Jamestown, N. Y., A. B. Fletcher.  
Kalamazoo, Mich., L. B. Kendall.  
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, Geo. P. Waldorf.  
Little Rock, Ark., O. A. Hadley.  
Louisville, Ky., V. C. Thompson.  
Madison, Wis., E. W. Keyes.  
Meadville, Pa., J. F. Morris.  
Memphis, Tenn., A. D. H. Thompson.  
Milwaukee, Wis., H. C. Payne.  
Mobile, Ala., M. D. Wickersham.  
Montgomery, Ala., J. W. Roberts.  
Montpelier, Vt., J. W. Clark.  
Nashville, Tenn., W. P. Jones.  
Newark, N. J., W. Ward.  
New Bedford, Mass., T. Coggeshall.  
New Haven, Conn., N. D. Sperry.  
Ogdensburgh, N. Y., R. G. Pettibone.  
Olean, N. Y., M. B. Fobes.  
Olympia, Wash., James N. Gale.  
Omaha, Nebr., T. F. Hall.



Peoria, Ill., W. Cockle.  
 Pittsburgh, Pa., Geo. H. Anderson.  
 Plattsburgh, N. Y., H. S. Ransom.  
 Portland, Me., C. W. Goddard.  
 Portland, Oreg., George E. Cole.  
 Portsmouth, N. H., E. G. Pierce.  
 Providence, R. I., H. W. Gardner.  
 Raleigh, N. C., W. W. Holden.  
 Richmond, Va., G. K. Gilmer.  
 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.  
 Salt Lake City, Utah, J. T. Lynch.

Santa Fé, N. Mex., M. A. Breeden.  
 Savannah, Ga., L. McLaws.  
 Scranton, Pa., J. A. Scranton.  
 Springfield, Ill., Paul Selby.  
 Springfield, Mass., H. C. Lee.  
 Taunton, Mass., E. E. Fuller.  
 Terre Haute, Ind., N. Filbeck.  
 Towanda, Pa., P. Powell.  
 Utica, N. Y., E. Clark.  
 Wheeling, W. Va., Hugh Sterling  
 Williamsport, Pa., R. Hawley.  
 Winona, Minn., D. Sinclair.  
 Worcester, Mass., J. Pickett.  
 Yankton, Dak., A. W. Howard.  
 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 treasurer of the United States at—

New York, N. Y.	Cincinnati, Ohio.	Boston, Mass.
Baltimore, Md.	Saint Louis, Mo.	Chicago, Ill.
New Orleans, La.	Philadelphia, Pa.	San Francisco, Cal.

Eighty-six post-offices are draft-offices, and during the year paid 27,146 drafts, issued by the Postmaster-General, countersigned, entered, and sent out by the Auditor, for sums in the aggregate of .....	\$2, 873, 335 63
Thirteen thousand seven hundred and forty-five are deposit offices, a portion of which during the year deposited with the Treasurer and assistant treasurers of the United States the sum of .....	6, 857, 652 44
Twenty-eight thousand and fifty-three are collection offices, and paid on collection orders issued to mail contractors the sum of .....	5, 439, 026 30
One thousand nine hundred and fifty-eight are special offices, and derive their mail supplies by the payment of their revenues therefor, amounting to .....	38, 540 15
Four thousand eight hundred and forty-three post-offices are supplied by mail messengers, for which service there was paid during the year .....	671, 588 35

#### REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

The revenue of the department for the fiscal year ended June 30, 1880, was .....	\$33, 315, 479 34
The amount placed in the Treasury for the service of the department for the fiscal year, being grants in aid of the revenues, under the second section of the act approved March 3, 1879 (Statutes, vol. 20, page 352), was .....	3, 500, 000 00
Aggregate of revenue and grants .....	36, 815, 479 34
The expenditures for the fiscal year 1880 were .....	36, 101, 820 38
Excess of receipts .....	713, 658 96
The amount of balances, due postmasters, credited to "suspense" account was .....	\$2, 126 27
The amount of balances, due by postmasters, charged to "bad debts" and "compromise" accounts, was .....	2, 755 41
	5, 370 86
Balance available for service of 1880 .....	719, 029 83
The balance available for the service of 1879, as per last annual report, was .....	31, 528 63
The amount paid on that account during the last fiscal year was .....	259, 873 07
Deficiency, provided for by appropriation in aid of the revenues of 1879, act of June 14, 1878 .....	222, 344 41



The balance available for the service of 1878, as per last annual report, was .....	\$182,266 97
The amount paid on that account during the last fiscal year was .....	94,284 33
Balance no longer available, and to be covered into the Treasury. ....	87,982 64
By the act approved June 16, 1880 (deficiency), was appropriated for the service of 1877 and prior years .....	97,717 20
The amount paid on that account during the last fiscal year was .....	86,825 90
Balance available for that service .....	10,891 30

## SUMMARY OF REVENUES AND EXPENDITURES.

Revenue of 1880 .....	33,315,479 34
Grants from Treasury, 1880 .....	\$3,500,000 00
Grants from Treasury, 1877 and prior years .....	97,717 20
	3,597,717 20
Total receipts .....	36,913,196 54
Expenditures for 1880 .....	\$36,101,820 38
Expenditures for 1879 .....	259,873 07
Expenditures for 1878 .....	94,284 33
Expenditures for 1877 and prior years .....	86,825 90
Total expenditures .....	36,542,803 68
	370,392 86
Net amount credited to suspense account during fiscal year .....	5,370 86
Excess of receipts .....	375,763 72
The balance standing to the credit of the general revenue account at the close of the fiscal year ended June 30, 1879, was .....	\$3,128,088 39
Excess of receipts during last fiscal year .....	375,763 72
Balance to the credit of the revenue account at close of fiscal year ended June 30, 1880 .....	3,503,852 11
Due by late postmasters { accounts in suit .....	\$246,250 39
{ accounts not in suit .....	178,386 91
	424,637 30
	3,079,214 81

## GENERAL DEFICIENCY APPROPRIATION.

The amount appropriated from the general Treasury to supply deficiencies in the revenue of the Post-Office Department for the fiscal year 1880, by the act of March 3, 1879, was .....	\$5,457,376 10
The amount thereof placed to the credit of the Post-Office Department during the fiscal year, being "grants from the Treasury," was .....	3,500,000 00
Balance remaining in the general Treasury, subject to requisitions should deficiencies for 1880 accrue .....	1,957,376 10

The 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 fiscal year, after deducting their compensation and the expenses of their offices, was :

For the quarter ended September 30, 1879 .....	\$4,743,034 08
For the quarter ended December 31, 1879 .....	5,400,421 00
For the quarter ended March 31, 1880 .....	5,752,293 70
For the quarter ended June 30, 1880 .....	5,167,387 38
Total .....	21,063,136 16



The amount of stamps, stamped envelopes and wrappers, newspaper and periodical stamps, and postal cards sold was :

For the quarter ended September 30, 1879 .....	\$7, 226, 352 06
For the quarter ended December 31, 1879 .....	7, 986, 433 52
For the quarter ended March 31, 1880 .....	8, 476, 072 23
For the quarter ended June 30, 1880 .....	7, 805, 262 34
Total .....	31, 494, 120 15

The amount of official stamps furnished the different departments included in the above amount of stamps sold was :

For the War Department .....	\$96, 177 22
For the Navy Department .....	290 00
For the Interior Department .....	14, 437 50
For the Department of Agriculture .....	30 00
Total .....	111, 534 72

The number of quarterly returns of postmasters received and audited on which the sum of \$21,063,136.16 was found due the United States, was :

For the quarter ended September 30, 1879 .....	40, 727
For the quarter ended December 31, 1879 .....	41, 434
For the quarter ended March 31, 1880 .....	41, 902
For the quarter ended June 30, 1880 .....	42, 311
Total .....	166, 428

#### 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 .....	\$18, 530, 593 06
For the supply of "special" offices .....	38, 540 14
For the supply of "mail messenger" offices .....	671, 468 77
For the salaries of postal-railway clerks, route and other agents .....	2, 778, 645 47
For the salaries and expenses of the assistant superintendents of the postal-railway service .....	37, 432 85
Total .....	22, 056, 680 33

#### Foreign mail transportation :

New York, Great Britain and Ireland, and countries beyond, via Great Britain .....	\$117, 449 00
New York, Great Britain and Ireland, and Germany, and countries beyond .....	44, 455 20
Philadelphia, Great Britain and Ireland .....	1, 964 28
Boston, Great Britain and Ireland .....	1, 227 69
Post-Office Department of Canada, English mail .....	614 54
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, &c. ....	29, 615 88
New York and Newfoundland .....	81 90
Boston and Nova Scotia .....	240 11
Baltimore and Bremen .....	5 75
Cleveland, Ohio, and Port Stanley, Canada .....	64 90
Upper Pacific coast local mails .....	796 87



San Francisco, China, Japan, Farther India, Australia, and South Sea Islands.....	\$13,363 30	
Expenses of government mail agent at Aspinwall..	940 00	
Expenses of government mail agent at Panama....	1,513 15	
Expenses of government mail agent at Shanghai, China .....	1,197 81	
		<u>\$213,530 38</u>
		22,270,210 71
The amount credited to transportation accrued and charged to contractors for overcredits for "fines and deductions" was...		<u>332,029 13</u>
Net amount to the credit of mail contractors .....		21,938,181 58
The amount paid during the year was .....		<u>21,074,282 14</u>
Excess of "transportation accrued".....		863,899 44

The following balances, accrued for transportation of the mails on railroads, have been certified to the Register of the Treasury, to be carried to the credit of the companies named, under act of March 3, 1879, and instructions contained in the letter of the Secretary of the Treasury 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, service of 1880 .....	\$384,093 58	
Central Pacific Railroad Company, service of 1880 .....	381,834 89	
Kansas Pacific Railroad Company, service of 1880 .....	103,129 77	
Sioux City and Pacific Railroad Company, service of 1880...	10,181 06	
Denver Pacific Railway and Telegraph Company, service of 1880 .....	1,812 60	
Total for 1880 .....		<u>\$881,051 90</u>
Union Pacific Railroad Company, service of previous years ..	65,408 47	
Central Pacific Railroad Company, service of previous years.	49,144 56	
Total for previous years .....		<u>114,553 03</u>
Amount certified during the fiscal year.....		<u><u>995,604 93</u></u>

## STATEMENT OF COLLECTING DIVISION.

Balance due United States, brought forward from last report.....	\$478,731 48	
Balance due United States on account of postmasters becoming late during the fiscal year.....		<u>293,057 59</u>
		771,789 07
Amount collected during the year.....	\$341,720 88	
Amount charged to "suspense".....	2,675 48	
Amount charged to bad and compromise debts.....	2,755 41	
		<u>347,151 77</u>
Balance remaining due United States.....		424,637 30
Of which there is in suit.....	246,250 39	
Not in suit .....	178,386 91	
		<u>424,637 30</u>
Balance due late postmasters, brought forward from last report .....	\$46,250 70	
Amount becoming due during the fiscal year.....		<u>36,572 48</u>
		82,823 18
Amount paid during the year.....		<u>26,514 92</u>
Balance remaining due late postmasters.....		56,308 26



Amount in suit June 30, 1879. ....		\$245,694 47
Amount submitted for suit during the fiscal year.....		15,153 19
		<hr/> 260,847 66
Of which there was collected during the year.....	\$12,647 04	
Amount otherwise settled.....	1,950 23	
		<hr/> 14,597 27
Balance remaining in suit .....		<hr/> 246,250 39
Amount collected from late postmasters on account of interest and costs.....		<hr/> \$2,143 68

I have the honor to invite your special attention to the following extract from my annual report for last fiscal year, and to renew the recommendation therein contained :

#### 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 the 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. HORACE MAYNARD,  
*Postmaster-General.*



## STATEMENT OF QUARTERLY RECEIPTS.

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No. 1.—*Statement exhibiting, quarterly, the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1880.*

Accounts.	Quarter end- ed Septem- ber 30, 1879.	Quarter end- ed Decem- ber 31, 1879.	Quarter end- ed March 31, 1880.	Quarter end- ed June 30, 1880.	Aggregate.
Letter postage .....	\$5,003 75	\$9,618 77	\$477 62	\$63,652 78	\$78,752 92
Box-rents and branch offices ..	350,690 47	353,276 48	354,663 33	362,671 45	1,423,301 73
Fines and penalties .....	885 60	300 50	6,156 16	3,846 27	11,287 53
Postage-stamps, stamped en- velopes and wrappers, and postal cards .....	7,226,352 06	7,966,433 52	8,476,072 23	7,805,262 34	31,494,120 15
Dead letters .....	534 50	4,130 07	969 80	872 60	6,506 97
Revenue from money-order business .....	.....	.....	.....	269,205 25	269,205 25
Miscellaneous .....	5,409 17	7,748 23	9,492 95	9,654 44	32,304 79
Total .....	7,568,875 55	8,361,606 57	8,849,632 09	8,515,165 13	33,315,479 34

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 27, 1880.



## REPORT OF THE POSTMASTER-GENERAL.

No. 2.—Statement exhibiting, quarterly, the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1880.

Appropriations.	Quarter ended September 30, 1879.	Quarter ended December 31, 1879.	Quarter ended March 31, 1880.	Quarter ended June 30, 1880.	Total expendi- ture on ac- count of 1880.	Expended on ac- count of pre- vious years.	Aggregate ex- penditures.
Compensation of postmasters.	\$1,839,963 40	\$1,896,580 09	\$2,015,707 95	\$1,956,216 10	\$7,708,407 54	\$10,376 67	\$7,718,784 21
Compensation of clerks for post-offices.	886,427 43	891,041 13	892,961 29	897,363 07	3,567,793 02	1,673 19	3,569,466 21
Compensation of letter-carriers and incidental expenses.	556,583 40	563,848 95	601,170 39	612,115 37	2,363,717 71		2,363,717 71
Wrapping paper.	5,157 80	3,031 62	3,031 62	5,150 86	20,000 00		20,000 00
Twine.	24,270 00	14,736 00	11,229 00		50,244 00		50,244 00
Postmarking and canceling stamps.	6,169 70	2,524 40	3,305 50		11,989 60		11,989 60
Letter-balances.	3,234 40		2,602 50		5,999 90		5,999 90
Rent, light, and fuel for post-offices.	82,081 29	90,329 51	92,753 20	98,854 15	364,018 15	5,346 19	369,364 34
Stationery.	11,598 13	10,723 58	12,727 81	13,235 29	48,284 81		48,284 81
Furniture for post-offices.	5,290 43	6,764 80	3,204 28	1,418 58	16,678 12	1,047 99	18,626 11
Miscellaneous, office of First Assistant Post- master-General.	18,336 46	21,369 78	18,802 65	18,302 37	77,210 86	1,940 13	79,150 99
Inland mail transportation, railroad.	1,944,901 46	2,082,690 21	2,067,510 93	2,103,488 52	8,198,591 52	310,899 58	8,509,491 10
Inland mail transportation, star.	1,602,785 48	1,740,378 32	1,711,581 50	1,810,529 19	6,925,274 98	37,226 96	6,962,501 94
Inland mail transportation, steamboat.	1,192,825 42	1,189,108 79	1,194,845 24	2,127,762 80	789,101 65	5,047 50	794,149 15
Transportation by postal cars.	295,004 18	285,861 97	296,278 06	294,400 48	1,141,545 19		1,141,545 19
Compensation of railway post-office clerks.	338,086 38	341,432 41	345,438 80	342,505 86	1,367,463 35	18 00	1,367,481 35
Compensation of route agents.	298,921 72	290,430 10	292,977 43	284,368 72	1,116,097 97	148 42	1,116,246 39
Compensation of mail-route messengers.	30,920 49	42,677 30	43,411 80	48,844 29	174,854 38	39 56	174,893 94
Compensation of local agents.	28,718 40	29,502 09	31,201 53	31,201 53	119,423 79		119,423 79
Compensation of mail messengers.	164,621 44	164,203 37	167,791 66	170,714 45	667,421 32	4,047 45	671,468 77
Mail locks and keys.	75 00	2,116 50	875 00	700 00	3,766 50		3,766 50
Mail bags and catchers.	16,718 81	27,035 10	68,967 09	18,301 28	131,022 26	35,508 25	166,530 51
Post-route maps.		24,983 59	11,615 30	5,346 98	41,945 87		41,945 87
Mail deprecations and special agents, includ- ing rewards.	36,931 91	36,066 92	34,692 17	35,520 24	143,151 24	2,204 17	145,355 41
Fees to United States marshals, attorneys, clerks of courts, and counsel.	688 37	1,835 42	371 89	616 25	3,712 03		3,712 03
Postage-stamps.	35,945 71	24,187 14	23,862 35	5,184 94	89,184 14		89,184 14
Distribution of postage-stamps.	1,860 40	1,831 63	1,842 50	1,842 08	7,365 71		7,365 71
Stamped envelopes and newspaper wrappers.	165,015 40	128,075 55	96,013 98	25,904 03	418,009 55		418,009 55
Distribution of stamped envelopes and news- paper wrappers.		3,859 47	3,790 20	3,827 00	15,254 17		15,254 17
Postal cards.	81,000 91	48,853 72	50,312 53	11,041 05	191,218 11		191,218 11
Distribution of postal cards.	1,590 48	2,146 45	1,629 75	1,025 50	6,998 68		6,998 68
Offices, dead-letter, and registered-package en- velopes, locks, and seals.	29,454 33		24,107 69	25,181 75	99,743 67		99,743 67
Ship, steamboat, and way letters.			342 67	1,355 51	1,355 51		1,355 51
Engraving, printing, and binding drafts and warrants.					1,191 47		1,191 47
Advertising.	658 00	290 25	243 22	4,120 46	27,149 00	502 40	27,743 45
Miscellaneous, office of Postmaster-General.	319 90	772 50	157 00	406 00	1,485 06		1,485 06



Foreign mail transportation.....	43,925 40	50,448 67	50,664 84	54,961 44	208,000 35	10,490 17	216,490 52
Balances due foreign countries.....	2,575 98	927 73	.....	4,034 63	7,538 34	12,570 53	20,108 92
Stamps for Postal-Union correspondence.....	.....	.....	.....	1,000 00	1,000 00	.....	1,000 00
Law, and regulations Post-Office Department, 1879.....	.....	.....	.....	.....	.....	916 00	916 00
Total.....	8,765,878 50	9,647,603 14	9,186,385 45	9,101,863 20	36,101,820 38	440,933 30	36,542,803 68

In amount paid for railroad transportation is not included \$981,051.90 for 1880, and \$114,553.03 for previous years, certified to the Register 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.—

J. M. MCGREW Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 27, 1880.



## No. 3.—Statement of the postal receipts and expenditures of

Number.	States and Territories.	Receipts.				
		Letter postage.	Waste paper and twine.	Box rents and branch offices.	Postage-stamps, stamped envelopes, and postal cards.	Total receipts.
1	Maine	\$19 43	\$143 80	\$25,454 75	\$488,771 56	\$514,389 54
2	New Hampshire	5 70	131 65	16,140 93	291,997 74	308,276 02
3	Vermont	5 90	144 88	11,533 38	265,311 53	276,995 69
4	Massachusetts	9 71	1,235 55	112,411 92	2,146,650 92	2,260,308 10
5	Rhode Island	7 58	99 15	20,528 70	240,875 08	261,510 51
6	Connecticut	9 02	193 61	41,873 87	644,155 00	686,231 50
7	New York	183 36	4,323 32	177,035 24	6,018,792 70	6,200,334 62
8	New Jersey	28 72	193 19	26,048 29	678,622 38	704,930 58
9	Pennsylvania	221 20	1,104 47	92,155 94	2,888,221 75	2,981,703 36
10	Delaware	1 75	15 82	1,058 70	78,951 43	80,627 70
11	Maryland	21 33	93 73	10,450 22	580,717 70	591,982 98
12	Virginia	22 83	68 58	12,044 88	483,600 81	495,737 10
13	West Virginia	12 38	36 14	4,160 40	172,651 83	176,861 15
14	North Carolina	11 64	51 99	8,650 72	243,500 35	253,214 70
15	South Carolina	19 18	16 93	6,699 69	201,822 34	208,528 14
16	Georgia	34 80	167 20	16,657 55	390,419 57	407,279 12
17	Florida	6 50	15 73	5,268 06	96,313 86	101,604 15
18	Ohio	135 53	1,702 96	83,948 52	2,107,799 22	2,193,586 23
19	Michigan	127 03	630 97	68,612 38	1,074,100 53	1,143,470 91
20	Indiana	44 86	678 40	48,185 01	875,523 22	924,431 40
21	Illinois	61 43	2,006 74	108,703 56	2,572,472 57	2,683,244 30
22	Wisconsin	79 04	357 03	47,478 10	767,014 95	814,920 12
23	Iowa	58 43	488 78	70,430 67	977,445 43	1,048,423 31
24	Missouri	118 46	674 19	34,087 28	1,288,376 62	1,323,256 55
25	Kentucky	46 37	189 43	17,489 44	493,425 24	511,110 28
26	Tennessee	30 12	96 54	10,812 91	366,510 35	377,449 92
27	Alabama	35 72	71 01	12,442 03	262,399 77	274,949 13
28	Mississippi	19 17	50 94	12,682 74	206,523 59	219,276 44
29	Arkansas	21 20	50 78	9,596 91	184,407 56	194,076 45
30	Louisiana	61 36	71 04	18,654 57	319,964 06	338,751 03
31	Texas	75 53	158 38	41,795 92	551,898 04	569,927 87
32	California	83 04	636 83	63,228 03	903,627 25	967,575 15
33	Oregon	5 67	34 22	11,790 43	126,960 21	138,790 54
34	Minnesota	88 13	196 84	28,950 38	505,410 03	534,645 38
35	Kansas	89 99	195 32	37,416 57	573,253 32	610,955 20
36	Nebraska	39 14	74 04	18,985 93	300,648 37	319,747 48
37	Nevada	47 06	20 29	13,407 50	81,331 25	94,806 70
38	Colorado	49 37	134 55	38,469 43	305,164 09	343,817 44
39	Utah	23 21	71 86	6,168 10	88,669 85	94,933 02
40	New Mexico	2 82	12 94	1,949 95	32,201 01	34,106 72
41	Washington	14 94	6 85	3,414 10	47,627 77	51,063 66
42	Dakota	17 53	51 29	8,240 84	99,794 72	108,103 86
43	Arizona	74	23 30	2,837 35	31,972 71	34,834 10
44	Idaho	7 42	4 61	8,241 75	27,567 57	29,821 35
45	Wyoming	4 71	5 63	2,834 25	34,960 58	37,805 17
46	Montana	8 00	17 69	7,410 75	52,215 85	59,653 29
47	Alaska		3 50		449 85	453 35
48	District of Columbia	16	148 45	5,051 65	208,776 34	213,976 60
Deduct miscellaneous items		2,017 81	16,881 15	1,428,078 59	31,379,868 47	32,824,846 02
Add miscellaneous items		76,735 11		2,776 86	114,251 68	188,209 93
		78,752 92	16,881 15	1,423,301 73	31,494,120 15	33,013,055 95



the United States for the fiscal year ended June 30, 1890.

Expenditures.							Excess of expenditures over receipts.	Excess of receipts over expenditures.	Number.
Compensation of post-masters.	Clerks for offices, rent, light, and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of route-agents, postal railway clerks, mail messengers, and supply of special offices.	Transportation by States.	Total expenditures.				
\$171,662 27	\$47,207 49	\$11,907 70	\$45,971 04	\$232,771 04	\$509,520 14			\$4,869 40	1
116,852 91	19,693 79	4,584 21	18,757 65	103,057 88	262,946 44			45,329 58	2
114,937 90	14,573 04		15,880 94	144,853 32	290,245 80		\$13,250 11		3
352,527 93	321,433 33	224,630 12	264,135 08	340,371 46	1,503,097 92			757,210 18	4
40,217 86	32,270 26	23,750 55	8,987 22	41,646 38	146,872 07			114,638 44	5
169,496 12	67,137 47	27,903 75	50,510 17	228,987 08	544,034 59			142,196 91	6
739,610 24	1,101,591 27	643,025 25	368,886 40	1,529,115 90	4,384,235 08			1,816,099 56	7
187,438 63	46,994 70	65,874 63	34,546 22	231,183 81	506,037 90			138,692 59	8
597,003 43	364,496 70	345,487 68	209,576 60	878,306 46	2,484,870 87			496,832 49	9
28,731 71	5,829 62	8,649 23	9,623 05	25,066 51	72,900 12			7,727 58	10
91,012 76	79,408 53	69,609 44	58,901 09	342,802 58	641,734 40		50,451 42		11
166,429 86	48,329 07	22,784 92	47,903 34	437,026 41	722,473 40		226,730 30		12
67,684 31	13,369 05	5,426 06	13,207 59	113,500 82	213,187 83		36,326 68		13
104,040 61	19,283 70		32,471 31	246,758 88	402,554 50		150,339 80		14
69,255 12	12,858 81	6,821 00	27,010 69	160,310 81	276,256 43		67,728 29		15
123,944 23	46,964 65	16,047 31	81,625 59	320,884 40	589,466 18		182,187 06		16
42,926 05	8,602 80		14,312 24	158,946 71	224,787 80		123,183 65		17
487,682 79	232,203 91	144,080 66	490,738 61	1,275,880 92	2,630,586 89		437,000 66		18
348,400 52	90,306 16	39,731 46	62,672 73	432,741 13	1,003,852 00			183,618 91	19
302,131 23	87,989 24	49,158 10	104,284 03	433,182 76	976,745 36		52,318 87		20
554,552 99	396,383 50	193,070 80	351,223 22	1,015,989 17	2,511,219 68			172,024 62	21
256,634 05	68,328 07	27,499 07	60,880 10	350,522 18	763,864 37			51,064 75	22
882,675 21	68,150 26	23,789 30	103,042 95	490,065 43	1,067,723 15		19,299 84		23
262,130 62	174,053 78	131,994 20	207,448 86	788,200 87	1,563,828 33		240,571 78		24
145,246 81	45,869 39	34,438 21	44,442 09	364,720 07	634,717 17		123,606 89		25
112,079 62	47,463 61	20,306 88	70,129 87	211,075 76	461,055 74		83,605 82		26
101,532 74	25,272 95	5,117 12	26,115 35	303,316 49	461,374 65		186,425 52		27
101,052 62	14,666 68		14,567 37	195,914 89	326,201 56		106,925 12		28
86,886 69	17,458 17	2,235 80	20,337 07	592,733 89	719,651 62		525,575 17		29
65,301 69	60,603 49	44,157 57	24,977 88	331,678 23	526,718 86		187,967 83		30
211,564 70	64,896 46	9,840 86	42,168 21	967,340 45	1,295,810 68		701,882 81		31
207,122 67	140,020 10	65,120 71	81,065 95	1,137,948 96	1,631,278 39		663,703 24		32
50,491 42	11,188 02	3,617 70	12,751 34	275,738 26	353,780 74		214,996 20		33
170,750 09	45,216 04	20,678 29	62,728 38	295,032 46	594,405 26		59,759 88		34
235,774 91	40,794 51	7,879 67	71,421 76	496,727 62	832,598 47		241,643 27		35
113,567 56	22,090 38	7,188 89	62,339 94	638,312 84	843,505 61		523,758 13		36
41,428 33	11,577 55		2,550 01	214,345 60	269,901 49		175,094 79		37
82,335 66	43,184 50	5,252 25	23,780 96	378,782 60	533,336 03		189,518 59		38
39,184 24	11,176 50		10,071 41	238,322 95	298,755 10		203,822 08		39
15,268 07	2,059 50		1,316 06	246,549 67	205,193 90		231,027 18		40
23,121 09	2,206 80		4,670 33	109,650 63	139,648 85		88,585 19		41
47,856 87	8,004 68		2,814 31	238,030 75	206,706 61		188,602 73		42
16,334 46	2,327 00		82	373,790 39	392,456 67		357,622 57		43
16,087 82	1,848 91		1,042 72	165,379 56	184,359 01		154,537 66		44
14,607 58	3,858 25		142 60	143,697 50	162,365 93		124,560 76		45
26,763 44	4,066 65		58 62	201,305 46	232,194 17		172,541 88		46
222 39					222 39			230 96	47
8,767 85	104,542 46	43,990 57	106,663 21		258,984 09		44,957 49		48
7,701,418 27	4,097,858 40	2,357,650 86	3,488,724 78	18,442,568 00	36,088,220 31	7,150,110 26	3,880,735 97		
17,806 94	40,905 40	6,066 85	70 86	246,954 21	182,686 38	182,686 38		188,209 93	
7,718,784 214	4,138,763 80	2,363,717 71	3,488,654 42	18,195,013 79	35,905,533 93	6,987,423 88	4,074,945 90		



## No. 3.—Statement of the postal receipts and expenditures, &amp;c.—Continued.

Items of expenditure of a general nature not embraced in statement by States.		Items of receipt of a general nature not embraced in statement by States.	
Amount paid for foreign mails and expenses of government agents....	\$216,480 52	Receipts on account of dead letters...	\$8,506 97
Balances paid foreign countries.....	20,108 92	Receipts on account of fines and penalties.....	11,287 53
Ship, steamboat, and way letters.....	1,355 51	Receipts on account of miscellaneous Revenue from money-order business.....	200,205 25
Wrapping-paper.....	20,000 00	Excess of transportation accrued.....	15,423 64
Twine.....	50,244 00	Total excess of expenditures over receipts.....	863,899 44
Post-rote maps.....	41,945 87		
Advertising.....	10,062 92		
Mail bags and catchers.....	124,338 60		
Salary and expenses of assistant superintendents of the railway mail service.....	37,432 85		
Mail locks and keys.....	3,766 50		
Postmarking and canceling stamps.....	11,999 60		
Mail depredations and post-office inspectors.....	149,067 44		
Letter-balances.....	5,999 90		
Expenses of postage-stamps, stamped envelopes, wrappers, and cards.....	728,030 36		
Dead-letter, official, and registered package envelopes.....	69,743 67		
Sundry and miscellaneous payments.....	4,592 33		
Excess of expenditures brought down.....	2,892,477 98		
	4,393,647 17		4,393,647 17

OFFICE OF THE AUDITOR OF THE TREASURY,  
FOR THE POST-OFFICE DEPARTMENT, October 27, 1880.

J. M. MCGREW, Auditor.

## No. 4.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1880.

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	\$4,945,668 21		\$4,945,668 21	\$3,288,319 03
1838.....	4,238,733 46		4,238,733 46	4,430,662 21
1839.....	4,484,656 70		4,484,656 70	4,636,536 31
1840.....	4,543,521 92		4,543,521 92	4,718,235 64
1841.....	4,407,726 27	\$482,657 00	4,890,383 27	4,499,527 61
1842.....	4,546,849 65		4,546,849 65	5,674,751 80
1843.....	4,296,225 43		4,296,225 43	4,374,753 71
1844.....	4,237,287 83		4,237,287 83	4,296,512 70
1845.....	4,289,841 80		4,289,841 80	4,320,731 99
1846.....	3,487,190 35	750,000 00	4,237,190 35	4,076,036 91
1847.....	3,880,309 23	12,500 00	3,892,809 23	3,979,542 16
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	5,212,933 43
1851.....	6,410,604 33		6,410,604 33	6,278,401 68
1852.....	5,184,526 84	1,741,444 44	6,925,971 28	7,108,459 04
1853.....	5,240,724 70	2,225,000 00	7,465,724 70	7,982,756 50
1854.....	6,255,586 22	2,736,748 96	8,992,335 18	8,577,424 12
1855.....	6,64,136 13	3,114,542 26	9,756,678 39	9,968,342 29
1856.....	6,920,821 66	3,748,881 56	10,669,703 22	10,405,226 36
1857.....	7,353,951 76	4,528,004 67	11,881,956 43	11,508,057 93
1858.....	7,486,792 86	4,679,270 71	12,166,063 57	12,722,470 01
1859.....	7,968,484 07	3,915,948 49	11,884,430 56	11,458,083 63
1860.....	8,518,067 40	11,154,167 54	19,672,234 94	19,170,609 89
1861.....	8,349,296 40	4,639,806 53	12,989,102 93	13,606,759 11
1862.....	8,299,820 90	2,598,953 71	10,898,774 61	11,125,364 13
1863.....	11,163,789 59	1,007,848 72	12,171,638 31	11,314,206 44
1864.....	12,438,253 78	749,980 00	13,188,233 78	12,644,786 20
1865.....	14,536,158 70	3,968 46	14,540,127 16	13,684,728 28
1866.....	14,436,986 21		14,436,986 21	15,352,079 30
1867.....	15,297,026 87	3,991,666 67	19,288,693 54	19,235,483 46
1868.....	16,292,600 80	5,696,525 00	21,989,125 80	22,730,562 65
1869.....	18,344,510 72	5,707,115 30	24,051,626 02	23,688,131 50
1870.....	19,772,220 05	4,022,140 85	23,794,361 50	23,998,827 63



No. 4.—Comparative statement of receipts and expenditures, &c.—Continued.

Year	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1871.....	\$20,037,045 42	\$4,126,200 00	\$24,163,245 42	\$24,390,104 08
1872.....	21,915,420 37	4,933,750 00	26,900,176 37	26,858,192 31
1873.....	22,996,741 57	5,690,475 00	28,687,216 57	29,084,945 07
1874.....	26,471,071 82	5,922,433 55	32,393,505 37	32,126,414 58
1875.....	26,791,380 59	6,704,846 96	33,496,007 55	33,011,309 45
1876.....	28,634,197 50	5,088,583 03	33,722,780 53	33,265,487 58
1877.....	27,531,585 26	7,013,300 00	34,544,885 26	33,486,322 44
1878.....	29,277,516 95	5,307,852 82	34,585,169 77	34,165,084 49
1879.....	30,041,982 86	3,297,065 25	33,339,048 11	33,449,896 45
1880.....	33,315,479 34	3,597,717 20	36,913,196 54	36,542,803 68

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 27, 1880.

J. M. McGREW,  
Auditor.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1880, and charged to "Miscellaneous Account, First Assistant Postmaster-General."

AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1879.			
July 17	George C. Maynard, agent of Bell telephone.	For rent of telephone and telephone lines from July 1, 1879, to June 30, 1880.	\$275 00
Aug. 6	James E. White, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during July, 1879.	76 90
7	W. L. Hunt, assistant superintendent railway mail service.	do	118 12
13	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, rent of office, and miscellaneous expenses during July, 1879.	121 72
13	C. Jay French, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and stationery during July, 1879.	130 43
16	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams, stationery, printing, and miscellaneous expenses during July, 1879.	129 88
Sept. 3	R. C. Jackson, assistant superintendent railway mail service.	For telegrams, hotel bills, railway fare, and printing during July, 1879.	132 82
3	E. W. Alexander, assistant superintendent railway mail service.	For telegrams during July, 1879.	1 84
8	James E. White, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during August, 1879.	13 77
8	W. L. Hunt, assistant superintendent railway mail service.	do	45 59
11	R. C. Jackson, assistant superintendent railway mail service.	For telegrams and hotel bills during August, 1879.	52 66
18	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, printing, hotel bills, and miscellaneous expenses during August, 1879.	61 15
18	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, hotel bills, rent of office, and miscellaneous expenses during August, 1879.	93 47
20	W. B. Thompson, assistant superintendent railway mail service.	For telegrams, railway fare, and hotel bills during August, 1879.	95 15
27	C. Jay French, assistant superintendent railway mail service.	For telegrams, hotel bills, and miscellaneous expenses during August, 1879.	86 09
Oct. 8	W. L. Hunt, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during September, 1879.	125 96
13	R. C. Jackson, assistant superintendent railway mail service.	do	60 62
14	A. D. Hazen, Third Assistant Postmaster-General.	For expenses while travelling on official business for the Post-Office Department, from May 7 to July 28, 1879.	627 00
21	George C. Maynard, telegraphist and electrician.	For use of telephones in the office of general superintendent railway mail service, from October 10, 1879, to June 30, 1880.	68 74
Nov. 10	James E. White, assistant superintendent railway mail service.	For telegrams, stationery, and miscellaneous expenses during October, 1879.	89 61
12	L. M. Terrell, assistant superintendent railway mail service.	do	93 15



No. 5.—Statement in detail of miscellaneous payments, &amp;c.—Continued.

## AMOUNTS PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1879.			
Nov. 15	W. L. Hunt, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during October, 1879.	\$112 50
17	George L. Seybolt, special agent Post-Office Department.	For stationery during October, 1879.	5 75
Dec. 2	W. B. Thompson, general superintendent railway mail service.	For railway fare and hotel bills during November, 1879.	59 71
5	W. L. Hunt, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during November, 1879.	35 49
5	James E. White, assistant superintendent railway mail service.	do	9 57
5	Fred. W. Schaurte, special agent Post-Office Department.	For stationery during November, 1879.	39 45
5	James E. White, assistant superintendent railway mail service.	For junction time cards during November, 1879.	15 00
6	A. B. Spurling, special agent Post-Office Department.	For stationery during November, 1879.	8 25
11	L. M. Terrell, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during November, 1879.	65 50
13	W. T. Cox, special agent Post-Office Department.	For stationery during November, 1879.	10 65
15	H. J. McKusick, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during November, 1879.	137 76
1880.			
Jan. 7	W. L. Hunt, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during December, 1879.	48 13
7	Fred. W. Schaurte, special agent Post-Office Department.	For stationery during December, 1879.	37 35
8	M. J. Waldron, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during December, 1879.	17 55
9	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during September, 1879.	11 49
10	L. M. Terrell, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during December, 1879.	59 05
10	James E. White, assistant superintendent railway mail service.	do	49 38
16	Houghton, Osgood & Co.	For United States Postal Guides for use of Post-Office Department, January, 1880.	100 00
16	C. Jay French, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during October, 1879.	115 94
16	do	For telegrams and miscellaneous expenses during November, 1879.	117 75
16	do	For telegrams and miscellaneous expenses during September, 1879.	120 31
17	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during August, October, November, and December, 1879.	66 09
21	C. Jay French, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during December, 1879.	100 27
21	R. C. Jackson, assistant superintendent railway mail service.	do	53 77
Feb. 4	W. L. Hunt, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during January, 1880.	65 17
9	James E. White, assistant superintendent railway mail service.	do	98 28
17	R. C. Jackson, assistant superintendent railway mail service.	do	101 27
17	H. J. McKusick, assistant superintendent railway mail service.	do	91 22
Mar. 5	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during February, 1880.	6 98
5	James E. White, assistant superintendent railway mail service.	do	77 49
5	W. L. Hunt, assistant superintendent railway mail service.	do	73 02
17	H. J. McKusick, assistant superintendent railway mail service.	do	76 28
Apr. 5	Fred. W. Schaurte, special agent Post-Office Department.	For stationery during March, 1880.	36 25
9	James E. White, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during March, 1880.	41 16
17	C. Jay French, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during January, February, and March, 1880.	312 25
22	R. C. Jackson, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during March, 1880.	79 48
23	O. H. Irish, chief of the Bureau of Engraving and Printing.	For engraving and printing special agents' commissions for year 1880.	115 00
May 8	James E. White, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during April, 1880.	17 53



No. 5.—Statement in detail of miscellaneous payments, &amp;c.—Continued.

## AMOUNTS PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1880.			
May 8	W. L. Hunt, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during April, 1880.	\$37 30
10	R. C. Jackson, assistant superintendent railway mail service.	.....do.....	128 61
11	H. J. McKusick, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during March, 1880.	100 91
June 8	James E. White, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during May, 1880.	85 26
8	H. J. McKusick, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during April, 1880.	167 10
10	R. C. Jackson, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during May, 1880.	60 57
11	H. J. McKusick, assistant superintendent railway mail service.	.....do.....	104 83
16	W. L. Hunt, assistant superintendent railway mail service.	.....do.....	80 61
July 2	W. B. Thompson, general superintendent railway mail service.	For telegrams and miscellaneous expenses during June, 1880.	100 04
7	James E. White, assistant superintendent railway mail service.	.....do.....	66 21
13	W. H. Barnard, treasurer of National Capitol Telephone Company.	For telephonic exchange services during the quarters ending March 31 and June 30, 1880.	23 00
13	H. J. McKusick, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during June, 1880.	74 05
17	R. C. Jackson, assistant superintendent railway mail service.	.....do.....	83 68
Aug. 3	W. L. Hunt, assistant superintendent railway mail service.	.....do.....	72 92
3	L. M. Terrell, assistant superintendent railway mail service.	.....do.....	71 75
	Total paid by warrant .....		6,380 12

## AMOUNTS PAID BY DRAFT.

1879.			
Aug. 2	M. V. Bailey, assistant superintendent railway mail service.	For amount paid for traveling expenses during July, 1879.	\$109 86
13	W. J. Lovell, assistant superintendent railway mail service.	For telegrams during July 1879 .....	88 09
13	M. J. Waldron, assistant superintendent railway mail service.	For telegrams and railway fare during July, 1879.	24 40
Sept. 1	M. V. Bailey, assistant superintendent railway mail service.	For telegrams, railway fare, and hotel bills during August, 1879.	46 15
2	W. G. Lovell, assistant superintendent railway mail service.	For miscellaneous expenses during July, 1879.	27 78
2	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, railway fare, and hotel bills during July, 1879.	130 80
8	W. J. Lovell, assistant superintendent railway mail service.	For telegrams, railway fare, and hotel bills during August, 1879.	95 72
9	M. J. Waldron, assistant superintendent railway mail service.	For telegrams during August, 1879. ....	3 24
Oct. 1	James E. White, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during September, 1879.	82 88
6	M. V. Bailey, assistant superintendent railway mail service.	.....do.....	86 19
13	W. G. Lovell, assistant superintendent railway mail service.	.....do.....	65 98
14	M. J. Waldron, assistant superintendent railway mail service.	For telegrams during September, 1879 .....	5 34
21	H. J. McKusick, assistant superintendent railway mail service.	For office rent, telegrams, and printing during September, 1879.	102 89
Nov. 7	A. P. Foster, special agent Post-Office Department.	For stationery and freight on same during October, 1879.	28 80
7	F. W. Schaefer, special agent Post-Office Department.	For stationery during November, 1879 .....	35 50
11	R. C. Jackson, special agent Post-Office Department.	For railway fare and miscellaneous expenses during October, 1879.	67 01
11	H. J. McKusick, assistant superintendent railway mail service.	For telegrams, railway fare, and hotel bills during October, 1879.	82 11
12	W. B. Thompson, general superintendent railway mail service.	For railway fare and miscellaneous expenses during October, 1879.	62 51
12	L. M. Terrell, assistant superintendent railway mail service.	For telegrams, printing, and miscellaneous expenses during September, 1879.	71 45



## No. 5.—Statement in detail of miscellaneous payments, &amp;c.—Continued.

## AMOUNTS PAID BY DRAFT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1879.			
Nov. 12	John Frey, special agent Post-Office Department.	For amount paid for printing during November, 1879.	\$12 25
13	W. G. Lovell, assistant superintendent railway mail service.	For railway fare and miscellaneous expenses during October, 1879.	89 46
Dec. 4	M. V. Bailey, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during November, 1879.	53 78
8	W. G. Lovell, assistant superintendent railway mail service.	For railway fare, hotel bills, and telegrams during November, 1879.	69 06
9	G. W. White, special agent Post-Office Department.	For stationery during November, 1879 . . . . .	6 89
9	R. C. Jackson, special agent Post-Office Department.	For railway fare, hotel bills, and telegrams during November, 1879.	162 59
12	O. P. Dennuth . . . . .	For services rendered in compilation of "Locals," 81 days at \$1 per diem, from September 23, 1879, to December 12, 1879, inclusive.	81 00
30	M. V. Bailey, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during December, 1879.	69 64
1880.			
Jan. 5	W. B. Thompson, general superintendent railway mail service.	For railway fare, hotel bills, and telegrams during December, 1879.	51 91
16	W. G. Lovell, assistant superintendent railway mail service.	For railway fare, hotel bills, and telegrams during December, 1879.	87 69
16	H. J. McKusick, assistant superintendent railway mail service.	For office rent and telegrams during December, 1879.	62 26
21	R. P. Eaton, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during December, 1879.	44 53
28	W. B. Thompson, general superintendent railway mail service.	For railway fare, hotel bills, and telegrams during January, 1880.	14 40
29	James N. Tyner, First Assistant Postmaster-General.	For expenses incurred from Washington, D. C., to Chicago, Ill., on official business of Post-Office Department during September, 1879.	22 50
Feb. 5	M. V. Bailey, assistant superintendent railway mail service.	For railway fare, hotel bills, and telegrams during January, 1880.	82 46
7	W. G. Lovell, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during January, 1880.	162 53
10	M. J. Waldron, assistant superintendent railway mail service.	For telegrams and railway fare during January, 1880.	4 50
17	Thomas P. Cheney, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during January, 1880.	51 71
24	M. V. Bailey, assistant superintendent railway mail service.	For railway fare, hotel bills, and telegrams during January, 1880.	50 19
26	L. M. Terrell, assistant superintendent railway mail service.	do . . . . .	70 10
28	W. B. Thompson, general superintendent railway mail service.	For railway fare, hotel bills, and telegrams during February, 1880.	32 74
Mar. 8	W. G. Lovell, assistant superintendent railway mail service.	do . . . . .	87 62
8	R. C. Jackson, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during February, 1880.	43 28
12	L. M. Terrell, assistant superintendent railway mail service.	For railway fare, hotel bills, and telegrams during February, 1880.	86 69
Apr. 8	M. J. Waldron, assistant superintendent railway mail service.	For requisitions Nos. 1 and 2 on governor of Michigan, for R. C. Davis, alias Henderson, and sundry expenses during March, 1880.	7 75
12	W. G. Lovell, assistant superintendent railway mail service.	For railway fare, hotel bills, and telegrams during March, 1880.	89 45
29	W. B. Thompson, general superintendent railway mail service.	For telegrams and miscellaneous expenses during April, 1880.	90 05
May 1	do . . . . .	For telegrams and miscellaneous expenses during July, 1879.	75 93
4	L. M. Terrell, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during March, 1880.	59 70
4	M. V. Bailey, assistant superintendent railway mail service.	For railway fare, hotel bills, and telegrams during April, 1880.	70 50
5	M. J. Waldron, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during April, 1880.	13 25
7	W. G. Lovell, assistant superintendent railway mail service.	For railway fare, hotel bills, and telegrams during April, 1880.	106 72
7	L. M. Terrell, assistant superintendent railway mail service.	do . . . . .	148 96
31	W. B. Thompson, general superintendent railway mail service.	For railway fare, hotel bills, and telegrams during May, 1880.	36 14
June 1	M. V. Bailey, assistant superintendent railway mail service.	do . . . . .	70 24



No. 5.—*Statement in detail of miscellaneous payments, &c.*—Continued.

AMOUNTS PAID BY DRAFT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1880.			
June 16	W. G. Lovell, assistant superintendent railway mail service.	For railway fare, hotel bills, and telegrams during May, 1880.	\$80 48
18	L. M. Terrell, assistant superintendent railway mail service.	For telegrams and miscellaneous expenses during May, 1880.	36 55
July 6	M. V. Bailey, assistant superintendent railway mail service.	For miscellaneous expenses during June, 1880.	58 96
13	W. G. Lovell, assistant superintendent railway mail service.	For railway fare, hotel bills, and telegrams during June, 1880.	97 85
15	C. Jay French, assistant superintendent railway mail service.	For railway fare, hotel bills, and telegrams during April, May, and June, 1880.	315 24
	Total paid by draft .....		3,942 10

AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS.

1879.			
Oct. 3	T. L. James, postmaster, New York, N. Y.	For expenditures on account of railway mail service, third quarter, 1879.	111 93
9	T. F. Robley, postmaster, Fort Scott, Kans.	.....do .....	37 50
10	J. M. Edmunds, postmaster, Washington, D. C.	.....do .....	72 00
10	F. W. Palmer, postmaster, Chicago, Ill.	.....do .....	461 26
13	C. H. Eddy, postmaster, Toledo, Ohio.	.....do .....	30 00
14	Benjamin Conley, postmaster, Atlanta, Ga.	.....do .....	173 00
14	C. W. Goddard, postmaster, Portland, Me.	.....do .....	37 50
14	N. B. Sherwin, postmaster, Cleveland, Ohio.	.....do .....	238 03
16	J. P. Woolfolk, postmaster, Jackson, Tenn.	.....do .....	30 00
17	Samuel Hays, postmaster, Saint Louis, Mo.	.....do .....	75 90
17	P. J. Popple, postmaster, Dunkirk, N. Y.	.....do .....	27 50
17	V. C. Thompson, postmaster, Louisville, Ky.	.....do .....	5 30
21	James Coey, postmaster, San Francisco, Cal.	.....do .....	21 25
21	A. C. Chase, postmaster, Syracuse, N. Y.	.....do .....	69 50
21	W. W. Forbes, postmaster, Richmond, Va.	.....do .....	121 95
21	E. S. Tobey, postmaster, Boston, Mass.	.....do .....	122 93
21	J. T. Wilder, postmaster, Chattanooga, Tenn.	.....do .....	24 00
31	W. N. Denny, postmaster, Vincennes, Ind.	.....do .....	62 50
31	J. P. Loge, postmaster, Cincinnati, Ohio.	.....do .....	481 23
31	J. Richardson, postmaster, Houston, Tex.	.....do .....	1 20
31	J. F. Wilson, postmaster, Lynchburg, Va.	.....do .....	25 00
Nov. 17	J. W. Knowlton, postmaster, Bridgeport, Conn.	For miscellaneous expenditures in third quarter, 1879.	52 65
20	Theo. S. Case, postmaster, Kansas City, Mo.	For expenditures on account of railway mail service, third quarter, 1879.	200 00
21	Benjamin Conley, postmaster, Atlanta, Ga.	For expenditures on account of special agent Post-Office Department, third quarter, 1879.	46 80
24	Thomas F. Hall, postmaster, Omaha, Nebr.	.....do .....	22 53
24	J. P. Loge, postmaster, Cincinnati, Ohio.	For amount paid to laborers, fourth quarter, 1878.	218 80
Dec. 13	L. McLaws, postmaster, Savannah, Ga.	For amount paid for rubber stamps, fourth quarter, 1878, and first quarter, 1879.	5 50
1880.			
Jan. 2	T. L. James, postmaster, New York, N. Y.	For expenditures on account of railway mail service, fourth quarter, 1879.	5 00
5	T. L. James, postmaster, New York, N. Y.	.....do .....	41 68
6	W. N. Denny, postmaster, Vincennes, Ind.	.....do .....	62 50
7	F. W. Palmer, postmaster, Chicago, Ill.	For amount paid for moving furniture, first and second quarters, 1879.	1,022 00



No. 5.—Statement in detail of miscellaneous payments, &amp;c.—Continued.

## AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1880.			
Jan. 8	F. W. Palmer postmaster, Chicago, Ill.	For expenditures on account of railway mail service, fourth quarter, 1879.	\$438 54
10	P. J. Popple, postmaster, Dunkirk, N. Y.	do	27 50
10	T. F. Robley, postmaster, Fort Scott, Kans.	do	37 50
10	E. S. Tobey, postmaster, Boston, Mass.	do	32 30
13	Theo. S. Case, postmaster, Kansas City, Mo.	do	200 00
13	J. P. Woolfolk, postmaster, Jackson, Tenn.	do	30 00
14	N. B. Sherwin, postmaster, Cleveland, Ohio.	do	224 85
14	F. W. Palmer, postmaster, Chicago, Ill.	do	98 30
20	James Coey, postmaster, San Francisco, Cal.	do	27 00
20	O. A. Hatley, postmaster, Little Rock, Ark.	do	65 83
20	J. Richardson, postmaster, Houston, Tex.	do	20 00
21	John P. Loge, postmaster, Cincinnati, Ohio.	do	389 79
21	C. H. Eddy, postmaster, Toledo, Ohio.	do	30 00
21	Samuel Hays, postmaster, Saint Louis, Mo.	do	93 55
21	Benjamin Conley, postmaster, Atlanta, Ga.	do	75 00
21	C. W. Goddard, postmaster, Portland, Me.	do	96 75
21	Benjamin Conley, postmaster, Atlanta, Ga.	For expenditures on account of special agent Post-Office Department, fourth quarter, 1879.	71 60
23	A. A. Smith, postmaster, Leadville, Colo.	For miscellaneous expenditures, third quarter, 1879.	24 90
28	J. S. Stevens, postmaster, Peoria, Ill.	For expenditures on account of railway mail service, fourth quarter, 1879.	5 00
31	W. W. Forbes, postmaster, Richmond, Va.	For miscellaneous expenditures, first quarter, 1879.	44 23
Feb. 3	do	For expenditures on account of railway mail service, fourth quarter, 1879.	206 20
3	J. F. Wilson, postmaster, Lynchburg, Va.	do	38 44
3	J. T. Wilder, postmaster, Chattanooga, Tenn.	do	24 00
6	A. C. Chase, postmaster, Syracuse, N. Y.	do	56 25
10	V. C. Thompson, postmaster, Louisville, Ky.	do	3 05
20	C. B. Prescott, postmaster, Holyoke, Mass.	For miscellaneous expenditures, third quarter, 1879.	3 33
28	J. A. Shipman, postmaster, Springfield, Ohio.	For amount paid for changing post-office for letter-carriers, fourth quarter, 1879.	70 00
Mar. 30	John Tweedy, postmaster, Danbury, Conn.	For amount paid for water rent, fourth quarter, 1879.	2 00
Apr. 3	T. L. James, postmaster, New York, N. Y.	For expenditures on account of railway mail service, first quarter, 1880.	82 15
8	T. F. Robley, postmaster, Fort Scott, Kans.	do	37 50
8	J. F. Wilson, postmaster, Lynchburg, Va.	do	25 00
8	F. W. Palmer, postmaster, Chicago, Ill.	do	359 34
12	Benjamin Conley, postmaster, Atlanta, Ga.	do	55 00
12	do	For expenditures on account of special agent Post-Office Department, first quarter, 1880.	64 60
15	C. H. Eddy, postmaster, Toledo, Ohio.	For expenditures on account of railway mail service, first quarter, 1880.	30 00
15	J. F. Wilson, postmaster, Lynchburg, Va.	do	11 16
21	Samuel Hays, postmaster, Saint Louis, Mo.	do	50 00
May 7	N. H. Craig, postmaster, Albany, N. Y.	For amount paid for repairs of office, third quarter, 1878.	28 10
June 5	E. S. Tobey, postmaster, Boston, Mass.	For miscellaneous expenditures, first quarter, 1880.	78 00
11	V. C. Thompson, postmaster, Louisville, Ky.	For expenditures on account of railway mail service, first quarter, 1880.	2 65



## No. 5.—Statement in detail of miscellaneous payments, &amp;c.—Continued.

## AMOUNTS CREDITED POSTMASTERS ON THEIR GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1880.			
July 3	T. L. James, postmaster, New York, N. Y.	For amount paid for copy of New York Directory for Post-Office Department, second quarter, 1880.	\$5 00
5	do	For expenditures on account of railway mail service, second quarter, 1880.	12 50
9	J. W. McGee, postmaster, Cawker City, Kans.	For amount paid for telegraphing, third quarter, 1879.	2 00
10	D. B. Ainger, postmaster, Washington, D. C.	For expenditures on account of railway mail service, second quarter, 1880.	685 80
10	F. W. Palmer, postmaster, Chicago, Ill.	do	18 75
12	C. H. Eddy, postmaster, Toledo, Ohio	do	30 00
10	Benjamin Conley, postmaster, Atlanta, Ga.	For expenditures on account of special agent Post-Office Department, second quarter, 1880.	70 00
20	Samuel Hays, postmaster, Saint Louis, Mo.	For expenditures on account of railway mail service, second quarter, 1880.	50 00
31	H. S. Glover, postmaster, Macou, Ga.	For amount paid for cleaning post-office, second quarter, 1880.	45 00
Aug. 27	W. W. Forbes, postmaster, Richmond, Va.	For amount paid for directory for Post-Office Department, second quarter, 1880.	4 00
	Total credited on general account		8,200 54

## RECAPITULATION.

Amounts allowed to the postmasters at the principal post-offices, credited in quarterly accounts current, for incidental expenses, such as office repairs, gas fixtures, telegrams, &c.:

Third quarter, 1879	\$13,030 01
Fourth quarter, 1879	15,746 09
First quarter, 1880	15,737 26
Second quarter, 1880	16,127 97
Total	60,641 33
Amount paid by warrant	\$6,380 12
Amount paid by draft	3,942 10
Amount allowed postmasters and others credited on general accounts	8,200 54
	18,522 76
Total	79,164 09
Deduct amount of fares charged to inland transportation	13 10
Amount actually paid and charged to "Miscellaneous—First Assistant Postmaster-General"	79,150 99

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 27, 1880.

## No. 6.—Statement in detail of payments made by the Post-Office Department for the fiscal year ended June 30, 1880, and charged to "Miscellaneous—Postmaster-General."

## AMOUNTS PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1879.			
July 12	The National Republican, Washington, D. C.	For one year's subscription, five copies, National Republican.	\$30 00
17	N. J. Hillman	For one copy Presidents of America furnished Post-Office Department.	20 00
22	W. M. Stuart	For services rendered stamping bids for carrying United States mails.	15 05
Sept. 3	E. L. Godkin & Co	For one year's subscription to the Nation	5 20
Oct. 3	John C. Parker	For subscription for four copies of the New York Tribune, July 1 to December 31, 1879.	30 00
21	Judd & Detweiler	For printing circulars of unmailable matter.	17 50
25	Judd & Detweiler	For printing dead-letter office envelopes and circulars of unmailable matter.	22 50
Nov. 14	James S. Crawford	For expenses in visiting New York on business of Post-Office Department.	33 20



## No. 6.—Statement in detail of miscellaneous payments, &amp;c.—Continued.

## AMOUNTS PAID BY WARRANT—Continued.

Date.	For whom allowed.	For what object.	Amount.
1880.			
Jan. 15	A. S. Barnes & Co.	For one year's subscription to International Review.	\$5 00
20	J. B. Adams	For thirty city directories and fourteen Spofford's American Almanac for use of Post-Office Department.	171 00
Feb. 18	O. H. Irish, Chief of Bureau of Engraving and Printing.	For engraving one die for Post-Office Department.	10 00
Mar. 3	James P. Powell	For furnishing Post-Office Department one thousand copies of the Washington Law Reporter.	40 00
26	John W. Forney	For one year's subscription to Progress	5 00
29	James Anglin	For two copies of American State Papers	6 00
Apr. 5	L. M. Turner	For twelve days' labor from March 18 to 31, 1880.	12 00
12	John C. Parker	For subscription for four copies of the New York Tribune, January 1 to June 30, 1880.	30 00
May 1	M. L. Black	For thirteen days' labor, from April 17 to 30, 1880, at \$2 per diem.	26 00
1	L. M. Turner	For twenty-six days' labor from April 5 to 30, 1880.	26 00
4	H. J. Finley	For copy of life of Zachariah Chandler	4 50
20	William W. Moore	For amount paid for street-car tickets for use of Post-Office Department.	50 00
27	Thomas H. Lawrence	For one copy of The Life and Letters of Admiral D. A. Farragut.	4 00
June 1	W. W. Cox	For one volume of Motto Envelopes, used during the civil war.	20 00
2	L. M. Turner	For twenty-six days' labor, at \$1 per diem.	26 00
9	J. B. Adams	For one copy of Haswell's Manual of Engineering for use of Post-Office Department.	3 00
14	Charles A. Ray	For traveling expenses while on business for Post-Office Department.	27 00
Aug. 3	William W. Moore	For amount paid for street-car tickets for use of Post-Office Department.	109 00
	Total paid by warrant		747 95

## AMOUNTS PAID BY DRAFT.

1879.			
July 21	C. C. Clark, agent New York Central and Hudson River Railroad Company.	For fees paid for protest of Postmaster-General, draft No. 4004, dated July 10, 1879.	\$1 51
Aug. 30	W. A. Kuapp	For amount paid Adams Express Company, August 29, 1879, for freight on photographs of postal cards.	4 25
Sept. 8	Adolph S. Ochs	For subscription for Chattanooga Daily Times, July 1, 1879, to June 30, 1880.	8 00
16	J. E. Bruce	For one year's subscription to the Argus, Washington, D. C.	1 25
1880.			
Feb. 3	William M. Stuart	For services in stamping proposals for carrying United States mails, 11 days, at \$3.20 per diem.	35 20
Apr. 17	M. L. Black	For twelve days' labor in dead-letter office, at \$2 per diem.	24 00
June 4	Thomas B. Kirby, Post-Office Department.	For personal expenses while traveling on business of Post-Office Department.	7 40
5	W. A. Kuapp, chief clerk Post-Office Department.	For amount Baltimore and Potomac Railroad Company for freight and charges.	2 00
29	H. E. Henry	For amount paid for 26 days' labor, at \$2 per diem.	52 00
	Total paid by draft		135 61

## AMOUNTS CREDITED ON GENERAL ACCOUNT.

1879.			
Oct. 9	Hugh Nisbet, Post-Office Department.	For personal expenses while traveling on business for Post-Office Department.	\$96 00
Dec. 9	A. H. Bissell, law clerk Post-Office Department.	do.	35 50
1880.			
Feb. 28	Thomas B. Kirby, stenographer to Postmaster-General.	do.	97 50
Apr. 12	W. A. Kuapp, chief clerk Post-Office Department.	do.	139 00



## No. 6.—Statement in detail of miscellaneous payments, &amp;c.—Continued.

## AMOUNTS CREDITED ON GENERAL ACCOUNT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1880.			
July 13	Thomas B. Kirby, stenographer to Postmaster-General.	For personal expenses while traveling on business for Post-Office Department.	\$123 50
13	Charles A. Ray, Post-Office Department.	do.	110 00
Total credited on general account			601 50

## RECAPITULATION.

Total paid by warrant	\$747 95
Total paid by draft	135 61
Total credited on general account	601 50
Total "Miscellaneous—Postmaster-General"	1,485 06

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF TREASURY

FOR THE POST-OFFICE DEPARTMENT, October 27, 1880.

## 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, 1880.

Title of appropriations.	Amount, including special acts and deficiencies.	Expended.	Balance unexpended.	Excess of expenditures.
Compensation of postmasters	\$7,550,000 00	\$7,708,407 54		\$158,407 54
Compensation of clerks for post-offices	3,600,000 00	3,567,793 02	\$32,206 98	
Letter-carriers	2,415,000 00	2,363,717 71	51,282 29	
Wrapping-paper	20,000 00	20,000 00		
Twine	50,244 00	50,244 00		
Postmarking and canceling stamps	12,000 00	11,999 60	40	
Letter-balances	6,000 00	5,999 00	10	
Rent, light, and fuel for post-offices	425,000 00	364,018 15	60,981 85	
Stationery	50,000 00	48,284 81	1,715 19	
Furniture for post-offices	20,000 00	16,678 12	3,321 88	
Miscellaneous, First Assistant Postmaster-General	90,000 00	77,210 86	12,789 14	
Inland mail transportation, railroad	9,150,000 00	8,198,501 52	951,498 48	
Inland mail transportation, star	7,100,000 00	6,925,274 08	174,725 02	
Inland mail transportation, steamboat	900,000 00	789,101 65	110,898 35	
Transportation by postal cars	1,250,000 00	1,141,545 19	108,454 81	
Compensation of railway post-office clerks	1,370,000 00	1,367,463 35	2,536 65	
Compensation of route-agents	1,125,000 00	1,116,697 07	8,302 93	
Compensation of mail-route messengers	185,000 00	174,854 38	10,145 62	
Compensation of local agents	120,000 00	119,423 79	576 21	
Compensation of mail-messengers	675,000 00	667,421 32	7,578 68	
Mail locks and keys	15,000 00	3,768 50	11,233 50	
Mail bags and catchers	185,000 00	131,022 26	53,977 74	
Post-route maps	41,945 87	41,045 87		
Mail depredations and special agents	150,000 00	146,808 27	3,136 73	
Postage-stamps	92,000 00	89,184 14	2,815 86	
Distribution of postage-stamps	8,100 00	7,365 71	734 29	
Stamped envelopes and newspaper-wrappers	485,256 33	418,009 55	67,246 78	
Distribution of stamped envelopes and newspaper-wrappers	16,000 00	15,254 17	745 83	
Postal cards	200,000 00	191,218 11	8,781 89	
Distribution of postal cards	7,309 00	6,998 68	311 32	
Office dead letter and registered envelopes, locks, and seals	69,743 67	60,743 67		
Ship, steamboat, and way letters	4,500 00	1,355 51	3,144 49	
Engravings, &c., drafts and warrants	1,509 00	1,191 47	308 53	
Advertising	60,000 00	27,149 86	32,850 14	
Miscellaneous, office of Postmaster-General	1,500 00	1,485 06	14 94	
Foreign mail transportation	260,000 00	206,000 35	53,999 65	
Balance due foreign countries	45,000 00	7,538 34	37,461 66	
Postal Union postages	1,000 00	1,000 00		
Total	37,757,089 87	36,101,820 38	1,813,677 03	158,407 54

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST-OFFICE DEPARTMENT, October 27, 1880.



No. 8.—Table showing the receipts, expenditures, net revenue, and per cent. of expenses on gross revenue of the post-offices at which the free-delivery system is in operation, for the fiscal year ended June 30, 1880.

Office and State.	Gross revenue.	Office expenditures.	Free delivery.	Total expenditures.	Net revenue.	Per cent. expense on gross revenue.
Bangor, Me.	\$25,094 88	\$8,465 12	\$3,401 50	\$11,866 62	\$13,228 26	47
Portland, Me.	76,432 93	21,169 89	8,506 20	29,676 09	46,756 84	38
Manchester, N. H.	25,081 84	6,567 57	4,584 21	11,151 78	13,930 06	44
Boston, Mass.	1,105,966 83	250,967 39	169,418 45	420,385 84	685,580 99	38
Fall River, Mass.	24,917 50	9,089 79	5,100 00	14,190 79	10,717 71	56
Lawrence, Mass.	25,312 21	7,342 21	7,000 18	14,342 39	10,969 82	56
Lowell, Mass.	55,436 09	9,733 86	8,521 14	18,254 00	37,181 69	32
Lynn, Mass.	32,059 19	6,617 95	6,000 75	12,518 70	19,440 49	41
New Bedford, Mass.	30,211 53	5,953 96	6,216 70	12,170 66	18,040 87	40
Salem, Mass.	22,920 31	6,347 28	5,145 70	11,492 98	11,427 33	50
Springfield, Mass.	62,604 53	11,369 77	6,821 50	18,191 27	44,413 26	26
Worcester, Mass.	72,820 92	11,888 91	9,505 70	21,392 61	51,428 31	29
Providence, R. I.	143,711 45	25,578 91	23,750 55	49,329 46	94,381 99	34
Bridgeport, Conn.	39,624 18	10,734 11	4,513 09	15,247 20	24,376 98	38
Hartford, Conn.	104,449 72	29,467 69	9,350 00	38,817 69	71,632 03	28
New Haven, Conn.	88,454 57	16,755 24	14,031 66	30,787 90	57,667 67	24
Albany, N. Y.	135,032 92	36,136 10	26,232 50	62,368 60	72,664 32	46
Anbun, N. Y.	14,403 70	4,138 40	1,282 84	5,421 24	8,982 46	37
Brooklyn, N. Y.	229,072 44	58,912 14	95,070 28	153,982 42	75,090 02	67
Buffalo, N. Y.	195,836 05	30,024 98	34,421 16	64,446 14	131,389 91	32
Rhine, N. Y.	33,833 46	9,238 42	5,731 86	14,970 28	18,863 18	44
New York, N. Y.	3,447,339 66	822,203 17	411,098 00	1,233,301 17	2,214,038 49	32
Oswego, N. Y.	19,811 43	7,037 72	5,150 51	12,188 23	7,623 20	61
Poughkeepsie, N. Y.	33,302 05	10,679 73	5,854 67	16,534 40	16,768 25	49
Rochester, N. Y.	137,110 56	23,663 83	22,586 02	46,249 85	90,860 71	23
Syracuse, N. Y.	84,156 56	16,200 49	14,496 45	30,757 14	53,399 42	63
Troy, N. Y.	75,134 67	16,681 36	12,848 48	29,529 84	45,604 83	29
Utica, N. Y.	49,447 27	10,801 02	10,252 28	21,113 30	28,333 97	42
Camden, N. J.	18,109 90	6,193 98	5,725 34	11,519 32	6,590 58	63
Elizabeth, N. J.	34,082 24	6,054 25	5,231 20	12,185 45	22,496 83	35
Hoboken, N. J.	11,360 28	3,966 30	3,410 00	7,376 30	3,983 98	36
Jersey City, N. J.	67,020 63	8,030 01	17,986 51	26,019 52	41,001 11	38
Newark, N. J.	99,705 52	13,513 54	22,577 00	36,090 54	63,614 98	36
Paterson, N. J.	24,822 85	5,855 17	6,243 78	12,098 95	12,723 90	45
Trenton, N. J.	39,536 21	8,127 72	5,100 80	13,228 52	26,307 69	33
Allegheny, Pa.	26,825 24	7,079 75	6,350 12	12,433 87	19,391 37	61
Easton, Pa.	17,432 00	6,343 45	5,920 65	12,263 10	5,150 50	70
Erie, Pa.	26,703 15	8,717 28	6,304 15	15,023 43	14,681 72	35
Harrisburgh, Pa.	36,544 50	15,316 72	5,128 35	20,445 07	16,119 43	35
Lancaster, Pa.	28,186 74	7,159 78	4,588 92	11,748 70	16,438 04	41
Philadelphia, Pa.	1,151,206 06	215,279 23	270,236 86	545,516 09	605,689 97	42
Pittsburgh, Pa.	245,729 86	47,806 10	32,826 15	80,632 25	165,097 61	29
Reading, Pa.	30,206 91	7,442 18	7,604 81	15,136 99	15,159 92	49
Pottsville, Pa.	13,039 69	5,276 01	4,422 67	9,698 68	4,341 01	66
Wilmington, Del.	35,045 65	8,429 62	8,649 23	17,078 85	18,566 80	47
Baltimore, Md.	405,704 09	74,155 85	69,699 44	143,763 29	261,938 80	35
Washington, D. C.	212,559 11	107,867 37	43,990 57	151,857 94	80,701 17	71
Norfolk, Va.	25,851 41	9,045 28	4,785 07	13,830 35	22,021 06	58
Petersburgh, Va.	18,028 72	6,951 55	4,315 34	11,266 88	6,761 84	62
Richmond, Va.	85,658 03	18,590 06	13,684 32	32,274 58	53,383 45	37
Wheeling, W. Va.	35,148 04	10,743 65	5,426 06	16,169 71	18,978 33	46
Charleston, S. C.	60,109 33	11,742 05	6,821 00	18,563 05	41,546 28	29
Atlanta, Ga.	59,409 00	14,404 00	5,681 15	20,085 15	39,323 84	33
Augusta, Ga.	23,080 86	7,203 81	3,063 23	10,267 14	12,813 74	42
Savannah, Ga.	50,564 63	13,811 50	5,479 36	21,390 86	29,173 77	46
Macon, Ga.	11,429 21	4,246 20	1,823 57	6,069 77	5,359 44	53
Mobile, Ala.	44,837 61	14,389 55	5,117 12	19,485 07	25,347 54	43
New Orleans, La.	220,020 97	78,739 46	44,157 57	102,897 03	117,123 94	46
Memphis, Tenn.	57,111 69	20,834 31	11,122 42	32,056 73	25,054 96	43
Nashville, Tenn.	71,860 03	17,968 32	9,184 46	27,152 78	44,707 25	37
Covington, Ky.	16,255 06	5,712 96	4,302 14	10,015 10	6,239 96	64
Louisville, Ky.	179,199 71	29,488 72	30,136 07	59,624 79	119,574 92	31
Cincinnati, Ohio	500,310 26	97,244 01	69,419 04	166,633 05	333,676 31	33
Akron, Ohio	11,152 79	3,453 40	1,230 44	4,683 84	6,468 95	42
Cleveland, Ohio	214,313 33	38,885 00	35,206 49	74,091 49	140,221 84	34
Columbus, Ohio	85,044 72	16,844 82	11,276 00	28,220 82	56,823 90	33
Toledo, Ohio	52,380 88	13,233 20	10,505 00	23,738 20	28,642 68	43
Dayton, Ohio	101,731 77	18,643 89	12,502 55	31,146 44	70,585 33	36
Springfield, Ohio	36,351 83	8,147 28	3,841 14	13,088 42	23,263 41	50
Evansville, Ind.	31,902 24	9,226 71	6,325 88	15,552 59	16,349 65	43
Fort Wayne, Ind.	30,172 40	9,065 33	6,189 97	10,153 30	20,019 10	47
Indianapolis, Ind.	133,226 09	33,115 13	27,890 02	61,805 15	71,480 94	56
La Fayette, Ind.	23,256 58	8,167 11	4,250 00	13,117 11	10,139 47	46
Terre Haute, Ind.	23,057 54	1,844 97	4,502 23	15,347 20	13,710 34	52
Bloomington, Ill.	27,082 28	8,627 40	5,106 00	13,727 40	13,354 88	50
Chicago, Ill.	1,215,954 87	308,086 31	170,165 33	478,251 64	737,733 23	33



No. 8.—Table showing the receipts, expenditures, net revenue, &c.—Continued.

Office and State.	Gross revenue.	Office expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense on gross revenue.
Peoria, Ill. ....	\$50,311 57	\$10,187 24	\$7,020 15	\$17,207 39	\$33,104 18	34
Quincy, Ill. ....	32,480 56	10,122 12	6,392 67	10,514 79	15,965 77	50
Springfield, Ill. ....	28,193 23	8,452 75	4,392 65	12,845 40	15,347 83	45
Detroit, Mich. ....	216,738 17	36,018 18	30,935 70	66,953 97	149,784 20	30
Grand Rapids, Mich. ....	52,298 40	11,165 89	7,526 23	18,692 12	33,606 28	35
Jackson, Mich. ....	22,981 83	0,603 46	1,269 44	7,872 90	15,108 93	34
Milwaukee, Wis. ....	175,244 09	27,392 68	27,496 97	54,889 65	120,354 44	31
Minneapolis, Minn. ....	70,067 13	17,178 73	10,073 08	27,251 81	42,815 32	38
Saint Paul, Minn. ....	90,146 32	15,164 33	10,605 21	25,769 54	64,376 78	28
Burlington, Iowa. ....	33,352 16	7,204 48	5,404 75	12,609 23	20,742 93	38
Davenport, Iowa. ....	32,519 73	8,911 96	0,800 79	15,712 75	16,806 98	48
Des Moines, Iowa. ....	47,406 81	9,727 22	0,279 76	10,006 98	31,899 83	31
Dubuque, Iowa. ....	33,668 12	8,180 30	5,304 00	13,484 30	20,183 82	40
Kansas City, Mo. ....	112,589 93	20,017 67	13,398 94	34,316 61	78,273 32	30
Saint Joseph, Mo. ....	51,035 11	12,053 35	6,269 20	18,322 55	33,312 56	35
Saint Louis, Mo. ....	596,655 73	132,830 40	112,326 09	245,156 53	351,499 22	41
Omaha, Nebr. ....	57,553 25	13,892 50	7,188 80	21,051 48	30,501 77	36
Leavenworth, Kans. ....	26,883 63	8,230 95	4,497 57	12,728 52	14,155 11	47
Topeka, Kans. ....	38,401 06	7,534 50	3,382 10	10,916 60	27,485 36	28
Oakland, Cal. ....	31,593 58	11,336 90	6,691 25	18,028 15	13,565 43	57
San Francisco, Cal. ....	433,541 66	95,916 64	54,689 03	150,606 57	282,935 09	34
Sacramento, Cal. ....	34,223 27	13,358 55	3,739 53	17,098 08	17,125 19	49
Portland, Oreg. ....	41,567 62	10,088 63	3,617 70	13,706 33	27,861 29	32
Little Rock, Ark. ....	23,457 78	11,119 60	2,235 80	13,355 40	10,102 38	56
Dallas, Tex. ....	27,747 32	9,406 47	2,980 53	12,387 00	15,360 32	44
Galveston, Tex. ....	62,062 19	15,777 60	3,611 85	19,389 45	43,572 74	30
Houston, Tex. ....	31,066 71	11,696 13	3,248 48	14,944 61	16,122 10	48
Denver, Colo. ....	216,738 17	36,018 18	5,252 25	41,270 43	175,467 74	18
Total .....	15,082,166 65	3,458,005 89	2,337,650 86	5,815,656 75	9,266,509 90	

J. M. McGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 27, 1880.



## 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 postmaster, etc.
Alabama	\$20,918 46	113,301	\$1,765,946 35	\$14,900 45	\$2 87	\$928,392 48
Arizona	14,130 61	13,939	372,457 85	2,337 20		2,348,172 70
Arkansas	26,697 49	102,604	2,034,993 84	15,022 45		1,567,579 12
California	28,568 30	186,588	2,980,431 78	25,076 10	26 01	1,358,746 00
Colorado	32,123 61	117,091	2,244,412 14	16,527 85		356,037 00
Connecticut	7,162 06	91,035	1,079,452 44	10,802 40		72,873 25
Dakota	4,836 37	33,097	591,871 03	4,580 90		8,095 00
Delaware	1,175 09	12,762	137,613 06	1,480 80		1,104,603 08
District of Columbia	5,019 46	33,621	524,195 50	4,348 90		83,125 00
Florida	18,112 42	48,384	828,903 32	6,504 95		1,731,883 02
Georgia	24,915 98	134,528	1,918,548 27	17,097 45		99,027 00
Idaho	4,265 27	13,188	323,804 78	2,139 90		8,536,549 40
Illinois	104,206 11	674,096	8,253,284 18	81,670 65	2 15	1,660,897 26
Indiana	37,360 20	345,433	3,980,191 89	40,978 80	39 31	
Indian Territory	1,093 91	3,918	86,853 79	608 25		
Iowa	59,245 55	477,401	5,525,062 14	50,947 65	2 25	2,425,734 00
Kansas	41,870 52	313,152	4,469,722 91	39,808 00		1,408,690 43
Kentucky	15,621 12	118,507	1,564,806 60	14,741 20		1,237,327 00
Louisiana	81,534 35	90,788	1,928,047 35	13,591 35	55 03	3,013,549 90
Maine	16,675 64	89,063	1,254,283 01	10,927 70	2 17	778,142 00
Maryland	6,148 18	68,211	943,376 20	8,536 70		1,087,398 42
Massachusetts	23,845 07	249,680	2,878,316 48	25,093 00	12 00	1,630,267 83
Michigan	52,301 38	304,632	4,485,239 81	43,942 45	47	2,307,275 00
Minnesota	26,086 18	179,713	2,334,942 14	22,265 95		1,421,210 23
Mississippi	30,975 05	134,103	2,079,728 66	17,706 40	57 82	29,735 00
Missouri	51,906 38	204,161	4,050,392 76	37,781 85	02	8,305,841 00
Montana	17,037 00	19,890	365,186 84	2,861 35		248,092 00
Nebraska	28,710 30	146,913	2,133,367 06	18,756 65		1,298,631 78
Nevada	10,441 94	42,946	901,843 07	6,421 00	22 06	
New Hampshire	6,174 13	57,875	702,247 24	6,808 85		76,780 00
New Jersey	7,772 41	79,455	1,029,524 14	9,735 45		257,820 00
New Mexico	8,516 39	11,405	220,687 38	1,680 60	107 38	142,156 30
New York	95,935 11	510,449	6,562,725 60	62,177 10	268 44	2,402,944 62
North Carolina	16,204 24	107,058	1,567,571 15	13,682 70	1 54	243,185 00
Ohio	49,776 78	518,936	5,699,487 99	60,557 35	33 08	3,949,169 71
Oregon	61,776 11	60,705	1,266,012 11	9,185 05		1,085,583 59
Pennsylvania	45,675 42	393,771	4,546,458 29	45,992 85	1 54	3,373,747 83
Rhode Island	2,172 94	30,046	404,737 71	3,710 50		67,298 00
South Carolina	14,552 63	83,049	1,228,115 56	10,704 30		723,140 00
Tennessee	25,804 53	136,151	2,222,502 62	18,255 60		1,472,605 65
Texas	62,696 43	275,876	5,244,287 90	39,723 35		3,235,865 14
Utah	8,350 04	16,929	312,601 80	2,391 55		267,776 02
Vermont	6,870 12	53,306	597,668 88	6,271 70		131,405 00
Virginia	16,145 15	97,196	1,238,397 38	11,856 75		1,369,583 47
Washington	10,099 79	23,769	513,003 45	3,647 29	2 32	3,294 00
West Virginia	5,617 78	39,788	484,819 00	4,815 80		66,490 00
Wisconsin	52,048 98	308,780	4,219,206 17	38,525 70	1 42	2,557,195 50
Wyoming	4,272 20	16,238	268,886 07	2,172 20		165 00
Total	1,293,036 49	7,240,537	100,352,818 83	916,452 80	638 78	86,757,077 13



of the United States during the fiscal year ended June 30, 1880.

Domestic.	International.								
	Canadian.			British.			German.		
Transfers from postage fund.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.	Number of orders issued.	Amount of orders issued.	Fees.
\$6,470 10	26	\$477 35	\$11 40	236	\$4,232 96	\$115 70	320	\$7,081 56	\$182 60
611 01	3	375 00	7 60	107	3,583 60	85 85	105	3,770 00	85 20
28,550 90	1,064	26,048 75	548 80	133	2,602 14	73 30	142	2,142 25	55 55
3,137 41	1,097	33,946 25	715 20	4,383	69,891 88	1,057 90	3,181	70,036 85	1,711 05
10,978 83	354	7,093 88	162 20	6,733	148,071 70	3,822 60	394	8,518 50	196 65
3,140 59	84	2,396 50	51 20	3,778	43,218 80	1,326 40	862	12,920 30	335 65
4,854 00	20	544 25	12 20	326	8,114 63	203 20	91	2,265 70	54 00
8,643 19	137	2,604 85	61 00	278	3,361 10	98 30	38	499 40	12 85
2,219 44	116	3,309 86	71 20	602	7,032 11	225 00	576	12,098 96	300 25
224 00	260	6,906 13	140 80	226	5,972 15	152 85	142	3,322 50	79 15
70,518 07	2,010	34,393 15	804 60	343	5,997 51	165 95	477	12,975 05	325 75
15,070 16	119	1,095 02	41 60	184	5,408 35	133 20	59	1,809 35	44 85
6 00				8,153	116,824 58	3,335 70	8,245	123,458 09	3,203 95
28,007 19	134	2,242 65	53 40	1,388	19,873 75	576 10	1,362	17,573 43	455 63
32,648 41	104	2,001 32	47 40	1,005	12,949 46	396 25	1,098	17,512 55	435 00
12,009 12	94	5,885 92	26 20	540	8,454 47	240 65	256	4,764 84	115 25
392 27	219	5,390 81	115 40	710	10,401 45	295 15	589	8,721 98	229 15
12,876 28	426	7,297 94	174 00	600	13,430 06	355 25	622	11,864 68	289 70
4,942 09	202	4,678 85	105 20	701	9,709 92	288 30	87	1,234 61	32 00
64,057 33	5,155	92,062 61	2,133 00	1,224	18,049 35	514 35	1,445	22,383 33	582 25
22,610 86	4,007	77,198 78	1,739 00	10,231	128,874 11	3,827 00	1,569	25,956 89	667 90
40,675 46	522	11,618 02	257 40	4,753	68,668 86	1,917 05	1,648	22,113 70	508 70
4,155 39	12	183 00	4 00	559	7,595 27	227 65	736	9,523 17	248 70
93,363 03	374	5,606 14	132 20	115	2,095 50	57 85	48	851 00	21 85
182 00	61	2,218 70	46 80	1,929	30,969 16	861 45	1,834	31,085 24	781 90
31,968 06	77	1,246 25	30 40	379	11,658 03	292 20	54	1,671 75	40 25
50 00	358	11,116 15	233 00	342	4,794 69	140 45	363	7,205 10	181 30
7,584 70	277	4,377 85	104 40	809	17,538 98	460 85	157	3,935 60	95 35
31,324 09	418	8,240 83	184 40	828	11,592 23	335 35	106	2,160 35	50 95
269 00	3	26 40	1 20	8,618	96,457 91	2,927 20	4,474	35,700 57	909 45
127,655 52	3,998	72,889 05	1,684 20	7	172 00	4 75	56	1,862 10	39 10
3,706 91	30	649 80	15 00	27,606	342,350 48	10,192 00	19,661	308,935 50	7,972 75
82,986 83	975	14,082 52	341 00	126	2,409 40	64 80	240	7,674 50	185 95
1,028 61	206	4,970 47	109 00	6,679	86,847 63	2,575 05	3,922	60,786 04	1,525 25
64,343 15	951	18,947 59	391 80	402	8,921 20	229 25	352	7,785 07	187 10
549 97	418	7,874 51	179 60	14,360	182,016 50	5,431 20	3,517	54,704 59	1,381 90
700 41	9	160 00	3 60	2,502	31,963 28	941 50	231	4,007 56	103 80
7,502 77	52	943 41	21 80	89	1,737 15	46 60	303	8,991 69	239 20
17,344 58	64	1,254 78	28 40	403	6,905 52	192 20	248	5,113 50	129 45
12,985 03	135	1,900 78	48 00	865	13,629 88	361 50	1,188	22,169 67	549 00
9,600 70	199	4,084 92	89 80	425	5,863 37	168 95	69	1,531 78	37 00
5 04	114	3,711 65	78 40	577	9,940 19	274 60	355	7,911 38	198 25
3,981 75	5	78 50	2 00	148	2,904 85	78 75	133	4,378 00	106 30
12,376 60	845	20,926 11	457 60	302	3,882 74	119 55	144	1,550 00	41 95
139 00	14	334 50	7 00	1,215	15,174 40	458 85	2,344	29,394 64	788 10
				196	4,239 50	111 20	31	704 00	17 05
893,496 94	25,895	511,016 58	11,573 20	110,773	1,625,942 95	40,988 90	63,885	1,014,401 89	25,800 35



## No. 9.—Statement showing the transactions of the Money-Order Office of

States and Territories.	International—Continued.								
	Swiss.			Italian.			French.		
	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.
Alabama.....	5	\$66 00	\$2 00	32	\$1,070 22	\$27 75	4	\$41 01	\$0 75
Arizona.....	10	204 00	5 75	41	1,610 00	41 25	3	100 14	1 65
Arkansas.....	354	7,720 45	211 00	413	11,349 10	298 75	63	932 55	17 55
California.....	34	702 00	19 00	84	2,395 25	63 00	11	368 90	5 70
Colorado.....	39	719 08	21 25	61	1,395 85	38 50	13	363 28	6 00
Connecticut.....	1	10 00	25	8	219 00	6 00	1	20 00	30
Delaware.....	52	575 05	19 50	85	1,457 92	41 25	20	238 07	4 95
District of Columbia.....	5	162 50	4 25	27	1,056 00	26 00	3	70 40	1 20
Florida.....	32	727 75	20 00	26	721 75	19 00	3	30 00	45
Georgia.....	1,142	20,020 22	583 00	1,147	32,158 07	844 75	31	458 37	8 25
Idaho.....	82	1,221 30	36 25	35	884 00	24 00	5	71 76	1 20
Illinois.....	79	1,613 43	45 25	15	276 00	7 50	3	39 38	60
Indiana.....	11	155 25	4 25	8	153 00	4 50	4	63 75	1 05
Iowa.....	30	730 15	19 75	42	792 50	23 00	17	472 02	7 95
Kansas.....	83	1,417 55	40 25	758	16,679 45	458 50	65	1,048 04	18 90
Kentucky.....	9	127 50	3 25	33	567 00	15 75	75	590 02	10 20
Louisiana.....	45	1,104 22	29 75	150	2,500 25	75 00	79	1,083 24	21 15
Maine.....	127	2,437 06	68 00	624	14,245 37	383 75	10	167 66	3 00
Maryland.....	300	3,300 82	112 00	28	358 48	12 00	2	32 56	60
Massachusetts.....	66	1,972 85	52 50	18	696 00	17 75	23	402 90	7 20
Michigan.....	14	632 50	16 00	65	3,284 43	84 75	2	20 00	30
Minnesota.....	287	4,882 31	141 25	360	9,711 20	258 00	1	10 00	15
Mississippi.....	2	30 00	1 00	1	10 00	25	13	247 00	6 50
Missouri.....	7	112 00	3 00	24	666 00	17 50	1	10 00	15
Montana.....	4	69 00	2 00	4	60 00	1 75	23	416 29	7 20
Nebraska.....	93	1,087 76	35 25	26	555 30	15 50	304	4,845 77	89 25
Nevada.....	2,939	55,507 88	1,578 25	896	15,460 89	421 50	2	20 00	30
New Hampshire.....	2	75 00	2 00	3	51 00	1 50	1	10 00	15
New Jersey.....	351	6,579 29	187 50	239	7,173 06	187 25	13	181 22	3 60
New Mexico.....	41	880 45	24 25	5	57 00	1 75	1	10 00	15
New York.....	314	6,462 31	180 00	1,270	31,599 45	831 25	34	501 68	9 45
North Carolina.....	16	177 55	5 75	29	362 02	10 75	10	114 27	2 40
Ohio.....	2	13 00	50	6	45 00	1 50	5	56 38	90
Oregon.....	112	2,099 95	58 50	111	2,897 15	77 50	8	195 55	3 30
Pennsylvania.....	53	1,175 20	32 25	79	1,802 75	48 00	1	22 00	30
Rhode Island.....	30	685 95	19 75	3	45 00	1 25	3	37 53	75
South Carolina.....	26	1,180 00	29 50	59	1,447 00	38 50	6	99 25	1 80
Tennessee.....	1	6 00	25	7	152 00	4 25	3	51 36	90
Texas.....	272	3,957 33	121 25	53	1,432 09	38 50	10	202 74	3 45
Utah.....	9	212 00	5 75	9	212 00	5 75			
Vermont.....									
Virginia.....									
Washington.....									
West Virginia.....									
Wisconsin.....									
Wyoming.....									
Total.....	7,063	130,601 56	3,735 50	6,935	167,853 58	4,482 25	821	13,385 79	243 00



*the United States during the fiscal year ended June 30, 1880—Continued.*

Balance due postmasters.	Domestic.					International.		
	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to postage fund.	Deposits.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.
\$50 52	48,233	\$802,713 20	\$11,015 00	\$4,463 00	\$1,000,292 48	15	\$505 25	.....
42 45	3,500	116,138 34	2,223 33		262,656 00	1	20 00	.....
53 67	37,580	867,218 57	14,336 47	72,057 00	2,430,102 50	26	815 07	.....
	147,660	3,132,679 70	21,839 57	314 00	2,333,483 65	892	22,410 72	\$165 00
	53,472	1,147,678 15	10,147 31		2,616,292 00	156	5,142 56	10 00
302 26	73,004	1,013,575 94	6,039 53		488,111 00	329	4,934 38	70 00
45 57	11,203	252,394 15	4,429 49		412,922 00	77	3,249 60	.....
6 34	7,494	111,260 78	1,118 01	66 00	42,128 00	14	268 35	.....
	57,405	876,852 93	3,944 89		900,052 00	124	1,834 38	.....
30 90	21,318	421,758 54	4,831 02	7,737 00	408,332 51	42	1,490 88	.....
11 53	104,306	1,627,149 46	11,577 11		2,045,440 02	15	408 12	20 00
	2,522	81,433 84	1,633 25	186,724 00	101,743 00	12	517 00	.....
713 78	945,013	11,043,557 37	55,892 82	3,106 94	5,992,378 17	1,183	19,722 68	34 00
122 45	213,273	2,879,038 79	23,331 21	475 94	2,791,929 26	175	3,403 98	19 60
4 53	401	8,575 93	342 15		78,900 50			
168 73	288,420	4,241,839 34	33,955 17	3,078 00	3,717,731 66	264	6,920 83	5 00
475 08	184,369	3,476,712 82	33,298 85	760 28	2,395,360 37	214	7,031 08	.....
78 85	133,125	1,945,999 04	9,994 71		876,696 00	246	2,971 08	.....
	91,249	1,608,526 42	12,821 24	599 06	3,259,139 00	76	1,125 03	60 00
28 59	129,894	1,519,362 28	5,804 00	22 22	520,709 00	1,293	10,361 72	68 75
5 58	104,165	1,728,468 23	4,598 14	39 00	332,920 42	190	3,198 56	.....
462 97	393,064	4,179,156 31	17,158 08	1,217 11	840,890 72	3,827	70,086 20	282 00
645 09	264,161	3,632,003 23	27,678 87	64 68	3,250,873 00	2,078	46,810 93	345 23
76 87	91,799	1,726,750 99	14,727 18	814 24	2,025,467 23	794	26,277 06	40 00
20 77	36,906	586,816 04	13,686 33	646 88	1,528,481 05	9	164 80	20 00
226 36	443,641	7,182,679 71	27,864 51	70,923 77	5,180,065 19	265	6,722 73	.....
	4,404	107,044 44	3,309 04		520,283 00	14	565 00	30 00
312 13	80,052	1,525,230 04	16,012 54	201 78	1,915,708 52	138	4,302 76	38 00
	7,754	190,217 73	6,473 15		738,056 00	50	1,764 80	.....
75 59	41,365	552,321 49	3,592 87	142 00	247,149 90	156	3,380 67	9 00
278 38	73,610	1,050,522 47	6,266 18	842 00	330,100 77	275	4,369 64	65 00
	2,682	69,194 00	1,070 06	358 80	291,063 30	7	161 00	.....
435 63	1,206,870	13,487,966 47	50,292 92	233,261 44	15,780,514 32	7,197	95,618 99	441 56
100 08	43,370	697,144 51	8,334 09	2,783 71	1,117,592 00	15	440 00	.....
328 22	594,508	7,039,413 81	32,783 31	66,322 49	2,712,863 71	737	12,265 25	97 25
9 68	31,436	828,180 85	7,898 86		1,538,581 00	191	3,755 28	.....
467 38	484,087	5,485,488 64	31,535 62	10,851 13	2,661,400 83	1,308	10,867 60	119 75
47 63	21,138	314,128 75	2,318 30	97 00	215,793 00	118	2,241 37	41 50
140 77	37,097	560,708 03	6,165 01	17 60	1,401,025 00	13	250 25	.....
154 07	111,254	1,993,605 95	12,684 87	4,132 86	1,710,733 00	12	140 55	.....
53 09	157,195	3,623,752 16	30,980 08	13,975 93	4,831,236 14	42	936 00	.....
	9,875	232,700 80	2,619 25		359,051 02	8	201 00	.....
629 73	39,110	539,389 09	3,306 17	91 00	201,838 21	162	4,662 39	.....
168 93	78,376	1,192,448 06	6,430 39	30 20	430,165 12	55	1,111 90	.....
	8,483	239,277 32	3,162 31		280,390 59	114	3,623 41	10 00
12 47	18,179	297,055 20	2,115 64		201,762 00	22	580 30	.....
271 97	211,264	3,282,412 85	26,020 69	115 33	3,500,599 50	248	6,502 51	73 50
	4,231	88,159 55	1,631 94	1 25	180,026 00	16	537 73	.....
7,068 64	7,213,607	99,516,702 46	649,280 32	686,333 73	89,319,023 66	23,213	422,729 67	2,065 14



## No. 9.—Statement showing the transactions of the Money Order Office of

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	36	\$851 27	\$15 00	36	\$1,031 72	
Arizona	11	406 00		10	261 20	
Arkansas	25	403 57	1 00	77	2,011 18	\$40 00
California	662	14,105 67	120 86	621	18,511 98	222 50
Colorado	190	5,117 28	27 50	90	3,350 20	39 00
Connecticut	360	5,831 31	17 73	218	5,827 05	73 30
Dakota	24	491 46	38 00	85	2,816 23	95 00
Delaware	39	676 51	5 00	27	583 50	
District of Columbia	122	1,762 54	9 72	144	3,479 41	5 00
Florida	47	1,021 42	30 00	52	1,807 78	18 00
Georgia	56	1,014 25		57	1,737 96	6 00
Idaho	3	102 06		2	76 59	
Illinois	1,193	20,733 72	381 36	2,287	65,859 45	401 97
Indiana	217	4,015 57	26 00	512	15,338 95	330 50
Indian Territory						
Iowa	317	6,341 54	51 86	842	28,305 09	60 20
Kansas	320	8,717 68	12 56	461	16,061 94	35 00
Kentucky	85	1,160 15	4 86	169	4,978 61	30 00
Louisiana	145	2,697 86	25 00	194	5,410 87	25 00
Maine	108	2,498 06	20 25	23	591 76	
Maryland	259	4,202 40	62 75	445	11,483 30	41 00
Massachusetts	1,610	25,325 11	34 72	310	7,812 71	100 00
Michigan	580	10,914 14	25 09	871	26,317 82	189 00
Minnesota	191	4,636 42	40 50	867	30,991 23	55 23
Mississippi	24	553 45	7 00	23	776 25	25 00
Missouri	359	6,988 45	20 00	1,067	31,135 13	3 00
Montana	13	393 54		10	264 79	
Nebraska	229	6,938 91	10 00	487	17,495 81	15 00
Nevada	20	619 27	65 25	3	150 00	
New Hampshire	70	1,566 54	1 50	18	526 67	
New Jersey	853	15,898 45	368 54	787	20,805 39	137 20
New Mexico	3	64 39		13	605 50	
New York	5,921	87,269 57	565 25	6,131	144,390 61	715 66
North Carolina	30	743 80	10 00	26	688 84	40 00
Ohio	972	19,225 23	323 21	1,447	41,429 06	175 80
Oregon	83	2,179 73	75	93	3,573 18	13 00
Pennsylvania	2,166	36,909 91	217 00	1,621	39,859 30	76 85
Rhode Island	249	4,994 27	34 00	25	366 80	20 00
South Carolina	29	443 89		36	919 00	
Tennessee	84	1,776 92		74	1,723 18	
Texas	447	11,322 36	5 00	610	20,963 11	93 00
Utah	128	3,115 15	15 50	48	1,477 58	20 00
Vermont	86	1,768 00	3 50	20	911 10	
Virginia	223	5,215 70		74	2,075 22	20 00
Washington	17	424 80		33	1,317 99	
West Virginia	38	897 31		33	1,298 77	
Wisconsin	263	5,585 04	19 84	1,572	48,775 27	157 00
Wyoming	5	109 69		4	86 47	
Total	18,912	338,090 45	2,616 04	22,655	637,157 03	3,287 31
						2,710
						78,661 08

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Washington, D. C., October 27, 1880.



*the United States during the fiscal year ended June 30, 1880—Continued.*

International.							Expenses.	Commissions and clerk hire.	Balances due the United States.	Miscellaneous items.
Swiss.	Italian.		French.							
Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.				
	2	\$77 22					\$280 34	\$6,955 32	\$21,693 55	\$63 05
	8	386 08					2,574 10	1,090 67	14,129 61	
	41	1,710 79	\$50 00	9	\$202 03		3,113 03	7,358 41	33,404 90	60 35
	1	1 06		3	66 55		93 79	16,265 56	32,168 59	245 42
							44 63	6,991 87	46,407 95	73 53
							25 28	2,206 02	6,199 34	44 20
							6 65	787 10	11,754 88	37 13
\$1 37	4	95 55	2 00	8	130 89		51,315 64	5,325 93	9,126 45	
	1	23 16					779 67	3,300 83	18,361 58	8 67
9 86	13	315 78		14	537 04		138 37	9,633 25	24,904 38	91 57
								937 97	4,970 19	87 84
							494 06	59,317 36	91,206 14	881 93
								21,151 82	35,742 54	88 15
								224 17	523 73	
10 00							372 93	29,460 84	60,160 41	562 49
				21	918 60		3,392 08	22,052 14	40,249 14	1,342 83
24 71	2	30 88		1	3 84		2,567 63	9,364 73	13,234 03	105 83
	40	1,609 54		16	489 63		2,352 59	7,678 32	94,213 43	
							81 20	7,895 49	15,800 08	22 75
29 66	12	353 23	10 00	3	70 98		73 25	7,159 10	7,787 28	12 41
4 00	17	292 90	2 00	11	317 13		345 23	23,097 33	26,149 45	278 98
9 85	15	555 36				\$20 00	70 73	25,391 74	58,259 15	183 87
	15	660 37					983 46	11,910 15	31,820 97	160 44
	1	7 72					647 75	7,391 45	29,510 23	85 69
28 54	22	919 83	30 00	3	82 68		266 95	27,871 25	88,978 29	206 20
							8 97	1,244 93	16,084 46	
	15	621 48		3	150 00		310 15	9,736 03	24,610 73	38 36
	10	457 50					35 50	2,705 54	12,447 69	
							35 54	3,742 86	5,915 95	149 40
	3	34 74		4	105 35		38 60	6,331 05	9,586 89	208 35
				1	20 00			723 43	11,312 06	
185 45	163	3,580 76	35 00	85	1,669 24		4,505 65	63,620 12	95,716 34	395 14
				5	224 38		3,180 61	6,341 95	18,050 22	38 73
	11	245 15		9	179 70		317 60	40,557 81	49,056 29	748 12
	1	48 26					302 03	5,200 84	55,709 06	
1 00	25	841 97	5 00	14	115 66		1,271 52	31,462 39	52,711 40	246 63
	3	31 84					33 83	2,133 14	1,998 65	1 61
							193 65	4,826 30	14,845 29	104 35
	10	437 23					320 65	11,421 24	26,553 91	68 89
	3	137 06					3,053 72	20,997 24	81,386 36	116 20
	2	57 91					11 55	1,437 63	7,049 49	
							15 15	4,274 72	6,951 15	752 44
	5	215 24					358 38	7,333 29	15,869 90	100 44
								1,854 82	11,240 69	
							30	2,370 07	5,309 30	22 87
35 00	5	42 46					167 42	21,537 21	53,123 72	186 06
								960 16	4,298 88	
339 44	450	13,791 07	134 00	210	5,103 70	20 00	87,470 09	609,052 52	1,397,634 61	7,776 82

J. M. McGREW, Auditor.

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No. 10.—*Statement showing the receipts and disbursements of the Money-Order Office of the United States during the fiscal year ended June 30, 1880.*

## RECEIPTS.

Balance in the hands of postmasters June 30, 1879.....		\$1,293,036 49
Amount received for domestic money-orders issued..	\$100,352,818 83	
Amount received for Canadian international money-orders issued.....	511,616 58	
Amount received for British international money-orders issued.....	1,625,942 95	
Amount received for German international money-orders issued.....	1,014,461 89	
Amount received for Swiss international money-orders issued.....	130,601 56	
Amount received for Italian international money-orders issued.....	167,853 56	
Amount received for French international money-orders issued.....	13,385 79	
Total issued.....		103,816,681 16
Amount received for fees on domestic money-orders issued.....	916,452 80	
Amount received for fees on Canadian international money-orders issued.....	11,573 20	
Amount received for fees on British international money-orders issued.....	46,988 90	
Amount received for fees on German international money-orders issued.....	25,800 35	
Amount received for fees on Swiss international money-orders issued.....	3,735 50	
Amount received for fees on Italian international money-orders issued.....	4,482 25	
Amount received for fees on French international money-orders issued.....	243 00	
Total fees.....		1,009,276 00
Amount received for premiums, &c.....		638 78
Amount received for deposits.....		77,317,198 28
Amount received for drafts.....		9,439,878 85
Amount transferred from postage fund.....		893,496 94
Amount due postmasters.....		7,068 64
Total.....		193,777,275 14

## DISBURSEMENTS.

Amount of domestic money-orders paid.....	\$99,516,702 46
Amount of Canadian international money-orders paid.....	422,729 67
Amount of British international money-orders paid..	338,090 45
Amount of German international money-orders paid..	637,157 03
Amount of Swiss international money-orders paid..	78,661 08
Amount of Italian international money-orders paid..	13,791 07
Amount of French international money-orders paid..	5,103 70
Total paid.....	101,012,235 46
Amount of domestic money-orders repaid \$649,280 32	
Amount of Canadian international money-orders repaid.....	2,065 14
Amount of British international money-orders repaid.....	2,616 04
Amount of German international money-orders repaid.....	3,287 31
Amount of Swiss international money-orders repaid.....	339 44



Amount of Italian international money-orders repaid.....	\$134 00	
Amount of French international money-orders repaid.....	20 00	
Total repaid.....		\$657, 742 25
Amount transferred to postage fund.....		686, 333 73
Amount deposited at first-class offices.....		89, 319, 023 66
Amount paid for incidental expenses.....		87, 476 09
Amount paid for commissions and clerk-hire.....		609, 052 52
Miscellaneous items.....		7, 776 82
Balance in hands of postmasters June 30, 1880.....		1, 397, 634 61
Total .....		193, 777, 275 14

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, D. C., October 27, 1880.

No. 11.—Statement showing the revenue which accrued on domestic money-order transactions for the fiscal year ended June 30, 1880.

Amount received for fees on orders issued .....	\$916, 452 80	
Amount received for premiums, &c .....	638 78	
		917, 091 58
Amount paid for commissions and clerk-hire.....	\$572, 906 67	
Lost remittances .....	4, 424 35	
Bad debts.....	1, 011 03	
Incidental expenses.....	81, 174 45	
Net revenue.....	257, 575 08	
		917, 091 58

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OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, D. C., October 27, 1880.

No. 12.—Statement showing the revenue which accrued on money-order transactions with the Dominion of Canada for the fiscal year ended June 30, 1879.

Amount of fees received on orders issued .....	\$7, 217 80	
Amount of excess of commissions received.....	131 38	
		7, 349 18
Amount paid for commissions and clerk-hire.....	\$4, 577 52	
Amount paid for incidental expenses.....	378 69	
Cost of exchange.....	48 66	
Net revenue.....	2, 344 31	
		7, 349 18

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OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, D. C., October 27, 1880.



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, 1879.*

Amount received for fees on orders issued .....	\$27,753 00
Amount paid for commissions and clerk-hire .....	\$19,718 47
Amount paid for incidental expenses .....	59 46
Excess of commissions paid .....	5,474 98
Cost of exchange .....	1,909 91
Net revenue .....	590 18
	<u>27,753 00</u>

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OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, D. C., October 27, 1880.

No. 14.—*Statement showing the revenue which accrued on money-order transactions with the German Empire for the fiscal year ended June 30, 1879.*

Amount received for fees on orders issued .....	\$22,927 00
Amount paid for commissions and clerk-hire .....	\$12,058 22
Amount paid for incidental expenses .....	106 99
Excess of commissions paid .....	2,465 50
Cost of exchange .....	1,720 45
Net revenue .....	6,575 84
	<u>22,927 00</u>

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OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, D. C., October 27, 1880.

No. 15.—*Statement showing the revenue which accrued on money-order transactions with Switzerland for the fiscal year ended June 30, 1879.*

Amount received for fees on orders issued .....	\$2,758 50
Amount paid for commissions and clerk-hire .....	\$903 58
Amount paid for incidental expenses .....	10 65
Excess of commissions paid .....	390 43
Cost of exchange .....	33 10
Net revenue .....	1,420 74
	<u>2,758 50</u>

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OFFICE OF THE AUDITOR OF THE TREASURY  
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Washington, D. C., October 27, 1880.

No. 16.—*Statement showing the revenue which accrued on money-order transactions with the Kingdom of Italy for the fiscal year ended June 30, 1879.*

Amount received for fees on orders issued .....	\$2,760 25
Amount paid for commissions and clerk-hire .....	\$847 54
Amount paid for incidental expenses .....	7 85
Excess of commissions paid .....	934 86
Cost of exchange .....	270 90
Net revenue .....	699 10
	<u>2,760 25</u>

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Washington, D. C., October 27, 1880.



# WEIGHT OF FOREIGN MAILS DISPATCHED.

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## No. 17.—Recapitulation.

Revenue accrued on domestic transactions, 1880 .....	\$257,575 08
Revenue accrued on Canadian international transactions, 1879 .....	2,344 31
Revenue accrued on British international transactions, 1879 .....	590 18
Revenue accrued on German international transactions, 1879 .....	6,575 84
Revenue accrued on Swiss international transactions, 1879 .....	1,420 74
Revenue accrued on Italian international transactions, 1879 .....	699 10

Total revenue ..... 269,205 25

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OFFICE OF THE AUDITOR OF THE TREASURY  
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## 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, 1880.

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Conard Line .....	13,953,720	56,337,442
White Star Line .....	12,677,872	56,611,804
Liverpool and Great Western Steam Company .....	12,398,140	53,624,712
Inman Line .....	10,570,402	45,158,675
Hamburg-American Packet Company .....	2,706,754	12,136,232
Anchor Line .....	1,330,817	9,597,397
Canadian Line .....	302,688	3,387,056
American Steamship Company .....	515,537	2,714,300
North German Lloyd of Bremen .....	2,731,668	13,097,819
National Line .....	625,879	2,694,689
Total .....	57,814,377	255,360,126
Increase, compared with last fiscal year .....	11,471,068	43,033,053

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## 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, 1880.

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd of Bremen, direct .....	7,909,058	37,581,624
Hamburg-American Packet Company, direct .....	5,165,609	25,244,521
Liverpool and Great Western Steam Company, via England .....	6,075,115	21,638,769
Conard Line, via England .....	4,627,511	13,202,763
North German Lloyd of Bremen, via England .....	1,725,040	4,324,620
Hamburg-American Packet Company, via England .....	987,580	1,757,430
Inman Line .....	1,185,098	2,601,937
White Star Line, via England .....	1,339,288	2,374,691
Anchor Line, via England .....	199,698	932,670
National Line, via England .....	242,756	853,403
Total .....	29,454,763	110,592,358
Increase, compared with last fiscal year .....	2,801,243	11,754,628

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No. 20.—*Weight of letters and newspapers, &c., sent from the United States to France during the fiscal year ended June 30, 1880.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company .....	1, 178, 080	7, 214, 613
White Star Line .....	1, 716, 924	7, 381, 898
French Line .....	1, 427, 210	6, 371, 896
Inman Line .....	1, 346, 821	5, 231, 131
Cunard Line .....	998, 793	2, 699, 269
North German Lloyd of Bremen .....	615, 743	2, 116, 376
Liverpool and Great Western Steam Company .....	1, 805, 375	10, 448, 371
Anchor Line .....	44, 234	383, 980
National Line .....	6, 540	9, 799
Total .....	9, 139, 720	41, 747, 234
Increase, compared with last fiscal year .....	27, 825	1, 848, 067

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OFFICE OF THE AUDITOR OF THE TREASURY  
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No. 21.—*Weight of letters and newspapers, &c., sent from the United States to Italy during the fiscal year ended June 30, 1880.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard Line .....	718, 940	3, 697, 329
Hamburg-American Packet Company .....	163, 630	1, 016, 299
Liverpool and Great Western Steam Company .....	729, 848	3, 764, 390
Inman Line .....	532, 960	3, 176, 929
White Star Line .....	738, 540	5, 298, 529
North German Lloyd of Bremen .....	156, 410	1, 123, 749
Anchor Line .....	12, 940	43, 490
National Line .....	32, 610	144, 420
Total .....	3, 076, 878	18, 113, 166
Increase, compared with last fiscal year .....	374, 596	2, 586, 240

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No. 22.—*Weight of letters and newspapers, &c., sent from the United States to Belgium during the fiscal year ended June 30, 1880.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard Line .....	244, 423	878, 053
Hamburg-American Packet Company .....	50, 635	247, 065
Liverpool and Great Western Steam Company .....	191, 176	984, 587
White Star Line .....	248, 425	1, 161, 139
North German Lloyd of Bremen .....	50, 925	223, 505
Red Star Line .....	6, 383	20, 430
Inman Line .....	204, 898	845, 223
National Line .....	68, 232	411, 386
Anchor Line .....	4, 115	52, 549
Total .....	1, 067, 212	4, 824, 618
Increase, compared with last fiscal year .....	100, 200	949, 392

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OFFICE OF THE AUDITOR OF THE TREASURY  
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No. 23.—*Weight of letters and newspapers, &c., sent from the United States to Denmark during the fiscal year ended June 30, 1880.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company .....	838, 200	1, 875, 820
North German Lloyd of Bremen .....	540, 750	1, 251, 620
Inman Line .....	780	1, 260
Total .....	1, 377, 710	3, 128, 700
Increase, compared with last fiscal year .....	225, 575	3, 209

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No. 24.—*Weight of letters and newspapers, &c., sent from the United States to the Netherlands during the fiscal year ended June 30, 1880.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
White Star Line .....	406, 030	1, 465, 360
Cunard Line .....	444, 840	855, 800
Inman Line .....	375, 630	1, 611, 460
Liverpool and Great Western Steam Company .....	267, 680	893, 060
Hamburg-American Packet Company .....	85, 660	294, 180
North German Lloyd of Bremen .....	80, 540	231, 920
Netherlands Steam Navigation Company .....	2, 330	.....
Anchor Line .....	5, 350	26, 720
National Line .....	11, 290	33, 020
Total .....	1, 679, 300	5, 462, 180
Increase, compared with last fiscal year .....	352, 962	860, 247

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No. 25.—*Weight of letters and newspapers, &c., sent from the United States to Switzerland during the fiscal year ended June 30, 1880.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard Line .....	515, 280	1, 764, 300
Liverpool and Great Western Steam Company .....	480, 310	2, 472, 760
White Star Line .....	537, 460	2, 650, 220
Hamburg-American Packet Company .....	129, 390	2, 611, 500
Inman Line .....	421, 570	2, 105, 960
North German Lloyd of Bremen .....	107, 450	568, 740
Anchor Line .....	11, 650	81, 300
National Line .....	18, 890	93, 500
Total .....	2, 222, 000	10, 348, 280
Increase, compared with last fiscal year .....	190, 586	605, 674

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No. 26.—*Weight of letters and newspapers, &c., sent from the United States to Spain during the fiscal year ended June 30, 1880.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Cunard Line .....	181,680	1,273,800
White Star Line .....	211,590	1,930,300
Hamburg-American Packet Company .....	49,640	350,000
Inman Line .....	171,730	1,700,000
Liverpool and Great Western Steam Company .....	162,900	1,800,000
North German Lloyd of Bremen .....	48,070	417,000
Anchor Line .....	2,680	21,000
National Line .....	6,690	62,000
Total .....	834,980	6,594,100
Increase, compared with last fiscal year .....	84,093	1,905,000

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No. 27.—*Weight of letters and newspapers, &c., sent from the United States to Sweden during the fiscal year ended June 30, 1880.*

Lines.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company .....	2,411,160	4,608,000
North German Lloyd of Bremen .....	1,621,140	2,750,000
Inman Line .....	18,670	45,000
Total .....	4,050,970	7,403,000
Increase, compared with last fiscal year .....	1,773,695	912,100

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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, 1880.*

Countries and colonies.	Letters.	Newspapers. &c.
	<i>Grams.</i>	<i>Grams.</i>
Cuba and Porto Rico .....	3,983,513	17,819,963
Mexico and San Salvador .....	1,498,529	14,911,418
Japan .....	980,897	9,229,309
Hong-Kong .....	519,689	2,976,287
Brazil .....	648,690	5,159,080
St. Thomas .....	549,910	3,671,320
Bermuda .....	304,870	2,822,840
Jamaica .....	311,720	2,016,420
Peru .....	333,602	4,688,816
Venezuela (entered Postal Union June 1, 1880) .....	186,270	921,280
Newfoundland .....	169,660	1,125,615
Argentine Republic .....	128,360	1,324,480
Martinique and Trinidad .....	145,870	698,380
Curaçao .....	54,890	132,690
Manila .....	20,255	160,766
Bombay .....	10,919	128,168
Singapore .....	7,283	56,532
Tahiti .....	6,300	94,224
Java .....	5,482	21,912
New Caledonia .....	5,308	60,831
Calcutta .....	5,072	40,094
Ceylon .....	1,784	13,905
Madras .....	1,232	10,665
Saigon .....	1,573	2,616
Penang .....	969	2,865
British Burmah .....	797	8,345
Marquessa Islands .....	227	8,834
Total .....	9,893,111	67,607,570
Increase, compared with last fiscal year .....	2,277,022	26,679,499

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No. 29.—*Weight of letters and newspapers, &c., sent from the United States to Norway during the fiscal year ended June 30, 1880.*

Lines.	Letters.	Newspapers. &c.
	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Company .....	1,711,140	2,661,460
North German Lloyd of Bremen .....	1,122,800	1,907,820
Isman Line .....	1,110	2,400
Total .....	2,835,050	4,571,680
Increase, compared with last fiscal year .....	786,960	544,938

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No. 30.—*Weight of letters and newspapers, &c., sent from the United States to European countries during the fiscal year ending June 30, 1880.*

Countries.	Letters.	Newspapers, &c.
	<i>Grams.</i>	<i>Grams.</i>
United Kingdom of Great Britain and Ireland .....	57,814,377	255,360,128
Germany .....	29,454,763	110,592,358
France .....	9,139,720	41,747,294
Italy .....	3,076,878	18,113,100
Belgium .....	1,067,212	4,824,618
Denmark .....	1,377,710	3,128,790
Netherlands .....	1,679,300	5,462,180
Switzerland .....	2,222,000	10,348,280
Spain .....	834,980	6,584,140
Sweden .....	4,050,970	7,485,128
Norway .....	2,835,050	4,571,680
Total .....	113,552,960	488,217,590
Increase, compared with last fiscal year .....	18,188,773	65,004,439

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT, October 27, 1880.

No. 31.—*Number of letters exchanged between the United States and non-Postal Union countries during the fiscal ended June 30, 1880.*

Countries.	Received.	Sent.
Nassau, Hayti, &c. ....	61,457	72,896
Panama, Central America, &c. ....	173,268	99,720
New Zealand, Australia, &c. ....	71,890	100,325
Venezuela, from July 1 to December 31, 1879. ....	910	5,985
Guatemala. ....	6,908	1,100
Ecuador .....	1,198	4,991
British Columbia .....	2,171	50,998
Uruguay .....	4,047	.....
Shanghai .....	.....	54,985
Total .....	321,839	440,730
Increase, compared with last fiscal year .....	33,506	65,296

J. M. MCGREW, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
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