

REPORT

OF THE

POSTMASTER-GENERAL

913 87

OF THE

UNITED STATES;

BEING PART OF

THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE SECOND SESSION OF THE FORTY-NINTH CONGRESS.



WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1886.

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# REPORT

OF

## THE POSTMASTER-GENERAL.

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POST-OFFICE DEPARTMENT,  
*Washington, D. C., November 13, 1886.*

SIR: In the following report of this Department for the fiscal year ended with June last, I respectfully present you a general account of the postal service during the year; and of its present condition—the more particular details of which will be found in the documents appended—together with a summary of its financial affairs; interspersed with such comparisons and observations as may tend to show the progress made, and the probable requirements of the future, and accompanied with a discussion of such special topics and such recommendations of legislation as are deemed sufficiently important to be brought to your consideration.

The International Bureau of the Universal Postal Union has recently collected and published statistics of postal administration by most of the civilized countries of the earth. These do not extend to a later period than the year 1884, since when every feature of our service has expanded in the rapid ratio of our national growth; yet they disclose with sufficient completeness the interesting fact that in immensity and extent of means, of expenditures, of performances and results, the postal machinery of the United States exceeds—in some points far exceeds—that of any other nation on the globe. In an appendix to this report the figures of this comparison will be found, tabulated by the Superintendent of Foreign Mails from the publications mentioned.

The entire length of all railways employed by the United States nearly equals the combined extent of those of all other countries of the world, while the other post-routes more than quadruple the total of any single people besides; and, by the latest reports received, the mileage last year of our mail transportation exceeded by more than 125,000,000 miles the service rendered to any other government. Of post-offices no other nation has one-third our number; a marked feature of advantage to our people and of liberality in policy. We expend annually more money than any other to maintain postal facilities, and, if the

postal telegraph service be excluded from the reckoning, we derive a greater revenue. At the same time, no service is maintained at more economy of expenditure for results. No statistical account is maintained in the United States of the quantity, in weight or number of pieces, of our domestic mails; but, from the number of postal cards, stamps, and pieces of stamped paper sold to the public, it may be unquestionably affirmed that the mail matter handled by our postal service greatly outweighs and outnumbers that of any other postal system. Trustworthy estimates place the number of letters mailed during last year at 100,000,000 more than were mailed in Great Britain, long the leading letter-writing nation, and nearly that number more than were mailed in Germany, France, and Austria combined. Excluding Germany, it is thought all other Postal Union countries do not together carry so many newspapers in their mails as did ours last year. Of all pieces of matter mailed, the proportion to each inhabitant of the United States is estimated at 66, of Great Britain at 57, of Germany at 19.

The rate of assessment imposed for the maintenance of our service bears a similarly gratifying comparison with that of other lands. Except in Great Britain, the unit of weight for letter postage remains elsewhere at the half ounce, and, with perhaps one exception, the lowest rate at the equivalent of two cents; and although the British rate of a penny an ounce substantially corresponds to our present charge of two cents, nominally, yet the average of distances over which the mails of the United States are transported exceeds by so many times the average of distances in the United Kingdom that upon the whole contrast the American postage is the cheaper.

Other countries have adjoined to postal administration auxiliary conveniences and systems, such as the telegraph, savings banks, the parcels post, the collection of moderate sums of money, or the special handling of letters of declared value, some of which might perhaps be grafted usefully upon ours; but in the essential features of the postal service the statistical comparison furnished by the International Bureau and other sources exhibits undeniably the superior magnitude which that of the Republic has already attained.

It will appear also from the particulars now to be presented that the law of our increase maintains an undiminished strength; that all the elements of extent and usefulness have augmented since the year upon which the Bureau statistics are based; and that a gratifying expectation for the future may be prudently indulged.

#### POST-OFFICES AND POSTMASTERS.

When the fiscal year 1886 closed, the post-offices of the United States numbered 53,614, besides 497 branch offices or stations. By advancements at the quarter-yearly periods, upon the showing of their returns, 32 offices had been, during the year, added to the Presidential list, bringing the number in the last three months to 2,265. But the annual review

and readjustment, which took effect on the 1st of July, relegated 45 third-class offices to the fourth class, while at the same time but 24 of the latter were advanced. Thus the number of Presidential offices with which the current year began was 2,244, a gain of 11; of these, 75 of the first class, a gain of 4; 400 of the second class, a gain of 17; and 1,769 of the third class, a loss of 10 as compared with the beginning of the late year. The branch offices are auxiliary to the large city offices, and of these 357 are only for the sale of stamps and stamped paper; 44 others are also registry offices, 25 more are both registry and money-order stations as well, and 71 more are carrier stations in addition, only 4 of which are not also money-order stations, all being registry offices. Some of these branches are equipped post-offices, with a superintendent instead of a postmaster, requiring the renting of apartments and clerical allowances; but the greater number of these stations are maintained at very small outlay.

In the fourth class, comprising on the 1st of July 51,370 offices, there was a gain of 2,351, the new establishments having been 3,482, those discontinued 1,120, and 11 become Presidential. The increase in the number of establishments over the previous year was 1,361, chiefly arising from the disposition of applications for new offices, which had accumulated in the office during the year before for want of action, a condition indicated in the last annual report, by the large decrease, 1,293 in number, of establishments then reported, as contrasted with the year ended June 30, 1884. The number discontinued during the past year also increased by 234 over the preceding.

It has ever been the policy of the Department to promptly provide the pioneers of new settlements with postal conveniences; and it not infrequently happens that the changed conditions which follow riper development render discontinuance of the earlier offices, and the creation of others elsewhere, more expedient afterwards. Other causes, also, combine to give but brief duration to many small offices, and some are established designedly for temporary service, as in connection with summer resorts, or to accommodate a numerous body of workmen engaged for a time upon some protracted undertaking beyond convenient access to a post-office.

By the increase in offices the New England states gained 50; the five Middle states, with the District of Columbia, 261; fourteen Southern states and the Indian territory, 1,444; the three states and three territories on the Pacific slope, 106; the Western states and territories, 501. As in the preceding year, Virginia required the largest number of new offices, being 238, with 41 discontinuances, while Colorado sustained the greatest diminution, 45 having been discontinued to but 29 established.

Among all the post-offices, 7,265 were at the end of June money-order offices, besides 92 money-order stations. The tables prepared in the



appointment division and annexed to the First Assistant's report exhibit in detail the various changes effected during the year in each of the states and territories.

It may prove a convenience if there be added here the result of changes since the beginning of the current year, prior to this report. On the 1st of October the total number of post-offices had become 54,157, of which 51,866 were of the fourth class and 2,291 Presidential; the latter standing 75 in the first, 400 in the second, and 1,816 in the third class. Adding the stations, the total number was 54,654. On the same date the number of money-order offices and stations reached 7,863.

**The Appointments** of postmasters during the last fiscal year numbered altogether 22,747; of which 9,112 were made to fill vacancies occasioned by resignations or expired commissions, 587 to vacancies caused by death, 3,482 on the establishment of new offices, and 9,566 upon removals. Of the total number of appointments, 1,039 were made by yourself, the vacancies having occurred from the following causes, respectively, viz: By expiration of commission, 468; by resignations, 253; by death, 24; by removals or suspensions, 247; and to offices which had been assigned from the fourth to the third class, 47. The following table, prepared in the Appointment Division, displays in convenient arrangement for comparison the statistics of appointments for the past nineteen years:

*Statement of postmasters appointed during each fiscal year between June 30, 1868, and June 30, 1886, with number of post-offices in operation at the end of each fiscal year mentioned, as well as the number discontinued each year.*

	For the year ended June 30—									
	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	
Number of post-offices established .....	2,167	1,653	2,359	2,407	2,703	2,402	2,318	2,313	1,998	
Number of post-offices discontinued .....	849	1,028	962	854	885	1,021	1,268	1,060	1,187	
Total number remaining in operation .....	26,481	27,106	28,492	30,045	31,863	33,244	34,291	35,547	36,383	
Appointments on resignations and commissions expired .....	4,021	3,904	4,105	4,307	4,091	4,802	5,854	6,017	5,140	
Appointments on removals and suspensions .....	1,194	2,691	1,449	1,179	939	845	907	974	1,045	
Appointments on changes of names and sites .....	167	166	204	178	199	193	477	187	251	
Appointments on deaths of postmasters .....	267	230	293	309	326	366	368	380	333	

	For the year ended June 30—									
	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.
Number of post-offices established .....	1,825	2,784	2,676	3,462	2,915	3,100	3,253	3,414	2,121	3,482
Number of post-offices discontinued .....	863	871	1,079	1,328	1,415	1,447	1,621	1,260	886	1,120
Total number remaining in operation .....	37,345	30,258	40,855	43,012	44,512	46,231	47,863	50,017	51,252	53,614
Appointments on resignations and commissions expired .....	4,800	5,117	5,627	6,322	6,217	7,346	7,734	7,265	6,204	9,112
Appointments on removals and suspensions .....	711	748	558	561	958	1,021	705	513	810	9,566
Appointments on changes of names and sites .....	215	184	167	690	242	349	342	234	207	463
Appointments on deaths of postmasters .....	397	338	378	356	421	461	468	477	412	587

**The Compensation of Postmasters**, a subject which has been productive of many changes in legislation, is, under the act of March 3, 1883, now regulated by awarding fixed salaries to those of Presidential appointment, who are therein divided into three classes, and to all others their box-rents and commissions upon the business of their offices.

The salaries of first, second, and third class postmasters are fixed, annually, by the Department, in the Division of Salaries and Allowances, upon a review of their reported transactions. The compensation to postmasters of the fourth class is computed by the Auditor of the Treasury for the Post-Office Department upon their returns (except where in case of false returns the Postmaster-General otherwise orders), and credited in settlement of their accounts; not to exceed \$250, however, in any one quarter. When their box rents and commissions, exclusive of money-order business, are found to yield the full \$250 during each of four consecutive quarters, and the returns show the postmaster entitled to more than \$250 per quarter, the Auditor reports the facts to the Department, which adjusts the salary and assigns the office to the proper class; almost invariably the third. And, on the other hand, when upon the annual review and readjustment of salaries it appears that the gross receipts of any office have become less than \$1,900 per year, the office is relegated to the fourth class, and goes back to the Auditor for adjustment of compensation. Thus, offices may become Presidential at the end of any quarter; but a Presidential office can fall to the fourth class only at the beginning of a fiscal year, the period when the annual adjustment takes effect.

The method of graduating salaries prescribed by the act of 1883, though open to some improvement, appears more just and satisfactory than any preceding, and the annual review obviates the undue continuance of a disproportionate outgrowth of business to the fixed compensation, occasionally suffered under the biennial system.

It imposes important and laborious duty on the division. In the past year the annual adjustment, made wholly after the returns of March 31 were received, required review of 2,328 offices, the largest of the country, and involved salary claims amounting to \$3,796,375. The total salaries of the 2,244 Presidential postmasters on the 1st of July aggregated \$3,685,500, as against \$3,630,600 the year previous. The net increase of \$54,900 was reached by changes which may be summarized thus:

Aggregate increase made in 599 offices.....	\$70,300
Total salaries of 57 offices becoming Presidential since July 1, 1885.....	61,000
Aggregate increase.....	131,300
Salary of one Presidential office discontinued during year.....	\$1,600
Salaries of 45 of third class reduced to fourth, July 1, 1886.....	45,600
Combined reductions of salary in 240 other offices.....	29,200
	76,400
Net total of increases .....	54,900

This increase in salaries is one of the many marks which the statistics of the service afford of the country's business gain during the year; especially in the larger offices, where the addition of a hundred in salary signifies thousands gained in gross receipts.

A like indication of continuing growth is furnished by the fact that, on the 1st of October, 47 more fourth-class offices became Presidential, with salaries aggregating \$49,100; whereby the annual rate of compensation to Presidential postmasters at date of report has become \$3,734,600.

Various evidences of continuing growth in the volume of postal business promise considerable additions at the expiration of each successive quarter of the current year.

*Compensation to fourth-class postmasters*, although ultimately reviewed and allowed by the Auditor, is, in the first place, reckoned by themselves and retained out of their receipts. Their commissions, since the act of June 17, 1878, are not computable upon the revenues of their offices,—except upon such as arise from sales of wastage and unpaid postages collected, rarely exceeding a moderate sum—but upon the amount of stamps and stamped paper “cancelled as postages on matter actually mailed at their offices.” Their sworn quarterly returns must exhibit not only the revenues of their offices, but, separately, the amount of their cancellations, of which a daily record from actual count is required. The Auditor's review is based upon these returns.

The changes of postmasters during the eighteen months past have contributed to disclose the fact that many violations of the law have been practiced, and illegally excessive compensation has too often been retained. As the quarterly returns of the newly-appointed officers were received from time to time, the cancellations claimed by them were perceived in many instances to be significantly less than those returned by their predecessors; upon which examinations by inspectors were ordered, resulting often in evidence that the returns of the former incumbents had exaggerated the amounts cancelled, sometimes grossly and fraudulently. The cancellations of comparatively few fourth-class offices are equal to their receipts from sales, which for the most part exceed the former by 12 to 25 per centum; from various causes, but perhaps chiefly the use of stamps as a means of transmitting small sums of money from the country to the towns. Whether from a recognition of this, or from indifference to the requirements of the law, the illegal course has been occasionally pursued of omitting to keep, or concealing, if kept, the daily count and record of actual cancellations, and making returns instead of sums equivalent, or approximately equivalent, to the quarter's receipts from sales. By such means commissions have been illegally swollen, and in the total a considerable loss caused to the Government. Besides such illegitimate gains, other postmasters have also disposed of stamps in private dealing, as in payment for small purchases of goods, or even worse, and thus enlarged their returns of revenue under

cover of which their false returns of cancellations have carried a more specious appearance, and a compensation often several times the just amount has been illegally retained.

The act of 1878, besides denouncing penalties against such peculators, imposes a discretionary duty upon the head of the Department, when "satisfied that a postmaster has made a false return of business, \* \* \* to withhold commissions upon such returns and to allow any compensation that, under the circumstances, he may deem reasonable." When attention is once directed to a particular office, it is not difficult to determine whether returns have been true or false, and measures may be taken which will ascertain with approximate correctness the cancellations actually made there. Accordingly many cases in which, by various indication or information, suspicion was excited, have been investigated by inspectors; and upon the evidence secured—occasionally accompanied by written confessions—where the facts have required it, commissions have been withheld and compensation fixed at a reasonable figure. The number of such orders within the last fiscal year and thenceforward to the 10th of October was 172, and the aggregate difference between commissions claimed and compensation allowed, or the amount reclaimed by the Government as wrongfully taken, including some disallowed rents, has reached \$78,575.60. In some instances the reclamation has been large; in one case \$4,225.15, and in twenty-four cases above \$1,000. Arrests of sixteen postmasters have been made, whose fraudulent intent seemed legally provable and inexcusable; of whom seven pleaded guilty, one was convicted on trial, one acquitted, four await trial, and three action by the grand jury. Three or four hundred cases are undergoing investigation, and others will doubtless be found requiring it, as the examination of returns by the Auditor's office, necessarily a protracted labor, discloses indications of probable irregularities.

Ignorance of the methods which duty imposed is commonly pleaded by postmasters who acknowledge the incorrectness of their returns, and, I am persuaded, sometimes truthfully. To correct misunderstanding and warn the conscious, as well as to acquire information aiding the detection of offenders, a circular was issued in May last directing the attention of postmasters to the law and the illegal violations of it, with the consequences denounced, and that information be furnished the Department of any suspected case.

The accumulating evidences leave little reason to doubt that the practice of making false returns has been pursued by some postmasters almost since the enactment of the statute of 1878; that it has been a growing and spreading fault, embracing larger numbers as years have passed, inducing the fraudulent sale of stamps to give a specious cover by larger reported sales to the falsely reported cancellations, and causing considerable annual loss to the Department. It is thought that a noticeable effect has been already produced upon the revenues from

sales at Presidential offices, as well as upon the expense item of compensation to fourth-class offices, by the changes of postmasters during the year and the action of the Department. The Auditor shows a percentage of decrease in the aggregate reported sales by fourth-class offices, with a diminishing percentage of compensation, during the later period of the last year, notwithstanding a generally improving business condition and very marked increase at the same time in the sales at the Presidential offices—a result deemed attributable, in part at least, to the cessation or diminution of illegal dispositions of stamps in certain small offices by sending them to the towns for sale.

*The readjustment of salaries* of postmasters of the third, fourth and fifth classes for the ten years following July 1, 1864, in pursuance of the direction of the act of March 3, 1883, and the consideration of claims for unpaid salary during that period, has imposed such excessive labor on the division that for the current year, as well as the past two years, an additional force of clerks has been provided. Applications to the number of 49,851 have been received, of which 28,418 have been passed on, 10,763 allowed, and 17,655 rejected. The gross amount of claims allowed to the end of the year was \$615,479.96, and three deficiency appropriations aggregating \$603,904.49 have been made. The last of these is now nearly disbursed.

It is hoped that the various contentions concerning the proper interpretation of the statutes and the procedure of the Department have been laid at rest by the action of the Congress at the last session, in ratifying the methods and adjudications of the Department, and requiring all further claims to be presented during this calendar year. The additional clerks employed for three years, or the greater number of them, can be dispensed with at the end of this fiscal year.

**Supplies to Postmasters** of the first and second classes are made of twine, wrapping paper, stationery, letter balances, and scales, and to postmasters of all classes, of blanks, canceling ink, marking and rating stamps and stamping pads, through the division of Post-Office Supplies, which embraces the so-called blank agency. This division also serves to provide the Department with stationery and the Railway Mail Service with twine, marking and rating stamps and pads, and wrapping and facing slip paper. The work necessarily performed in making such provision for the service is manifested in the figures for the past year. Nearly 58,000,000 blanks, 121,000,000 facing slips, over 125,000 record books, 836,000 pounds of twine, nearly 21,000 reams of wrapping paper were procured and issued for use in every quarter of the country.

This division of the Department underwent an investigation in April and May, 1885, the results of which were laid before you in the report of last year, exhibiting many serious irregularities and arousing the suspicion of peculation. The changes in its methods which were then and since made have been advantageous to the service, and corrobora-

relative by results of the inferences of that investigation. Notwithstanding an addition, required by the growth of the service, of over 35,000 record books, over 55,000 facing-slips, over 3,500 reams of wrapping paper, and of 11,100 pounds of ink and 5,475 ink-pads in the purchases and issues of the year, the total expenditures under the five items of appropriation in the postal-service act—for paper, twine, balances and scales, stamps and ink, and stationery—which embrace all the charges of the division except printing at the Government Printing Office, amounted to but \$153,465 during the last fiscal year, as against \$189,097.40 in the previous year, or a saving in expenditure of nearly 19 per centum, while there was almost an equal percentage of increase in the quantities of goods supplied.

In the comparison of the quantities of twine issued during the two past years, the value of the change in methods is very manifest. It was discovered by the investigation mentioned that the twine which had been accepted was deficient in yardage to the pound, but the extent of loss inflicted on the Government was only to be conjectured. It transpires that owing to the care taken to secure the stipulated article during the past year, the amount required for use was many thousand pounds less than the quantity paid for the year before, notwithstanding the increased necessities of the service; and the division superintendent estimates the actual saving accomplished at 140,000 pounds, which would have cost \$11,600.

There remains a balance of these appropriations unexpended of nearly 32 per cent., and the experience of the year will justify some reduction in the appropriations for these articles of supply, even beyond the reductions already made in those for the current year.

The economy of supplying post-offices from the Department with articles the cost of which constitutes a proper charge upon the Government, instead of leaving them to be purchased by postmasters and charged to their accounts, as was formerly done, has become so obvious that the system deserves extension to embrace every sort of such supply. It affords the opportunity for judicious purchase in large quantities from competing manufacturers, as well as of careful inspection, and secures both prices and goods much better than postmasters could be expected individually to obtain.

Since the 1st day of July, 1885, under the legislation of 1878 and subsequent appropriation acts, postmasters of the third and fourth classes have been considered entitled to supplies of ink, stamping-pads and stamps, but have made few requisitions for such articles, either because their previously procured supplies have served or from ignorance of the extended privileges provided. The statute on this subject is not free from uncertainty, and a more definitive expression of the legislative purpose is desirable.

**Allowances to Postmasters** in money—for rent of offices, for furniture in them, for fuel and light, for clerks, and for miscellaneous

and incidental expenses—are made for offices of the first and second classes only; with the two exceptions that when any of the third or fourth class are designated as separating or distributing offices, the additional clerical service so caused is a Department charge, and that authority exists to allow specially for clerical service “whenever *unusual* business accrues at any post-office.” These allowances are made through the Division of Salaries and Allowances, and are to be distinguished from “supplies” furnished in kind.

There has been much complaint, not, it seems to me, without some reason, that these limitations in the statute operate an unfair discrimination against some postmasters below the second class, and I shall submit some observations on the subject, before the close of this report, for your consideration. Reference is made to the tabulated statements of the operations of the Salary and Allowance Division, presented in the report of the First Assistant, for a summary of the work performed, without particular recapitulation.

*The rent, fuel and light* of first and second class offices not in buildings belonging to the Government (in which case the Treasury Department makes provision for them) cost during the last fiscal year altogether \$168,932.57. The appropriation was \$490,000.

In some cases the office is rented by the postmaster, and the allowance is made to him for the amount. In general, however, it has been the policy to effect leases for a term of years, and require the owner of the property to provide all the furniture and fixtures necessary, with an engagement to make such repairs and further provision as increase of service may require. Whenever it has appeared advantageous, the additional stipulation has been inserted that heat and light shall be provided by the lessor. It sometimes lies in his power to furnish both at less cost than the Department can independently supply them.

Proposals for such leases are solicited by inspectors, who report the circumstances affecting choice, and the cases are prepared by the law clerk, leaving final decision and consummation of the contract, often at the end of much contention among competing owners or local parties, to the head of the Department.

Appended hereto is a statement of the leases of post-offices and postal stations as they existed on the 25th of September last, arranged by states, and showing their date, duration, and annual rental, together with the character and business status of the respective offices. The entire number of such leases at that date was 266 for post-offices and 38 for postal stations, at an annual rental of \$319,671.50. The highest rent paid is for the Brooklyn office, \$7,500; while many are leased for \$1, where competition between different sites has induced such propositions. No proportionable uniformity in rentals is even approximately possible, being dependent upon local conditions exceedingly variant.

The act of March 3, 1885, authorized leases to be made for a period of five years, but its terms limited the power to those negotiated during

the late fiscal year. Such authority is desirable, because no owner can be reasonably asked to fit up a post-office for a single year's use, and although the practice of leasing for five years, subject to appropriations, is continued, the legislation would add to confidence and tend to better the terms.

The act last mentioned also gave discretionary power to lease third-class offices, but inasmuch as no increased appropriation was given, the authority could only be exerted where leases were offered at a nominal rental with a view to securing a fixed location. Six such cases will be found embraced in the appended statement. That authority also lapsed with the expiration of the year.

**Clerical Service** in post-offices requires the largest allowances, and the ascertainment and defense of their proper limits impose much labor and trouble. The gross expenditure authorized on this account during the past year, in 3,412 cases favorably considered, was \$5,029,448.06, and 1,727 applications were declined.

Of this sum the first and second class offices took \$4,536,877.06, and the residue was allowed to certain of those in the third and fourth classes which had been designated as separating or distributing offices, for the additional clerical labor imposed by that service. The number of such third-class offices is 1,175, and their aggregate allowance \$355,109, the maximum being \$1,710 (to the office at Suspension Bridge, N. Y., an important international exchange office) and the minimum \$45, the average \$302.22. The number of such fourth-class offices is 1,078, their aggregate allowances \$137,462, the maximum \$720, minimum \$20, and average \$127.50.

The allowances to first and second class offices have been made upon the reports of inspectors and such information as has been presented. Undoubtedly differences must exist between different offices, which will affect the measure of allowances. But, generally, it is believed a graduated scale can be established by which the expenses for clerk-hire might be apportioned upon the business done, subject to special provision in exceptional cases, with economy to the Government and equity between postmasters.

The actual expenditure, as shown by the Auditor, was but \$4,977,663.47, being somewhat less in fact than the total authorized during the year.

**Postmasters' Claims for Losses** "of money-order funds, postage-stamps, stamped envelopes, newspaper wrappers, and postal cards," resulting from burglary, fire, or other unavoidable casualty, including remittances of money-order funds lost or stolen while in transit, were authorized by the act of March 17, 1882, to be allowed by the Postmaster-General upon his determination of the facts, and that "such loss resulted from no fault or negligence on the part of such postmasters," with a limitation that claims thereafter accruing must be presented within three months of the loss.



The Assistant Attorney-General of the Department, under whose direction all such claims are investigated, and by whose opinion, in submitting them, their determination is mainly guided, reports fully upon the claims adjudged during the year. His report, with accompanying tables, will be found in the appendix.

The number of claims decided during the year was 602, and of these 458 were allowed in whole or in part, and 144 denied. His tables show the general features of each case, the post-office, postmaster, date, amounts claimed and allowed, character of funds, and the reasons for disallowance where that was the event.

The gross amount allowed was \$28,387.21, of which \$5,123.98 were for money-order funds and \$23,263.23 for stamps and stamped paper. These losses were caused, respectively, by fire, \$11,460.54; by burglary, \$14,924.80; by storm and flood, \$17.15; and by thefts and otherwise of funds in transit, \$1,984.72.

The total amount of the claims made upon the Department in these cases was \$29,900.53, of which \$1,513.32 were disallowed, leaving the total losses to be as stated. To the extent, of course, that these resulted from destruction of stamps or stamped paper, at least \$11,258.34, the Government suffered only the insignificant injury of the cost of manufacture; and the net actual loss was doubtless somewhat below the remaining \$17,128.87 of the allowances.

The gross sum of the claims denied entirely was \$8,443.51, of which \$4,823.74 were for money-order funds and \$3,619.77 for stamps and stamped paper. The disproportionate disallowance of claims for lost money-order funds arose from the too frequent breach of section 1081 of the Postal Laws and Regulations of 1879. This requires a *daily* remittance of "surplus" money-order funds, and losses of such funds retained in a post-office contrary to this requirement are deemed to be sustained by the postmaster's fault. His detention of the money beyond the prescribed time is at his own risk, as well as otherwise reprehensible. Another not infrequent disregard of that regulation has imposed occasional loss on postmasters. Certain formalities in recording the character of money remitted and in providing proof of its dispatch are prescribed, the omission of which imposes the loss on the sender. Some instances of severe misfortune have been published as a monition to pursue the steps required by the regulation.

Summarizing the reasons for denial of the 144 claims mentioned, 31 were not presented in time, 39 were due in part to the postmasters' neglect, 37 were not satisfactorily proven, 18 were not within the provisions of the statute, and in 19 cases the lost money or property was recovered by the inspectors of the Department.

Safes were opened by burglars in 110 cases, and the money, stamps, &c., abstracted.

A comparison between the two last fiscal years shows the total amounts allowed to be, respectively, in 1885, \$28,377.79, in 1886,

\$28,387.21; and of claims disallowed, in 1885, \$12,092.97, in 1886, \$8,443.51. The general statement of the sums awarded to claimants during the several years since the passage of the act, which the Assistant Attorney-General presents, would indicate a diminution in the extent of these casualties; but the greater amounts of the first two years are rather due to the fact that many claims had accumulated in Congress before the statute was enacted for the relief of claimants, which, on its passage, were granted.

The present limitation of three months works occasional injustice; and although but a short period should be afforded, it is believed six months would be more consonant with justice.

**The Free-Delivery Service** by carriers was, during the last year, extended to three cities, Aurora, Ill., Duluth, Minn., and Newport, Ky., making on the 30th of June, 1886, 181 free-delivery offices in all. The limits imposed by law on the discretion of the Department in extending the system have nearly been reached, and unless they be expanded the addition of other communities to the enjoyment of the privileges of the system will be few, as, from year to year, they gradually attain to the population<sup>or</sup> volume of business now required.

The statistics show the continued enlargement of the machinery, performances, and cost of the service, but only in the general ratio of postal progress in recent years. Of carriers, there was an increase of 483, giving a total number of 4,841. The cost rose by the amount of \$326,354.15, or 8.18 per cent., to a total sum of \$4,312,306.70. This, however, was over \$220,000 less than the estimates of the Department, and within the appropriation of \$4,485,000 by \$172,693.30. Considerable part of this unexpended balance results from the changes made in carriers at various offices, the newly-appointed being required to enter at a lower grade of salary than was often paid to those displaced, while the estimates were based upon the rates of pay of those in the service when they were made.

The number of pieces of mail matter, counting collections and deliveries, handled by the carriers during the year, was 1,949,520,593, an increase over the previous year of 204,983,186, or 11.75 per cent., while the carriers increased but 11.08 per cent. in number.

The average number of pieces handled by each carrier was 402,710, a gain of 2,403, or  $\frac{1}{40}$  of 1 per cent. The average cost per piece was 2.2 mills, as against 2.3 the year before, a gain of one-tenth of a mill; and the average cost per carrier was but \$889.15, as against \$912.90, a diminishment of \$23.75, or 2.6 per cent. This was due in part to the increased number of carriers in the lower grades, already mentioned, and in part to the increased efficiency in work shown by the greater average number handled by the individual carrier.

The amount of postage on local matter is reported at \$5,839,242.97, an increase of \$558,519.87, or 10.57 per cent., on the previous year; while

the excess of such postages over the cost of the service was \$1,526,936.27, a gain of \$232,165.72, or 17.93 per cent.

At only nineteen offices the receipts from local postage exceeded the cost of this service; but at those the excess was sufficient to overbalance the deficiency of all the rest by the amount stated. There was in most of the free-delivery offices a better showing in this feature.

*The Recommendation* in the last annual report for the extension of the discretionary limitations of this service to places of 10,000 inhabitants or \$10,000 of gross annual revenue, I respectfully renew. The argument in its favor I will not repeat, as little need be said in addition to what was then presented, to one who favors the bestowal of the utmost feasible privileges to our citizens. It would not be necessary, nor proper, at once to extend to all cities and towns within such limits; not all will at once desire it, or meet the local conditions which the regulations and the principles of this service require. But the law should be altered so that no amendment will be again required in this respect for many years; and a sufficient curb on the exercise of the discretion can be annually imposed by the Congress through the usual limitation of the portion of the appropriation left applicable to extension.

The opinion expressed in the last report that a separate grade of collection carriers should be established, for use in the larger cities, at lower rates of annual pay than are given the delivery carriers, has ripened, in my mind, to a conviction that efficiency and economy would both be promoted by the measure. The work of collection requires little experience and carriers of little education. It would afford employment to many who cannot now enter the service at all. The division of the labor is in accordance with the soundest principles of organization and would doubtless advance the measure of performance to means and cost.

It is suggested also that the statute which forbids placing collection boxes in any but public buildings or railroad stations should be modified. It is now customary to construct in the cities private buildings of large size and great height for business purposes, of such capacity that a colony of business men may occupy one. A convenient device is often supplied to these by which mail matter deposited in the several stories in a common pipe or tube will drop to a letter box on the ground floor. By this means such a letter box oftentimes serves more persons than one upon a street corner and with equal security, and such provision is, or can be made, in all cases, that it is as conveniently accessible to collectors. It would be an additional facility extended by the postal service to business men to authorize such boxes to be constructed, without cost to the Government, and embraced within the collection service, under control of the local post-office.

**The Money-Order System** has been conducted during the past year in accordance with its well-established methods and with customary efficiency. It was extended to 311 additional post-offices, while

but 10 were dropped from its list. The returning business activity has shown its marks here by an increase in the number of orders and postal notes issued and paid, slightly exceeding 9 per cent. on the whole; the gain on domestic orders, however, being less than 3 per cent., while in postal notes it was nearly 19 per cent., and in international orders nearly 10 per cent. of issues, though but 3.35 in those paid. Yet, notwithstanding the increase in number, the total value of domestic orders, both in issues and payments, diminished by a little more than \$4,000,000, or nearly  $3\frac{1}{2}$  per cent.; while the gross amount of postal notes, both those issued and those paid, increased by over \$1,700,000. This difference was due to a continuance of the tendency, noted the year before, to the use of orders for smaller sums; the average amount of the money-order having fallen by 93 cents from \$15.26 in 1885 to \$14.33, and of the postal note from \$1.98 to \$1.95.

The system was provided for those whose transactions are limited, and the scale of fees for the larger orders opens it to competition by the banks, express and telegraph companies, which it does not encounter on the smaller. The charges for orders of \$40, or more, exceed the rates which many banks require, and unless reduced will limit the employment of this means of transmitting money. So long, however, as it continues to furnish the best means for those whose dealings are but moderate, the system meets the chief objects of its creation, and its very great value to the people is shown by the large aggregate volume of its business.

During the past year there were issued 7,940,302 domestic orders, amounting to nearly \$114,000,000; 5,999,428 postal notes, amounting to \$11,718,000, and 493,423 international orders, aggregating \$7,178,786.21, besides the payment of foreign orders, reaching a total of almost \$4,000,000. The entire amount of fees received was \$1,214,506.38, less by \$2,869.60 than the previous year. There was some diminution in the fees from domestic orders, but a greater arose from the reduction of the charges on international money-orders from one and one-half to one per cent.

The total net revenue paid into the Treasury for the year was \$350,551.87, a sum more than sufficient to pay all cost of the money-order clerical service in the Department and the Auditor's office, the rent of buildings and the maintenance of them, besides all incidental and miscellaneous expenses. The reduction in the fees on orders of five dollars and under by the Congress, pursuant to the recommendation in the last report, will somewhat further diminish the net revenue of the current year.

It is a gratifying proof of the efficiency which characterizes the management of this business that but 52 money-orders, or in the ratio of 1 to 152,618, were reported during the last year as erroneously paid; and of these a part proved on examination to have been properly paid, and for a part the inspectors recovered the money; so that during the year

but 29 orders, involving \$619.78, were charged to postmasters because of their fault, and but 2, amounting to \$65, were assumed by the Department.

On the 1st of October, 1885, the money-order business begun with Japan, under the convention reported last year. In November, 1885, I signed a convention for the exchange of money-orders with the Leeward Islands, which went into operation on the 1st of January last. Negotiations are in progress for an exchange between this country and The Netherlands, Norway, and Austria-Hungary, respectively, and it is probable will be concluded during the current year.

I concur in the hope expressed by the experienced superintendent that the bill which was passed by the House of Representatives at its late session, extending the convenience and usefulness of the postal-note system, may soon become a law.

**The Special-Delivery Service** was instituted under authority of the act of March 3, 1885, and put in operation on the 1st day of October, last year. The act limited the service to free-delivery offices and such others as served places with a population of 4,000 or more; and its privileges were thus operative at but 555 post-offices. The restriction greatly limited the convenience and employment of the service, because it required the sender of a letter to consult the list of offices where the stamp would be available, a list often inaccessible at the proper time. Nor was the stamp efficacious upon any but first-class matter. Notwithstanding, the public appears to have found the system advantageous, and during the full year of its use, to the end of September, 1,118,820 letters were received for special delivery at the designated offices, of which 785,020 came by mail and 333,800 were drop-letters. The large proportion of the latter seems an indication of the restraint on senders, just mentioned, from the want of ready knowledge of what offices were designated for special delivery. The Auditor reports sales of these stamps to the estimated amount of over 1,400,000 prior to the 30th of June, and the issues to postmasters to that date aggregate nearly 3,700,000.

Taking the full year of the system, the amount of fees paid for special delivery is put by the returns received at \$84,784.42, leaving a gross profit to the Government of \$27,097.58; figures approximately, though not nicely, accurate.

The service, to the extent it was employed by the public, has been well performed. The receipts of addressees give the hour and minute of delivery, as also the postmaster's note of the minute of dispatch from the post-office, and these show the average time between the office and the addressee to have been nineteen minutes. Another indication of efficiency is the insignificant number of complaints received.

The past year can be properly regarded as only affording a tentative experiment with the new system, with favorable indications. The present Congress, by the act of August 4th, gave power to make the

stamp available at any office and upon any article of mailable matter. Instructions were prepared and issued to all postmasters, and circulars of information to the public, and the enlarged system was put in operation on the 1st of October. The short period since passed allows but general information of the results. Confident assertion is therefore impossible; yet it may be properly said that all indications afford the promise that this auxiliary will much increase the usefulness of the service.

The Department will spare no pains to assure the public of promptitude and certainty in the delivery of matter properly stamped, and will co-operate with public criticism to improve the efficiency of the system by the investigation of every complaint. Postmasters have everywhere manifested a praiseworthy zeal to promote its value, and as trial of its conveniences shall gradually extend knowledge of the various uses it will serve, its general and satisfactory employment may be reasonably anticipated. Practically it now affords the advantages of the parcels-post system for such articles as are admitted to the mails, and it may prove a precursor to the general introduction of that feature of postal service, now in use in several countries of Europe.

### THE TRANSPORTATION OF THE MAILS.

Attention has been already called to the immensity of this part of our service, far exceeding in extent the similar establishment of any other country. The expense of its maintenance assumes corresponding proportions, rising above the combined sum of all other expenditures of the Department. On the 30th of June, 1885, the annual rate of cost of the entire transportation service was reported by the Second Assistant Postmaster-General to stand at \$28,285,081. But by contracts and orders previously made, to take effect on the 1st day of July, 1885, this rate was so changed that on that day, the beginning of the past fiscal year, it stood at \$28,955,898. Notwithstanding, the actual cash expenditure, as reported by the Auditor, has been but \$27,553,238.98, to which must be added a sum estimated not to exceed \$175,000 for railroad service unadjusted at the date of his report. Including that sum, the expenditures, as contrasted with the rates of cost in the several items at the beginning of the year, show as follows:

	Rate July 1, 1885.	Expended during year
Railroad transportation, weight pay .....	\$15,197,653 00	\$14,324,401 85
Special facilities, &c. ....	251,725 82	251,540 82
Post-office cars. ....	1,889,488 00	1,691,447 80
Postal clerks .....	4,280,118 00	4,407,778 08
Star-route transportation .....	5,653,660 95	5,452,456 19
Steamboat transportation .....	554,078 72	471,447 20
Mail-messenger service .....	879,217 00	833,968 38
Mail equipments.....	269,957 00	235,198 60
	<b>28,955,898 49</b>	<b>27,728,238 98</b>

The various changes effected in the course of the year, by increase of service in different parts and by reduction of cost in others, left the annual *rate* of cost on the 1st of July, 1886, to stand as follows:

Railroad transportation, weight pay to the companies.	\$15,924,863 00
Special facilities .....	251,726 00
Railway Post-Office Service .....	1,816,321 00
Railway Mail Service .....	4,516,826 00
	<hr/>
	\$22,509,736 00
Star route transportation .....	5,091,225 28
Steamboat transportation .....	405,945 68
Mail Messenger Service .....	831,223 00
Add mail equipments at last years' cost .....	235,198 60
	<hr/>
	29,073,328 56

**In Railroad Transportation**, the annual rate of cost has increased from two causes: first, an increase of 2,901 in the number of miles of road employed, and, secondly, the increase in weights of matter shown by the quadrennial weighing in the Eastern section.\* Yet the increase was only at about half the rate per cent. of the previous year, although the increased mileage was over three-fourths as much, for the reason that applications for special weighings were generally refused. The practice of prompt adjustments has been pursued with good results. The following statement shows the changes in the extent and cost of the service from year to year since 1873.

*Comparative statement showing total length of railroad routes; annual increase and annual percentage of increase in length of routes; annual rate and increase or decrease in rate of cost, and average annual rate of cost per mile for weight; annual increase or decrease in cost for railway post-office cars; total annual rate of cost and total annual average cost per mile for weight and railway post-office cars combined, from 1873 to 1886, inclusive.*

Year.	Total length of routes.	Annual increase in length of routes.	Annual per cent. increase in length of routes.	Annual rate of cost for weight.	Annual increase in rate of cost for weight.	Annual per cent. increase in rate of cost for weight.	Annual decrease in rate of cost for weight.	Annual per cent. decrease in rate of cost for weight.	Annual average rate of cost per mile for weight.
	<i>Miles.</i>	<i>Miles.</i>							
1873 .....	63,457	5,546	9.57	\$7,257,196	\$754,425	11.60			\$114.36
1874 .....	67,734	4,277	6.74	9,113,190	1,855,994	25.57			134.54
1875 .....	70,083	2,349	3.46	9,216,518	103,328	1.13			131.50
1876 .....	72,348	2,265	3.23	9,543,134	326,616	3.54			131.90
1877 .....	74,546	2,198	3.08	9,053,936			\$489,198	*5.12	121.45
1878 .....	77,120	2,574	3.45	9,566,595	512,659	5.66			124.04
1879 .....	79,991	2,871	3.72	9,567,590	995	10.01			119.60
1880 .....	85,320	5,329	6.66	9,237,945			429,645	3.44	108.27
1881 .....	91,569	6,249	7.32	10,249,261	1,011,316	10.95			111.92
1882 .....	100,563	8,994	9.82	11,297,333	1,048,072	10.23			112.34
1883 .....	110,208	9,645	9.59	12,288,799	991,466	8.78			111.70
1884 .....	117,100	6,952	6.30	13,273,006	984,207	8.01			113.29
1885 .....	121,032	3,872	3.30	14,758,495	1,484,889	11.19			121.95
1886 .....	123,933	2,901	2.39	15,520,191	761,696	5.16			125.28

\* Caused by 10 per cent. reduction under act of July 12, 1876.

† Caused by 5 per cent. reduction under act of June 17, 1878.

‡ No separate appropriation was made for R. P. O. cars until fiscal year ended June 30, 1880, and, consequently, the accounts prior to that year for this service were combined with those for cost for weight of mails.

*Comparative statement showing total length of railroad routes, &c.—Continued.*

Year.	Annual rate of cost for R. P. O. cars.*	Annual increase in rate of cost for R. P. O. cars.	Annual per cent. increase in rate of cost for R. P. O. cars.	Annual decrease in rate of cost for R. P. O. cars.	Annual per cent. decrease in rate of cost for R. P. O. cars.	Total annual rate of cost for weight and R. P. O. cars combined.	Annual average rate of cost per mile for weight and R. P. O. cars combined.
1872						\$7,257,196	\$114 36
1874						9,113,190	134 54
1875						9,216,518	131 50
1876						9,543,134	131 90
1877						9,053,936	121 45
1878						9,569,595	124 04
1879						9,567,590	119 00
1880	\$1,261,641 00					10,498,986	123 05
1881	1,364,107 00	\$103,066	8.17			11,613,368	126 82
1882	1,455,851 00	91,744	6.73			12,753,184	126 81
1883	1,599,001 00	143,150	9.83			13,887,800	126 01
1884	1,738,997 00	139,996	8.76			15,012,603	128 13
1885	1,860,488 00	130,491	7.50			16,637,983	137 38
1886	1,816,321 00			\$63,167	2.84	17,316,512	139 88

\* No separate appropriation for R. P. O. cars prior to 1880.

The appropriation for special facilities having been increased by the Congress at its last session with a view to increase the rapidity of transit to Tampa, Fla., and facilitate the Cuban service, arrangements were made accordingly to begin on the 8th day of August, since which time the northern mails have been delivered at Tampa in the evening of the day of their arrival at Jacksonville, instead of the afternoon of the following day as heretofore. The addition thereby of annual cost to this item is \$39,281.49. Otherwise the appropriation is disbursed in the same manner as last year, the particulars of which are stated in the appendix. There ought to be a still further reduction in the time between Washington and Tampa, so that arrival at the latter place of the mail train should not occur later than 3 o'clock in the afternoon of the second day from New York, enabling the mail steamer to reach Havana before sunset of the following day. It is believed this may be soon effected. Unless it shall be, continuance of this appropriation is of questionable expediency.

In the report of last year it was stated generally that an examination had shown me that for years extra payments had been made to some railroad companies for the use of apartments less than forty feet in length and in other than railway postal cars; that they were believed to be unwarranted by law, and that the Second Assistant had been directed to prepare a tabular statement of the facts, to be annexed as an exhibit to that report. That inquiry, when carefully pursued, developed payments of this kind to a greater number and amount than was supposed when that report was written, and it proved impossible to satisfactorily complete the investigation in time to prepare the promised statement for annexation to it. The tabulation was subsequently finished and submitted to the Congress, and is appended hereto in con-



nection with the Second Assistant's report. It was disclosed that payments aggregating, up to the 30th of June, 1885, \$979,959.67, had been thus unwarrantably made, and that the annual rate of charge then borne by the Department on this account was \$80,161.73. This expenditure was at once discontinued, and the Congress approved the action by reducing the appropriation accordingly. Some discussion arose between the Department and the companies concerned, but with one exception all acquiesced when they ascertained the state of the law, and continued to furnish the service as it had theretofore been. The Boston and Providence Railroad Company has denied the use of apartment cars, in disregard of the obligation of the statute.

Another correction in the practice of the Department was made during the past year by giving full effect to the thirteenth section of the act of July 12, 1876 (19th Stat., 82), which requires that every railroad, constructed in whole or in part by a land grant of the United States on condition that the mails should be transported thereon at such price as the Congress should by law direct, shall receive but 80 per cent. of the compensation authorized to be paid to others. Inquiry disclosed that many roads within the purview of the act had been erroneously paid full rates, and careful examination and computation fixed the amount of such excessive payments since the enactment at \$69,647.91. This sum has been deducted from the amounts due for current service to the roads affected, in the amounts respectively recoverable from each of them, and their rates of compensation adjusted in accordance with the statute. The saving in annual expense so effected is \$12,176.07. The details of this reclamation and reduction in annual charge, with the numbers of the routes and names of the companies affected, are set out in the appended report of the Second Assistant.

On the other hand, the rate of money expenditure for railroad transportation has been enhanced by the decision of the Supreme Court that the mail earnings of the lines of road which constitute a part of the holding of the Central Pacific Railroad Company, but which were not part of its subsidized road, cannot be claimed for credit upon its indebtedness to the Government, but must be paid. The annual rate of charge within this determination is above \$231,000 on account of the Central Pacific Company alone. In view, however, of the action of Congress at the last session, no payments have been made on this account.

The conviction will force itself upon the mind of every careful inquirer, it may be safely affirmed, that the present method of measuring the compensation to railroads for mail transportation is clumsy, unequal in effects, difficult of satisfactory adjustment, and by no means fixed upon a true basis. The subject deserves early consideration. The evils and inequalities of the present system increase with the increase of railroads and mails, the difficulties of adjustment become more trying, and the

peril of serious inconvenience to the service is far from inconsiderable. There appears no just reason to believe that a law may not be devised which shall give a proportionable uniformity of compensation to actual service, at a rate alike just to the carriers and the Government, and free, by its simplicity, from difficulty of application or liability to abuse. The desirability of the object, promising, if fairly attained, both satisfaction to the carriers and economy to the Government, renders it an urgent duty of the Department to press its consideration.

**The Steamboat Service** naturally diminishes in usefulness as railroads are built upon competing lines, affording the peculiar advantages to mail carriage of speed and regularity. An especial attention was due and has been rendered to this species of transportation. The compensation was found to be excessively disproportionate to the value of the service in some cases, and in others a substitution of different methods of supply proved more useful and economical. A reduction of \$148,133.04 in the annual charge has been effected since the 1st day of July, 1885, so that on the 1st day of July, 1886, 123 steamboat routes on all our coasts and inland waters, amounting in total length to 10,512 miles, required an annual outlay of but \$405,945.68.

The changes of the year added seven to the number of routes of this kind, but decreased the aggregate length by 1,337 miles, as well as the gross cost by the sum mentioned, realizing the expectation expressed in the report of last year, from the partial insight at that time obtainable of the service. The review which has now been made is sufficiently complete to leave opportunity for little, if any, reduction during the current year. Upon the whole, some increase in the totality of cost will probably ensue because of the comprehension within this class of the foreign mail route to Havana.

The act of March 3, 1885, authorized a contract for combined inland and foreign steamboat mail service in one route, when not more than two hundred miles intervened between ours and the foreign office, upon the same terms and chargeable on the same appropriation as a contract for inland steamboat service. If the statute can be made applicable to any other, it was without doubt designed wholly for the Gulf route between the coast of Florida and the island of Cuba. Pursuant to its purpose an attempt was made during the last year to negotiate such a contract, and proposals were duly advertised for. Two only were returned for service between Tampa and Havana, both tendering a semi-weekly service, the one for \$100,000 a year, the other for \$66,000. The price was deemed excessive, and both proffers were declined.

The purpose of the Congress, further manifested during the last session, and the desirability in every aspect, that a highly efficient mail service should be established with Cuba in connection with our Atlantic coast line from New England and New York, induced a renewal of negotiation, and resulted in a contract for service between Tampa, Key West, and Havana by the new steamer *Mascotte*, and a consort of equal

excellence, from August 1, 1886, to June 30, 1887, to be rendered three times a week between November 1 and April 30 and twice a week during the residue of the year, on schedules to be fixed by the Department, carrying all mails both ways for \$54,450. This service covers and dispenses with that before maintained between Tampa and Key West, at an annual cost of \$22,565.74; performs our foreign mail carriage to Cuba and Porto Rico, which, computed in the foreign-mails office at sea and inland postage on the quantity estimated by the weights of 1885 and ordinary increase, amounts to \$24,159.07, and also the carriage of the open and closed mails of European countries to Cuba, for which we receive now about \$3,500.

In addition, it is anticipated that arrangements will be made to transport the Cuban mails to this country, and to some extent their European mails, and thus add a substantial sum to the receipts of this route. Performance of the trip each way in twenty-five hours is stipulated, and the time between New York and Cuba is already reduced from the four and one-half days required by the sea voyage to three days by this service, besides a greater expedition for all mail originating in the South; and it is confidently expected that within no long period the railroad time will be so accelerated between Washington and Tampa that but sixty hours will separate Havana and New York. So soon as such celerity shall be acquired, in addition to the regularity and security of the new service, it must command the transportation of all mails both ways, and prove not only of high value to business correspondence, but perhaps directly remunerative. Before bringing this negotiation to a conclusion, the two lines of steamships which ply weekly between New York and Havana were solicited to undertake the carriage of our outward mails to the latter port, but refused it at any less price than \$500 per trip, leaving the Department little choice.

The arrangements now made are experimental, limited to a short period, and submitted with particularity of detail, in order that, with an easy view of all the circumstances, the Congress may readily provide such other or further directions as shall be deemed most expedient.

**The Star Route Transportation** has been both improved in character and amount, and reduced in cost during the year past, in a satisfactory manner, by judicious changes and arrangements under the direction of the Second Assistant Postmaster-General. The reduction in the annual rate of cost effected by orders between July 1, 1885, and June 30, 1886, was \$301,479, besides other changes to take effect July 1, 1886; and contracts were made during the year for four years, beginning July 1, 1886, in the fourth contract section, by which an annual saving of \$238,175.10 was accomplished. The value of this work will be apparent from a few comparative statements. During the year ended June 30, 1885, the increase in annual cost of this service had been \$324,863, and on the 30th of June, 1885, it stood at the annual rate, for 12,371 star routes, aggregating 232,222 miles in length, of \$5,414,804.

Contracts had been made that took effect on the 1st of July, 1885, which operated to make the annual rate of charge on that day to stand; for 13,428 routes, of a total length of 237,528 miles, at \$5,653,660.95. On the 1st day of July, 1886, there were 13,961 routes, aggregating in total length 237,444 miles, at the annual rate of charge of but \$5,091,225.28. Thus, between the 1st day of July, 1885, and the 1st day of July, 1886, there was an increase of 533 in the number of routes, a decrease of but 84 miles in their aggregate length, but a decrease of \$562,435.67 in the annual cost of maintenance.

During the year 1885 the cost per mile traveled was 6.52 cents; during the year 1886 it was 6.43; and during the current year it must be still further reduced under the provision made for this service.

Contrasting the fiscal year 1886 with the average of the preceding seven years, there was an increase of 5,522,485 miles in the total travel performed on star routes, or 7.11 per cent., a decrease in yearly expense for the service of \$573,356, or 9.68 per cent., and of \$1.24 per mile of route, or 16.17 per cent.

The results have been attained by careful examination of the service and systematic effort to effect improvement and economy.

**The Mail-Messenger Service**, though not so great in extent, yet exhibits like good effects of the business care which has been bestowed upon it. On the 1st day of July, 1885, the annual rate of cost for 5,317 routes, aggregating 4,079 miles, was \$879,217. On the 1st day of July, 1886, there were 5,339 routes, an increase of 22, in total length 4,136 miles, an increase of 57, at the annual rate of cost of \$831,223, a reduction of \$47,994.

**Fines and Deductions** were imposed on contractors and others in the service, for faults and omissions, as follows:

Railroad service .....	\$162,151 24
Star service .....	62,015 12
Steamboat service .....	28,365 39
Mail-messenger service .....	2,316 12
Postal clerks .....	3,872 11
	<hr/>
	258,719 98

Against which were remissions as follows:

Railroad service .....	\$16,450 86
Star service .....	4,144 81
Steamboat service .....	1,234 25
Postal clerks .....	112 93
	<hr/>
	21,942 85
Leaving net result of .....	<hr/>
	236,777 13

**The Railway Mail Service**, its extent, changes, operations, and condition, are so fully presented by the report of the general superintendent, with numerous tabular exhibits, as to require no extended or special comment. "These clearly show," as the superintendent says, "that the service, through the earnest efforts and hearty co-operation

of officers and men, continues to maintain the high standard of efficiency attained in years past, and has afforded to the public improved facilities and increased accommodation, as opportunity offered or experience suggested." The changes of method or extent are all in the way of enlargement, demanded by the increase of business, the growth of the service, and its extension upon new lines.

At the close of the fiscal year there were 871 lines of railway post-offices, an increase of 13; of clerks in the service, 4,573, an increase of 184; of cars and apartments, 2,204, an increase of 39. The total daily distance run by clerks was 123,745 miles, an increase of 2,416, upon 110,672 miles of railroad, an increase of 3,166, and the entire number of miles of service performed during the year by the clerks was 100,923,910, a gain of 4,522,110, as compared with the preceding year. The number of pieces of ordinary mail handled by these clerks rose by 381,462,075 to the large figures of 5,329,521,475.

These figures show the large proportions and the general rapid growth of this service.

The statistical returns of case examinations and of errors give a favorable showing of the efficiency and discipline of the service, and the record of probationers is very much better than for several years past.

The casualties to clerks have been as numerous as in other years, seriously injuring 56 and slightly injuring 60 others, but fortunately causing no deaths. I cannot pass this point without recalling the discussion in the last report, in which the duty of some provision was urged. When pensions are given with generous lavishness, twenty years after the alleged injuries, for every slight disorder the soldier sustained, the spirit of justice equally demands some provision for the seriously maimed servants of the Government in the severe and perilous mail service by rail.

The fast-mail service has continued in its high condition of excellence during the year. No changes have occurred, except that on the line from New York to Saint Louis a valuable gain of time was arranged with the railroad companies, of great utility to the southwestern dispatches.

**The Foreign Mail Service** has been, for the most part, very satisfactorily performed during the year under review. The transportation was chiefly upon the ocean, with some increased use of railroads in the carriage of Mexican mails. No separate account of the weights of open mails sent by rail is taken, settlements going on the triennial statistics.

The gross weight of the mails sent out by sea was 1,300,581,114 grams, or 2,867,781 pounds; of which the letter and post-card mail was 226,847,338 grams, or 500,198 pounds, and of prints and other matter 1,073,733,776 grams, or 2,367,583 pounds. The increase in the total weight of mails so carried, contrasted with the previous year, was 73,651,984 grams, or about 162,400 pounds, a gain of over 6 per cent.

Of the letter mail, 92.86 per cent. was sent across the Atlantic and

but 7.14 per cent. to countries where American vessels mainly ply, on the American continent and islands, and across the Pacific Ocean. Of paper mails, there was, as usual, a less percentage to Europe, the proportions being 81.48 and 18.52, respectively.

The triennial count of foreign mail matter, required by the Postal Union Convention, was made during seven days in October, 1885, and a like period in April, 1886, at the several international exchange offices of this country, to provide the statistics required by the International Bureau for compilation and general information. The tabular statement of our foreign mails, by number of pieces, computed on this basis, will be found appended to the superintendent's report in the appendix. The estimated annual number of all articles mailed from this to foreign countries is 86,755,535, and of those received 59,977,356. There is a considerable excess in favor of this country in the articles mailed prepaid, and also in the amount of due postages collected; indicating that the mutual exchange system of the Universal Postal Union is not pecuniarily disadvantageous to our Government. The entire cost of handling the foreign mails outstrips, however, the receipts derived from the service, upon any just basis of estimation, as was demonstrated in the last report of the Department.

The direct expenditures specially for mail transportation to foreign states were as follows:

For sea conveyance:

Transatlantic .....	\$287,927 22
Transpacific .....	26,950 71
Canadian, West Indian, Central and South American .....	35,507 18
Inward mails from Shanghai and non-conventional countries .....	497 02
Isthmian railway transit .....	6,561 37
Balances of accounts to foreign countries (estimated) .....	55,000 00
Total (partly estimated) .....	412,443 50

These items include nothing for the charges on account of domestic transportation of foreign mail matter dispatched, or received and delivered, the far heavier share of their cost.

Three foreign postal agencies, at Colon and Panama, in the United States of Colombia, and at Shanghai, in China, have been maintained. The cost of the Panama agency was \$860, and of the Colon agency up to the end of March, so far as allowed, \$225. The expense of the Shanghai office, in part reported and in part estimated, was \$1,800.

Arrangements have been effected with the Panama Railroad Company to directly perform all necessary service at Colon, and the employment of the consul there is dispensed with, which will result, it is believed, in relieving the interruptions and inconveniences hitherto occasionally sustained at that point. The Chinese Government has recently indicated a purpose to establish postal communication with other countries, which, if perfected, will enable the Shanghai agency to be discontinued by the end of the current fiscal year.

The disagreement between some American steamship companies and the Department in respect to their compensation and the method of engaging their vessels in the service occasioned much healthy discussion. The carriage of our foreign mails was, however, but very slightly interrupted or inconvenienced. The principal diminution from the best service attainable on existing lines was due to the refusal by the Pacific Mail Steamship Company and the Red D Company of the use of their vessels to the Government, and occurred chiefly on two routes. From San Francisco to Japan and China the service was performed by the Oriental and Occidental Steamship line alone, whose steamers sail from our port at intervals of about twenty days, alternating with like sailings by the vessels of the Pacific Mail Company; and the refusal of the latter reduced the frequency of outward dispatches by one-half, though not otherwise diminishing or impairing the service, which was well performed by the former company. The other course lay between New York and the Venezuelan ports on which the outward mails were usually dispatched first to the Barbadoes, and thence to Venezuela, protracting the duration of their carriage four or five days, a loss somewhat compensated by the greater frequency of trips obtained, being five in the month to three by the Red D line. Aside from these two routes, the interruptions and delays were but little more than are almost inseparable from existing means of communication with the States of Central America. The inward mails were not affected.

The actual additional inconvenience to the general public on either of the mentioned routes proved comparatively quite insignificant, for the reason that, aside from such mail matter as relates to the cargoes of the steamships, the correspondence between the countries referred to and the United States is very limited; and such as concerned the cargoes the recusant companies transported on the same vessels—under sections 3987 and 3993 of the Revised Statutes—no interest being more subserved by such mails than their own. The proof of the generally favorable condition of this portion of this service is seen in the fact that the weights of all mail to the various ports not transatlantic increased from a total in the previous year of 211,070,837 grams to a total in the last year of 214,334,460; a gain of 3,263,623 grams being incompatible with much interruption in the mail transportation. Had the interest of contestants not have awakened attention and aggravated complaint through the press, it is probable the difference in the service, such as it was, might have taken place without attracting special notice, except by shippers on these lines.

The customary monthly invitations to all American steamship companies for a tender of their vessels were continued during the year, and, after the passage by the Congress of the postal-service appropriation without provision for any subsidy, the Red D Company placed their vessels at the service of the Department on the usual terms, and the Venezuelan mails have, since the 14th of August last, been carried by

those steamers in their former satisfactory manner. The Pacific Mail Steamship Company, at first declining, in the end proffered the service of their ships also, and since the beginning of September they have been regularly placed on the monthly schedules of dispatches for the ports to which they ply, and have transported the mails as usual.

The Department having during the past fiscal year allowed the sea and inland postages to United States steamships, pursuant to section 4009 of the Revised Statutes, and the appropriation for the current year having been passed upon the basis of that rate of compensation, a similar rate of payment to all such vessels is still continued; and the estimates for the next fiscal year have been calculated accordingly. This provides a rate of compensation to such steamships three times greater than, with the exception of two lines, they had habitually received for seven years previously—a compensation quite adequate to the service, when the carriage is performed by vessels sailing in the course of their own business as common carriers, and upon schedules of arrivals and departures regulated by their own convenience, and without other obligation to the Government than so to carry and deliver with proper care and diligence. It will have been observed from the figures already given that while the proportion of mails carried during the past year to those countries to which American vessels sail, as compared with transatlantic mails, was, approximately, one-ninth, the cost was nearly one-fifth, because of the higher rates paid vessels of United States registry.

The dispatches from San Francisco to the Orient are now made at intervals of ten days, one-half of the sailings being of ships of the Oriental and Occidental Steamship Company. That company is of United States ownership, as I am credibly informed, yet two of its three vessels are not of United States registry. Consequently but one, the *San Pablo*, has received the sea and inland postages, the other two being by law limited to sea postage only; notwithstanding this company faithfully performed this service at a time when the refusal of its competitor's ships rendered its aid more than usually desirable. The statutory rule works still more unfair results, now that the two companies divide the carriage; because the quantity of mails on which the compensation is computed is reduced approximately one-half; and thus the company which deserves recognition of its timely fidelity finds not only the extent of its service materially reduced, but the rate of payment for two ships only one-third that allowed to ships whose service was then denied to the Government. It would seem too obvious to require particular expression that the Department ought to be authorized to pay the vessels of the Oriental and Occidental line the same rate of compensation as is paid the other, being also of American ownership, as a just exception to the general rule.

Although the Department has sedulously preferred the steamships of the United States wherever they sail, the greater proportion (about



nine-tenths) of the foreign mails have been necessarily transmitted in foreign bottoms. No instance has arisen of declination by any such vessel to carry whatever quantity of mail has been offered it for the sea postage only; and no losses of mails dispatched by us have been sustained during the year. Our transatlantic service has been especially excellent, and may be pronounced without doubt the most expeditious and satisfactory of any upon the seas. The swiftest ships of all the companies in that navigation are employed, and the frequency of dispatches and speed in transit so secured surpass the service rendered in the transportation of the inward mails from Europe. The Department has information that the British Government has recently adopted this policy, in the expectation of improving their service to this country.

In the appended report of the Foreign Mails office a particular statement is given of the quantities of mail matter transported by, and of the payments and rates to, each of the various companies which participated in this service, with much other interesting matter.

Petitions, numerously signed by well-known and enterprising merchants and manufacturers of New York, Philadelphia, Baltimore, New Orleans, Saint Paul, Minneapolis, and other places, have been presented to the Department for the establishment of direct and regular mail communication with the Argentine Republic, the Republics of Uruguay and Paraguay, and for a semi-monthly service to the Empire of Brazil. These petitions represent that within a few years past the Argentine Republic has increased in population and wealth with greater proportionable rapidity than any other country on the globe; that our manufactures, particularly machinery and coarse cottons are in demand there, but our trade is limited by the lack of direct mail facilities and direct passenger and freight lines; that our direct monthly mail service to Brazil has increased our exports of manufactures to that Empire; and it may be confidently expected further advantageous results would follow the solicited enlargement of mail communication.

No authority of law exists of which the Department can avail itself to meet this request. The statutes now give power to employ only such vessels as may be intending voyages to foreign ports in the course of their trade. It has been a constant study to secure by such means the greatest possible frequency and celerity of dispatch, and every opportunity afforded by the sailing of any vessel promising any such advantage has been promptly seized, so that, at the present time, the Department enjoys the best methods for the transportation of its mails to foreign ports which the existing establishments of lines of ships or the occasional sailings of vessels foreign-bound render possible. No gain in regularity, frequency, security, or speed can be attained unless other ships shall be put upon the seas by private adventure or by foreign powers, or other provision shall be made by the Congress.

The particular application of these petitioners appears to me to be entitled to serious consideration. There is now direct mail communication

between this country and no port south of Rio de Janeiro. To the latter the ships of the United States and Brazil Mail Steamship Company afford but one dispatch a month. To more northern ports of the Brazilian Empire, somewhat greater frequency is attained by the occasional use of other vessels; but the sailings of these are not regular, and the gain by their employment is but moderate. It is not to be doubted that the extension of direct service to the southern Republics of the continent, and regular semi-monthly service to the Brazilian metropolis, would be valuable and desirable, measured by the principles which should alone govern sound postal administration. The application of the petitioners is entirely distinguishable from the subject which was discussed in the last report, and was thoroughly considered and wisely resolved by the Congress at the last session. The proposal then negatived was to pay all existing American companies for no more and no better service than they now render, and for years had rendered, a compensation much beyond what they had been accustomed to receive, and much beyond the limits of adequate remuneration. It would have secured no additional advantages to the postal service; but, instead, would have multiplied its cost, with no other tendency than to enable existing carriers to intimidate competition, and thereby restrict the increase of facilities available for the service, as well as for commercial intercourse. It would have been not only an unnecessary but a pernicious bestowal of the public money on one class of carriers.

This application suggests the augmentation of existing service and the creation of new with the particular states, in both aspects desirable; the purchase of mail facilities which do not exist, and cannot be expected soon to exist in the ordinary manner. The requisite expenditure would be for something worthy of expenditure, and within the general usage and the sound principles of the postal service. It should ever be regarded as wise administration to keep postal facilities rather somewhat in advance than in anything lagging to the rear of all the proper requirements of intercourse excited by the ties of blood or race, popular education and enlightenment, trade and commerce. Upon this footing very many domestic routes are maintained at a cost many times beyond their immediate and direct returns, but undeniably to the great increase of the country's general welfare; and whenever the substantial need of intercourse by the mails arises provision for such communication is promptly made.

These considerations suggest inquiry whether there be the need of such mail communication with the mentioned countries of the southern continent, whether that need be worthy of special effort to meet it, and whether it can be supplied at a cost justifiably adequate to the present and prospective value of the proposed intercourse. The determination of these inquiries rests with the Congress, and the Department is privileged, and by its information able, only to express the general opinion that such service would be highly useful and is fairly demanded by the

interests of the country, and its early establishment should be attempted; and I respectfully suggest that you invite the attention of that body to the subject in such terms as shall commend it to careful consideration. Should the recommendation meet with favor in its general aspects, the Department might be authorized to solicit proposals for the performance of such a service as the Congress should deem desirable, with limitations as to cost prescribed by its judgment of the probable resulting value to the country or otherwise. There is good reason for the expectation that such an invitation, open to fair and general competition, for a service of a sufficient duration to warrant the requisite provision of vessels, would result in proposals that would enable a desirable contract to be made and a system of communication to be established of great and lasting advantage to the United States. The rapid development and growth of the countries in view, their lack of manufacturing establishments of their own, the desirable character of their products for exchange, and the advantages of extending the fields of enterprise of our citizens, as well as of creating firmer ties between the peoples of our continent, invite the extension and enlargement of our postal facilities by every just, reasonable, and economical method, in consonance with sound principles.

A recent casualty on the sea has suggested a defect in the statutes which deserves consideration. The steamship Oregon of the Cunard line was lost off Fire Island on the 14th of last March. She was then in the service of the British Government, bringing to this country 598 bags of mail, of which, from time to time, 464 have been recovered, scattered along the coast from Portland to Cape Hatteras, 134 bags being wholly lost. Of the matter recovered, the greater portion was deliverable, though much was destroyed by saturation. Application for salvage was made to the Department, but no authority of law appeared to exist, nor was any appropriation available for such an expenditure. It is true the charge was properly upon the British office, but our own citizens were sufficiently interested to have warranted the outlay on our part, whether eventually indemnified or not. Losses have already happened, and it is a constant risk that some vessel outward bound with our mails may be lost under such circumstances that by the offer of reasonable salvage the quantities saved may be much increased, and it would seem that power might be wisely invested in the Department to incur such expense as should appear to be proper in such a contingency.

**Long Unsettled Accounts** against the Department have existed in favor of the ocean carriers for the transportation of closed mails sent over our service by foreign countries, which the Department has now adjusted, and, so far as appropriations are available, has paid. There remains a sum due which will be submitted to the Congress for appropriation as a deficiency chargeable to 1883 and previous years.

The origin and nature of these just claims should be briefly stated. The convention of 1878 establishing the Universal Postal Union took effect on the 1st day of April, 1879, and from that date the United States were bound to carry the closed as well as open mails of such foreign states as desired our service, and to collect payment therefor at the conventional rates computed upon the counts and weights taken during the statistical periods provided for. To this convention the ocean carriers were not parties. Their dealing was with the Department, from which they were entitled to the sea postages on the mails they carried, in quarterly payments from time to time as the service was performed. The Department has kept the accounts, made recognition of their service, and adjusted their compensation; but, since the Postal Union arrangements begun, has heretofore ignored in these settlements the transportation of the foreign closed mails, notwithstanding it received payment from the foreign states of origin for such transportation. These facts the Auditor reports as clearly shown by his books and papers, and also the total sum so received by the Department from foreign postal administrations for such sea carriage of closed mails. The respective quantities transported by the various steamships did not, however, appear; and to adjust these between them and at the same time protect the Department from any liability to payment of more than it had received, the several owners of the ships employed entered into written agreements, at the request of, and now filed in, the Department, that the basis for determining the amount due each claimant for such conveyance of closed mails should be the biennial statistics taken in pursuance of the Postal Union Convention during the years elapsed, and the amount found due should, when paid according to such adjustment, be a full discharge and satisfaction of all and every claim by such claimant for carrying any part of such closed mails during the period in question. Upon execution of these agreements, and upon the Auditor's certified statements of the amounts due the several companies which performed the carriage, recognitions of their services, reciting the facts, have been signed for the full period during which they were rendered up to the 30th of June, 1886, except in two or three cases awaiting adjustment; and for the greater part of the services rendered since July 1, 1883, warrants have been drawn against the appropriations available.

The Auditor furnishes me the following summary of these settlements :

For services prior to July 1, 1883 .....	\$37,468 73
For the fiscal year 1884.....	15,823 28
For the fiscal year 1885.....	18,522 31
For the fiscal year 1886.....	19,622 80
<b>Total .....</b>	<b>91,437 12</b>

Deficiency appropriation will be necessary to discharge the obligation for the amount recognized prior to July 1, 1883, and for \$2,168.44 of the amount for the fiscal year 1884, which was not settled in time for payment while the appropriation for that year was available.

With a view to accurate statements of future service, postmasters at our international exchange offices have been instructed to weigh all foreign closed mails received, and regularly report to the Department. There may arise a difficulty in attempting to make payment to the companies on the basis of actual net weights of mails carried by them respectively, because under the statute the postages (whether sea or sea and inland) on the mails transported are alone payable, and in the case of the foreign closed mails the amounts received from the foreign countries must, perhaps, be taken to be such postages, and these are not computed upon the actual net weights, but upon the basis of the weights taken at the triennial statistical periods provided by the convention. Thus a difference might arise between the amounts received and the amounts paid by the Department, whereby a greater or a less sum than the statute authorizes might in the total be paid to the various carriers. But, for distribution of the amounts received, the actual net weights transported may be employed as the basis of relative adjustment between the respective carriers, perhaps, with greater satisfaction and fairness than any other means.

A juster method of compensation by the Department to its carriers would be to pay them for the actual net weights respectively transported, the rate which by the Postal Union Convention the United States are entitled to receive for such transportation from the foreign country whose closed mails are so carried, and not involve the carrier in the inquiry of actual receipts computed on the statistical basis. Another reason for such a course arises from the fact that international settlements are made by calendar years and are frequently much delayed, so that the amounts distributable to the carriers cannot be known until long after their quarterly payments for transportation of our mails, giving rise to trouble and delays, which are well illustrated in the accounts recently adjusted.

A slight amendment of the statute would cure the difficulty, and is not only due the carriers but the business character of the Department. Promptitude, exactness, and justice ought to characterize all the business dealings of the postal administration, which is more a system of business than of government.

Another such account in favor of the Panama Railroad Company has been adjusted. The circumstances are, in brief, that, prior to the entrance into the Postal Union of Mexico and the Central American States, the Pacific Mail Steamship Company was allowed sea and inland postage on mails to those countries, and in consideration of it paid the Isthmian transit charges. But as, one after another, these countries entered the union, the compensation to that company was fixed at sea postage and it discontinued payment to the Panama Company for its railroad carriage, which became a charge directly on the Department, but remained unpaid. The claim of that company for compensation has been delayed since early in 1883; but careful examination has demonstrated its correctness, and the amounts due since June 30,

1883, have been paid. There remains due for services performed prior to that date the adjusted and recognized sum of \$2,916.95, to authorize payment of which a deficiency appropriation is necessary and should be made. For the future a system of business has been arranged which will, it is expected, afford better service and enable accurate quarterly settlements and payments.

### THE FINANCIAL EXHIBIT.

The financial condition of the postal service for the past year has improved beyond expectation. The previous year closed with a deficiency of postal revenue to meet postal expenditures of almost seven millions of dollars, exclusive of the cost of transportation on the Pacific railroads. Both the reduction in the rate of postage on second-class matter and the increase in the unit of weight of first-class matter from a half ounce to an ounce, came into effect on the first day of July, 1885, and thus affected the revenues for the entire year, restricting by the probable amount of two millions of dollars the increase otherwise to have been fairly anticipated. Counting every reasonable promise, no expectation of a revenue exceeding \$44,000,000 could be justifiably indulged. On the other hand, the estimates for the expenditures of the year which had been submitted by the Department for the action of the Congress were \$56,099,169.50; the appropriations made by that body amounted to \$54,183,642.14; and upon review at the time of the last report it appeared necessary to fix the probable total cost as high as \$53,000,000, and the resulting cash deficiency at \$9,000,000, exclusive of the service performed by the Pacific railroads.

The results may, therefore, be rightfully regarded as gratifying. For, although the revenue falls short of the expected total by \$64,000, the expenditures have been limited to less than \$51,000,000, and the deficiency is diminished within that of the year before, being below \$6,900,000, exclusive of Pacific railroad service.

The last three years have sustained the effects of the reduction of letter postage from 3 to 2 cents, of rates of second-class matter by one-half, and of doubling the unit of weight of first-class; the heaviest checks upon its receipts which the service ever suffered. From 1879 to 1882 the growth of postal business was unexampled, and the service became more than self-sustaining. Beginning with the last year of that prosperous period, the following condensed summaries of the finances of four years will present the general effects of these changes upon the revenues, as well as the growth of cost. The cost of Pacific railroad transportation on unsubsidized roads is excluded from the cash expenditures, because no payments have in fact been made therefor, and the Congress, since the decision of the Supreme Court previously mentioned, has refused any appropriation; but the statement of expenditures embraces every disbursement for the several years respectively, although in part actually made after their expiration.

## REPORT OF THE POSTMASTER-GENERAL.

## FOR THE YEAR ENDED JUNE 30, 1883.

Revenue: Ordinary postal.....		\$45,097,073 24
Money-order business.....		411,619 37
		<hr/> 45,508,692 61
Expenditures to September 30, 1885.....	\$43,519,187 96	
Net balance closed by bad debts.....	38,802 82	
Audited claims.....	1,758 44	
		<hr/> 43,559,749 22
Cash surplus.....		1,948,943 39
Deduct credits to Pacific railroad companies for transportation .....		915,710 22
		<hr/> 1,033,233 17

## FOR THE YEAR ENDED JUNE 30, 1884.

Revenue: Ordinary postal.....		\$42,818,635 00
Money-order business (corrected).....		507,323 81
		<hr/> 43,325,958 81
Expenditures to September 30, 1886.....	\$47,062,623 56	
Balance closed by bad debts.....	8,455 83	
Liabilities outstanding.....	3,500 76	
		<hr/> 47,074,580 14
Cash deficiency.....		3,748,621 33
Add credits to Pacific railroad companies for transportation.....		1,543,417 60
		<hr/> 5,292,038 93

## FOR THE YEAR ENDED JUNE 30, 1885.

Revenue: Ordinary postal.....		\$42,151,910 53
Money-order business.....		408,933 30
		<hr/> 42,560,843 83
Expenditures to September 30, 1886.....	\$49,506,337 56	
Outstanding liabilities adjusted.....	1,964 53	
Unadjusted outstanding liabilities (estimated).....	30,000 00	
		<hr/> 49,538,302 09
Cash deficiency.....		6,977,458 26
Add credits to Pacific railroad companies for transportation .....		1,344,207 44
		<hr/> 8,321,665 70

## FOR THE YEAR ENDED JUNE 30, 1886.

Revenue: Ordinary postal.....		\$43,597,871 08
Money-order business.....		350,551 87
		<hr/> 43,948,422 95
Expenditures to September 30, 1886.....	\$50,627,553 37	
Liabilities, amount certified to Auditor but not reported for payment .....	24,612 84	
Estimated amount not yet reported.....	175,000 00	
Net balance bad debts.....	12,174 25	
		<hr/> 50,839,340 46
Cash deficiency (partly estimated).....		6,890,917 51
Add credits and earnings of Pacific Railroad Companies for transportation .....		1,363,240 01
		<hr/> 8,254,157 52

If the sums which, under the recent decision of the Supreme Court, are claimed to be payable in money to the Pacific Railroad Companies instead of by application on their indebtedness should be appropriated by Congress and so paid, the totals of cash expenditure would be increased and the credits to the companies diminished, as above given, for 1883, by \$217,697.89; for 1884, by \$193,800.73; for 1885, by \$247,830.44, and for 1886, by \$251,101.61, and the cash deficiencies for the last three years swelled accordingly.

**The Revenues** shown by the foregoing statements did not wholly arise from postages, but the effects of the changes in rates as well as of the business condition of the country have been mainly upon that source of income; and to properly estimate these influences the comparative view should be so confined. The receipts of this kind during the years mentioned as shown by the accounts have been as follows:

For the year ended June 30, 1883 .....	\$43,014,043 58
For the year ended June 30, 1884 .....	40,745,853 66
For the year ended June 30, 1885 .....	40,056,226 69
For the year ended June 30, 1886 .....	41,447,095 88

The two earlier years have in this statement the advantage of credits exceeding \$150,000 a year for the amount of official stamps and stamped envelopes formerly issued for Government use, which were discontinued at the end of June, 1884, by the substitution of the penalty envelope; and, in nice reckoning, the allowance should be made.

It would naturally be expected that the revenues, unless affected by legislative changes in rates, should rise year by year, from increased employment of the service correspondent with increase of population; and such has been the ordinary rule. It did not obtain, however, in the year 1885. The reduction of first-class postage from 3 to 2 cents took effect October 1, 1883, and operated a reduction of these receipts in 1884 to the amount of \$2,268,189.92, notwithstanding the enlarged volume of mail matter. The next year failed to show any increase, but, instead, the diminishment continued by the actual net sum (allowing for the amount of official stamps credited in 1884) of \$535,356.71. This must be attributed mainly to the business depression suffered in 1884 and the winter of 1885, whereby the growth of patronage was seriously checked.

In the last report the evidences of a restoration already begun were pointed out. The figures of the year are strongly confirmatory. The revenue sustained the loss of about \$1,100,000 yielded to newspaper carriage, and probably \$800,000 to \$900,000 more from the increase of the unit of weight, and yet made the net increase of \$1,390,869.19 in the total postages collected, or 3.4+ per cent. Had the rates continued unchanged, there can be little doubt the gross revenue of 1883, the highest in our history, would have been exceeded.

The statistics of other branches of the service, given in the appendices, corroborate the inference drawn, and justify the expectation of



continued gains of revenue hereafter, unless unforeseen adversity befalls the country or legislative changes abridge the present rates of income.

The chief other sources of revenue are the rental of boxes in post-offices of the first, second, and third classes, and the net gains of the money-order business. The former yielded \$2,018,048.04 during the year, an increase of nearly \$60,000, or 3 per cent., over the preceding year. The money-order revenue fell off over \$58,000 from the causes previously explained. Taken together the net increase of entire revenue was 3.2+ per cent., and of the volume of business by which it was gained doubtless over 7 per cent.

Upon this exhibit the increase of the revenue for the current year and for the year to come, except in newspaper postage, is estimated at 7 per cent.—an expectation which is the more reasonable because some gains must arise from the special-delivery service and some from extension of the limits of mailable matter.

**Expenditures.**—The increase of population, the rapid development of new country, the constant addition to our railroads, and the sound policy of supplying all our people with good postal facilities, whether or not remunerative to the service, necessarily demand a continual expansion of means and cost, year by year. Every new post-office is established at temporary loss, and nearly every new route of carriage. Since the Government monopolizes the business for the benefit of the people, it is due that the conveniences it affords should be in advance of anything which private enterprise would accomplish. The enterprising spirit which marks our national character and has given our national development is well entitled to and will accept nothing less than the best methods reasonably to be provided for the various wants of all localities.

Keeping in steady view this principle, the concurrent obligation to carefully maintain a just economy in providing the means, has been studiously acknowledged by the practice of the Department, and has resulted during the year past in somewhat limiting the ratio of increasing cost with advantage to the service.

Of the total appropriations for the year, amounting to \$54,183,642.14, the entire outlay actually made and estimated to be made, is but \$50,839,340.46, leaving a balance to be eventually covered into the Treasury of \$3,344,301.68.

The percentage of increase in cost over the year before was 2.6+; a marked decrease in the annual rate of increasing expenditure during a number of years past, as is shown by the following table:

*Expenditures postal service.*

Year ended June 30—	Total on account of year's service.	Increase over previous year.	
		Amount.	Per cent.
1880 .....	\$36,414,429 03	\$3,030,301 53	9.0
1881 .....	39,722,783 06	3,308,354 03	9.0
1882 .....	40,441,192 06	718,409 00	1.8
1883 .....	43,559,749 22	3,118,557 16	7.7
1884 .....	47,074,580 14	3,514,830 92	8.0
1885 .....	49,538,302 09	2,463,721 95	5.2
1886 .....	50,839,340 46	1,301,038 37	2.6

In the year 1882 the reduction of star-route extravagance specially affected the contrast.

No one of the thirty-six items of appropriation for the year past has been exceeded by the expenditures except that for ship, steamboat, and way letters—a feature of cost wholly beyond departmental control—and the excess on this account amounts to but \$50.83, for which sum only will a deficiency appropriation be required to meet the exigencies of the year.

The principal items of increase in cost over the year 1885 are, for postmasters' compensation, \$104,329.23; for clerks in post-offices, \$103,810.28; for free-delivery service, \$326,344.15; for railroad transportation, \$591,088.07; for railway postal clerks, \$221,568.57; for star-route service, \$49,197.19; for stamped envelopes and wrappers, \$66,269.48; for foreign-mail transportation, \$33,466.89; and for special-delivery service, \$67,652.14. Of these charges, the statutes regulate the compensation to postmasters and to railways; the increase in the cost of post-office clerks, railway postal clerks, and the free-delivery service was necessitated by the employment of additional clerks and carriers demanded by the growth of the business; the payment of sea and inland postage to American steamships and increased weights of mail, added the enhanced outlay for foreign mail transportation; the special-delivery service came for the first time into being and more than repaid its cost; and the increase in the disbursement for stamped envelopes and wrappers simply marks the increased sales and revenue gains. In the star-route service, although an actual increase is shown in the total expense, there was in fact a large saving effected. As has been previously stated, the annual rate of cost on the 1st day of July, 1885, established by contracts made before your administration began, was \$5,653,660.95, which was so reduced by curtailments and new contracts during the year that on the 1st day of July, 1886, this annual rate stood at only \$5,091,225.28. Yet inasmuch as these reductions could only be made from time to time during the year as opportunities were afforded by the results of examination, the expenditures continued at the rates fixed until the orders became operative, and some changes only took effect at the beginning of the new year. The actual diminishment of cost during last year was therefore less than the rate of reduction established and operative hereafter. Yet it was

considerable, as appears from the fact that the total expenditure was but \$5,403,259, being \$250,401.95 less than the rate at which the year began, and which, but for the economical changes effected, would not only have caused expenditure of that sum, but an additional amount would have been necessary for the new service actually added during the year.

Upon the other hand, in twenty-one of the thirty-six items of appropriation there was an actual decrease in cost, as compared with the previous year, while in supplies furnished there was generally an increase of quantity; and in twelve items there was even decrease from the expenditures of the year 1884.

The aggregate of the twenty-one items of diminished cost from 1885 was \$284,956.27; and the aggregate of the twelve items of decrease from the expenditures of 1884 was \$249,663.76.

Upon the whole survey, it appears that the year has afforded a start towards closing the wide gap between revenue and expense. The revenue, surmounting such restraining influences as would, if removed, have allowed twice the actual net increase, has risen by a higher ratio than the expenditures—3.2+ for the former to but 2.6+ per cent. for the latter. Here seems to be promise that the day is attainable when the gain in revenue will overtake the gain in disbursements if a firm economy be steadily imposed, although in the mean time every proper and judicious extension and improvement which the country requires shall go forward.

**For the Current Fiscal Year** no elaborate discussion of the probabilities is necessary, or would be in this place profitable. The appropriations have been made and, so far as can be predetermined, are ample in total amount, being \$54,365,863.25, from which the hope is indulged a million or more may be saved. It is, however, probable that the item of \$2,000 for ship, steamboat, and way letters will be again exceeded, and that the increased demand for adhesive stamps and stamped paper, excited by the growing business prosperity in the country, will occasion expenditure for such supplies greater than the appropriations which followed the low estimates of the Department; a deficiency, however, devoutly to be desired. There is risk also that the item for registered-package, tag, official, and dead-letter envelopes may be overrun, though to but a moderate amount, by the necessities of the service.

The probable revenue for this year, as well as for the year to come, has been carefully considered and estimated in conference with the Third Assistant Postmaster-General, and in his appended report, a discussion of such reasons as governed the estimate are ably given at length, in connection with the detailed estimates. Briefly, the experience of the past year, the apparent indications of general prosperity, and the unchanged rates, give reason to believe more than 7 per cent. increase of receipts will be derived from postages; that in second-class matter where more

than 8 per cent. was gained last year, as much as 10 per cent. may be expected during this; and that since the clerical charges of the money-order business are no longer taken directly from the receipts on that account, but are paid from the appropriation for post-office clerks pursuant to the act of June 29, 1886, the receipts to be turned into the Treasury as revenue, although diminished from the past year by the reduction in fees under the other act of June 29, 1886, will yet amount to \$630,000. The revenue for the current year is therefore thus estimated:

Taking the last year's ordinary postal revenue, less that for second-class matter .....	\$42,498,245 19
Add 7 per cent. ....	2,974,877 16
Add last year's receipts for second-class matter .....	\$1,099,625 89
Increased by 10 per cent .....	109,962 58
	<hr/>
	1,209,588 48
And estimated money-order revenue .....	630,000 00
	<hr/>
Gives total estimated revenue .....	47,312,710 83

The appropriations for the year exclusive of the cost of the special-delivery service exceed this sum by \$7,053,152.42. But, with wise providence for the service, the Congress placed the amount of each of the thirty-six items beyond the probable expenditure, except as has been above indicated, and it cannot but result that the total expenditures will be less than the total appropriations. After a review of these items the prediction may be, I think, prudently ventured that the cash deficiency will be shrunk below \$6,000,000 if no change in the rule of payment to Pacific railroads occurs, and in view of a not improbably greater revenue than the estimated sum, and with continued economy of expenditure, a sensible lessening of even that figure may be hoped for.

**The Estimate for the Coming Year**, beginning July 1, 1887, becomes much more a matter of conjecture, as respects the revenue, and can be submitted but with many qualifications.

Assuming the probable continuance of flood tide in commercial and business prosperity, generally of more than two years' duration hitherto, the same ratio of increase in ordinary postal revenue may be fairly expected; the volume of second-class matter may probably advance 8 per cent., and the money-order business to yield somewhat more. Upon this basis the estimate was transmitted to the Secretary of the Treasury according to law, computed as follows:

The ordinary postal revenue of the current year, exclusive of receipts from second-class matter, as above estimated .....	\$45,473,122 35
With the addition of 7 per cent. ....	3,183,118 56
The current year's revenue from second-class matter, as above estimated .....	\$1,209,588 48
Increased by 8 per cent. ....	96,767 07
	<hr/>
	1,306,355 55
Money-order revenue .....	650,000 00
	<hr/>
Estimated revenue for 1888 .....	50,612,596 46

The expenditures for the next year have a more trustworthy basis of estimation, being almost calculable in some particulars; and care has been taken to present the best judgment of the officers of the Department for such aid as may be thus afforded the Congress in determining the proper provision for the year. The total probable disbursements are estimated at \$55,342,150.15; a sum exceeding the estimated revenue by \$4,729,553.69, exclusive of the Pacific railroads' transportation service.

The purpose has been to limit these conjectures within prudent bounds, and with the hope that the revenues may be greater, the expenditures restrained, and the deficiency less. Whether the realization shall be pleasing, must await events.

**The Details of the Financial Transactions** during the past year are so elaborately described and explained in the accompanying reports of the Third Assistant and the Auditor, as to render nothing further necessary.

Attention is invited to the results secured by the methods pursued in making the contracts for supplies of adhesive stamps, postal cards, and envelopes, which were so fully discussed in the last annual report. There was manufactured and issued to postmasters a quantity of adhesive stamps exceeding by 10.2 per cent. the quantity of the previous year, but the actual cost was \$22,784.38, or 16.5 per cent., less than the expenditure of that year. The number of postal cards increased, on the like comparison, by 16,231,500, or 4.78 per cent., while the total cost thereof decreased by \$15,874.81, or 8.5 per cent. The registered package, tag, and official envelopes, manufactured and issued, increased by 32.7 per cent., but the sum of cost fell off \$17,731.05, or 19.6 per cent. Computing the difference in cost upon the quantities issued, the actual saving effected during the last year in these three articles of supply, was as follows:

Adhesive postage-stamps.....	\$35,076 84 or 23.3 per cent.
Postal cards .....	24,672 05 or 12.7 per cent.
Registered package, tag, and official envelopes.....	55,337 01 or 43.3 per cent.
Total.....	115,085 90

A substantial reduction in the appropriations for the current year was warranted, and made accordingly.

*The Contract for Stamped Envelopes*, which has been in force four years, expired on the 30th day of September, 1886, and the making of another for a like period required and received much time and consideration, in order to secure the fittest envelopes for the public convenience, of the best materials, yet at the lowest prices attainable, and adequately to protect the Government in the various points of interest and risk affected. The Third Assistant has detailed the various steps taken and the governing reasons therefor with particularity, as not only presently interesting but of possible future value. Active

competition resulted in the making of a new contract, which is thought to be well guarded, with the former contractors at greatly reduced rates of cost, varying from a diminution of 11.1 per cent. for newspaper wrappers to 38 per cent. for third quality envelopes, the average lessened rate for envelopes being 27.2 per cent. The Third Assistant computes the saving in cost upon the probable issues during the contract term at \$942,298.19. This advantage does not accrue to the Department or the service, but to the public who purchase the stamped envelopes. Pursuant to the statute, a reduced price-list has been prepared, under which issues have been made since the first of October. The immediate demand has been great, overtaxing the capacity of the manufactories; a satisfactory mark of the general popular approval of the work. Indirectly, the service is benefited in various ways by the use of stamped envelopes, and their extensive employment is desirable.

The contract for registered-package, tag, and official envelopes endures for but one year under the statutes. New proposals were invited at the same time with those for the stamped-envelope contract. But one bid was received, and I therefore ordered a new advertisement for proposals on another day. Four bids by other parties were proffered in response, each lower than the single one made upon the first advertisement, and the contract was let at a gain over it of \$8,836.57, or 10.1 per cent. The price is, however, at a marked advance over the contract of last year, owing, it is supposed, to rise in the price of material.

**Letter-Sheet Envelopes** have long been authorized by statute, and Postmaster-General Howe attempted their introduction in 1882 by making a contract with the owner of one of the many patents. The contractor failed to perform, and no further steps were taken to provide them until last year. A contract was made in October with the United States Sealed Postal-Card Company, the owner of a patent covering at least as good an envelope as any submitted to the Department, by which that company undertook to furnish, under provisions stipulating every security essential, such envelopes as the Department should require, wholly at the risk of the company, so that the Department receives them without cost, pays only for such as are sold, and sells at a price sufficient to return the full cost and all clerical service in addition to the face value of the stamp. The contractors are required to sustain the cost of transportation from the manufactory to the selling post-office.

Issues began in August and the envelope appears to find popular favor. The earlier manufactures were defective in the quality of paper and in the gumming, but the later articles are more satisfactory. The demand appears to increase, and the issues to the 1st of November instant amount to nearly three millions in number.

It appeared obvious that for certain uses this form of communication would be esteemed desirable, by the business public especially; that they might to some extent supersede postal cards and unsealed circu-

lars, and thus benefit the revenue, at the same time being lighter and more conveniently handled in the mails; and the existing contract, which is terminable at pleasure, was entered into experimentally, to prove the propositions by actual trial. Except by special authority of Congress a patented article of this kind cannot be purchased, but if, after sufficient further trial, the demand should prove considerable and the public convenience augmented by them, it would appear fairly obligatory, as well as expedient, to provide for supplies of letter-sheet envelopes, like stamped envelopes of other kinds. This would probably secure somewhat diminished cost, which would stimulate their use as well as cheapen them to the patrons of the service. To pursue that course it will be requisite to secure some one of the many patents in existence, if, indeed, it should not be found that a proper article for manufacture is unprotected, as is not improbable. The purchase price might be limited to a moderate figure, in view of certain competition, and the amount paid can soon be regained by assessment on the selling price of the envelopes. It was imposed as a condition on the present contractors that the Government should be at any time entitled to their patents at a price to be fixed by the Department, and the contract contains such a covenant. Longer experiment, however, would appear desirable before permanent action, especially in view of the favorable terms under which the supplies are now furnished. The novelty of them may have caused the demand heretofore, and present favor fail to endure.

**The Registration Business** marked the gaining prosperity and business activity of the year by an increase in the number of domestic letters registered of 340,467, or 4.3 per cent.; of 36,070, or 3.6 per cent., of domestic parcels; of 26,917, or 5.6 per cent., in foreign dispatched letters; of 7,089, or 19.8 per cent., of foreign dispatched parcels; and of 194,428, or 11 per cent., in Government dispatches sent free; with an increase of \$41,054.70 in fees collected, a gain of 4.2 per cent.

The registration service has been improved by the new system adopted during the year of placing a number of registered packages to be transmitted to the same post-office in a small sack, properly locked, and sent as one registered article, whereby unnecessary handling is avoided and greater security obtained.

**The Dead-Letter Office** continued during the last fiscal year the Division of Dead Letters under the third assistant, and its transactions for that period constitute one subject of his report. Separate provision, however, having been made by the Congress for this office, as recommended in the last report, it was accordingly established on the 30th day of July last as an independent Bureau of the Department under the above designation, and the efficient chief of the division appointed superintendent.

The performance of the functions of this division under that officer has been satisfactory. Improvement in methods has found place, the large arrearages of letters awaiting treatment have been cleared away, and daily treatment of the daily receipts has become the rule.

The appended report contains many figures so classified as readily to exhibit the work of the office. Its magnitude appears in the total number, 5,023,745, of pieces of mail matter treated during the year; an increase since the previous year of five per cent.

Letters and parcels were delivered to the proper parties unopened to the number of 186,448; and 366,379 foreign pieces were returned to the country of origin.

Of the letters opened, about one-half were destroyed as undeliverable and valueless, and the residue delivered or filed to await reclamation. Letters to the number of 12,138 containing money aggregating \$21,732, besides 18,105 letters containing drafts, checks, or other instruments for the payment of money of the total face value of \$1,121,154.74 were delivered to the owners.

The revenue derived from dead letters which could not be restored to owners, and from auction sale of unclaimed parcels, amounted to \$8,879.29.

Magazines, pamphlets, illustrated papers, picture cards, and the like, incapable of return, to the number of 16,164 pieces, were distributed to hospitals, asylums, and charitable institutions in the District of Columbia for the use of their inmates.

It is regarded as a testimony to improved condition and increased efficiency of the service that the ratio of increase in the volume of matter received at the Dead-Letter Office falls markedly below the ratio of increase in the volume of matter transported in the mails. Thus the statistical counts indicate an increase of 10 to 15 per cent. at least in the number of pieces of domestic matter mailed, to but 5 per cent. in that received at this office; and of foreign matter, an increase of 13 per cent. mailed, and a decrease of 7 per cent. in the number of pieces sent to the Dead-Letter Office for want of delivery. Domestic registered matter gained over 4 per cent., as has been seen, but the undelivered quantity decreased  $2\frac{1}{2}$  per cent., and the undelivered foreign matter fell off over 9 per cent.

A comparison between our figures of last year and those of Great Britain affords a similar indication of the efficiency of our service. The number of undelivered letters turned into the British returned-letter offices (excluding such as bore the cards of senders and were returned direct) was 4,880,173; to the United States Dead-Letter Office, 4,680,669. Yet, as shown in the beginning of this report, the volume of our mails greatly exceeded the mails of great Britain.

### THE INSPECTION SERVICE.

The extent of territory, the number of officials and employés, the complex machinery, and the magnitude of the interests of the postal service render the agencies by which information is secured for the management of its affairs and the enforcement of its discipline of the



first importance. The efficiency of the postal service so much depends upon the power of the inspection service that the condition of the latter is a gauge of the former. The inspectors are charged not only with the detection of depredators on the mails—the common acceptance of their duties—but with every inquiry arising from public complaint or the exigencies of the Department affecting casualties, losses, errors, breaches of discipline, the business of post-offices and other agencies, the character and competence of officials, and, indeed, all the affairs and interests of the service. The quick and accurate discernment and correct action of the Department essential to its power are, therefore, in great measure, limited by the qualities of these officers, and their selection, instruction, and *esprit du corps* have been objects of anxious care.

The report of the Chief of Inspectors, which is herewith submitted, gives a favorable account of the labors of the force during the year under review. At the beginning of it, the business was largely in arrear, the number of cases awaiting investigation being nearly equal to the average annual number investigated during two years before. Some of these had been so long delayed that the opportunity of satisfactory examination had passed away. They were sifted out and closed, and energetic diligence applied to the disposition of the remainder and the prevention of further accumulation from current business. In results, although 7,285 more cases were referred for inspection than during the previous year, the arrearages were substantially cleared away before the end of June, and no delays are now encountered in the business of the force.

The number of cases awaiting action on the 1st day of July, 1885, was 46,221, of which 11,967 were closed because lapse of time had rendered investigation useless or hopeless. Besides the remainder, 63,554 cases were referred for inspection during the year; yet, at the end of June, but 13,445 were under inquiry undisposed of, a number but little beyond current business. I extract from the report this summary contrast of the accomplishments of the past three years:

Fiscal year.	Cases referred.	Cases investigated.	Money recovered.	Cost of service.
1884.....	50,410	47,134	\$45,125 92	\$187,186 00
1885.....	56,269	51,219	73,655 87	199,239 57
1886.....	63,554	54,363	115,513 41	194,955 39

Cases for inspection have long been classified in the following manner:

Class A comprises depredations upon, delays and losses to, domestic registered mail matter.

Class B, complaints of similar kind concerning ordinary, or all other than registered mail.

Class F, complaints affecting foreign mail, including violations of custom and other laws.

Class C, miscellaneous cases of much variety, touching breaches of law or regulations by contractors, officers, clerks, and employés; the inspection of post-offices; the leasing of buildings; appointments; proposed establishment, discontinuance, or change of post-offices, post routes, free-delivery service, mail-messenger service; losses by fire, burglary, or otherwise; the responsibility of sureties on bonds; and many others.

During the past year there were of the first-named class 4,281 complaints received, and investigations were completed in 3,207 of them; the complaint found groundless in 1,956 cases; the cause of loss ascertained in 1,140; and in 111 no trace of the article nor cause of its loss was ascertained. In 543 cases the money was recovered or the loss made good by the responsible official. In but 708 cases, out of more than 11,000,000 registered articles transmitted in the mails, was actual and irreparable loss sustained.

Of Class B, 39,023 complaints were received during the year, in 29,257 of which investigations were completed; showing no loss in 7,687 cases, no trace in 8,413, responsibility on postal employés in 13,075, and 82 losses from inevitable accident. Only about one-third of complaints of this class involve loss of money or goods, and the pursuit is more difficult than in the registered class.

Of the foreign mail class there were 7,773 cases received, and of miscellaneous cases 13,544, a mere summary of the disposition of which would be of little significance. The Chief of Inspectors has minutely set forth by tables, arranged by States and Territories, interesting information of the results attained in all the cases made up during the year.

For violation of postal laws 660 persons were arrested, of whom 243 were in the service and 417 were not; 110 were postmasters, assistants, or clerks, 14 railway postal clerks, 24 letter-carriers, 27 mail-carriers, and 11 of various employment. Seventy-nine burglars and 31 former postmasters are included among the arrests outside of the service. The State courts took jurisdiction of 54 cases and the Federal courts of 606. Of the latter, convictions followed in 214, acquittals in 26, trial waits in 295, and the residue were dismissed or failed of indictment.

Post-offices were reported robbed to the number of 487, and 269 were burned; 76 postal cars were burned or wrecked; 27 mail stages and 7 mail-messengers or their wagons were robbed; 79 pouches lost, and 127 reported stolen or injured.

Attention has been at an earlier page invited to the cases of false returns of their cancellations by fourth-class postmasters, and the extent of the resulting losses to the Government. The evidence at hand indicates the expediency of increasing the inspection force for at least a single year sufficiently to enable a more extensive examination of these offices. All offices of the first and second classes, and many more, have

been inspected during the year, and the advisability of such examinations at no infrequent intervals, without awaiting special complaint, is assured by experience. The value of extending them to all offices will be great, not only in the prevention of peculation, but still more by the instruction of postmasters in their duties and the perfection of the discipline and methods of the service. The number of inspectors is now but 75, detailed for duty throughout our wide territory. Complaints requiring investigation must necessarily increase as the magnitude of the mails enlarges, and the demands upon the force are such as to require constant diligence, and afford no adequate opportunity for examination of fourth-class offices. The latter number now nearly 52,000, and to examine all would consume the labors of the entire corps for a year. It will be sufficiently arduous to satisfactorily investigate all the cases involving fourth-class offices to which suspicion is directed, and maintain the promptitude in dispatch of current business which is necessary. The Department solicits the assistance of the people in perfecting their postal service by stimulating criticism and complaint of every shortcoming on the part of their officers, and to meet the obligations imposed should be able to give every complaint quick inquiry.

If, therefore, such an inspection of the fourth-class offices as is suggested shall take place, some special provision must be made for the purpose. It will be, in my opinion, a measure of economy, and productive of saving many times its cost, besides incidental advantages well worth the comparatively insignificant outlay.

It is respectfully advised that the attention of the Congress be particularly asked to the subject, and an additional appropriation of \$100,000 be made for the coming year, to enable the employment for that period of an increased force of inspectors and the careful inspection of the greater number of the post-offices in the country.

The chief of inspectors commends the established practice of offering rewards for the detection of mail robbers and post-office burglars, and attributes to it, in good share, the success of the corps in the capture of these criminals, to which is probably due the decrease he mentions in the number of such offenses. His recommendation that the use of \$10,000 be authorized for such purpose should meet with favor.

#### GENERAL TOPICS.

**Allowances to Third-Class Postmasters.**—The unequal operation of existing law upon postmasters of different classes has recently occasioned agitation and furnished the basis of an appeal to the Congress for relief, and of complaints to the Department.

As previously mentioned, postmasters of the first and second classes are supplied with twine, wrapping paper, letter-balances, scales, and stationery, as well as business blauks, canceling-ink, stamps, and pads

for marking mail matter, which latter only all offices may receive; and are likewise allowed the cost of their office rents, fuel, light, clerks, furniture, and miscellaneous and incidental expenses, which others are totally denied. The allowance to such third and fourth class offices as perform separating or distributing service, of the hire of clerks for that peculiar and additional labor only, does not relieve their ordinary expenses, nor much qualify the effects of the discrimination against them.

Thus, as the law stands, postmasters of the first and second classes are given their prescribed salaries free of diminution, while a third-class postmaster does not receive the salary promised by the law, but so much of it only as remains after payment of all the expenses of his office. The consequences are, first, injustice, more or less, to all postmasters of the third class, and frequent instances of grotesque inequality and unfairness in the proportion of labor and responsibility to net compensation; and, secondly, a resulting tendency to poorer provision and service in such offices, only counterbalanced by the pride and sense of duty of the officer.

Salaries of the third class vary from \$1,000, where gross receipts are \$1,900 and not exceeding \$2,100, to \$1,900 where gross receipts reach \$7,000, but not over \$8,000; and immediately following, salaries of the second class rise from \$2,000 for gross receipts of \$8,000 and not over \$9,000, to \$2,900 for gross receipts of \$35,000 or more, not exceeding \$40,000. Thus, if the business of an office be between \$7,900 and \$8,000, the postmaster must bear the entire charges of it, and have for himself only what shall be left of \$1,900; while if the business be but an hundred dollars more, the postmaster may take \$2,000 net for his services, and these often more of mere supervision than of actual office work. Instances have come to my attention where third-class postmasters with salaries of but \$1,600 to \$1,700 have been compelled, in order to provide such service as to satisfy their sense of personal honor in performance of public duty, to make an annual outlay of from \$1,000 to \$1,300, besides giving continuing personal labor. It is obvious, indeed, that so great is the difference between the decent provision of an office for the transaction of postal business yielding annually \$7,000 or more, and one yielding but from \$1,900 to \$2,100, it may be almost affirmed that as a third-class postmaster's business and salary increase, his compensation diminishes; and it is to be safely asserted that, in a large majority of cases at least, his *proportionable* compensation (to labor and responsibility) will surely diminish if he fairly discharges his obligations to the service. Such a condition is neither creditable to the justice of the Government nor wisely conducive to the finished service which should be exacted of postmasters to the public.

Postmasters are nominally apportioned by the law into four classes; but the practical division is into two, so far as concerns their allowances and supplies; and again into two, by another line, as concerns their appointment and tenure.

A fair survey of the subject seems to indicate a more natural division into three general classes. The one comprises those who respectively serve limited populations and whose business is not so large as to require more than a share of the space in some apartment, put by the postmaster to some other use of his own, as a store, shop, professional office, or room in a dwelling; nor to require more personal service than he can alone render if he gives a portion of his time. Such an office yields in rentable value comparatively little, and that out of what he would substantially otherwise provide for himself; in fuel and light but a like moderate share of his own provision; and in clerical service nothing but what he chooses to provide in substitution for his own. For all these he receives, in the large commissions allowed to fourth-class postmasters, a sufficient compensation, and not infrequently he derives incidental gain from the attraction of citizens to his place of private business on their post-office errands.

The next class comprehends but the limited number of offices at which the volume of business is so great that a general superintendent, who performs none of the labor of details, is necessary to conduct and govern the force employed by the Government for the transaction of the postal affairs. Offices of this class should be provided, furnished, supplied, and its subordinates paid by the Government, while the postmaster receives a salary correspondent to the responsibility and care devolved upon him. The first-class offices and the higher grades of the second class, those, perhaps, whose gross receipts are \$25,000 and upwards, fall within the suggested category.

The remaining division embraces those offices which lie between, whose business is sufficient in amount, and whose supporting population of such numbers, that a proper consideration requires an office exclusively set apart for the postal service, and some clerical assistance to the postmaster in the performance of his duties, yet where he ought to perform in person a portion of such duties, as well as bestow the necessary supervision over all. The rent and supplies of such an office, as well as the necessary clerical force to assist the postmaster, are a proper charge upon the Department, and his salary should be graduated according to the business, the personal service expected of him, and the responsibilities imposed.

It seems that a division of post-offices into classes, based upon the amount of business done, with allowances accordingly, and with salaries graduated to the duties and burdens imposed on the postmaster, would be more natural and just than the present classification, which proceeds on the number of thousands paid to the postmaster, computed upon an arbitrarily graduated scale of commissions. Doubtless, a perfect proportion between compensation on the one hand, and duty and responsibility on the other, cannot be maintained through the entire range. But it appears possible to approximate it more nearly than by the pres-

ent method. Reduction in some salaries as now fixed is as justly due as are allowances to some officers who now pay from their salaries expenses fairly belonging to the Government. Probably the Department's share of cost should not be, in the total, much more than it now is; but however that shall eventuate upon a just examination, the amount now appropriated for salaries and allowances to Presidential offices might be more justly distributed. To realize the best results will, however, demand such change in the existing statutes relating to the first, second, and third classes, and perhaps require such experience of trial, that it may be deemed wiser to take steps in the beginning which shall partially relieve the inequalities mentioned and at the same time tend in the direction of desirable ultimate arrangement.

In this view, it may now be suggested that at least offices of the third class, whose gross receipts reach three thousand five hundred dollars or more, are generally of such consequence as to properly require an apartment exclusively employed for the service, and some clerical service in addition to the postmaster's; and that such offices should be leased by the Government, allowances for fuel, light, and clerks, to an amount, with salary, not in excess of box-rents and commissions should be permissible. This maintains the same limitation which is placed on the first and second class offices, and affords proportionable assistance by the same rule.

The following table shows the gross and average receipts, box-rents, commissions, allowances, and surplus at the third-class offices ranging from \$1,500 to \$1,900 in salary.

*Statement showing the number of offices, aggregate gross receipts, box rents, box rents and commissions, salaries of postmasters, allowances for separating labor, surplus and excess box rents and commissions, for each grade from \$1,500 to \$1,900, inclusive.*

Grade.	Number of offices.	Aggregate gross receipts four quarters ended March 31, 1886.	Aggregate box-rents four quarters ended March 31, 1886.	Aggregate box-rents and commissions four quarters ended March 31, 1886.	Aggregate salaries of postmasters July 1, 1886.	Aggregate allowances for separating labor.	Aggregate surplus; box-rents and commissions.	Aggregate excess; box-rents and commissions.
\$1,500.....	242	\$920,957	\$94,368	\$448,836	\$363,000	\$49,399	\$44,757	\$8,272
1,600.....	178	807,442	78,061	382,265	284,800	43,292	57,163	2,930
1,700.....	173	947,857	106,829	435,469	294,106	58,732	83,660	1,023
1,800.....	116	750,825	84,385	335,481	208,800	51,172	75,899	392
1,900.....	62	458,763	49,637	190,225	117,800	35,535	45,890	.....
Grand totals.....	771	3,885,864	412,080	1,801,276	1,268,500	238,130	307,309	12,617

*Average amounts for each grade, from \$1,500 to \$1,900, inclusive, compiled from the above table.*

Grade.	Number of officers.	Average gross receipts, four quarters ended March 31, 1889.	Average box-rents, four quarters ended March 31, 1889.	Average box-rents and commissions, four quarters ended March 31, 1889.	Average salaries of postmasters, July 1, 1889.	Average allowances for separating labor.	Average surplus box-rents and commissions.	Average excess box-rents and commissions.	Average gross receipts per grade.	Average expense per grade, salary and all-wance.	Per cent. of gross receipts absorbed for expenses (average).
\$1,500.....	242	\$3,805 78	\$389 99	\$1,854 69	\$1,500	\$204 95	\$184 95	\$34 18	\$3,806	\$1,705	44.8
1,600.....	178	4,536 19	438 54	2,147 56	1,600	243 21	320 80	16 41	4,536	1,843	40.6
1,700.....	173	5,478 94	617 51	2,517 16	1,700	339 49	483 58	5 91	5,479	2,086	37.8
1,800.....	116	6,472 63	727 46	2,892 08	1,800	441 14	654 30	8 38	6,473	2,241	34.6
1,900.....	62	7,399 24	790 92	3,218 81	1,900	573 15	740 16	.....	7,399	2,473	32.4

The Government would be the gainer in money if somewhat lower limitation were fixed, graduated by business, upon offices whose gross receipts range from \$3,500 to \$20,000; the service would not be impaired, and a fairer proportionable dealing would be established.

**Fourth Class to Presidential.**—The statute prescribing when a fourth-class office shall become Presidential requires an additional modifying condition, in order to prevent what may be termed the see-sawing of an office between the two classes. As it now stands the Auditor must report, and the Department assign to the third class, some offices during a fiscal year which at the end of it must be relegated to the fourth class; with liability to a renewal of the transmigration in the following year. As a new appointment is legally necessary at each such change, requiring once confirmation by the Senate, and involving each time a new bond by the postmaster, the inconvenience then becomes vexatious. Two such cases happened during the last year. The difficulty arises because the box rents and commissions to a fourth-class postmaster will often yield him over \$250 per quarter during the year, although his gross receipts do not sum up \$1,900 for the year; and the office cannot remain in the third class, under the statute, unless the latter be also the case. Consult the foregoing table for illustration.

The insertion in the first proviso of the second section of the act of March 3, 1883 (22 Statutes, 602) of an additional condition upon the Auditor's reporting a case, to the effect that the returns shall show gross receipts for the four preceding quarters of \$1,900 or more, would apparently relieve the defect in the law. Nor would it impair the postmaster's income, because the Auditor must continue to allow him in the case supposed the same compensation while such an office remains in the fourth class, which would be fixed as his salary upon declaring the office Presidential.

**The Washington Post-Office** is occupied by the Government as a tenant holding over, the lease of the premises having expired on the 16th day of November, 1884. The rental is \$5,000 per year. The sundry civil act, approved March 3, 1885, made appropriation for payment of the rent at that rate until the 30th of June, 1886. The Congress omitted appropriation, no doubt inadvertently, at the late session, and provision may be expected when its attention shall be called to the subject. It would seem prudent to provide for a continuing lease for a term of years.

A branch of the Washington post-office was some years ago established on F street northwest, and is known as Station C. Inquiry has disclosed to me that no lease has ever been made of the property, but that it is maintained by an allowance to F. A. Brown, jr., of \$2,320 per annum as a superintendent or clerk, for which he furnishes the apartment, himself paying the owner an agreed rental of, as I am informed, \$300 per year. The station is a useful public convenience, and should be at least maintained, if not enlarged; nor perhaps could it be more economically supported. But the method of its establishment and continuance is not free from a question of irregularity, inasmuch as the act of June 22, 1874, forbade contracts for renting any public building in Washington, not at that time in use by the Government, until after an appropriation therefor by the Congress; the spirit of which, at least, is unambiguous and plain. It would appear a proper subject for direct Congressional disposition; and it is to be hoped this will result in a more commodious station.

**The Official Postal Guide** has become an indispensable means of periodically communicating to the vast force of officials who man the postal service much of the current information and instruction necessary to the right performance of their duties, as well as of utility to the general public. Its history and the Department's experience suggest the gains which might be secured by appropriate legislation upon the subject.

The publication appears to have first become a charge upon the Department under a provision in the sundry civil act of June 23, 1874, that authorized a contract for a quarterly publication, in magazine form, limited to 30,000 copies, for a period of five years. Postmaster-General Marshall accordingly contracted with H. O. Houghton & Co., of Cambridge, Mass., to publish it at an agreed price per copy for such as were furnished the Department, varying according to the numbers ordered and the matter inserted, requiring the contractor to edit it, and allowing him the privilege of selling copies to the public and of a limited number of pages for advertisements; the Department paying the charges of wrapping the copies mailed to its officials, fixed at three-quarters of a cent per copy; and the Guide was so published until June, 1879. The contract was then renewed for one year from the first of



July, for a monthly publication of the general character of the present, of which 45,000 copies were to be furnished, at the price of \$11,250 for the annual Guide, or January number, not exceeding 600 pages, and \$800 for each monthly number of not more than 26 pages; and it was stipulated that additional matter should be paid for at a discount of not less than 50 per cent. from the contractor's "regular advertising rates"—a pregnant provision.

From that time a contract, generally similar in terms, was annually renewed with the same firm, or its successors, Houghton, Osgood & Co. and Houghton, Mifflin & Co., until the 30th of June, 1885; the chief variations being in the price per copy and in the number of copies required, the latter gradually rising as the requirements of the service enlarged. In making the contract for the year ending June 30, 1885, competition was for the first time, so far as appears from the Department files or records, invited from publishers, by sending to a limited number letters of invitation to bid; but the contract was awarded to the same contractors as before. A change was made in its terms by requiring the publisher to wrap and mail the issues to the officials of the service, and by the Department's assuming its editorial preparation. In consequence of the latter, the contractors proffered to furnish 60,000 copies, at 27 cents per copy for the annual and 1½ cents for the monthlies.

During several years the size of the monthly numbers was swelled and the cost greatly enhanced by the insertion of matter, under the advertisement-rate clause, as will appear from the table given below; which led to the direction, in the departmental appropriation act for the year 1883, that "hereafter the annual report of the Postmaster-General shall not be published in said Official Postal Guide."

In anticipation of the contract for the year ending June 30, 1886, a letter of invitation for bids was directed to be addressed to the principal publishing houses of the country, so far as known, which awakened such competition that the annual Guide, limited to 800 pages, and the monthlies, limited to 36 pages, exclusive of advertisements, were furnished by Callaghan & Co., of Chicago, at the prices per copy of 11 cents for the former and 1 cent for the latter, all expenses of wrapping and addressing being borne by the contractors. As theretofore a limited amount of advertising, subject to censorship of the Department, and the product of sales to the public, were permitted to the contractors. The following table exhibits in convenient form the principal figures of previous years' experience:

Year ending June 30—	Number of copies bought.		Price per copy.		Minimum number of pages.	Extra pages at advertising rates.	Number of post-offices.	Cost of Guides.	Cost of extra pages at advertising rates.	Cost of wrapping.
	Annual.	Monthly.	Annual.	Monthly.						
1875...	160,000		<sup>Cents.</sup> 121		400		35,547	\$19,050 00		\$653 67
	115,000		<sup>Cents.</sup> 117							
	230,000		<sup>Cents.</sup> 113							
1876...	160,000		<sup>Cents.</sup> 121		400		36,383	18,200 00		724 79
	140,000		<sup>Cents.</sup> 114							
	130,000		<sup>Cents.</sup> 121							
1877...	141,000		<sup>Cents.</sup> 119		400		37,345	19,193 41		719 27
	120,000		<sup>Cents.</sup> 117							
1878...	183,100		<sup>Cents.</sup> 119		400		39,258	19,170 00		753 70
	120,050		<sup>Cents.</sup> 117							
1879...	184,100		<sup>Cents.</sup> 119		400		40,855	19,260 00		763 25
	119,250		<sup>Cents.</sup> 117							
1880...	53,704	470,397	25	.01½	<sup>Cents.</sup> 136	332	42,989	21,784 49	\$12,450 00	2,192 59
					<sup>Cents.</sup> 1624					
1881...	41,880	539,516	25	.017½	<sup>Cents.</sup> 136	435	44,512	20,000 00	16,312 50	2,719 75
					<sup>Cents.</sup> 1624					
1882...	52,300	555,493	25	.017½	<sup>Cents.</sup> 136	544	46,231	22,887 61	20,887 50	2,800 28
					<sup>Cents.</sup> 1624					
1883...	60,000	583,388	27	.015½	<sup>Cents.</sup> 136	661	47,863	25,300 85	24,797 24	2,918 79
					<sup>Cents.</sup> 1624					
1884...	61,000	606,783	27	.015½	<sup>Cents.</sup> 136	46	50,017	25,935 94	1,725 00	3,267 88
					<sup>Cents.</sup> 1624					
1885...	65,050	632,737	27	.01½	<sup>Cents.</sup> 136	11	51,252	26,421 69	412 50	
					<sup>Cents.</sup> 1800					
1886...	62,700	666,180	11	.01	<sup>Cents.</sup> 136		53,594	13,708 60		
					<sup>Cents.</sup> 1800					

<sup>1</sup> Quarterly number, with list of offices by counties.

<sup>2</sup> Quarterly number, without list of offices by counties.

<sup>3</sup> Quarterly number, without list of offices by counties, where order was or exceeded 30,000 copies.

<sup>4</sup> Quarterly number, without list of offices by counties, where order exceeded 20,000 but was less than 30,000 copies.

<sup>5</sup> Quarterly number, with list of offices by counties, where order for 40,000 copies or over.

<sup>6</sup> Monthly.

<sup>7</sup> Annual.

Year ending June 30—	Total for year.	Total appropriation.	Balance unexpended.	Expenditure in excess of appropriation.	Remarks.
1875.....	\$19,703 67	\$20,000 00	\$296 33		
1876.....	18,924 79	20,000 00	1,075 21		
1877.....	19,912 68	20,000 00	87 32		
1878.....	19,923 70	20,000 00	76 30		
1879.....	19,965 75	20,000 00		\$23 25	
1880.....	36,427 08	20,000 00		16,427 08	Paid from appropriations for advertising and wrapping.
1881.....	39,032 25	20,000 00		19,032 25	Do.
1882.....	46,075 39	23,000 00		23,075 39	Do.
1883.....	53,016 88	26,500 00		26,516 88	Do.
1884.....	30,578 73	29,000 00		1,578 73	Do.
1885.....	20,834 19	29,000 00	2,165 81		
1886.....	\$13,708 60	29,000 00	15,291 40		

\* Includes \$150 paid for binding 600 copies in cloth. For previous years this could not be shown, vouchers being incomplete.

Bids for the contract for the current fiscal year were invited from the principal publishing-houses, and the contract awarded to Houghton, Mifflin & Co., the lowest bidders, at 15 cents per copy for the annual and 1 cent for the monthly Guides, the terms being otherwise substantially unchanged.

The recounted experience of the last two contracts not only indicates unnecessary expenditure during former years, but suggests the possi-

ble advantage of somewhat better methods in the future. The publisher derives considerable gains from the pages allowed for advertisements and from sales of the annual Guide to the public. These will be greater sources of profit if his rights as publisher are secure for a long term. On the other hand, the publication requires so considerable a stock of printers' material and machinery to produce with promptitude the large number of copies demanded, that competition for a single year's contract is much limited. On both sides evident reasons manifest the advantages to the publisher of a long contract, and therefore the probability of a better price to the Government for the copies it requires. There is good reason to believe that the contract price for the current year could be abridged by one-quarter to one-third if a term of eight or ten years were offered to the successful competitor, and at the same time every necessary provision be made for the probable changing needs of the Department during its continuance. It would be at once a measure of economy to the Government and of fairness to the contractor.

**A Fourth Assistant Postmaster-General** was recommended in the report of last year, and reference is again made to the reasons then suggested in favor of providing such an officer. Additional experience in the Department adds confirmation to the opinion expressed. No private business well conducted, of far less magnitude, would long want such an official. The Government should save many times his salary within a year by the retrenchments in expense which his steady superintendence might enforce. The heavy duties of the present officers leave it possible only to see what might be accomplished in many features, if time were afforded for the requisite constancy of labor and study. I commend the reading of Postmaster-General Howe's piquant report for 1882 on the distribution of salaries and allowances in this connection.

**The Department.**—The following table exhibits the expenditures of the Department during the fiscal years 1885 and 1886:

*Table showing appropriations, expenditures, and unexpended balances of appropriations for objects pertaining to the care of the Post-Office Department building, for the conduct of the Departmental service, and for salaries of officers and employes of the Department; also amount and rate of decrease of expenditures for 1886 as compared with 1885.*

Items.	Year ended June 30, 1886.			
	Appropriations.	Expenditures.	Balances unexpended.	
			Amount.	Per cent.
Stationery .....	\$9,000 00	\$6,349 00	\$2,651 00	29.45
Fuel, &c. ....	7,200 00	6,817 34	382 66	5.31
Fuel, &c., additional building .....	1,300 00	436 60	863 40	66.4
Gas .....	6,600 00	4,933 11	1,666 89	25.25
Gas, additional building .....	400 00	400 00	.....	.....
Plumbing and gas-fixture .....	4,700 00	3,634 30	1,065 70	22.6
Telegraphing .....	5,000 00	2,329 79	2,670 21	53.58
Painting .....	4,700 00	2,407 56	2,292 44	48.7
Carpets and matting .....	5,900 00	3,570 60	2,329 40	39.14
Furniture .....	7,500 00	1,368 71	6,133 29	81.77
Furniture, additional building .....	500 00	17 00	483 00	96.6
Keeping horses, &c. ....	1,500 00	987 97	512 03	34.1
Hardware .....	1,700 00	534 81	1,165 19	68.5
Miscellaneous items .....	13,500 00	10,897 93	2,602 07	16.16
Miscellaneous items, additional building .....	500 00	114 50	385 50	77.1
Rent, topographers .....	1,500 00	1,500 00	.....	.....
Rent, Money-Order building .....	8,000 00	8,000 00	.....	.....
Rent, additional building .....	4,500 00	4,125 00	375 00	8.3
Official Postal Guides .....	29,000 00	13,708 60	15,291 40	52.7
Post-route maps .....	20,000 00	16,900 04	5,261 96	23.73
Realized from sale of post-route maps .....	*2,252 00	.....	.....	.....
Foreign postage .....	500 00	448 50	51 50	10.3
Free penalty envelopes .....	3,600 00	1,533 89	2,066 11	57.3
Total of items pertaining to care of building, &c. ....	138,852 00	91,064 25	47,757 75	34.39
Salaries of officers and employes of Post-Office Department .....	715,120 00	697,675 50	17,444 50	2.4
Total of all the above .....	853,972 00	788,769 75	65,202 25	7.63

\* By law credited as a further appropriation.

Items.	Year ended June 30, 1885.				Decrease of expenditures of 1886 as compared with 1885.	
	Appropriations.	Expenditures.	Balances unexpended.		Amount.	Per cent.
			Amount.	Per cent.		
Stationery.....	\$9,000 00	\$8,913 30	\$86 70	.96	\$2,564 30	28.75
Fuel, &c.....	7,200 00	7,032 07	167 93	2.33	214 73	3.05
Gas.....	6,600 00	5,331 94	1,268 06	19.2	398 83	7.48
Plumbing and gas fixtures.....	4,700 00	4,692 49	7 51	.16	1,058 19	22.5
Telegraphing.....	5,900 00	2,880 93	3,019 07	51.1	560 14	19.44
Painting.....	4,700 00	4,662 22	37 78	.8	2,254 66	48.3
Carpets and matting.....	5,900 00	5,376 61	523 39	8.8	1,806 01	33.59
Furniture.....	7,500 00	6,340 02	1,159 98	15.4	4,073 21	78.44
Keeping horses, &c.....	1,500 00	1,064 51	435 49	29	76 54	7.1
Hardware.....	1,700 00	1,601 22	98 78	5.8	1,066 41	66.5
Miscellaneous items.....	13,500 00	13,500 00	.....	.....	2,602 07	19.27
Rent, topographers.....	1,500 00	1,500 00	.....	.....	.....	.....
Rent, Money-Order building.....	8,000 00	8,000 00	.....	.....	.....	.....
Official Postal Guides.....	29,000 00	26,421 69	2,578 31	8.89	12,713 09	48.1
Post-route maps.....	20,000 00	21,064 25	154 90	.73	4,074 21	19.34
Realized from sale of post-route maps.....	*1,219 15	.....	.....	.....	.....	.....
Total of items pertaining to care of Department, &c.....	127,919 15	118,381 25	9,537 90	7.45	27,287 00	23.05
Salaries of officers and employes of Post-Office Department.....	696,480 00	690,267 62	6,212 38	.89	17,407 88	11.07
Total of all the above.....	824,399 15	808,648 87	15,750 28	1.9	19,879 12	2.45

\* By law credited as a further appropriation.

† Increase.

The diminishment in expenditures during the last year took place without diminishment of any proper provision for the comfort or health of the clerks employed. Indeed, many improvements have been made much contributing to both. The plumbing and gas-fitting of the Department building were seriously defective, and have been renovated with good effect, and attention has been given to render the place of daily labor of the departmental force as cleanly, comfortable, and agreeable as the building will admit. Especial commendation is due the chief clerk and the superintendent for the excellent results accomplished and the economy in expenditure.

**The Money-Order Building** was leased for five years from the 1st day of October, 1882, at \$8,000 per year. As the term expires during the coming year, and the room space now in use is indispensable, it becomes necessary to solicit from the Congress some new provision, either by a lease of the same or some other building.

It is no longer a matter of foresight that enlargement of the Department building or the construction of a new one has become a duty. Three buildings in addition to the Department proper are now rented for its service, at an annual cost of \$14,000; and before the probable completion of a new structure their capacity will have been outgrown.

I wish to avoid every perfunctory phrase, but to express in terms intense with sincerity my gratitude to the assistants and heads of bureaus and offices, the chief clerk and chiefs of divisions of this Department for their loyal and efficient co-operation, counting no hours and sparing no personal inconvenience to promote the common object intrusted to our care. Fidelity and attention have been conspicuous among the clerical force, and the corps of inspectors has well earned acknowledgment of their diligent and valuable service. The justifiable pleasure with which the improving condition of our postal administration is now exhibited to you is the joint possession of all these officers whose patriotic labors have wrought for its accomplishment.

WILLIAM F. VILAS,

*Postmaster-General.*

The PRESIDENT.

**EXHIBIT A.**

**POST-OFFICE DEPARTMENT,  
OFFICE OF LAW CLERK,  
Washington, D. C., September 25, 1886.**

**SIR:** I have the honor to submit herewith a statement showing the number of post-offices and postal stations where premises are leased by the Government, and also showing the annual rent paid, together with the total salary and allowances, box-rents, and commissions, surplus or deficiency, and gross receipts at each office.

Very respectfully,

**J. W. NICHOL,**  
*Law Clerk.*

**HON. WILLIAM F. VILAS,**  
*Postmaster-General.*

*Statement of post-offices and postal stations where premises are leased by the Government, showing the number leased, annual rental paid, total salary and allowances, box-rents and commissions, surplus or deficiency, and gross receipts at each office.*

Number.	Office.	State.	Class.	Postmaster's salary.	Term of lease.		Number of years.	Rent per annum.	Fuel and light included in lease.	Total salary and allowances.	Box-rents and commissions.	Surplus.	Deficiency.	Gross receipts.
					From—	To—								
1	Birmingham	Ala.	1	\$2,400	Oct. 1, 1883	Oct. 1, 1887	4	\$975 00	Fuel and light	\$6,125 00	\$8,688	\$2,563 00	.....	\$20,568
2	Selma	Ala.	1	2,400	Jan. 1, 1885	Jan. 1, 1889	4	900 00	.....	5,800 00	6,420	500 00	.....	15,431
3	Los Angeles	Cal.	1	3,100	Nov. 1, 1877	Nov. 1, 1887	10	900 00	.....	12,110 00	19,002	9,892 00	.....	49,424
4	Oakland	Cal.	1	3,100	Dec. 1, 1882	Dec. 1, 1886	4	900 00	.....	13,062 00	15,960	2,898 00	\$761	48,466
5	Sacramento City	Cal.	1	3,000	Apr. 1, 1885	Apr. 1, 1889	4	2,000 00	.....	14,460 00	13,609	38,519	.....	38,519
6	Stockton	Cal.	1	3,000	Apr. 1, 1885	Apr. 1, 1889	4	1 00	.....	5,771 00	8,071	2,300 00	.....	19,255
7	Colorado Springs	Colo.	1	3,400	Feb. 1, 1886	Feb. 1, 1891	5	1 00	Fuel and light	5,336 00	5,734	398 00	.....	13,263
8	Denver	Colo.	1	3,400	July 1, 1885	July 1, 1889	4	1 00	.....	28,856 00	43,225	14,369 00	.....	126,550
9	Leadville	Colo.	1	3,000	Aug. 12, 1884	Aug. 12, 1888	4	1 00	.....	11,051 00	9,803	.....	248	22,548
10	Pueblo	Colo.	1	3,000	Nov. 15, 1882	Nov. 15, 1886	4	900 00	Fuel	5,465 00	5,465	.....	11,742	11,742
11	Ansonia	Conn.	1	2,100	Oct. 1, 1885	Oct. 1, 1889	4	800 00	Fuel	3,960 00	4,244	284 00	.....	9,483
12	Birmingham	Conn.	1	2,300	July 1, 1886	July 1, 1891	5	1,000 00	.....	4,285 00	4,606	401 00	.....	11,260
13	Bridgeport	Conn.	1	2,100	Oct. 1, 1883	Oct. 1, 1887	4	3,087 50	Fuel	14,562 50	16,512	1,949 50	.....	50,580
14	Meriden	Conn.	1	2,700	Apr. 19, 1885	Apr. 19, 1889	4	1,100 00	.....	7,830 00	9,638	1,708 00	.....	27,087
15	New Britain	Conn.	1	2,500	July 1, 1884	July 1, 1888	4	1,045 00	do	6,275 00	8,348	2,073 00	.....	19,585
16	New London	Conn.	1	2,500	Dec. 1, 1877	Dec. 1, 1887	10	1,500 00	.....	7,850 00	8,290	440 00	.....	19,767
17	Norwich	Conn.	1	2,700	Mar. 1, 1885	Mar. 1, 1889	4	1,800 00	Fuel	8,419 00	9,207	878 00	.....	25,749
18	Stamford	Conn.	1	2,500	July 1, 1884	July 1, 1888	4	1,100 00	.....	5,300 00	6,597	1,297 00	.....	16,009
19	Waterbury	Conn.	1	2,700	Apr. 1, 1886	Apr. 1, 1890	4	1,850 00	do	9,850 00	11,030	1,180 00	.....	20,480
20	Fargo	Dak.	1	2,600	Jan. 1, 1886	Jan. 1, 1890	4	900 00	.....	10,140 00	8,947	405 00	.....	22,276
21	Siox Falls	Dak.	1	2,000	Feb. 1, 1884	Feb. 1, 1888	4	1,000 00	.....	4,980 00	5,175	.....	183	12,312
22	Jacksonville	Fla.	1	3,000	Mar. 1, 1885	Mar. 1, 1889	4	2,600 00	.....	14,170 00	14,924	754 00	.....	42,274
23	Jacksonville	Fla.	1	3,000	Mar. 1, 1885	Mar. 1, 1889	4	2,720 00	.....	4,320 00	4,431	131 00	.....	10,248
24	Augusta	Ga.	1	2,200	Feb. 1, 1886	Feb. 1, 1890	4	1,000 00	.....	9,035 00	10,680	1,651 00	.....	30,157
25	Columbus	Ga.	1	2,400	Oct. 1, 1884	Oct. 1, 1888	4	900 00	.....	5,475 00	6,144	669 00	.....	15,248
26	Macon	Ga.	1	2,700	Oct. 1, 1885	Oct. 1, 1889	4	900 00	.....	8,900 00	9,443	553 00	.....	20,047
27	Rome	Ga.	1	2,100	Oct. 1, 1885	Oct. 1, 1889	4	500 00	.....	3,900 00	3,536	.....	364	9,067
28	Savannah	Ga.	1	3,200	Dec. 1, 1885	Dec. 1, 1889	4	1,850 00	.....	14,328 00	20,333	6,005 00	.....	62,361
29	Bellville	Ill.	1	2,000	Oct. 3, 1882	Oct. 3, 1886	4	1,200 00	.....	9,640 00	3,579	2,349 00	.....	36,877
30	Bloomington	Ill.	1	2,200	Oct. 1, 1876	Oct. 1, 1886	10	600 00	.....	3,380 00	4,309	929 00	.....	10,761
31	Champaign	Ill.	1	2,200	May 15, 1886	May 15, 1890	4	600 00	.....	5,890 00	5,891	1 00	.....	14,316
32	Danville	Ill.	1	2,700	Jan. 1, 1884	Jan. 1, 1888	4	800 00	Fuel	6,600 00	8,960	2,320 00	.....	26,632
33	Decatur	Ill.	1	2,900	Feb. 23, 1884	Feb. 23, 1888	4	1,500 00	.....	7,630 00	11,407	3,807 00	.....	35,021
34	Elgin	Ill.	1	2,300	Feb. 18, 1885	Feb. 18, 1889	4	850 00	.....	4,268 00	4,881	613 00	.....	12,081
35	Evansville	Ill.	1	2,500	Nov. 1, 1883	Nov. 1, 1887	4	600 00	.....	5,550 00	7,725	2,175 00	.....	13,606
36	Freeport	Ill.	1	2,500	Nov. 1, 1883	Nov. 1, 1887	4	600 00	.....	5,550 00	7,725	2,175 00	.....	13,606

37	Halsburg	Ind	2,400	Oct. 1, 1883	Oct. 1, 1888	4	900 00	6,870 00	7,810	940 00	23,009
38	Jacksonville	Ind	2,400	Feb. 1, 1887	Feb. 1, 1890	4	600 00	6,705 00	6,337	653 00	15,888
39	Joliet	Ind	2,000	Sept. 15, 1887	Sept. 15, 1887	10	600 00	6,450 00	6,478	2,028 00	20,140
40	Kankakee	Ind	2,000	July 1, 1891	July 1, 1891	4	180 00	3,280 00	3,417	187 00	8,238
41	Mattoon	Ind	2,000	Mar. 1, 1885	Mar. 1, 1889	4	400 00	3,450 00	3,452	2 00	8,054
42	Moine	Ind	2,500	Dec. 14, 1885	Dec. 14, 1890	5	925 00	5,425 00	7,350	1,925 00	17,737
43	Monmouth	Ind	2,100	Jan. 1, 1893	Jan. 1, 1891	8	400 00	4,065 00	4,245	150 00	9,783
44	Ottawa	Ind	2,200	Jan. 15, 1877	Jan. 15, 1887	10	300 00	4,648 00	5,740	1,101 00	12,387
45	Peoria	Ind	3,200	Jan. 1, 1883	Jan. 1, 1887	4	2,500 00	12,835 00	22,364	6,559 00	71,310
46	Quincy	Ind	2,000	Jan. 1, 1873	Apr. 1, 1890	20	1,800 00	11,585 00	12,916	381 00	40,492
47	Rockford	Ind	2,000	Jan. 1, 1886	Jan. 1, 1890	4	1,200 00	7,885 00	12,414	4,579 00	37,548
48	Rock Island	Ind	2,500	Nov. 19, 1882	Nov. 19, 1892	10	1,400 00	7,816 00	7,635	30 00	19,162
49	Sterling	Ind	2,500	Nov. 1, 1883	Nov. 1, 1887	4	800 00	4,375 00	4,440	165 00	9,586
50	Streator	Ind	2,100	Jan. 1, 1884	Jan. 1, 1900	16	500 00	3,795 00	3,790	5 00	9,098
51	Crawfordville	Ind	2,100	May 26, 1880	May 26, 1889	9	450 00	2,847 00	3,867	1,020 00	15,219
52	Elkhart	Ind	2,400	July 1, 1886	July 1, 1891	5	1,000 00	7,800 00	7,752	1,020 00	23,411
53	Goshen	Ind	2,600	July 1, 1886	July 1, 1891	5	1,100 00	8,800 00	4,812	512 00	9,854
54	La Fayette	Ind	2,400	Oct. 1, 1883	Oct. 1, 1887	4	500 00	5,670 00	6,038	968 00	14,028
55	Logansport	Ind	2,000	Jan. 1, 1885	Jan. 1, 1889	4	500 00	5,454 00	5,372	87 00	8,098
56	Richmond	Ind	2,700	Jan. 1, 1875	Jan. 1, 1891	16	1,200 00	7,780 00	8,272	613 00	25,476
57	South Bend	Ind	2,600	Jan. 1, 1885	Jan. 1, 1891	6	1,200 00	7,100 00	7,552	453 00	22,474
58	Terre Haute	Ind	2,800	Dec. 15, 1877	Dec. 15, 1887	10	900 00	10,590 00	10,596	17 00	33,110
59	Valparaiso	Ind	2,200	Feb. 1, 1885	Feb. 1, 1889	4	350 00	3,779 00	3,798	17 00	8,597
60	Vincennes	Iowa	3,000	Jan. 1, 1884	Jan. 1, 1894	10	2,500 00	12,835 00	13,067	244 00	10,540
61	Burlington	Iowa	2,900	Jan. 1, 1885	Jan. 1, 1895	10	1,200 00	5,075 00	12,609	4,534 00	40,697
62	Cedar Rapids	Iowa	2,500	Sept. 1, 1883	Sept. 1, 1889	6	1,000 00	5,530 00	6,322	1,092 00	35,829
63	Clinton	Iowa	2,100	Feb. 1, 1885	Feb. 1, 1889	4	600 00	4,390 00	4,426	36 00	15,456
64	Creston	Iowa	2,800	Mar. 1, 1885	Mar. 1, 1889	4	1,000 00	10,250 00	12,160	1,910 00	37,999
65	Davenport	Iowa	3,200	Aug. 15, 1885	Aug. 15, 1889	4	2,225 00	15,888 00	32,654	17,268 00	108,483
66	Des Moines	Iowa	2,400	Aug. 1, 1886	Aug. 1, 1890	4	1,200 00	8,920 00	8,529	179 00	37,999
67	Fort Dodge	Iowa	2,600	Oct. 1, 1876	Oct. 1, 1896	20	1,000 00	7,041	7,041	341	18,414
68	Koekuk	Iowa	2,000	Oct. 1, 1886	Oct. 1, 1890	4	1,200 00	7,041	7,041	41	21,599
69	La Mars	Iowa	2,500	Aug. 15, 1886	Aug. 15, 1891	5	1,250 00	3,335 00	3,812	577 00	16,858
70	Marshalltown	Iowa	2,400	Jan. 1, 1885	Jan. 1, 1889	4	800 00	6,090 00	7,762	1,672 00	29,858
71	Muscatine	Iowa	2,600	July 1, 1875	July 1, 1887	12	1,000 00	5,875 00	5,864	459 00	11,624
72	Ottumwa	Iowa	2,400	May 1, 1886	May 1, 1891	5	500 00	8,270 00	6,507	537 00	20,292
73	Sioux City	Iowa	2,800	Jan. 1, 1885	Jan. 1, 1889	4	2,200 00	9,795 00	11,017	2,221 00	31,649
74	Vinton	Iowa	2,800	Jan. 1, 1886	Jan. 1, 1890	4	1,000 00	1,401 00	2,377	676 00	31,649
75	Waterloo	Iowa	2,400	Oct. 1, 1885	Oct. 1, 1889	4	250 00	4,825 00	5,402	647 00	13,548
76	Atchison	Kans	2,700	Feb. 1, 1884	Feb. 1, 1888	4	940 00	7,640 00	8,738	788 00	23,677
77	Lawrence	Kans	2,700	Aug. 1, 1886	Aug. 1, 1890	4	800 00	7,630 00	9,185	1,355 00	23,535
78	Lawrence	Kans	2,700	Aug. 1, 1886	Aug. 1, 1890	4	800 00	7,630 00	9,185	1,355 00	23,535
79	Newton	Kans	2,200	Aug. 1, 1886	Aug. 1, 1891	5	180 00	3,865 00	4,307	1,047 00	10,010
80	Wellington	Kans	2,200	July 1, 1886	July 1, 1891	5	180 00	3,865 00	4,307	1,047 00	10,010
81	Wellington	Kans	2,200	July 1, 1886	July 1, 1891	5	180 00	3,865 00	4,307	1,047 00	10,010
82	Wellington	Kans	2,200	July 1, 1886	July 1, 1891	5	180 00	3,865 00	4,307	1,047 00	10,010
83	Wellington	Kans	2,200	July 1, 1886	July 1, 1891	5	180 00	3,865 00	4,307	1,047 00	10,010
84	Wellington	Kans	2,200	July 1, 1886	July 1, 1891	5	180 00	3,865 00	4,307	1,047 00	10,010
85	Lexington	Ky	2,400	Dec. 15, 1885	Dec. 15, 1889	4	1,000 00	6,130 00	8,409	771 00	24,862
86	Newport	Ky	2,400	Dec. 15, 1885	Dec. 15, 1889	4	1,000 00	6,130 00	8,409	771 00	24,862

\* \$600 of which amount is allowed without lease.

\* Or until completion of Government building.



Statement of post-offices and post stations where premises are leased by the Government, &amp;c.—Continued.

Number.	Office.	State.	Class.	Term of lease.		Postmaster's salary.	Number of years.	Rent per annum.	Fuel and light included in lease.	Total salaries and all.	Box rents and commissions.	Surplus.	Delinquency.	Gross receipts.
				From—	To—									
87	Owensboro, Ky	1	2	Apr. 1, 1884	Apr. 1, 1888	2,100	4	\$500 00		\$4,178 00	\$8 00			\$0,400
88	Augusta, Me	1	2	Apr. 1, 1883	Apr. 1, 1887	200	4	600 00		3,930 00	4,257		\$212	10,226
89	Augusta, Me	1	2	July 1, 1880	July 1, 1891	1,100	11	*2,000 00		17,400 00	15,737	\$287 00	1,063	40,991
90	Blairstown, Mo	1	2	Apr. 1, 1886	Apr. 1, 1890	500	4	750 00	Fuel	4,345 00	4,802	457 00		9,283
91	Lewiston, Me	1	2	July 1, 1886	July 1, 1891	500	5	1,250 00	do	5,050 00	6,219	200 00		17,695
92	Annapolis, Md	1	2	Apr. 1, 1885	Apr. 1, 1889	2,300	4	500 00		4,800 00	4,121			11,440
93	Baltimore, Md	1	2	Apr. 1, 1885	Apr. 1, 1887	4,000	2	14,000 00		11,200 00	124,208	42,438 00	679	400,807
94	Cumberland, Md	1	2	Apr. 1, 1883	Apr. 1, 1887	2,300	4	1,620 00		4,820 00	4,820		2	11,709
95	Frederick, Md	1	2	Apr. 1, 1883	Apr. 1, 1887	2,900	4	1,000 00	Fuel and light	4,386 00	4,906			11,358
96	Brockton, Mass	1	2	Oct. 1, 1883	Oct. 1, 1887	600	4	1,400 00	Fuel	5,760 00	8,879	3,113 00		27,816
97	Fitchburg, Mass	1	2	Aug. 15, 1883	Aug. 15, 1887	600	4	1,600 00		6,935 00	7,653			21,469
98	Greenfield, Mass	1	2	July 1, 1884	July 1, 1891	700	7	1,600 00		4,810 00	5,411	701 00		13,655
99	Holyoke, Mass	1	2	Nov. 1, 1884	Nov. 1, 1888	700	4	1,100 00		7,010 00	9,772	2,192 00		23,990
100	Lawrence, Mass	1	2	Oct. 1, 1883	Oct. 1, 1887	2,200	4	1,100 00	Fuel	8,050 00	9,206	1,548 00		26,899
101	Lynn, Mass	1	2	May 1, 1883	May 1, 1893	2,200	10	2,000 00	do	13,125 00	27,534	10,200 00		46,661
102	Lowell, Mass	1	2	Oct. 1, 1885	Oct. 1, 1889	3,100	4	1,800 00	do	5,685 00	11,926	5,201 00		46,654
103	Newburyport, Mass	1	2	Mar. 1, 1886	Mar. 1, 1891	2,400	5	1,900 00		6,092 00	7,121	489 00		14,718
104	Pittsfield, Mass	1	2	Jan. 1, 1883	Jan. 1, 1887	600	4	1,000 00		6,800 00	8,022			20,811
105	Salem, Mass	1	2	Jan. 1, 1883	Jan. 1, 1887	700	4	2,300 00	Fuel	11,050 00	27,056	382 00		28,664
106	Springfield, Mass	1	2	Oct. 1, 1883	Oct. 1, 1887	2,600	4	1,250 00		7,200 00	7,846	10,000 00		74,416
107	Taunton, Mass	1	2	Feb. 1, 1886	Feb. 1, 1891	2,600	5	1,200 00		5,340 00	6,306	1,046 00		22,536
108	Waltham, Mass	1	2	Feb. 1, 1886	Feb. 1, 1891	400	5	1,600 00		4,880 00	6,306	1,046 00		16,167
109	Westfield, Mass	1	2	Apr. 1, 1886	Apr. 1, 1890	500	4	3,000 00		17,700 00	30,442	12,742 00		90,093
110	Worcester, Mass	1	2	July 1, 1883	July 1, 1887	3,300	4	3,250 00		5,050 00	6,091	351 00		14,339
111	Adrian, Mich	1	2	Apr. 1, 1886	Apr. 1, 1890	500	4	1,200 00		6,050 00	8,319	1,309 00		18,339
112	Ann Arbor, Mich	1	2	Mar. 1, 1885	Mar. 1, 1889	500	4	1,200 00		6,050 00	7,194	24,567		23,267
113	Battle Creek, Mich	1	2	Jan. 1, 1886	Jan. 1, 1890	600	4	700 00	Fuel	7,515 00	7,282	589 00		21,156
114	Bay City, Mich	1	2	Apr. 1, 1886	Apr. 1, 1890	600	4	700 00		7,515 00	10,208		28	30,007
115	Coldwater, Mich	1	2	Oct. 1, 1885	Oct. 1, 1889	800	4	1,100 00	Fuel	7,800 00	10,208	2,218 00		30,865
116	East Saginaw, Mich	1	2	Oct. 1, 1885	Oct. 1, 1889	800	4	1,100 00		7,800 00	10,208	2,218 00		30,865
117	Flint, Mich	1	2	Apr. 1, 1885	Apr. 1, 1889	1,100	4	750 00		7,800 00	10,208	192 00		13,789
118	Ironia, Mich	1	2	Apr. 1, 1885	Apr. 1, 1889	1,100	4	750 00		7,800 00	10,208	192 00		13,789
119	Jackson, Mich	1	2	Jan. 1, 1886	Jan. 1, 1890	1,100	4	750 00		7,800 00	10,208	192 00		13,789
120	Kalamazoo, Mich	1	2	Jan. 1, 1886	Jan. 1, 1890	1,100	4	750 00		7,800 00	10,208	192 00		13,789
121	Lansing, Mich	1	2	Oct. 1, 1885	Oct. 1, 1889	800	4	1,100 00	Fuel	7,800 00	10,208	2,218 00		30,865
122	Manitowish, Mich	1	2	Mar. 1, 1885	Mar. 1, 1889	100	4	1,100 00		4,455 00	4,455	1,148 00	00	9,403

\* \$700 of which amount is allowed without lease.

† For additional room to Government building.

**EXHIBIT A—LEASED BUILDINGS.**

[illegible]

See stations also.

Statement of post-offices and post stations where premises are leased by the Government, &c.—Continued.

Number.	Office.	State.	Class.	Postmaster's salary.	Term of lease.		Number of years.	Rent per annum.	Fuel and light in- cluded in lease.	Total salary and al- lowances.	Box rents and com- missions.	Surplus.	Deficiency.	Gross receipts.
					From—	To—								
172	Owego	N. Y.	C	200	Oct. 1, 1884	Oct. 1, 1888	4	\$700 00	Fuel and light	\$4,185 00	\$4,449	\$264 00	.....	\$10,808
173	Port Jervis	N. Y.	C	150	July 1, 1884	July 1, 1888	4	850 00	Fuel and light	4,050 00	3,848	.....	\$202	9,099
174	Poughkeepsie	N. Y.	C	100	Oct. 1, 1876	Oct. 1, 1886	10	1,250 00	do	10,450 00	12,141	1,001 00	.....	36,782
175	Rochester	N. Y.	C	600	Apr. 1, 1886	Apr. 1, 1891	5	5,500 00	Fuel	33,510 00	71,330	37,826 00	.....	230,369
176	Rome	N. Y.	C	400	Oct. 1, 1876	Oct. 1, 1886	10	1,500 00	Fuel	5,425 00	7,793	1,314 00	.....	17,063
177	Saratoga Springs	N. Y.	C	400	Jan. 1, 1883	Jan. 1, 1893	10	1,500 00	Fuel	7,140 00	7,823	1,083 00	.....	22,975
178	Schenectady	N. Y.	C	400	July 1, 1883	July 1, 1887	4	1,000 00	Fuel	5,756 00	6,854	1,198 00	.....	15,867
179	Sing Sing	N. Y.	C	100	July 1, 1886	Mar. 1, 1891	5	400 00	Fuel	3,370 00	4,050	680 00	.....	9,544
180	Syracuse	N. Y.	C	100	Aug. 1, 1885	Aug. 1, 1887	2	3,800 00	Fuel	29,265 00	38,025	15,760 00	.....	123,181
181	Troy	N. Y.	C	300	May 1, 1886	May 1, 1890	4	3,400 00	Fuel	22,147 00	28,307	6,160 00	.....	91,428
182	Watertown	N. Y.	C	700	Jan. 1, 1883	Jan. 1, 1887	4	1,000 00	Fuel	7,650 00	7,978	6,328 00	.....	24,355
183	Charlotte	N. C.	C	600	Nov. 10, 1884	Nov. 10, 1888	4	1,400 00	do	5,200 00	5,269	69 00	.....	13,606
184	Wilmington	N. C.	C	800	Sept. 1, 1884	Sept. 1, 1888	4	1,400 00	Fuel	7,400 00	6,931	3,462 00	.....	20,223
185	Akron	Ohio	C	600	July 1, 1885	July 1, 1889	4	1,380 00	do	6,350 00	8,307	1,957 00	.....	34,003
186	Canton	Ohio	C	700	May 16, 1885	May 16, 1889	4	1,000 00	Fuel and light	5,400 00	5,775	375 00	.....	25,401
187	Chillicothe	Ohio	C	400	Oct. 1, 1883	Oct. 1, 1891	8	3,300 00	do	25,350 00	30,865	11,535 00	.....	117,086
188	Columbus	Ohio	C	400	Nov. 22, 1884	Nov. 22, 1888	4	950 00	Fuel	15,350 00	21,844	8,194 00	.....	63,688
189	Dayton	Ohio	C	1,200	Oct. 1, 1883	Oct. 15, 1893	10	2,950 00	Fuel	4,575 00	5,236	661 00	.....	12,370
190	Delaware	Ohio	C	300	May 1, 1885	May 1, 1887	2	500 00	Fuel and light	3,425 00	3,742	317 00	.....	8,290
191	East Liverpool	Ohio	C	900	Jan. 1, 1885	Jan. 1, 1889	4	725 00	do	3,450 00	3,612	62 00	.....	8,139
192	Elyria	Ohio	C	900	Oct. 1, 1885	Oct. 1, 1889	4	*500 00	Fuel and light	5,875 00	6,036	151 00	.....	15,415
193	Hamilton	Ohio	C	1,000	Oct. 1, 1876	Oct. 1, 1886	10	1 00	do	2,001 00	3,068	1,097 00	.....	6,992
194	Kenton	Ohio	C	1,800	Sept. 1, 1885	Sept. 7 <sup>th</sup> , 1889	4	1 00	Fuel and light	5,000 00	5,330	1,330 00	.....	12,639
195	Lima	Ohio	C	700	Mar. 15, 1884	Mar. 15, 1888	4	600 00	do	3,735 00	3,787	1,642 00	.....	9,022
196	Manfield	Ohio	C	700	Apr. 1, 1885	Apr. 1, 1889	4	1,150 00	do	6,250 00	7,802	2 00	.....	24,120
197	Marion	Ohio	C	1,000	Jan. 1, 1885	Jan. 1, 1889	4	400 00	Fuel and light	3,785 00	3,787	1 00	.....	9,789
198	Mount Vernon	Ohio	C	100	Apr. 1, 1872	Apr. 1, 1887	15	500 00	do	4,085 00	4,080	663 00	.....	13,492
199	Newark	Ohio	C	400	Oct. 1, 1885	Oct. 1, 1889	4	700 00	Fuel and light	4,894 00	5,537	1 00	.....	9,288
200	Newark	Ohio	C	100	July 1, 1886	July 1, 1891	5	350 00	do	4,130 00	4,142	12 00	.....	9,064
201	Oberlin	Ohio	C	100	Mar. 1, 1886	Mar. 1, 1890	4	290 00	Fuel and light	3,420 00	3,678	258 00	.....	13,149
202	Painesville	Ohio	C	100	Oct. 1, 1883	Oct. 1, 1887	4	720 00	do	2,610 00	5,039	1,380 00	.....	10,216
203	Piqua	Ohio	C	2,200	Sept. 1, 1885	Sept. 1, 1889	4	1 00	Fuel and light	2,978 00	3,933	960 00	.....	9,978
204	Salem	Ohio	C	2,200	Aug. 1, 1885	Aug. 1, 1889	4	1,800 00	do	4,210 00	4,522	312 00	.....	13,149
205	Springfield	Ohio	C	3,200	Mar. 15, 1883	Mar. 15, 1887	4	1,800 00	Fuel and light	12,150 00	19,346	7,196 00	.....	60,742
206	Steubenville	Ohio	C	2,200	Feb. 1, 1883	Feb. 1, 1887	4	3,200 00	do	4,500 00	5,364	259 00	.....	12,672
207	Tiffin	Ohio	C	2,200	July 1, 1880	July 1, 1891	11	1,500 00	Fuel and light	4,125 00	4,384	.....	.....	10,606

\*\$150 of which amount is allowed without lease.

1882	Ohio	2,400	Oct.	1,183	July	1,183	1	2,450	00	Fuel	36,574	00	96,203	00	118,725
1883	Ohio	2,400	Jan.	1,187	Jan.	1,187	1	2,450	00	Fuel and light	3,000	00	4,782	00	1,484
1884	Ohio	2,400	Jan.	1,183	Jan.	1,187	1	2,450	00	Fuel and light	4,200	00	4,782	00	1,484
1885	Ypsilanti	2,400	Jan.	1,183	Jan.	1,187	1	2,450	00	Fuel and light	4,200	00	4,782	00	1,484
1886	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1887	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1888	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1889	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1890	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1891	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1892	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1893	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1894	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1895	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1896	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1897	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1898	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1899	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1900	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1901	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1902	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1903	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1904	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1905	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1906	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1907	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1908	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1909	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1910	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1911	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1912	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1913	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1914	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1915	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1916	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1917	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1918	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1919	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1920	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1921	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1922	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1923	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1924	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1925	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1926	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1927	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1928	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1929	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1930	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1931	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1932	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1933	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1934	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1935	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1936	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1937	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1938	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1939	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1940	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1941	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1942	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1943	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1944	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1945	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1946	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1947	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1948	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1949	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1950	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1951	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1952	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1953	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1954	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1955	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1956	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1957	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1958	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1959	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1960	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1961	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1962	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1963	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1964	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1965	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1966	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1967	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1968	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1969	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1970	Ypsilanti	2,700	Sept.	1,183	Sept.	1,187	1	2,450	00	Fuel and light	6,725	00	4,782	00	1,484
1971	Ypsilanti</														

Or until Government building is ready.

Statement of post-offices and post stations where premises are leased by the Government, &amp;c.—Continued.

Number.	Office.	State.	Class.	Postmaster's salary.	Term of lease.		Number of years.	Rent per annum.	Fuel and light included in lease.	Total salary and advances.	Box rents and commissions.	Surplus.	Deficiency.	Gross receipts.
					From—	To—								
258	Chippewa Falls.....	Wis.	2	\$2,000	Mar. 1, 1885	Mar. 1, 1889	4	\$100 00	.....	\$2,775 00	\$3 75	.....	\$12	\$5,223 35
259	Fond du Lac.....	Wis.	2	2,400	Jan. 1, 1885	Jan. 1, 1889	4	1,100 00	.....	2,470 00	6 417	.....	53	15,100 15
260	Janesville.....	Wis.	2	2,500	Jan. 1, 1877	Jan. 1, 1887	10	1,000 00	.....	2,970 00	7 742	\$1,472 00	.....	14,938 25
261	La Crosse.....	Wis.	2	2,700	Jan. 1, 1881	Jan. 1, 1887	6	1,600 00	.....	3,365 00	8 741	881 00	.....	25,898 25
262	Oshkosh.....	Wis.	2	2,600	Jan. 1, 1886	Jan. 1, 1890	4	1,200 00	.....	3,805 00	7 333	.....	82	21,187 21
263	Racine.....	Wis.	2	2,600	July 1, 1885	July 1, 1889	4	1,100 00	.....	3,705 00	7 735	527 00	.....	23,130 23
264	Sheboygan.....	Wis.	2	2,100	Mar. 1, 1885	Mar. 1, 1889	4	600 00	.....	2,730 00	7 457	297 00	.....	9,292 29
265	Chevyenne.....	Wyo.	3	2,400	Nov. 18, 1884	Nov. 18, 1888	4	4 00	Fuel and light	2,744 00	7 458	2 864 00	.....	15,760 15
266	Laramie City.....	Wyo.	3	1,800	Mar. 1, 1880	Mar. 1, 1890	10	4 00	.....	2,204 00	3 327	123 00	.....	6,617 6
								270,795 50						

## STATIONS.

Office.	Class.	Postmaster's salary.	Number of stations under lease.	Term of lease.		Number of years.	Rent per annum.	Fuel and light included in lease.	Total salary and allowances.	Box-rents and commissions.	Surplus.	Deficiency.	Gross receipts.
				From—	To—								
Boston, Mass.	1	\$6,000	9	Jan. 1, 1885	Jan. 1, 1890	4	\$1,000		\$319,800 00	\$488,606	\$108,716		\$1,550,484
Cambridgeport.				Aug. 1, 1885	Aug. 1, 1889	4	800						
Dorchester.				July 1, 1884	July 1, 1888	4	600						
East Boston.				Mar. 1, 1884	Mar. 1, 1888	4	400						
East Cambridge.				Jan. 1, 1886	Jan. 1, 1890	4	350						
Jamaica Plain.				Oct. 1, 1884	Oct. 1, 1889	4	1,000	Fuel.					
Roxbury.				July 1, 1884	July 1, 1888	4	400	Fuel.					
Somerville.				Jan. 1, 1885	Jan. 1, 1889	4	1,000						
South Boston.				Dec. 1, 1885	Dec. 1, 1889	4	1,050						
Station A.													
Brooklyn, N. Y.	1	3,900	3	May 1, 1887	May 1, 1887	4	600	Fuel and light.		(*)			
Brooklyn.				May 1, 1886	May 1, 1891	5	720						
Green Point.				Dec. 1, 1885	Dec. 1, 1889	4	600						
Station S.													
Chicago, Ill.	1	6,000	4	July 1, 1884	July 1, 1888	4	420		454,187	603,295	149,108		1,998,506
Cottage Grove.				May 1, 1885	May 1, 1889	4	900						
Northwest Division.				Mar. 1, 1886	Mar. 1, 1890	4	1,200	Fuel.					
Southwest Division.				July 1, 1884	July 1, 1888	4	1,600						
West Division.													
Kansas City, Mo.	1	3,600	1	June 1, 1886	June 1, 1891	5	312	Fuel.	44,522	73,019	29,097		241,843
West Kansas City.													
New York, N. Y.	1	8,000	14	Feb. 1, 1880	Feb. 1, 1890	4	6,200	Fuel.	945,186	1,356,067	361,481		4,394,352
Station A.				May 1, 1884	May 1, 1888	4	2,000						
Station B.				May 1, 1884	May 1, 1888	4	1,300						
Station C.				Oct. 1, 1884	Oct. 1, 1888	4	4,500						
Station D.				May 1, 1886	May 1, 1890	4	3,000	Fuel.					
Station E.				Jan. 1, 1885	Jan. 1, 1889	4	2,400						
Station F.				May 1, 1883	May 1, 1887	4	1,400	Fuel.					
Station G.				May 1, 1884	May 1, 1888	4	2,400						
Station H.				May 1, 1883	May 1, 1887	4	1,200	Fuel.					
Station K.				Aug. 1, 1885	Aug. 1, 1889	4	2,100						
Station L.													

\* Brooklyn, N. Y.—See statement of lease of main office for total salary and allowances, &amp;c.

Statement of post-offices and post stations where premises are leased by the Government, &c.—Continued.

## STATIONS—Continued.

Office.	Class.	Postmaster's salary.	Number of stations under lease.	Term of lease.		Number of years.	Rent per annum.	Fuel and light included in lease.	Total salary and allowances.	Box-rents and commissions.	Surplus.	Fidelity.	Gross receipts.
				From—	To—								
New York, N. Y.—Continued.													
Station P.....				May 1, 1885	May 1, 1889	4	\$4, 500						
Station R.....				Oct. 1, 1884	Oct. 1, 1888	4	600						
Station S.....				May 1, 1885	May 1, 1889	4	300						
Station T.....				July 1, 1882	July 1, 1887	5	450						
Philadelphia, Pa.....	1	\$4, 000	1	July 1, 1886	July 1, 1891	5	420		\$301, 287	\$483, 689	\$182, 402		\$1, 593, 186
Pittsburgh, Pa.....	1	3, 700	1	June 1, 1886	June 1, 1891	5	250	Fuel and light	69, 057	104, 335	84, 678		328, 104
St. Louis, Mo.....	1	6, 000	2	July 1, 1886	July 1, 1890	4	420		184, 126	247, 380	63, 254		818, 317
South Saint Louis.....				Dec. 24, 1882	Dec. 24, 1886	4	144						
San Francisco, Cal.....	1	5, 000	3	Aug. 1, 1885	Aug. 1, 1889	4	900		123, 809	159, 861	37, 052		562, 772
Station A.....				July 1, 1885	July 1, 1890	4	1, 020						
Station B.....				Jan. 1, 1886	Jan. 1, 1890	4	430						
Station C.....													
Total number of stations.....			38	Total rent.....			48, 876						

## RECAPITULATION.

	No.	Amount.
Grand total of post-offices.....	266	\$270, 795 50
Postal stations.....	38	48, 876 00
Grand total of offices and stations.....	304	319, 671 50

# ESTIMATES

OF THE

## APPROPRIATIONS FOR THE POSTAL SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1888.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1888,  
by the Post Office Department.*

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1887.
<b>UNDER THE POST-OFFICE DEPARTMENT OUT OF THE POSTAL REVENUES.</b>		
<b>POSTAL SERVICE.</b>		
<i>Office of the Postmaster-General.</i>		
Mail depredations and post-office inspectors, and fees to United States marshals, attorneys, &c.	\$300,000 00	\$200,000 00
Advertising	20,000 00	20,000 00
Miscellaneous items in the office of the Postmaster-General	1,500 00	1,500 00
<b>Total</b>	<b>321,500 00</b>	<b>221,500 00</b>
<i>Office of the First Assistant Postmaster-General.</i>		
Compensation to postmasters	11,700,000 00	11,700,000 00
Compensation to clerks in post-offices	5,450,000 00	5,150,000 00
Rent, light, and fuel	495,000 00	495,000 00
Miscellaneous and incidental items for first and second class post-offices, including furniture	95,000 00	95,000 00
Free-delivery service	5,175,000 00	4,928,531 25
Stationery in post-offices	50,000 00	55,000 00
Wrapping-twine	80,000 00	80,000 00
Wrapping-paper	30,000 00	30,000 00
Letter-balances, scales, and test-weights	10,000 00	10,000 00
Postmarking and rating stamps, and ink and pads for stamping and canceling purposes	30,000 00	30,000 00
<b>Total</b>	<b>23,115,000 00</b>	<b>22,573,531 25</b>
<i>Office of the Second Assistant Postmaster-General.</i>		
Inland transportation by star routes	5,400,000 00	5,850,000 00
Inland transportation by steamboat routes	450,000 00	575,000 00
Mail-messenger service	000,000 00	000,000 00
Mail-bags and mail-bag catchers	275,000 00	260,000 00
Mail locks and keys	23,000 00	20,000 00
Inland transportation, railroad routes	15,867,962 00	15,595,432 00
Railway post-office car service	1,934,560 00	1,808,000 00
Railway post-office clerks	4,000,240 00	4,800,000 00
Necessary and special facilities on trunk lines	205,067 53	291,000 00
Miscellaneous items	1,000 00	1,000 00
<b>Total</b>	<b>30,137,750 15</b>	<b>30,100,432 00</b>



## REPORT OF THE POSTMASTER-GENERAL.

*Estimates of appropriations required for the service of the fiscal year, &c.—Continued.*

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1887.
<b>POSTAL SERVICE—continued.</b>		
<i>Office of the Third Assistant Postmaster-General.</i>		
Manufacture of adhesive postage and special-delivery stamps.....	\$135,000 00	\$116,700 00
Pay of agent and assistants to distribute stamps, and expenses of agency.....	8,100-00	8,100 00
Manufacture of stamped envelopes, newspaper-wrappers, and letter-sheets.....	780,000 00	583,500 00
Pay of agent and assistants to distribute stamped envelopes, newspaper-wrappers, and letter-sheets, and expenses of agency.....	16,000 00	16,000 00
Manufacture of postal cards.....	200,000 00	188,600 00
Pay of agent and assistants to distribute postal cards, and expenses of agency.....	10,300 00	10,300 00
Registered-package, tag, official, and dead-letter envelopes.....	87,500 00	87,200 00
Ship, steambont, and way letters.....	2,500 00	2,000 00
Engraving, printing, and binding drafts and warrants.....	2,500 00	2,000 00
Miscellaneous items.....	1,000 00	1,000 00
<b>Total.....</b>	<b>1,242,900 00</b>	<b>995,400 00</b>
<i>Office of the Superintendent of Foreign Mails.</i>		
Transportation of foreign mails.....	450,000 00	375,000 00
Balance due foreign countries.....	75,000 00	100,000 00
<b>Total.....</b>	<b>525,000 00</b>	<b>475,000 00</b>
<b>POSTAL REVENUES.</b>		
Estimated amount which will be provided by the Department from its own revenue accruing from postages and other sources, viz:		
Ordinary revenues.....	\$40,962,506 46	
Net revenue from money-order business.....	650,000 00	
	50,612,506 46	Indefinite.
<b>DEFICIENCY IN POSTAL REVENUE.</b>		
Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the general Treasury.....	4,729,553 69	Indefinite.
<b>Total postal service.....</b>	<b>55,342,150 15</b>	<b>54,866,223 25</b>

POST-OFFICE DEPARTMENT,  
OFFICE OF CHIEF CLERK,  
Washington, D. C., October 28, 1886.

SIR: In compliance with your directions I have compiled the foregoing table of the estimates of appropriations necessary for the service of the Post-Office Department for the fiscal year ending June 30, 1888, as they have been finally settled by you upon a review of the same as submitted by the heads of the different bureaus of the Department. Your memoranda made at the time are appended hereto.

The explanatory communications prepared in the several bureaus, marked A 1 to A 6, are also herewith annexed.

Very respectfully,

T. E. NASH,  
Chief Clerk.

The POSTMASTER-GENERAL.

## MEMORANDA BY THE POSTMASTER-GENERAL.

1. *Office of the Postmaster-General.*

The item for post-office inspectors is estimated by the chief inspector at \$200,000, and this amount will be sufficient to maintain the service upon the basis upon which it is at present conducted. But if the Congress shall approve my recommendation, in the annual report to the President, for the inspection and examination of the fourth-class offices, the appropriation should be increased to \$300,000 at least, in order to effect the object. Such estimate is therefore submitted, but upon the theory proposed.

2. *First Assistant Postmaster-General's Office.*

The recommendations in the subjoined estimates from this office are modified as follows:

*Item for compensation to postmasters.*—The experience of the past year has been such in respect to this item that I believe the percentage of increase will not be much, if any, greater during the current year than it was during the past year. During the past year there was less than 1 per cent. gain. This is attributable, doubtless, to some extent, to the closer examination of fourth-class offices by inspectors, and the restriction of their disposition of stamps within lawful methods. This has operated, as it ought, to increase the sales of stamps in the larger offices of the country, whereby the increase of postmasters' compensation is proportionably very much reduced. More diligence is to be given and more effect may be anticipated, rather than less, during the coming year from the same causes. An increase of the same percentage during this year would make the totality of compensation no more than \$11,465,000. This will leave room for nearly twice that ratio of gain during the year under estimation, if the appropriation is placed at the same figure as for the current year. It is apparently a lesson from the inspections made that fourth-class postmasters' business does not increase proportionably with the business at the greater offices. During the last quarter of which we have reports there was an absolute decrease in the compensation of fourth-class postmasters of 7 per cent., while there was a very considerable increase of the business of Presidential post-offices. For these reasons the estimate is fixed at the same as the appropriation for this year. If, however, there should be no increase in the inspection force, as proposed, the estimate may prove inadequate.

It is of less consequence that this item should be accurately predetermined than almost any other in the list, because it is in nowise subject to the action of the Department, except as inspection and correction of abuses may tend to prevent illegal acquisitions chargeable to this account. It is a matter resting in no discretion.

*Item for rent, light, and fuel.*—The expenditures for the last year were \$468,932.57, the percentage of increase but 1.13. Unless the number of offices which shall be leaseable at the cost of the Department shall be increased, there is no occasion for any substantial increase of the expenditure for rent, light, and fuel at those now maintained. The rents of many are already fixed for periods extending beyond the year under estimation, and very little increase in the others is admissible, so far as can be anticipated. Estimating the increase at 3 per cent. only for the

current and next fiscal year, which seems probably unnecessary, the amount would go but little above the appropriation for the current year. That sum is submitted as sufficient for the next year. If the rent of the post-office at Washington is to be included, it will require an additional \$5,000.

*Miscellaneous and incidental items for first and second class offices, including furniture.*—These appropriations are for first and second class offices only. If no third-class offices should be included, it is believed the appropriations might be made somewhat less by combining the two items, instead of leaving them under the restriction of the present separation. The appropriation for furniture during the last year was \$30,000, while but \$11,214 was expended. The appropriation for miscellaneous items was \$80,000, and \$53,498.20 was expended. The appropriations for the current year for these items are respectively \$25,000 and \$70,000, and there is no reason why these sums should not be deemed sufficient for the year to come. The estimate is submitted at \$95,000 for the two items; it being obvious that if there should be an excess in expenditures in one, no deficiency would probably follow if the whole sum were available.

If the relief shall be given to the higher grades of third-class offices, as suggested in the report of the Department, it will be necessary to make some further estimate and addition to the appropriation above proposed for first and second class offices only.

*Item for free-delivery service.*—The expenditures for the fiscal year ended June 30, 1886, in the free-delivery service were \$4,312,306.70.

For the current year a careful inquiry has satisfied me that the total cost of the last year should not be increased to raise the total expenditure to a sum beyond \$4,780,000.

Rate of expenditure on the 1st of July .....	\$4, 105, 950
Additional appointments to the 20th of October have increased that rate by .....	121, 000
The probable additional appointments of not to exceed 150 auxiliary carriers, at \$600, because very considerable additions have been made to the carrier service in the large cities; this will add .....	45, 000
Incidental expenses of the service may be safely estimated not to exceed during the year .....	180, 000
The amount necessary to cover promotions during the year cannot exceed ..	200, 000
The amount estimated to pay substitutes for carriers on leave .....	125, 000
<b>Making a total of .....</b>	<b>4, 776, 950</b>

Taking this as a basis for the year to come, instead of the appropriation for this current year, as is done in the estimate submitted to me, there are to be added the following items:

Increase of pay by promotion of 1,244 carriers .....	171, 977
Increase in number, say 300 .....	180, 000
For other items mentioned in the estimates submitted to me it is enough to provide .....	50, 000
<b>Total .....</b>	<b>5, 178, 927</b>

This appears to me an outside limit of what should fairly be employed in this service, unless there should be an amendment of the law limiting the extension of the service. There are very few places in the country to which it can now be given that do not have it. Of course, if there should be such an amendment of the law, as is recommended, there must be a corresponding increase of this estimate. It is now submitted—\$5,175,000. It is to be remarked that the expenditures must almost certainly fall below the amount estimated, because with every change of carriers now in the service a less rate of expense

is established, every new carrier beginning at \$600 per year, although taking the place of those receiving \$850 or \$1,000. This will undoubtedly amount to several thousand dollars of reduction below the expense estimated.

The item submitted for advertising letter lists and closing of foreign mails is entirely struck out, being included in the general estimate for advertising in the office of the Postmaster-General. The other items for the division of post-office supplies are perhaps liable to criticism in one or two instances for being low. However, the necessity for increase is not obvious enough to require it to be made.

### 3. *Second Assistant Postmaster-General's Office.*

The following items are modified or explained :

*Inland mail transportation, railroad routes.*—The estimate submitted is not altered, because it is impossible to foretell in the present state of the law what the expense may be, and there ought to be no risk of interruption by reason of the insufficiency of the compensation, nor will the amount of appropriation cause increase of expenditure.

*Inland mail transportation, steamboat routes.*—This item may be safely reduced to \$450,000. The estimate submitted is \$490,000, on the theory of nearly \$64,000 new service during the residue of the current year. It is improbable that there will be new service costing a greater increase than there will be saving by decrease in service discontinued and changed.

*Inland mail transportation, star routes.*—The great reduction in expenditures in this branch of the service, notwithstanding an actual increase in the amount of the service rendered, enables the expectation that \$5,200,000 will be sufficient for the current fiscal year. The rate of expenditure on the 1st of August was but \$5,107,032. There must be an allowance for increase of service, and there can be no proportionable decrease of cost anticipated in the future to match the decrease of the past eighteen months. At the same time it is believed that many routes may be relet on more advantageous terms than the present contracts, and the general effect of the new letting will be beneficial rather than injurious to the charge upon the Department. This is a fair inference from the experience of the past year. But, upon further conference with the Second Assistant, I believe it entirely safe to put the estimate at \$5,400,000, and therefore so submit it. There is more reason to expect a decrease than much increase.

### 4. *Foreign mails.*

The item for the transportation of the foreign mails may, in my judgment, be reduced \$15,000 with safety, and I submit it at \$450,000. The item of balances to foreign countries has not required for the past year, according to the approximate estimate of the Auditor, but little more than \$50,000; and although it is necessary that the amount should be ample in order to avoid interruption or difficulty in settlements with foreign countries, it is sufficient to put it at \$75,000.

### 5. *Third Assistant Postmaster-General's Office.*

There appears to be no substantial modification necessary in the items for the Third Assistant's Office, which are for the most part capable of more accurate computation than in the other Bureaus. I am disposed

to believe the item for postal cards to be somewhat high, because the introduction of letter-sheet envelopes is likely to diminish the use of postal cards. There is nothing in the nature of the items here estimated either requiring the estimates or appropriations to be nicely computed to the cent, and I submit the amounts in round numbers, as in the case of the other Bureaus.

## A 1.

POST-OFFICE DEPARTMENT,  
OFFICE OF CHIEF POST OFFICE INSPECTOR,  
*Washington, D. C., September 23, 1886.*

SIR: I have the honor to ask for an appropriation of \$200,000 for this service, mail depredations, post-office inspectors, and fees to United States marshals and attorneys, for fiscal year beginning July 1, 1887. The above amount is the same as was appropriated for the present year, of which \$194,955.39 was expended.

Respectfully,

WM. A. WEST,  
*Chief Inspector.*

Hon. W. F. VILAS,  
*Postmaster-General, Washington, D. C.*

## A 2.

POST-OFFICE DEPARTMENT,  
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 19, 1886.*

SIR: I submit the following estimates of appropriations deemed necessary for the use of this office for the fiscal year ending June 30, 1888:

For compensation of postmasters .....	\$12,000,000
For clerks in post-offices .....	5,450,000
For rent, fuel, and light .....	510,000
For miscellaneous items (separate) .....	75,000
For office furniture (separate) .....	35,000
For miscellaneous items, including office furniture (one appropriation) ..	100,000
For advertising .....	12,000
Total (miscellaneous and furniture separate) .....	18,082,000
Total (miscellaneous, including furniture) .....	18,072,000

## COMPENSATION TO POSTMASTER

The following were the estimates, appropriations, and expenditures for these items for the past two fiscal years:

Items.	1884-1885.	1885-1886.	Increase.
			<i>Per cent.</i>
Estimates .....	\$12,250,000 00	\$13,000,000 00	6.12
Appropriations .....	11,243,848 94	12,300,000 00	9.39
Expenditures .....	11,243,848 94	11,348,178 17	0.83

The appropriation for this purpose for the present fiscal year is \$11,700,000, or \$600,000 less than the amount appropriated for the past year. The expenditures for the past year amounted to \$11,348,178.17, or 0.93 per cent. more than the expenditures for the previous year, and \$951,821.98 less than the amount appropriated for the year. The expenditures, by quarters, were as follows, viz:

Quarter ended September 30, 1885 .....	\$2,721,500 40
Quarter ended December 31, 1885 .....	2,828,899 00
Quarter ended March 31, 1886 .....	2,941,964 64
Quarter ended June 30, 1886 .....	2,855,814 13
<b>Total</b> .....	<b>11,342,178 17</b>

The aggregate of the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes, for the year, was \$3,650,475. Deducting this sum from the total expenditures gives the aggregate amount paid as compensation to fourth-class postmasters, viz, \$7,697,703.17, and this amount divided by the average number (50,194) of fourth-class offices for the year gives the sum of \$153.36 as the average compensation of a fourth-class postmaster.

In my estimates last year I predicted a "season of peace, prosperity, and plenty," and an "improvement in the business interests throughout the country"; and the increase of postal receipts and business during the past year—notably during the latter part of the year—confirms this view. The increase of receipts during the past year at a few of the larger post-offices will practically illustrate the wonderful growth of the postal service, especially when it is remembered that the receipts accrued at the reduced, or 2-cent, letter rate of postage, viz:

Increase of gross receipts for the four quarters ended June 30, 1886:

New York, N. Y. ....	\$76,719
Chicago, Ill. ....	139,382
Philadelphia, Pa. ....	66,190
Boston, Mass. ....	80,125

<b>Total</b> .....	<b>362,416</b>
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Or an average increase per office of \$90,604.

The total revenue of the Department for the fiscal year ended June 30, 1886, is stated at \$43,948,422.95, or an increase of \$1,387,579.12, or 3.26 per cent., as compared with the year ended June 30, 1885. In view of these facts I am of opinion that the sum of \$12,000,000 will be required to compensate postmasters for the fiscal year ending June 30, 1888.

I therefore recommend that an appropriation of \$12,000,000 be requested for compensation of postmasters for the fiscal year named.

#### CLERKS IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this purpose during the past two fiscal years:

Items.	1884-'85.	1885-'86.	Increase.
			<i>Per cent.</i>
Estimates .....	\$4,900,000 00	\$5,300,000 00	8.16
Appropriations .....	4,975,000 00	5,150,000 00	8.52
Expenditures .....	4,877,571 54	4,977,663 47	2.05

The appropriation for the present fiscal year is \$5,150,000. This amount is exactly the same as that appropriated for clerks in post-offices for the past fiscal year, and the appropriation for that year was only 3.5 per cent. more than the sum authorized for the previous year.

The expenditures for this item during the past fiscal year is reported at \$4,977,663.47, which is the amount for which vouchers were furnished and approved by the Auditor for this Department. The aggregate of the authorized allowances for clerk-hire, however, amounts to \$5,029,848.06, or \$52,184.59 more than the sum stated by the Auditor. This amount will be audited in due course of business when proper vouchers are furnished.

Under existing law (act of July 12, 1876, 19 Stat., sec. 11, p. 82, and sec. 121, P. L. and R., edition of 1879), reasonable allowances for clerical assistance in separating mails can be made to postmasters at third and fourth class offices where mail-routes intersect. Such allowances are made to cover the necessary cost of clerical services in separating mails for other offices, and should not be understood as an increase of the compensation of the postmaster. This branch of the postal service received careful attention during the past year, and it has been very much improved. By adjusting the allowances to meet the needs of this service as the mail-routes were increased or discontinued, a smaller fund served to cover the cost of separating labor, notwithstanding the growth and increase of the service. These offices now number 2,253, divided by classes as follows, viz, third class, 1,175; fourth class, 1,078; and the aggregate of the present separating allowances (third and fourth class) is \$494,226.

The aggregate of allowances for clerk hire on *postal account* is \$4,906,957. To this amount, however, should be added the sum of the allowances now authorized in accordance with the requirements of the act approved June 29, 1886, from July 1, 1886, for clerk hire on *money-order account* at *first* and *second class offices*. These allowances aggregate \$410,117. The present total of all allowances for clerks in post-offices is, therefore, \$5,317,074. It will be observed that this amount exceeds the appropriation for clerks in post-offices for the current fiscal year by \$167,074; yet it should be borne in mind that the aggregate of the present allowances for clerks on *postal account* is \$243,043 less than the authorized appropriation for *postal clerks*, and that, while the act of June 29, 1886, provided for merging the money-order clerks at first and second class post-offices with the postal clerks from July 1, 1886, no provision was made by Congress to pay the salaries of clerks on *money-order account*. In other words, the act of June 29, 1886, enables the Department to utilize the services of clerks on money order account to much better advantage, but does not make provision for the payment of the salaries of the said clerks.

The aggregate of the allowances for clerk hire on money-order account at first-class offices in force at the close of the fiscal year ended June 30, 1886, was \$304,822, and the total commissions on money-order transactions to June 30, 1885, allowed to postmasters at second-class offices is stated at \$126,588.83, making a total of \$431,588.83 allowed on *money-order account*. This sum, it will be observed, is \$21,471.83 more than the amount now approved on money-order account, notwithstanding the continued growth and expansion of the service.

As an evidence of the wonderful increase of postal business during the past year, taking into consideration the fact that the receipts accrued at the reduced, or 2-cent, letter rate of postage, I herewith submit the

increase in gross receipts at four of the larger post-offices for the fiscal year ended June 30, 1886, viz:

New York, N. Y .....	\$76,719
Chicago, Ill .....	139,382
Philadelphia, Pa .....	66,190
Boston, Mass .....	80,125
<b>Total</b> .....	<b>362,416</b>

Or an average increase per office of \$90,604.

The total revenue of the Department for the fiscal year ended June 30, 1886, is stated at \$43,948,422.95, an increase of \$1,387,579.12, or 3.26 per cent., as compared with the year ended June 30, 1885.

In view of these facts, I am of the opinion that \$5,450,000 will be required to pay clerks in post-offices for the fiscal year ending June 30, 1888. This amount is \$300,000, or 5.83 per cent. more than the sum appropriated for postal-clerk hire for the current fiscal year; but it is less than the sum of the appropriation for postal-clerk hire, and the amount (\$431,589) allowed on money-order account at first and second class offices, as hereinbefore stated, by \$131,589, or 2.35 per cent. The estimate (\$5,450,000) for the next fiscal year, by the merging of the money-order labor with that on postal account, involves a saving of \$131,589.

I therefore recommend that an appropriation of \$5,450,000 for clerks in post-offices for the fiscal year ending June 30, 1888, be requested.

#### RENT, LIGHT, AND FUEL.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows:

Items.	1884-'85.	1885-'86.	Increase.
			<i>Per cent.</i>
Estimates .....	\$480,000 00	\$500,000 00	4.17
Appropriations .....	{ 480,000 00	490,000 00	} 2.46
Expenditures .....	{ *3,125 00	*5,000 00	
	483,080 75	495,932 57	1.13

\* Appropriated in sundry civil act approved March 31, 1885.

The appropriation for this purpose for the current fiscal year is \$495,000. This sum is \$15,000 less than the amount estimated by the Department, but corresponds exactly with the sum of the appropriations (\$490,000 + \$5,000) for this purpose for the past fiscal year. The amount expended during the past year for these items for which proper vouchers were furnished to the Auditor is stated at \$468,932.57, being an increase, as compared with the previous year, of \$5,251.82, or 1.13 per cent. The aggregate amount authorized for these items for the past year was \$481,988.56; and, as stated in the text relative to clerks in post-offices, the difference (\$13,055.99) between the sum reported by the Auditor as having been paid out during the year and the amount allowed by this office will be audited when proper vouchers are approved. The aggregate of the present allowances for these items is \$470,567.50.

Allowances for rent, fuel, and light are made for first and second class offices; and the number of these offices as shown by the adjustment of postmasters' salaries made in accordance with the requirements of the act of Congress approved March 3, 1883, which took effect July 1, 1886



is 475, a net increase of 21 offices, as compared with the year 1885. In addition to the regular first and second class offices, a number of stations or branch offices have been established in connection with some of the larger post-offices, and allowances for rent, fuel, and light for some of the said stations have been made.

As has been stated in the explanatory text, under the heads of "Compensation to postmasters" and "Clerks in post-offices," the total revenue of the Department for the fiscal year ended June 30, 1886, was \$43,944,422.95, an increase of \$1,387,579.12, or 3.26 per cent., as compared with the year ended June 30, 1885. In view of these facts I am of opinion that the amount needed for rent, fuel, and light for the fiscal year ending June 30, 1888, should be fixed at \$510,000, an increase of \$15,000, or 2.9 per cent., over that for the present fiscal year.

I therefore recommend that an appropriation of \$510,000 be made for this purpose for the fiscal year ending June 30, 1888.

#### MISCELLANEOUS AND INCIDENTAL ITEMS.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows:

Items.	1884-'85.	1885-'86.	Decrease.
			<i>Per cent.</i>
Estimates .....	\$90,000 00	\$80,000 00	11.11
Appropriations .....	80,000 00	80,000 00	
Expenditures .....	54,701 10	53,498 30	2.20

The appropriation for miscellaneous and incidental items for the present year is \$70,000. This sum is \$10,000 less than the appropriation for this purpose for the past year, and also \$10,000 less than the amount estimated by the Department for the current fiscal year.

Items chargeable to this appropriation include all articles required for the postal service at first and second class post-offices which are not provided for by other appropriations. The total number of first and second class post-offices is now 475, a net increase of 21 offices as compared with the past year.

The amount allowed by this office for miscellaneous and incidental items for the past year was \$57,819.47. The Auditor reports the amount for which proper vouchers have been furnished as \$53,498.30. The amount authorized by this office will be audited when proper vouchers are received.

I am of opinion that if the appropriations for miscellaneous and incidental items and for furniture for post-offices are made separately, the sum of \$75,000 will be required for miscellaneous items for the fiscal year ending June 30, 1888, and so recommend. I would suggest, however, that but one appropriation be made for miscellaneous and incidental items, to include furniture for post-offices. I am of opinion that the sum of \$100,000 would be ample for this purpose for the ensuing fiscal year, provided miscellaneous items and furniture should be included under the same appropriation. This recommendation is made in the interest of good service and economy, and the sum of \$100,000 is \$10,000 less than the aggregate amount I deem it advisable to estimate for miscellaneous items and for furniture, if separate appropriations are authorized. In addition to the saving which can be effected by merging these appropriations, I beg to state that considerable labor and valuable time will also be saved in consequence of simplifying the clerical work incident to keeping the accounts for these items.

I therefore recommend that in lieu of separate appropriations, as heretofore made, a single appropriation of \$100,000 be requested for miscellaneous and incidental items, including furniture for post-offices, for the fiscal year ending June 30, 1888.

#### OFFICE FURNITURE.

The estimates, appropriations, and expenditures for this purpose for the past two fiscal years were as follows:

Items.	1884-'85.	1885-'86.	Decrease.
			<i>Per cent.</i>
Estimates .....	\$40,000 00	\$40,000 00	
Appropriations .....	40,000 00	30,000 00	25.00
Expenditures .....	19,410 39	11,214 08	42.23

The appropriation for furniture for post-offices for the current fiscal year is \$25,000. This sum is \$10,000 less than the amount estimated by the Department, and \$5,000 less than the appropriation for furniture for the past year. The amount allowed for furniture for post-offices during the past year was \$15,681.06, leaving a balance of \$14,318.94 unexpended. This unexpended balance is due chiefly to the fact that safes were not ordered during the first part of the fiscal year because a suitable bid for furnishing safes for post-offices was not approved.

Articles of furniture chargeable to this appropriation include safes, stoves, mailing-tables, paper-cases, desks, pouch-racks, chairs, clocks, &c., needed for the proper and prompt reception and delivery of the mails. Allowances for furniture under existing law are made only for first and second class post-offices. The number of first-class offices is now 75, and the number of second-class 400, a total of 475, and an increase of 21 offices as compared with the past year.

I am of opinion that if a separate appropriation is made for furniture for post-offices, the sum of \$35,000 will be required for the fiscal year ending June 30, 1888; but, as has been stated in the text relative to the estimate for miscellaneous and incidental items for the ensuing fiscal year, I am of opinion that in the interest of good service and practical economy a single appropriation should be made for the needs of the service for miscellaneous and incidental items, including furniture for post-offices.

If this suggestion is approved, I think an appropriation of \$100,000 will be sufficient for miscellaneous and incidental items, including furniture for post-offices, for the fiscal year ending June 30, 1888. This amount is \$10,000 less than the aggregate of the estimates made separately for miscellaneous items and for furniture.

#### ADVERTISING.

Allowances for advertising for offices of the first and second classes, in compliance with Department order dated March 7, 1882, are made out of the appropriation for advertising for the office of the Postmaster-General.

The appropriation for advertising for the present year is \$20,000, being the same as the amount appropriated for this purpose for the past fiscal year. The amount allowed for advertising at the larger post-offices for the past year was \$10,426.18.

I am of opinion that \$12,000 should be set apart for advertising, under the order of March 7, 1882, for the fiscal year ending June 30, 1888.

## RECAPITULATION.

*Estimates for fiscal year ending June 30, 1888.*

For compensation of postmasters .....	\$12,000,000
For clerks in post-offices .....	5,450,000
For rent, fuel, and light .....	510,000
For miscellaneous items (separate) .....	75,000
For office furniture (separate) .....	35,000
For miscellaneous items, including office furniture (one appropriation) ..	100,000
For advertising .....	12,000
<b>Total (miscellaneous, and furniture, separate) .....</b>	<b>18,082,000</b>
<b>Total (miscellaneous, including furniture) .....</b>	<b>18,072,000</b>

## THE FREE-DELIVERY SYSTEM.

The estimates, appropriations, and expenditures for this service for the past two fiscal years were as follows:

	1884-'5.	1885-'6.	Increase.
Estimates .....	\$4,000,000 00	\$4,535,000 00	\$535,000 00
Appropriations .....	4,065,000 00	4,485,000 00	420,000 00
Expenditures .....	3,985,952 55	4,312,306 70	326,354 15

Appropriation for current fiscal year .....	\$4,928,531 25
Estimates for the fiscal year ending June 30, 1888:	
For increased pay of 1,300 carriers, 9 months .....	186,262 50
For increase in number of carriers, 300 .....	180,000 00
For service in additional cities .....	20,000 00
For increase in incidental expenses .....	25,000 00
For increased amount necessary to pay substitutes for carriers on vacation, act of June 27, 1884 .....	15,000 00
<b>Total .....</b>	<b>5,354,793 75</b>
<b>An increase, as compared with the appropriation for the current fiscal year, of .....</b>	<b>426,262 50</b>

## POST-OFFICE SUPPLIES.

For stationery in post-offices .....	\$50,000
For wrapping twine .....	80,000
For wrapping paper .....	30,000
For letter balances, scales, and test-weights .....	10,000
For post-marking and rating stamps, ink and pads for stamping and canceling purposes .....	30,000
<b>Total .....</b>	<b>200,000</b>

The estimates are identical with those of last year, except the item for stationery, which has been reduced \$5,000 from last year's estimate.

The subject of post-office supplies was treated at great length in the report of the estimates for the year ending June 30, 1886, and as the only change is the reduction above mentioned for stationery in post-offices, it is not deemed necessary to go further into details.

The preceding estimates have been prepared with due regard for the necessities and increasing service of this bureau, and it is hoped that the amounts asked for each item and the explanations following will be considered satisfactory.

Very respectfully,

A. E. STEVENSON,  
First Assistant Postmaster-General.

Hon. WILLIAM F. VILAS,  
Postmaster-General.

## A 3.

POST-OFFICE DEPARTMENT,  
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C., September 29, 1886.

SIR: I have the honor to transmit the following estimates of amounts to be appropriated for this office for the fiscal year ending June 30, 1888:

*Inland transportation by star routes.*

The appropriation for the current year is \$5,850,000; the annual rate of expenditure on August 31, 1886, was \$5,107,832; sum estimated as necessary for the current fiscal year, \$5,200,000.

The general advertisement of September 15, 1886, invites proposals for performing all the star and steamboat service from July 1, 1887, in the third section, embracing the States of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri.

The star service in operation in the States above mentioned on June 30, 1886, aggregated 16,719,026 miles travel per annum, and cost \$1,009,590 per annum. The average cost per mile traveled was 6.03 cents.

The star service advertised to be let from July 1, 1887, in above section aggregates 16,901,721 miles travel per annum, being 182,695 miles more than was in operation in the same States on June 30, 1886.

Estimated cost under the general advertisement of the 15th instant, on the basis of rate for 1886, is for 16,901,721 miles at 6.03 cents.....	\$1,019,174
An advertisement will be issued about February 1, 1887, inviting proposals for the performance of miscellaneous service in all the States and Territories from July 1, 1887; the estimated cost of such service, which will include all routes under temporary contracts which will expire June 30, 1887, that are not provided for in general advertisement, is....	193,000
Cost of service July 1, 1886, in the first, second, and fourth contract sections, which embrace all the States not included in the general advertisement of September 15, 1886, and all the Territories .....	4,066,461
Estimated annual rate of cost of all star service, July 1, 1887 .....	5,278,575
Allow for new service thereafter .....	221,425
Estimate for 1888 (being 5.98 per cent. less than the appropriation for current year .....	5,500,000

*Inland transportation by steamboat routes.*

Appropriation for the current year is .....	\$575,000
Annual rate of expenditure on August 31, 1886, was .....	442,398
Sum estimated as necessary for the current year is .....	467,398

The average cost of steamboat service in the third contract section during the year ending June 30, 1886, was 10.76 cents per mile traveled.

The general advertisement of September 15, 1886, embraces steamboat routes in the third contract section aggregating 271,180 miles travel per annum.

The annual cost of such service on the basis of 1886 will be .....	\$29,279
The annual rate of cost of steamboat service July 1, 1886, in the first, second, and fourth contract sections was .....	370,601
Additional service since ordered .....	26,453
Add for new service during residue of current year .....	63,667

Estimated annual rate of cost July 1, 1887 .....

Being 14.78 per cent. less than the appropriation for the current year.

*Mail messenger service.*

The appropriation for the current year is .....	900,000
The annual rate of expenditure on August 31, 1886, was.....	828,743
The sum deemed necessary for the current year is .....	860,000

I recommend that for the next fiscal year the appropriation for this item be \$900,000, being the same as the appropriation for the present year.

*For inland transportation by railroad routes.*

The annual rate of cost of transportation on all routes on which rates were fixed on June 30, 1886, as shown by Post-Office Department books, was .....	\$15,520,191
Add for 1,593 miles, unadjusted on said date, estimated at \$60 per mile, from July 1 .....	95,550
Add for salaries and expenses superintendents of Railway Mail Service, weighing of mails, miscellaneous items chargeable to railroad transportation, not included in above (estimated).....	140,000
Total.....	15,755,771

This sum, \$15,755,771, represents as nearly as possible the annual rate of expenditure on June 30, 1886, for railroad transportation. The proper basis, however, for an estimate for the fiscal year ending June 30, 1888, can be obtained by adding to the annual rate of cost on June 30, 1886, the probable increase in the cost of the service during the present fiscal year. As a result of the regular quadrennial readjustment of railroad routes in the fourth section, embracing the States of Kansas, Nebraska, Louisiana, Arkansas, Texas, Colorado, Oregon, Nevada, and California, the Indian Territory, and the Territories of Montana, Wyoming, New Mexico, Arizona, Utah, Idaho, and Washington, which took effect from July 1, 1886, there is an increase in the annual rate of cost of \$404,672, or 12.91 per cent. This is a fixed and certain item of increase. The estimated increase in new service for the present fiscal year was placed in the estimates for last year at 6,000 miles, and from present indications it would seem that the estimate was not too large. Putting the cost of this new service at \$60 per mile gives an increase of \$360,000.

It follows, therefore, that the probable annual rate of cost in railway transportation on June 30, 1887, will be as follows:

Annual rate of cost June 30, 1886, as above.....	\$15,755,771
Add for increase in fourth section, as above.....	404,672
Add for new service, 6,000 miles, at \$60 per mile, as above.....	360,000
Estimated annual rate of cost June 30, 1887 .....	16,520,443

The regular quadrennial readjustment for the next fiscal year will embrace the States of Illinois, Wisconsin, Minnesota, Michigan, Iowa, and Missouri. The present total cost in the above States amounts to \$4,195,176. Estimating the increase in this section at 12 per cent., which is believed to be very moderate, as the increase in the fourth section just weighed was 12.91 per cent., gives a total increase, in round numbers, of \$504,000. The increase in new service for the next fiscal year is estimated at 6,000 miles, the same as the estimate for the current year. From present indications the increase in new service will not fall short of this mileage. The authorities on railroad matters all agree that there is a very marked revival in railroad construction, and that the future will witness great activity in this line of business. The Railway Age, a conceded authority on railroad matters, in its issue of

September 2, 1886, refers to its prediction made last January "that the total new railway mileage of 1886 will not fall short of 6,000 miles and may exceed that," and adds, "that from present evidence it seems almost certain that the total for the year will largely exceed 6,000 miles." Reports forwarded to this office by the General Superintendent of the Railway Mail Service from division superintendents seem to confirm the above estimate of 6,000 miles. The superintendent of the sixth division reports a probable construction in his division alone between now and the end of the next fiscal year of 3,587 miles, and his report is based on information received directly from the companies.

From the best information obtainable, therefore, it seems a reasonable conclusion that the number of miles of new service to be ordered in the next fiscal year will not fall short of 6,000 miles. As service on the entire new mileage will not date from the beginning of the fiscal year, the cost therefor is estimated at \$60 per mile for one-half a year, or a total increase for the year of \$180,000. The estimate for the next fiscal year is, therefore, as follows:

Estimated annual rate of cost June 30, 1887, as above shown .....	\$16,520,443
Add for new service 6,000 miles at \$60 per mile (per annum) one-half year .....	180,000
Add for increase in third section as above .....	504,000
Estimated expenditure for fiscal year ending June 30, 1888 .....	17,204,443
Less amount earned by and withheld from Pacific roads .....	1,336,461
Estimated appropriation required for the fiscal year ending June 30, 1888 .....	15,867,982

This is but \$272,530 more than the appropriation for the current year. It is but proper to say that the above estimate is based upon the annual rate of expenditure June 30, 1886, as it appears from the books of this office, and not upon the amount actually paid during the last fiscal year, as shown by the Auditor's books. The annual rate of expenditure at the close of the fiscal year is the proper basis upon which to make an estimate for railway transportation, as it may be said with entire accuracy that the annual rate of expenditure on June 30 is always carried through the entire succeeding fiscal year. The cost of this service keeps a steady pace with the increase and expansion of the population, and rarely is any of it discontinued.

#### RAILWAY POST-OFFICE CARS.

The appropriation for the current year is \$1,808,000. The General Superintendent of the Railway Mail Service estimates that the demands for new lines and for larger cars on existing lines, if met, will necessitate an appropriation for the fiscal year 7 per cent. greater than that for the current year.

I therefore recommend that the sum of \$1,934,560 be appropriated for this class of service for the next fiscal year.

#### RAILWAY POSTAL CLERKS.

The appropriation for the current year is \$4,800,000. The General Superintendent of the Railway Mail Service recommends that the additional sum of \$190,240.62 be appropriated for the next fiscal year, which I think will be sufficient to meet the demands of the service. Therefore I recommend that the appropriation for railway postal clerks be \$4,990,240.62.

## SPECIAL FACILITIES.

The appropriation for the current year is \$291,000. The expenditure on account of this fund is as follows:

Route.	Terminal.	Railroad company.	Miles.	Pay.
5005	New York—Springfield.....	New York, New Haven and Hartford.	133. 00	\$17, 647 08
6011	4.35 a. m. train.....	New York Central and Hudson River.	144. 00	25, 000 00
10001	Philadelphia—Bay View.....	Philadelphia, Wilmington and Baltimore.	91. 80	20, 000 00
10013	} Bay View—Quantico.....	Baltimore and Potomac.....	73. 80	21, 000 00
11001				
11001 (part).	} Quantico—Richmond.....	Richmond, Fredericksburgh and Potomac.	81. 50	17, 419 28
11008		Richmond and Potomac.....	23. 39	4, 268 07
11009	Richmond—Petersburgh.....	Petersburgh.....	64. 00	11, 680 00
14002	Wilmington—Florence.....	Wilmington, Columbia and Augusta.	110. 00	20, 075 00
13002	Weldon—Wilmington.....	Wilmington and Weldon.....	162. 07	29, 577 77
14005	Florence—Charleston Junction.....	Northeastern.....	85. 00	17, 337 50
14004	Charleston Junction.....	Charleston and Savannah.....	103. 00	19, 710 00
15009	Savannah—Jacksonville.....	Savannah, Florida and Western.....	171. 50	31, 226 75
10006	Baltimore—Hagerstown.....	Western Maryland.....	80. 60	15, 804 50
18007	} Jacksonville—Tampa.....	Jacksonville, Tampa and Key West, and South Florida.....	242. 57	39, 231 49
18018				
	Total.....			291, 000 00

The above shows the cost of special facilities between Jacksonville and Tampa for eleven months only. In order that said facilities may be had during the entire year, I recommend that the appropriation for the next fiscal year be increased \$4,987.53, making the appropriation \$295,987.53.

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

The appropriation for mail-bags and mail-bag catchers for the current year is \$260,000, being \$15,000 less than the sum appropriated for the year ended June 30, 1886, which appropriation proved merely sufficient for the year just ended. But for a very considerable saving effected by reduced contract prices the appropriation for the last year would have been insufficient.

The appropriation for the current year being only \$260,000, will have a tendency, in addition to the continued growth of the service, to increase the necessities during the next fiscal year. Therefore, I recommend that the appropriation for mail-bags and mail-bag catchers for the next fiscal year be \$275,000. For mail locks and keys I recommend an appropriation of \$23,000, being \$3,000 in excess of appropriation for the current year. This sum is deemed necessary to provide for the increased demand for registering locks.

## MISCELLANEOUS ITEMS.

I recommend an appropriation of \$1,000 for the next fiscal year, being the same as the appropriation for the current year.

Very respectfully,

A. LEO KNOTT,  
Second Assistant Postmaster-General,

Hon. WILLIAM F. VILAS,  
Postmaster-General,

## A 4.

POST-OFFICE DEPARTMENT,  
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 12, 1886.*

SIR: In compliance with your request, I have the honor to submit the following estimates of the appropriations required for the service of this office for the fiscal year ending June 30, 1888, to wit:

1. For manufacture of adhesive postage and special-delivery stamps ..	\$131,628 00
2. For pay of agent and assistants to distribute stamps, and expenses of agency .....	8,100 00
3. For manufacture of stamped envelopes, newspaper wrappers, and letter-sheets .....	780,952 00
4. For pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, and letter-sheets, and expenses of agency..	16,000 00
5. For manufacture of postal cards.....	204,279 00
6. For pay of agent and assistants to distribute postal cards, and expenses of agency.....	10,300 00
7. For registered-package, tag, official, and dead-letter envelopes.....	87,563 00
8. For ship, steamboat, and way letters.....	2,500 00
9. For engraving, printing and binding drafts and warrants.....	2,500 00
10. For miscellaneous items .....	1,000 00
Total.....	1,244,822 00

Explanations in detail of the foregoing estimates are given as follows, viz:

**ADHESIVE POSTAGE AND SPECIAL-DELIVERY STAMPS.**

The contract under which adhesive postage and special-delivery stamps are now being furnished is for a period of four years, beginning July 1, 1885, and ending June 30, 1889. The prices will therefore be the same for the ensuing as for the past fiscal year, and the increase of expenditure will be governed merely by that of the quantities to be required. The issues for the year ended June 30, 1886, showed an increase of 10.2 per cent. over those of the preceding year. The appropriation for the manufacture of the stamps, having been based on the higher prices of the late contract, was not only sufficient to defray the expenditure, but to leave a surplus of \$59,030.91 besides. It is hardly to be expected that the current and next fiscal years will show so large a rate of increase in the issues as that exhibited for the past year, but for the purposes of this estimate it will not be prudent to allow for a yearly increase of less than 7 per cent. The expenditure for the year ended June 30, 1886, was \$114,969.09; at an increase of 7 per cent. it will amount to \$123,016.92 for the current fiscal year, and a like ratio of increase on this latter sum will give \$131,628.10 as the probable amount to be required for the next fiscal year. The expenditure for the quarter ended September 30, 1886, amounted to \$24,243.91, or \$13.49 more than that for the corresponding quarter of the previous year; but the issues of the former quarter were lessened by the withholding by postmasters of requisitions for supplies on account of the expected reduction in the prices of stamped envelopes to go into effect on the 1st of October.

**STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER-SHEETS'**

The elements entering into the estimates for the foregoing articles are less certain than those in the estimates for adhesive postage-stamps. In the first place, a new contract for the supply of stamped envelopes and newspaper wrappers went into effect on the 1st of October, 1886, for



the four years ensuing that date. The results are fully stated in a review of that contract already prepared for my annual report, and to which attention is especially called in this connection. It was estimated that the cost of the envelopes and wrappers actually to be furnished during the new contract term would show a reduction of  $22\frac{1}{2}$  per cent. as compared to the cost of like quantities at the prices in the late contract.

The issues for the year ended June 30, 1886, showed an increase of 9.6 per cent. in number over those of the preceding fiscal year. For the quarter ended September 30 last the expenditure amounted to \$114,966.59, but during this quarter the supplies were confined to bare current needs, so as to exhaust the stock in post-offices by the time the change of prices went into effect, and the outlay for that quarter is accordingly no criterion of future needs. The reduction of prices to the public, and the introduction of new styles, will tend to unduly increase the sales of stamped envelopes, and allowance should be made accordingly in providing the means for their manufacture. It certainly will not be unreasonable to allow for a yearly increase of 15 per cent. in the issues. The expenditure for the last fiscal year amounted to \$692,435.04; at an annual increase of 15 per cent. it would amount, at the prices in the late contract, to \$796,300.29 for the present year and to \$915,745.33 for the next fiscal year. Reducing this latter amount by  $22\frac{1}{2}$  per cent., to represent the estimated decrease of cost under the new contract, would leave the estimated expenditure for stamped envelopes and newspaper wrappers for the next fiscal year at \$709,702.63.

An additional amount will, however, be required for the purchase of the letter-sheets embraced in the appropriation for stamped envelopes and newspaper wrappers. The sheets were introduced in August last at a number of the larger offices, and the facts connected with their introduction are detailed in my annual report. Sufficient time has not elapsed to form a reasonably accurate judgment as to the demand likely to arise for them. The number disposed of at the offices at which they were placed on sale was 1,122,457 for the month of September. Urgent calls have led to their issue at an additional number of offices, and it will probably be unsafe to allow for a sale of less than 25,000,000 during the next fiscal year. The price paid for their manufacture and issue is \$2.85 per 1,000, amounting to \$71,250 on the estimated number to be required. The total estimated amount of the expenditure for stamped envelopes, newspaper wrappers, and letter-sheets is therefore \$780,952.63. The cost of manufacturing and issuing stamped envelopes, newspaper wrappers, and letter-sheets is directly reimbursed to the Government, being added to the postage value in fixing the prices of the articles to the public.

#### POSTAL CARDS.

The issue of postal cards has shown wide fluctuations. The highest number ever issued in one year was 379,516,750 for the year ended June 30, 1883, and the average annual increase for the nine years preceding that date was at the rate of 17.47 per cent. During the next succeeding year the number issued was 362,876,750, and for the year ended June 30, 1885, it was 339,416,500. The falling off is to be attributed in part to the general depression of business and in part to the reduction from 3 to 2 cents in the letter rate of postage, which went into effect on the 1st of October, 1883. Though the increase on the 1st of July, 1885, in the unit of weight on first-class matter from half an ounce to one ounce tended still further to the substitution of sealed inclosures, for printed matter and postal cards, the issue of the latter articles during the last fiscal year, numbering 355,648,000, shows an increase of

16,231,500, or 4.78 per cent., over that of the preceding year. It would seem as though sufficient time had been afforded to realize in greatest part the adverse effects upon the issue of postal cards of the recent changes in the rates of postage, and if so, the issue of the cards must in the future be expected to increase in somewhat like proportions with those of adhesive stamps and stamped envelopes. Moreover, the present condition of the business interests of the country is such as to justify the expectation of an unusually large demand for postal cards.

In view of the facts it will not be prudent to estimate for an annual increase of less than 10 per cent. The expenditure for postal cards during the last fiscal year was \$168,826.06; at an increase of 10 per cent. it would amount to \$185,708.66 for the present and to \$204,279.52 for the next fiscal year, the same rates of cost prevailing throughout the three years under a contract for four years beginning July 1, 1885. For the quarter ended on the 30th of September last the expenditure was \$34,344.28; the issues, consisting of 71,985,500 cards, having been diminished through the causes given in the estimate for adhesive postage-stamps.

#### REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

The contract for the above articles is made for a period not to exceed one year. The contract for the last fiscal year was an unusually favorable one, having resulted in a decrease of \$55,337.01, or 43.3 per cent., in the expenditure, as compared to the cost of like quantities at the prices in the contract of the preceding year. Through the failure to secure a new contract (the facts connected with which are explained in my annual report), upon the first call for proposals in May last the old contract was extended to the 31st of August, and a new contract was made under a fresh call for proposals for the ten months beginning September 1, 1886. The new contract showed an increase, upon the basis of the issues for the year ended March 31, 1886, of \$8,275.13, or 11.9 per cent., as compared to the cost at the prices in the contract of the fiscal year ended June 30, 1886. The cost under the new contract upon the basis mentioned was, however, \$8,836.57, or 10.1 per cent., less than the amount in the bid received under the first call for proposals, and it was also \$41,401.06, or 33.6 per cent., less than the cost under the contract in force prior to July 1, 1885.

The expenditure for the year ended June 30, 1886, was \$72,366.21. Allowing for an increase of 10 per cent., in quantities to be required for the next over those furnished during the last fiscal year, would result in an expenditure for the ensuing fiscal year of \$79,602.83, at the rates in the contract of the last year. An increase of 10 per cent. on this amount, to correspond with the increase of prices by the present contract, would give \$87,563.11 as the amount required for the year ended June 30, 1888.

#### POSTAGE-STAMP, STAMPED-ENVELOPE, AND POSTAL-CARD AGENCIES.

Notwithstanding the additional work involved by the increase in the issues, the estimates for the several agencies for the inspection and distribution of postage-stamps, stamped envelopes, and postal cards are placed at the same amounts as the appropriations for the current fiscal year, viz:

Postage-stamp agency.....	\$8,100
Stamped-envelope agency.....	16,000
Postal-card agency.....	10,300

## REPORT OF THE POSTMASTER GENERAL.

## SHIP, STEAMBOAT, AND WAY LETTERS.

This appropriation is required under sections 3913, 3976, 3977, 3978, Revised Statutes, for the payment to masters or owners of vessels not regularly engaged in the transportation of the mails, for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amount paid to said master or owner, which amounts are consequently refunded to the Department. The expenditure for the last fiscal year amounted to \$2,050.83; the appropriation for the current fiscal year is \$2,000, and the estimate for the ensuing fiscal year is placed at \$2,500.

## ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

This appropriation is for the purchase of drafts and warrants used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the Department. The drafts and warrants are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The amount expended during the last fiscal year was \$1,984.75; the appropriation for the current fiscal year is \$2,000, and the estimated amount required for the next year is \$2,500.

## MISCELLANEOUS.

The estimate for miscellaneous expenditures is left at the same amount as the appropriation for the present fiscal year, viz, \$1,000. The amount expended during the last year was \$369.22.

## COMPARISON OF ESTIMATES.

The increase of the estimates for the ensuing fiscal year over the appropriations for the current fiscal year is shown in the following tabular statement: .

*Comparative statement of appropriations for the year ending June 30, 1887, and estimate of appropriations for the year ending June 30, 1888.*

Object.	Appropriation, year ending June 30, 1887.	Estimates of appropriation, year ending June 30, 1888.	Increase.	
			Amount.	Percent.
Adhesive postage and special-delivery stamps ..	\$116,700 00	\$131,628 00	\$14,928 00	12.8
Postage-stamp agency ..	8,100 00	8,100 00		
Stamped envelopes, newspaper-wrappers, and letter-sheets ..	583,500 00	780,952 00	197,452 00	33.8
Stamped-envelope agency ..	16,000 00	16,000 00		
Postal cards ..	188,600 00	204,279 00	15,679 00	8.3
Postal-card agency ..	10,300 00	10,300 00		
Registered-package, tag, official, and dead-letter envelopes ..	67,200 00	87,563 00	20,363 00	30.3
Ship, steamboat, and way letters ..	2,000 00	2,500 00	500 00	25.0
Engraving, printing, and binding, drafts and warrants ..	2,000 00	2,500 00	500 00	25.0
Miscellaneous ..	1,000 00	1,000 00		
<b>Total .....</b>	<b>995,400 00</b>	<b>1,244,822 00</b>	<b>249,422 00</b>	<b>25.0</b>

The increase of the estimates for the next fiscal year over the expenditures for the last fiscal year is shown in the following tabular statement:

*Comparative statement of expenditures for the year ended June 30, 1886, and estimates of appropriations for the year ending June 30, 1888.*

Object.	Expenditure, year ended June 30, 1886.	Estimates of appropriation, year ended June 30, 1888.	Increase.	
			Amount.	Per cent.
Adhesive postage and special delivery stamps....	\$114,969 09	\$181,628 00	\$16,658 91	14.4+
Postage-stamp agency.....	6,837 00	8,100 00	1,263 00	18.4+
Stamped envelopes, newspaper-wrappers and letter-sheets.....	692,435 04	780,952 00	88,516 96	12.7+
Stamped envelope agency.....	15,372 09	16,000 00	627 91	4.1+
Postal cards.....	168,826 06	204,279 00	35,452 94	20.9+
Postal-card agency.....	7,008 90	10,300 00	3,291 10	46.9+
Registered package, tag, official, and dead-letter envelopes.....	72,366 21	87,563 00	15,196 79	20.9+
Ship, steamboat, and way letters.....	2,050 83	2,500 00	449 17	21.9+
Engraving, printing, and binding drafts and war- rants.....	1,984 75	2,500 00	515 25	25.9+
Miscellaneous.....	360 22	1,000 00	630 78	170.8+
Total.....	1,082,219 19	1,244,822 00	162,602 81	15.0+

In the foregoing statement the expenditure for the postal-card agency for the last year is given at \$7,008.90, but the actual expenditure was \$9,208.90, the sum of \$2,200 for clerical assistance having been borne out of the allowance for clerk hire at the post-office at Albany, N. Y., near the place of manufacture. Provision was made for this expenditure out of the appropriation for the postal-card agency for the current fiscal year, and a corresponding amount was deducted from the allowance to the Albany post-office.

Of the \$88,516.96 increase shown in the foregoing table, \$71,250 is for the manufacture of letter-sheet envelopes, which articles were not furnished during the last fiscal year.

The estimated expenditures for the year ending June 30, 1888, are \$172,683.25, or 16.1 per cent., in excess of the actual expenditures for the year ended June 30, 1885.

The total number of adhesive postage-stamps, stamped envelopes, newspaper-wrappers, postal cards, and registered package, tag, and official envelopes furnished during the fiscal year ended June 30, 1885, was 2,174,360,740, at a cost of \$1,038,717.16 for manufacture. The estimated number of these articles to be required for the year ended June 30, 1888, is 2,814,084,577, at an estimated cost of \$1,133,172 for manufacture. This is an increase of 639,723,837, or 29.4 per cent., in the number of articles, and of \$94,454.84, or 9 per cent., in the cost of manufacture.

Very respectfully, &c.,

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

HON. WILLIAM F. VILAS,  
*Postmaster-General.*

## A 5.

POST-OFFICE DEPARTMENT,  
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,  
Washington, D. C., October 23, 1886.

SIR: The gross revenue to be derived from the money-order business for the fiscal year ending June 30, 1888 (not including such expenses as would, under existing law, be paid during that year out of appropriations), will, in my opinion, amount to about \$650,000.

I am, respectfully, &c.,

C. F. MACDONALD,  
*Superintendent.*

Hon. WILLIAM F. VILAS,  
*Postmaster General.*

## A 6.

POST-OFFICE DEPARTMENT,  
OFFICE OF FOREIGN MAILS,  
Washington, D. C., October 28, 1886.

SIR: The amounts estimated as necessary to be appropriated for the foreign mail service for the fiscal year ending June 30, 1888, are as follows:

For the transportation of mails, including foreign closed and open mails, and the railway transit across the Isthmus of Panama, calculated on the basis of paying the full sea and inland postage for the conveyance of United States mails transported by vessels of United States register, \$465,000; for balance due foreign countries, including the United States' portion of the expenses of the International Bureau of the Universal Postal Union, and the subscription of the Department to the monthly journal (*L'Union Postale*) of that Bureau, \$100,000; total, \$565,000.

I estimate \$465,000 as necessary for the transportation of the mails for the following reasons, viz:

The average annual increase in the weight of the mails conveyed during the past four years was  $6\frac{1}{2}$  per cent.

The weight of the mails carried in the year ending June 30, 1886, to ports to which American vessels do not ply was 210,592,500 grams of letters and post-cards and 875,654,154 grams of other articles; estimated increase, as stated, at  $6\frac{1}{2}$  per cent. on letters and post-cards, and other articles, for the fiscal year ended June 30, 1887, will give 224,281,012 grams of letters and post-cards and 932,571,670 grams of other articles, estimated increase on the above amount, at  $6\frac{1}{2}$  per cent., will give, for the fiscal year ending June 30, 1888, 238,869,277 grams of letters and post-cards and 993,188,819 grams of other articles.

The cost of conveying the above amount of mail, at 5 francs per kilogram for letters and post-cards and 50 centimes per kilogram of other articles, will make the total cost of this service \$230,508.05 for letters and post-cards and \$95,842.52 for other articles, the total being \$326,351.57.

The weight of the mails conveyed during the fiscal year ended June 30, 1886, to ports to which American vessels carry mails, actual and estimated, was: Letters and post-cards, 18,612,230 grams; other articles, 192,458,598 grams. At the estimated increase of  $6\frac{1}{2}$  per cent. on

letters and printed matter, the weights for the fiscal year ending June 30, 1887, will be: Letters and post-cards, 19,822,032 grams; other articles, 205,268,400 grams. The estimated increase on the above amount, at  $6\frac{1}{2}$  per cent. for the fiscal year ending June 30, 1888, will give: Letters and post-cards, 20,090,472 grams; other articles, 218,610,846 grams.

The cost of conveying the above amount of mail, at the sea and inland postage (\$1.60 a pound for letters and post-cards and 8 cents a pound for other articles), will make the total cost of the service:

For letters and post-cards.....	\$46,968 25
For other articles.....	43,722 17

Total .....	110,690 42
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Adding the two amounts, viz, that for conveyance of mails to ports to which American vessels do not ply (\$326,351.57), and that for conveyance of mails to ports to which they ply, (\$110,690.42), add contingencies, \$2,958.01, makes a total of \$440,000.

To this amount must be added the amount necessary for the transportation of the foreign closed mails, viz, \$25,000, and the aggregate cost of the conveyance of mails to foreign countries will be \$465,000.

The item of \$25,000 for the transportation of the foreign closed mails will not, however, be a charge against this Department, as it will be recovered from the foreign countries in which said mails originated, upon the settlement of the transit accounts between this Department and those countries.

I am, very respectfully, your obedient servant,

NICHOLAS M. BELL,

*Superintendent Foreign Mails.*

To the Hon. WILLIAM F. VILAS,  
*Postmaster-General.*



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REPORT  
OF THE  
ASSISTANT ATTORNEY-GENERAL  
FOR THE  
POST-OFFICE DEPARTMENT,  
UPON CLAIMS OF POSTMASTERS UNDER THE ACT OF MARCH 17, 1882.

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# REPORT

OF THE

## ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT UPON CLAIMS OF POSTMASTERS UNDER THE ACT OF MARCH 17, 1882.

POST-OFFICE DEPARTMENT,  
OFFICE OF ASSISTANT ATTORNEY-GENERAL,  
*Washington, D. C., September 25, 1886.*

SIR: I have the honor to report to you the action of the Department during the fiscal year ended June 30, 1886, under the act of Congress approved March 17, 1882, entitled "An act authorizing the Postmaster-General to adjust certain claims of postmasters for loss by fire, burglary, or other unavoidable casualty."

This act authorizes the Postmaster-General to investigate all claims of postmasters for the loss of money-order funds, postage-stamps, stamped envelopes, newspaper wrappers, and postal cards belonging to the United States in the hands of such postmasters, resulting from burglary, fire, or other unavoidable casualty, and if he shall determine that such loss resulted from no fault or negligence on the part of such postmasters, to pay or credit them with the amount ascertained to have been lost or destroyed, and also to credit them with the amount of remittances of money-order funds made by them, in compliance with the instructions of the Postmaster-General, which shall have been lost or stolen while in transit by mail from the office of the remitting postmaster to the office designated as his depository. Claims exceeding \$2,000 are by the act required to be reported to Congress, and cannot be paid or credited until an appropriation is made therefor.

The number of claims allowed under this act during the fiscal year covered by this report is 458.

The allowances were as follows:

### Money-order funds:

Lost by fire.....	\$219 35
Lost by burglary.....	2,919 91
Lost in transit.....	1,984 72
Total.....	<u>5,123 98</u>

### Stamps, &c.:

Lost by fire.....	11,241 19
Lost by burglary.....	12,004 89
Lost by storm and flood.....	17 15
Total.....	<u>23,263 23</u>

Making a total of allowances..... 28,387 21

The postmaster-making the claim states that she scheduled the money for remittance, and inclosed it in an envelope properly sealed and addressed on the night of November 20, and placed it in a large iron safe during the night, together with other packages, to be forwarded in the mail train which passed at 8 o'clock the following morning; that the next morning she went to the post-office, took the registered packages and locked them in the mail-pouch, and they were duly forwarded. At the Hope post office the bag was found to be cut, and the whole bundle of letter packages, some twelve in all, were reported missing, amongst them the one in question, and have never been found; and there is much evidence justifying suspicion that the packages were stolen in the last-named office. She thereupon duly presented her claim for credit under the act of March 17, 1882, chapter 41.

The evidence in the case showed that she had no witness, as required by regulation 1099, Postal Laws and Regulations, of the several steps in preparing and forwarding the remittance, although a credible witness happened to be present in the morning and casually saw her put into the mail-pouch packages tied together and appearing to be registered matter, and remembers the fact, although not then called upon to witness it.

The regulation was adopted and promulgated before the passage of the act of March 17, 1882, and has never been modified or changed by the act of the Postmaster-General, but has been applied in many cases.

In connection with the foregoing you submit the following question:

'1. Whether the act of March 17, 1882, above cited, operated to annul the requirement of regulation 1099, so far as it declares that the postmaster shall make good the amount in case the regulation is disregarded?'

'2. If the regulation be in force, has the Postmaster-General the right to disregard it in a particular case, where he is satisfied that the postmaster has in fact made the remittance, but has failed to have witnesses to the transaction, as the regulation requires?'

The act of March 17, 1882, in so far as it relates to the loss of money-order funds, confers upon the Postmaster-General power to grant relief to postmasters in the following cases: (1) Where the funds, while in the hands of the postmaster, are lost by burglary, fire, or other unavoidable accidents. (2) Where the funds, being remitted by the postmaster, are lost or stolen while in transit. The present inquiry is confined to the provision of the statute and the regulations of the Post-Office Department applicable in cases of the latter description only.

The statutory provision just adverted to authorizes the Postmaster-General "to credit postmasters with the amount of any remittances of money-order funds *made by them in compliance with the instructions of the Postmaster-General*, which shall have been lost or stolen while in transit by mail from the office of the remitting postmaster to the office designated as his depository." This provision does not annul regulation 1099, which embodies "special instructions about remittances," but rather recognizes it as a duty of postmasters to comply therewith in making their remittances. And as the authority to credit them with lost remittances is limited to cases where the remittance is made "in compliance with the instructions of the Postmaster-General," such compliance forms a necessary element in each case to bring it within the statute.

The Postmaster-General may undoubtedly amend or modify the existing regulation or instructions upon the subject of these remittances, but the amendment or modification could only be made to apply to cases of loss thereafter happening. Cases of loss which have already occurred must be viewed with reference to the instructions in force at the time of their occurrence; the Postmaster-General has no dispensing power as to them, for while in force and operating they are as binding as if they were statutes, and if in any such case there has been failure on the part of the postmaster in making remittance to comply with the instructions, the loss is not one for which, under the act of 1882, the Postmaster-General is authorized to give him credit.

Agreeably to the foregoing considerations, I answer both the questions submitted by you in the negative.

The foregoing extract is here given in the belief that postmasters should be reminded of the necessity for greater caution and more faithful observance of the requirements in this regard. The inconvenience of having witnesses present to verify the transaction and preserve evidence of the remittance leads postmasters to disregard the regulation.

#### COMPARISON WITH PRECEDING FISCAL YEARS.

The following comparative statement of the fiscal year ended June 30, 1886, with the preceding year, shows that the volume of losses for the causes specified in the act is not increased.

*Claims allowed.*

	1885.	1886.
<b>Money-order funds:</b>		
Lost by fire .....	\$175 08	\$219 35
Lost in transit .....	3,155 00	1,984 72
Lost by burglary .....	2,600 30	2,919 91
	5,930 38	5,123 98
<b>Stamps, etc.:</b>		
Lost by fire .....	7,407 22	11,241 19
Lost by burglary .....	14,930 90	12,004 89
Lost by other casualties .....	108 89	17 15
	22,447 01	23,263 23
<b>Totals .....</b>	<b>28,377 39</b>	<b>28,387 21</b>

*Claims disallowed.*

	1885.	1886.
<b>Money-order funds:</b>		
Lost by fire .....	\$76 00	\$420 00
Lost by burglary .....	532 33	978 77
Lost in transit .....	2,135 00	2,768 25
Lost by larceny .....	450 00	656 72
	3,193 33	4,823 74
<b>Stamps, &amp;c.:</b>		
Lost by fire .....	1,379 81	747 71
Lost by burglary .....	2,787 27	2,589 97
Lost by larceny .....	4,701 07	282 09
Lost by other casualties .....	31 49	
	8,899 64	3,619 77
<b>Totals .....</b>	<b>12,092 97</b>	<b>8,443 51</b>

Thus it appears that the aggregate of the 550 claims passed upon in the fiscal year ended June 30, 1885, allowed or disallowed, is \$40,470.36. The aggregate of the 602 claims passed upon in the last fiscal year, allowed or disallowed, is \$36,830.72.

*Statistics of claims investigated under the act of March 17, 1882.*

	No. of claims dis- allowed.	No. of claims al- lowed.	Amount allowed.	Amount disallowed.
March 17, 1882, to December 1, 1883 .....	851	509	\$66,738 07	\$40,451 42
December 1, 1883, to December 1, 1884 .....	257	565	45,840 06	12,958 02
December 1, 1884, to June 30, 1885 .....	81	212	17,544 50	8,239 11
July 1, 1885, to June 30, 1886 .....	144	458	28,387 21	8,443 51
<b>Total .....</b>	<b>883</b>	<b>1,744</b>	<b>158,509 84</b>	<b>70,092 06</b>

Total adjusted during year ended June 30, 1886: Allowed, 458; disallowed, 144; total, 602.

I respectfully renew the suggestion made in my report for the preceding fiscal year that the time allowed for presenting these claims should in justice be somewhat enlarged. In the case of disbursing officers of the Government a liberal provision of law (R. S., secs. 1059 and 1062) allows them to obtain relief from liability for funds lost by capture or other casualty without contributory fault or negligence on their part. Postmasters are no less entitled to consideration, and should not, in my judgment, be subject to the bar of their claims if not formally presented within three months.

The labor of investigating these claims has been considerable, involving much correspondence. The affidavits of the claimants and other witnesses are required and examined in each case, and personal examination had in each by a post-office inspector. I am pleased to note the increasing efficiency in the inspective force in making these examinations and reports thereon. In the labor involved upon these claims in this office General W. A. Knapp, my assistant in this branch of my duties, has, with untiring industry and marked zeal and efficiency, collected and briefed the evidence and prepared the cases for examination and consideration.

I have the honor to be, very respectfully,

EDWIN E. BRYANT,

*Assistant Attorney-General, Post-Office Department.*

**The POSTMASTER-GENERAL.**

EXHIBIT A.—List of claims on account of loss by fire, burglary, &c., allowed from July 1, 1885, to June 30, 1886, under an act of Congress approved March 17, 1882.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Amounts allowed.	
				Stamps.	M. O. funds.	Stamps.	M. O. funds.
Abbebt Iowa	John H. Grothaus	Apr. 22 1884	Burglary	\$12 60		\$12 60	
Abilene, Tex.	H. H. Hardin	Oct. 6 1884	Fire	\$317 65		20 74	
Academy Corners, Pa.	M. V. Purple	June 10 1885	Burglary	40 00		40 00	
Ada, Miss.	Peter Ramsdell	Sept. 17 1884	do	407 00		407 00	
Addicks, Ill.	Henry Guelch	Dec. 20 1885	do	5 15		5 15	
Alameda, Cal.	Arthur S. Barber	Aug. 4 1885	do	35 00	\$48 50		\$48 50
Alamogordo, Mo.	Charles B. Spicer	Nov. 16 1885	do	10 00		8 00	
Albion, Ind.	Joseph Caban	Apr. 6 1885	Fire	28 21		28 21	
Albion, S. C.	G. P. Harley	Jan. 20 1885	In transit		25 00		5 02
Albion, Mich.	H. B. Phillips	Oct. 29 1885	Burglary	44 53		44 50	
Albion, Ind.	Solomon F. Frye	Oct. 28 1884	Fire	23 60		23 60	
Albion, Tex.	Noah F. Muir	Feb. 23 1886	Burglary	16 71		16 71	
Albion, Pa.	J. R. Beal	May 7 1885	Fire	60 00		60 00	
Albion, N. Y.	R. S. Cochran	Oct. 19 1885	do	18 00		14 54	
Albion, Mo.	Aloys Geyer	Aug. 24 1885	Burglary	110 00		76 46	
Albion, Ind.	Thomas P. French	Jan. 26 1886	do	8 94		8 94	
Albion, N. Y.	W. L. Slicker	Sept. 24 1885	Fire	12 44		78 02	
Albion, N. Y.	H. G. Butterfield	Sept. 29 1884	Burglary	71 94		64 19	
Albion, N. Y.	J. W. Wylie	May 30 1884	do	19 29		19 17	
Albion, N. Y.	H. H. Hendricks	Nov. 30 1885	do	Not known		8 50	
Albion, N. Y.	M. M. Powell	Apr. 24 1885	do	49 90		49 90	
Albion, N. Y.	Harry Flake	May 12 1885	do	508 20	50 38	508 20	50 38
Albion, N. Y.	Henry Herron	May 12 1885	do	Not known		90 63	
Albion, N. Y.	J. J. Carpenter	Feb. 7 1885	Burglary	48 01		48 01	
Albion, N. Y.	W. W. Hall	June 23 1885	In transit		10 00		10 00
Albion, N. Y.	Frederick Falkenberg	June 18 1885	Fire	50 00		32 67	
Albion, N. Y.	E. P. Stearns	Feb. 20 1886	do	38 00		38 00	
Albion, N. Y.	H. R. Stearns	Feb. 20 1886	do	18 67		18 67	
Albion, N. Y.	H. R. Stearns	May 30 1876	do	45 13		45 13	
Albion, N. Y.	Frederick Falkenberg	Sept. 17 1885	Burglary	108 13		108 13	
Albion, N. Y.	C. C. Chandler	Dec. 15 1884	do	13 80		13 80	
Albion, N. Y.	William Margulies	Nov. 19 1884	Fire	All on hand		13 54	
Albion, N. Y.	William Westover	Jan. 17 1886	Burglary	893 46		13 54	
Albion, N. Y.	William N. Harris	Jan. 4 1886	Fire	15 37		15 37	
Albion, N. Y.	John C. Dekey	Feb. 2 1883	Fire	17 70		17 70	
Albion, N. Y.	T. S. Rhodes	Oct. 2 1883	do	42 44		32 00	

\* This includes damaged stamps, amounting to \$287.10, for which credit has been allowed by the Third Assistant Postmaster-General.

EXHIBIT A.—List of claims on account of loss by fire, burglary, &amp;c., allowed from July 1, 1885, to June 30, 1886, &amp;c.—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Amounts allowed.	
				Stamps.	M. O. funds.	Stamps.	M. O. funds.
Beech Hill, W. Va.	J. H. Miller	June 21, 1885	Fire	All on hand.		\$22 00	
Berchwood, Pa.	Charles R. Kline	Oct. 20, 1885	Burglary	\$14 23		5 00	
Beeley's Point, N. J.	James A. Chatlin	June 24, 1885	Fire	\$4 85		84 85	
Belcast, Tenn.	N. J. Smiley	Nov. 24, 1883	do	All on hand.		26 77	
Bellona, N. Y.	Josiah C. Simons	July 12, 1885	do	35 68		35 68	
Bellows Falls, Vt.	Q. E. Morgan	Nov. 27, 1884	Burglary	135 10		135 04	
Beldre, Ohio	J. M. Stone	Oct. 1, 1884	Fire	13 36		8 21	
Bennett's Mill, Va.	M. D. Bennett	Mar. 18, 1885	do	All		\$7 00	
Benton, Mo.	W. E. Johnson	June 21, 1884	do	33 30		33 30	
Bentonville, Ark.	George Watterson	Jan. 6, 1885	do	28 95		28 95	
Bergson, N. Y.	Benjamin F. Hobbs	Feb. 16, 1885	In transit	6 00	\$160 00		\$160 00
Bethany, Ohio	Frank M. Merrill	July 26, 1885	Fire	6 00		7 06	
Bethel, Mich.	I. P. Clark	Jan. 14, 1885	do	4 00		4 00	
Bethesda, Ohio	Benjamin R. Garman	June 23, 1885	do	26 05		18 15	
Big Sandy, Tex.	James W. Coffland	June 28, 1884	do	Not known.		55 66	
do	M. J. Watkins	Dec. 12, 1885	Burglary	20 63		36 51	
do	do	Nov. 11, 1884	Fire	15 to \$25		13 67	
Black Lick, Ohio	Ezekiel Compton	Feb. 23, 1885	do	35 55		35 55	
do	do	Sept. 11, 1885	Burglary	25 00		22 00	
Black Oak, Ala.	W. E. Durham	July 9, 1881	Fire	87 83		11 92	
Black Station, S. C.	J. D. F. Duncan	June 12, 1874	do	33 45		33 45	
Blanco, Iowa	James McFarlane	Jan. 2, 1884	Burglary	All on hand.		51 59	
Blackhawk, Pa.	C. C. Robinson	Jan. 13, 1880	Fire	58 70	5 75	63 90	5 75
Bohlar, Tenn.	Charles W. Bryant	June 10, 1885	do	10 46		3 24	
Bolton, Mo.	John M. Graves	Mar. 12, 1885	do	16 75		10 15	
Bolton & Dent, Miss.	M. Albie Davis	Jan. 25, 1886	Burglary	20 89		21 19	
Bonham, Tex.	L. M. Kingsley	Jan. 5, 1884	Fire	7 40		7 40	
Bonham, Tex.	Jacob H. Smith	Dec. 9, 1885	do	72 65		72 85	
Brockton, Ohio	J. H. Coates	June 9, 1885	Burglary	25 00		25 00	
Brockton, Ind.	Caleb F. Means	Nov. 7, 1885	Fire	29 08		29 48	
Brown's, Mo.	George M. Scott	Dec. 26, 1884	Fire	14 75		14 07	
Brownsville, Mo.	M. L. Laughlin	Aug. 5, 1885	do	287 33		287 33	
Brownwood, Tex.	Marion Mullins	Feb. 1, 1886	Burglary	21 11		21 11	
Barbours, Ark.	John E. Tappan	Dec. 22, 1884	Fire	15 14		15 14	
Buckingham, Ill.	A. E. Compton	Sept. 26, 1885	do	Not known.		26 60	
Bruce, Ia.	James A. Dunkin	Oct. 18, 1885	do	10 40		10 40	
Burke, N. C.	John M. Gordon	Jan. 8, 1886	do	3 04		3 04	
Burkeville, Va.	H. H. W. Crittenden	Mar. 7, 1885	Burglary	Not known.		30 92	
Burns, Cal.	P. R. Minor	Oct. 23, 1885	Burglary and fire	Not known.		30 92	
Camilla, Ga.	Etta Culpeper	Aug. 21, 1885	In transit		\$9 00		\$9 00

County, State	Name	Date	Event	Amount	Balance	1884
Campan, Tex.	Edwin Thomas	Jan. 2, 1884	Fire	110 04	108 49	
Carlisle, Pa.	John W. Kennedy	Dec. 30, 1884	do	2 70	2 70	
Carroll, Iowa	E. C. Latham	Apr. 15, 1885	Burglary	12 80	12 80	
Cass, Mo.	J. M. Bayless	Sept. 14, 1885	In transit.		110 00	110 00
Cassville, Mo.	Hannah M. Snow	Feb. 16, 1885	do		134 00	134 00
Central, Mo.	Emma L. Hill	June 12, 1885	Burglary	29 42	28 42	
Centre Point, Ark.	John W. Richardson	Feb. 17, 1886	In transit.		23 00	23 00
Centerton, Ind.	J. S. Wood	Oct. 16, 1885	Fire	45 00	45 00	
Chama, N. Mex.	C. Forrest	Apr. 15, 1885	do	10 10	7 70	
Chambers Creek, Tex.	Wesley Whitten	May 2, 1885	do	29 50	29 50	
Chapman, Ill.	C. A. Slocum	June 21, 1885	do	58 00	28 00	
Charles City, Iowa	J. C. Gove	Sept. 16, 1884	Burglary	860 50	874 91	
Cherokee, Kans.	John W. Walker	Nov. 27, 1885	do		67 00	
Chewalla, Tenn.	S. Corning Judd	Nov. 3, 1884	Fire	19 38	19 38	
Chicago, Ill.	George W. McCoy	Nov. 4, 1885	do	122 00	122 00	
Chillicothe, Ind.	Charles S. Brown	Dec. 12, 1884	do	67 29	67 29	
Church, S. C.	James E. Pearsall	Nov. 22, 1885	do	13 21	13 21	
Charlottesville, Penn.	W. F. Butler	Mar. 4, 1886	Burglary	Unknown.		
Clark's Island, Me.	S. N. Clark	Oct. 13, 1885	do	23 49	23 49	
Clatskanie, Tex.	D. A. Teifer	May 17, 1884	In transit.		321 00	321 00
Cleveland, Iowa	P. S. Baker	Feb. 1, 1886	Fire	55 50	55 50	
Clifton Hill, Mo.	T. G. Rice	June 7, 1885	do	8 40	8 35	
Clifton Mills, Ky.	Thomas Adkinson	Aug. 19, 1885	do	13 88	13 88	
Clinton, Miss.	T. B. Elson	April 7, 1886	Burglary	262 30	262 30	29 12
Cho, Iowa	L. M. Fite	Dec. 21, 1885	do	18 18	27 30	
Crane, Ga.	J. W. Craig	Aug. 26, 1885	Fire	10 00	7 88	
Crocket, Neb.	J. Gould	Nov. 12, 1885	Burglary	57 92	159 70	93 93
Cunningham, Mo.	John E. Smith	Mar. 16, 1885	Fire	26 28	19 82	
College Station, Tex.	B. F. Steedman	Mar. 26, 1884	do	261 35	16 67	
Collinsville, Tex.	E. P. Reed	Jan. 12, 1886	do	37 14	200 84	
Collinsville, Ala.	J. W. Kyle	Dec. 25, 1885	do		37 14	
Collyer, Kans.	John M. Higgs	Jan. 18, 1886	Burglary		137 86	137 86
Conaway, Ind.	A. R. Witt	Jan. 8, 1886	do	232 67	13 19	13 19
Conway, Ark.	Byron Pierce	Nov. 23, 1885	Fire	19 81	149 32	120 00
Cooper's Plains, N. Y.	William J. Norton	Apr. 11, 1885	do	4 25	19 81	
Cottonwood, Tex.	Henry Hoover	Feb. 3, 1886	do	11 95	4 25	
Coxton, Tenn.	William Renshaw	Mar. 26, 1885	Burglary	15 09	8 86	
Coroldale, Ohio	William H. Harris	Oct. 27, 1876	Fire	33 50	33 50	
Danville, Ky.	James E. Harris	Jan. 20, 1885	Fire	71 00	22 95	96 13
Danville, Ky.	Wilhelm Klans	Jan. 5, 1886	Burglary	26 00	26 00	
Danville, Tex.	M. W. Brown	Oct. 8, 1884	Fire	Not known.	63 18	
Deched, Tenn.	W. J. Dunn	June 8, 1885	do	227 69	223 00	
De Witt, Neb.	J. C. Buster	Oct. 11, 1885	Burglary	All on hand.	68 32	
Dexter, Tex.	Andrew Schmitt	Aug. 2, 1885	Fire	40 00	20 19	
Dickensville, Wis.	L. Mabry	Mar. 20, 1884	do		49 00	
Dido, Tex.	N. R. Klaine	Oct. 8, 1885	Burglary	335 81	366 06	366 06
Dodge City, Kans.	Charles D. Gardner	May 30, 1885	do	4 00	105 15	
Dodgeville, Ohio	N. D. Archley	Nov. 21, 1885	Fire	20 50	4 40	
Dry Grove, Mo.	Henry A. Otte	June 6, 1885	Burglary	All on hand.	20 00	
Dudley town, Ind.	M. H. Harbord	Apr. 20, 1885	Fire	31 00	39 37	
Duncan's Bridge, Mo.	Charles P. Nance	Feb. 15, 1884	do		34 23	
Duncanville, Tex.		Jan. 15, 1884	do			



EXHIBIT A.—List of claims on account of loss by fire, burglary, &amp;c., allowed from July 1, 1885, to June 30, 1886, &amp;c.—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Amounts allowed.	
				Stamps.	M. O. funds.	Stamps.	M. O. funds.
East Bethel, Mo.	F. E. Carpenter	Aug. 19, 1885	Burglary	\$13 24		\$4 12	
East Bowdoinham, Me.	William K. Maxwell	June 25, 1885	do	16 44		14 88	
East Davenport, Mo.	Warren J. Eldridge	Feb. 10, 1886	Fire	17 00		13 65	
East Gilead, Mich.	Charles Carroll	Jan. 24, 1885	do	15 84		15 55	
East Pike, N. Y.	A. B. Wolcott	Feb. 22, 1886	do	135 00		142 00	
Edna, Ohio	George W. Radwin	Jan. 27, 1885	do	Not known		17 24	
Edinburgh, Mo.	William H. Akers	Dec. 1, 1884	do	All on hand		16 41	
Effort, Ohio	Walker E. Marsh	Dec. 25, 1884	do	19 07		10 77	
Elbow, Va.	Joseph E. Maxey	Jan. 1, 1885	do	11 25		11 25	
El Dorado Springs, Mo.	M. A. Nelson	Jan. 19, 1885	Burglary		\$15 00		15 00
Elkton, Wis.	E. L. Davis	Aug. 24, 1885	do	227 96	5 43	116 31	Disallowed.
Elm, Ind.	Seaman Field	Feb. 23, 1886	do	57 60		57 60	
Elmwood, Ill.	George W. Raney	Jan. 21, 1886	Fire	23 50		23 50	
Emmetsburg, Mo.	Elliott D. Pressley	Apr. 15, 1885	Burglary	125 31		100 75	
Emmett, Ohio	W. J. Randolph	Sept. 20, 1884	do	19 08		19 08	
Emucklaw, Ala.	Peter Schehr	May 25, 1886	Fire	9 85		5 93	
Empire, N. Y.	Edward Lamberth	Mar. 29, 1886	Flood	6 90		6 90	
Enfield, N. Y.	J. H. Tait	Oct. 11, 1885	Burglary	149 30	23 36	149 30	9 24
Enfield, N. Y.	Charles D. Bailey	Jan. 3, 1885	Fire	78 36		75 52	
Enfield, N. Y.	Morris D. Rees	Jan. 16, 1885	Burglary	11 83		11 33	
Enfield, N. Y.	A. T. Dixon	Sept. 14, 1885	Fire	15 18		12 90	
Excelsior, Pa.	A. Robertson	Sept. 29, 1884	Burglary	2 05		2 05	
Excelsior, Pa.	Thomas L. Hoffman	Feb. 23, 1886	do	139 08		139 08	
Fairfield, Iowa	R. M. Vandervoort	May 20, 1884	do	82 60		110 20	
Fair Haven, Minn.	A. J. Porter	Mar. 9, 1885	do	25 69		25 69	
Fairmont, Iowa	Joseph Brosius	Apr. 25, 1885	In transit		44 00		44 00
Fairmont, Mo.	John E. Studebaker	Mar. 20, 1885	Burglary	13 71		13 71	
Farmersville, Ill.	Levi Mills	Oct. 1, 1885	do	19 05		18 05	
Farmersville, Ill.	W. H. Veech	Mar. 12, 1885	Fire	All on hand		30 11	
Farmersville, Ill.	Ellis Steinour	Sept. 20, 1884	Burglary	135 00	68 00	135 00	62 45
Farmersville, Ky.	J. R. Kilpatrick	Feb. 14, 1886	Fire	84 25	25	84 15	25
Farmersville, Ky.	B. G. Webb	Apr. 23, 1885	Burglary	7 66		5 41	
Farmersville, Ky.	W. A. Stanford	Oct. 6, 1885	Fire	21 12		21 12	
Farmersville, Ky.	W. C. Agnew	Feb. 19, 1886	Burglary	216 78	221 44	216 78	221 04
Farmersville, Ky.	John M. Sanders	Aug. 3, 1885	Fire	143 34		143 34	
Farmersville, Ky.	T. R. Wetherell	Feb. 25, 1883	do	24 00		24 00	
Farmersville, Ky.	J. M. Davis	June 17, 1885	do	20 12		19 74	
Farmersville, Ky.	S. C. McAllister	Oct. 7, 1885	do	43 00		43 00	
Farmersville, Ky.	S. C. McAllister	Feb. 17, 1885	do	25 13		25 13	
Farmersville, Ky.	William T. Wilkinson	July 6, 1884	Burglary	20 35		19 67	
Farmersville, Ky.	James A. Gunn	Mar. 10, 1885	do	64 50	20 88	29 88	Disallowed.
Farmersville, Ky.	L. Mottefeldt	July 7, 1885	Fire	8 55		8 55	

Butler, K.C.	J. F. Hall	Feb. 20, 1885	do	10 00	10 00	7 83
Butler, Ky.	Robert M. Walsh	Dec. 24, 1885	do	5 50	5 50	135 08
Butler, Ky.	C. E. McAnally	Dec. 24, 1885	Burglary	5 50	5 50	0 81
Gardner, Ark.	E. H. Bergman	Nov. 1, 1884	Fire	*117 80	Unknown	27 60
Gardner, Ark.	John Oliver	Dec. 5, 1884	Fire	20 50	20 50	20 50
Garrison, Wis.	James Martin	Aug. 15, 1885	do	43 60	43 60	43 60
Georgetown, Ind.	M. C. Butterbaugh	May 6, 1885	do	Not known	Not known	11 87
Gilpin, Pa.	Theodore Dupre	Dec. 22, 1883	do	14 00	14 00	18 43
Gladstone, Iowa	John H. Honee	Oct. 15, 1885	Burglary	7 32	7 32	7 32
Glen Dale, N. Y.	Henry Chaitin	Apr. 26, 1885	do	135 08	135 08	135 08
Glenwood, Mo.	B. F. Arnold	Jan. 21, 1885	Fire	10 00	10 00	10 00
Goforth, Ky.	Andrew J. Silver	Mar. 3, 1886	Burglary	85 03	85 03	56 38
Gossville, N. H.	A. Whistler	May 23, 1885	Fire	60 00	60 00	59 01
Grainland, Cal.	W. R. Park	June 9, 1885	Burglary	56 07	56 07	42 00
Grand Junction, Iowa	J. E. Hollingsworth	Feb. 28, 1884	do	4 65	4 65	22 39
Grand View, Tex.	A. Richardson	May 9, 1885	In transit	60 50	60 50	60 50
Grant Park, Ill.	Lawrence J. Self	Feb. 17, 1885	Burglary	126 75	126 75	128 87
Greenville, Tenn.	J. C. Boldridge	June 23, 1885	do	11 20	11 20	11 20
Greensburg, Pa.	G. H. Dunn	Dec. 10, 1885	do	All on hand	All on hand	0 28
Greenfield, Ind.	J. Seconover	Mar. 23, 1884	Fire	44 02	44 02	44 02
Grubbs, Ill.	John R. Grain	Oct. 15, 1885	Burglary	40 50	40 50	40 35
Guide Rock, Nebr.	Edmund O. Parker	Nov. 27, 1884	Fire	7 00	7 00	7 00
Haley, Tenn.	W. F. Satter	Jan. 7, 1885	do	16 20	16 20	12 20
Hardin, Ky.	John P. Haswell	Oct. 28, 1885	do	35 96	35 96	8 98
Harper, Ark.	C. P. Wentzell	Nov. 8, 1885	Fire	33 52	33 52	34 40
Harrisville, Mo.	George M. Houston	July 13, 1885	Burglary	113 27	113 27	17 19
Hart Grove, Ohio	W. H. Vaupelt	Feb. 2, 1885	Fire	All on hand	All on hand	10 02
Hartsville, Mo.	William Johnston	Sept. 16, 1885	Burglary	10 02	10 02	51 40
Hartsville, Mo.	A. A. Wait	Oct. 15, 1885	do	69 50	69 50	61 52
Hawkeye, Mo.	Andrew Keith	Jan. 14, 1886	Fire	61 52	61 52	8 50
Hickman, Mo.	Richard Fell Jr.	Nov. 28, 1885	Burglary	8 50	8 50	25 05
Hilkey, Mich.	Steven R. Jones	Mar. 25, 1885	Fire	128 00	128 00	65 00
Holmes, Mo.	Thomas L. Lloyd	Dec. 27, 1885	do	65 00	65 00	81 67
Holmesville, Ga.	John C. Adams	Feb. 27, 1886	do	81 67	81 67	46 85
Holmesville, Ga.	John F. Wilson	June 17, 1885	Burglary	54 26	54 26	2 00
Holmesville, Pa.	J. H. Witherspoon	May 10, 1884	Fire	2 00	2 00	10 40
Holmesville, Pa.	Alfred F.	July 12, 1884	Burglary	171 16	171 16	77 15
Holmesville, Pa.	Charles G. Michael	Sept. 23, 1885	do	8 16	8 16	45 36
Holmesville, Pa.	James R. Jones	May 16, 1885	do	9 00	9 00	10 56
Holmesville, Pa.	W. J. Payne	Jan. 24, 1883	Fire	37 20	37 20	20 80
Holmesville, Pa.	W. A. Loullom	Nov. 6, 1885	Burglary	6 47	6 47	31 57
Holmesville, Pa.	John Penny	Sept. 20, 1885	do	50 00	50 00	7 08
Holmesville, Pa.	Robert G. Gandy	Oct. 20, 1884	do	20 30	20 30	227 50
Holmesville, Pa.	A. W. Hargrady	July 13, 1885	Fire	232 50	232 50	2 93
Holmesville, Pa.	George W. Carter	May 2, 1884	Burglary	2 93	2 93	7 08
Holmesville, Pa.	E. E. Palmer	Dec. 20, 1885	do	19 40	19 40	227 50
Holmesville, Pa.	Thomas N. Barker	May 2, 1884	Fire	232 50	232 50	2 93
Holmesville, Pa.	John H. Cogswell	Dec. 20, 1885	Burglary	2 93	2 93	7 08
Holmesville, Pa.	W. T. Dunn	Dec. 20, 1885	do	2 93	2 93	7 08

\* Including postal funds.

EXHIBIT A.—List of claims on account of loss by fire, burglary, &amp;c., allowed from July 1, 1885, to June 30, 1886, &amp;c.—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Amounts allowed.	
				Stamps.	M O funds.	Stamps.	M O funds.
Jamestown, Tex.	Mrs. A. Tucker	Dec. 15, 1884	Fire	Unknown.		\$10 25	
Jamison's, S. C.	W. A. Hoffman	Feb. 26, 1886	do	All on hand.		29 14	
Jeffries, Tex.	C. W. Bradford	Oct. 3, 1884	do	\$24 50		24 50	
Jerome, Ariz.	Frederick F. Thomas	May 24, 1885	do	84 25		22 86	
Johnstown, Mo.	John W. Harbert	Apr. 2, 1884	do	12 00		12 00	
Jonesboro, Ark.	J. T. Dawell	Jun. 14, 1885	do	38 45		38 45	
Jordan, Wis.	Jacob Deetz	July 31, 1884	Burglary	21 67		15 43	
Jordan Springs, Tenn.	Alexander J. Wooten	June 24, 1884	Fire	21 00		21 00	
Kellyville, Tex.	Joseph Bown	Dec. 17, 1885	Burglary	8 10		8 10	
do	do	Nov. 16, 1884	do	57 50		53 02	
Kempner, Tex.	W. F. Hubbard	Feb. 22, 1886	Fire	63 95		62 95	
Keno, Ohio	Jackson Adams	Nov. 13, 1884	do	\$5 36		\$5 36	
Kidder, Mo.	Charles L. Shaw	Apr. 11, 1885	Burglary	31 30		31 30	
Kithourne, Iowa	Edwin Towne	Apr. 27, 1885	do	32 61		32 61	
Kingston, Ill.	J. H. Uplinger	Jan. 29, 1886	Fire	55		17 78	
Kingston, Mich.	Joseph Sproule	Jan. 1, 1886	Burglary	2 00		2 00	
Kittellah, Ala.	W. P. Pond	Nov. 20, 1885	Fire	30 00		30 00	
Kirkman, Iowa	J. W. French	May 26, 1884	do	43 21		43 21	
Kirksey, Ky.	Jesse R. Wraether	Feb. 24, 1886	do	7 20		7 20	
Knapp, Wis.	C. Guntner	Mar. 10, 1885	Burglary	17 60		17 60	
Knockville, Iowa	W. W. Cradick	June 2, 1885	do	25 56		25 56	
Kuox, Pa.	W. B. Delo	Feb. 20, 1886	Fire	10 89		10 89	
Lake Fork, Ill.	James A. Graham	Dec. 2, 1883	do	34 12		34 12	
Lanesboro, Tex.	Ed R. Turner	Jan. 22, 1886	do	35 00		35 00	
Langston, Minn.	J. C. Ogde	July 28, 1884	do	179 99		179 99	
Langston, Ala.	John Mullen	Nov. 3, 1885	do	141 65		141 65	
Larkinsville, Ala.	Silas Smith	May 3, 1885	Burglary	19 92		19 92	
Laurens, C. H., S. C.	Zachariah T. Kummer	July 30, 1885	do	115 14		115 14	
Lebanon, N. H.	J. M. Robertson	Jan. 15, 1885	In transit.	\$20 00		\$20 00	
Lebanon, N. H.	Alpheus W. Baker	June 6, 1885	Burglary	15 25		15 25	
Leek, N. Y.	Albert R. Riehling	Nov. 15, 1885	Fire	28 00		28 00	
Leffersville, Ind.	E. D. Curtis	Dec. 15, 1884	do	19 15		19 15	
Lexington, Mo.	Herman Hinchung	Oct. 27, 1884	do	7 28		7 28	
Highfield, Ill.	P. S. Fulkerson	Dec. 17, 1885	do	41 20		41 20	
Litchfield, Va.	Frank Shutt	Nov. 10, 1885	Burglary	783 24		783 24	
Little, Va.	James Falls	Apr. 10, 1885	Fire	28 64		28 64	
Little, Va.	C. D. Dowd	Feb. 12, 1885	do	63 90		63 90	
Little River, Kans.	J. W. Crawford	May 6, 1885	In transit.	107 00		107 00	
Liverpool, Fla.	John Gross	Aug. 24, 1885	Burglary	46 52		46 52	
Locust Springs, Tenn.	J. B. Hawkins	Aug. 26, 1885	do	30 00		30 00	
Logan, Iowa	A. K. Groves	Aug. 7, 1884	Fire	193 42		177 62	
Logan, Mo.	James B. Milliken	Jan. 5, 1885	do	6 51		6 51	

London, Ind.	A. W. Hoyer	June 15, 1885	do	13 00	13 00
London, Mo.	James McKewen	June 15, 1885	Burglary	29 90	17 25
London, Mo.	Stas. Familo Tangle	June 15, 1885	do	129 43	77 23
Laurens, Mich.	John W. Taylor	May 16, 1885	Fire	13 00	12 00
Laurens, Mich.	W. T. C. Hubbell	May 16, 1885	do	170 22	170 22
McCandless, Pa.	John W. Morgan	Nov. 12, 1885	do	47 91	47 91
McLean, Va.	W. F. Dow	Jan. 17, 1886	do	7 63	7 30
McVeigh, Iowa	R. W. Canwell	May 12, 1885	do	9 39	9 30
Macon City, Mo.	W. P. Gill	May 12, 1885	Burglary	34 30	34 30
Magdalena, Cal.	George S. Beatty	Oct. 14, 1884	Fire	14 80	8 41
Magruder, N. C.	W. E. Warren	June 7, 1884	do	50 00	47 97
Maiden Rock, Wis.	Charles Choulski	May 7, 1884	In transit	59 20	59 20
Marcho, Ark.	C. H. Morgan	Dec. 25, 1884	Fire	62 48	62 48
Marquez, Tex.	Joseph L. Myers	Mar. 20, 1884	do	170 13	23 41
Marshall, Ind.	Jasper V. Watkins	Apr. 14, 1885	Burglary	4 80	5 02
Marshville, W. Va.	William H. Bradley	Dec. 24, 1885	Fire	35 00	24 07
May, Cal.	Peter Ferguson	Jan. 21, 1886	do	10 90	10 90
Meadow Creek Station, W. Va.	S. H. Keeler	July 8, 1885	do	29 00	29 00
Medford, Wis.	George Strunkel	May 28, 1885	do	120 41	6 25
Mebville, Mo.	H. W. Kellogg	Dec. 17, 1885	Burglary	39 93	39 93
Mendow, Iowa	H. W. Kellogg	Apr. 18, 1885	do	114 42	51 80
Merna, Neb.	W. G. Broderton	Oct. 17, 1885	do	2 00	2 00
Metcalf, Ill.	W. Ketcham	Nov. 25, 1881	Fire	123 95	79 75
Middletown, Ohio	Lewis Lambright	Oct. 28, 1885	Burglary	25 15	21 15
Milano, Tex.	John W. Hudson	Dec. 2, 1883	Fire	45 00	30 05
Millidgeville, Ill.	T. H. Walters	Mar. 12, 1884	Burglary	75 00	75 00
Mississippi, Tex.	H. M. Harrison	Jan. 8, 1884	do	32 92	32 92
Mitchell, Ind.	John O'Donnell	Sept. 4, 1885	do	89 31	89 31
Monmouth, Mo.	Merton O. Edwards	Sept. 18, 1885	Fire	9 45	9 45
Montezuma, N. Y.	James L. Sherman	Oct. 20, 1885	In transit	20 22	20 22
Moscow, Idaho	T. J. Craig	Dec. 24, 1884	In transit	257 00	257 00
Do	do	Dec. 24, 1884	In transit	92 00	92 00
Morgan Junction, Ohio	Clinton Doudna	Mar. 8, 1886	Fire	All on hand	39 46
Morris, Tenn.	Thomas M. Armstrong	Oct. 30, 1883	Storm	7 25	7 25
Morris, Ill.	William A. Jordan	Sept. 5, 1885	Burglary	772 46	731 13
Mountain Peak, Tex.	William W. Major	Dec. 28, 1883	Fire	28 50	28 50
Mount Hamill, Iowa	Thomas Waterhouse	Apr. 13, 1885	do	28 08	21 22
Mount Hope, Kans.	S. H. Randall	Sept. 18, 1885	do	32 00	11 28
Mount Lebanon, Pa.	C. F. Mithland	Nov. 18, 1885	Burglary	35 36	35 36
Mount Vernon, Iowa	S. H. Bauman	May 20, 1885	do	44 00	44 00
Mount Vernon, Mo.	John Cecil	Sept. 11, 1885	do	30 40	30 40
Mill Spring, Tenn.	A. A. Galbraith	Jan. 16, 1883	Fire	31 30	31 30
Navassa, Tex.	Adrian N. Garvin	Feb. 16, 1885	Burglary	12 50	1 00
Nearby, Ill.	P. Welshimer	Nov. 9, 1885	do	83 31	7 63
Nine Mile, Ohio	William D. Gaskins	Aug. 9, 1884	Fire	24 45	21 08
Norrisville, Pa.	R. D. McMullen	Feb. 9, 1886	do	27 84	27 84
North, Va.	J. W. Down	Feb. 16, 1886	do	22 75	22 75
North Ogden, Utah	Sidney Stevens	Feb. 24, 1885	do	52 89	52 89
North Tustford, Va.	A. W. Jaquith	Feb. 24, 1885	do	70 00	41 80
New Alexandria, Ohio	John D. Thompson	Mar. 16, 1885	Burglary	2 95	2 95
Newbern, Iowa	Fred. W. Hunnert	Feb. 20, 1885	do	17 49	17 34
New Boston, Tex.	John W. Weyer	Jan. 26, 1884	Burglary	30 50	30 50
New Columbia, Ill.	John P. Choat	July 18, 1885	Fire	2 00	2 00

EXHIBIT A.—List of claims on account of loss by fire, burglary, &amp;c., allowed from July 1, 1885, to June 30, 1886, &amp;c.—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Amounts allowed.	
				Stamps, &c.	M. O. funds.	Stamps, &c.	M. O. funds.
New Lebanon, Ohio	Thomas H. Dally	Oct. 16, 1885	Burglary	\$55 08	\$2 15	\$71 82	\$2 15
Newman, Ill.	Andrew J. Hoover	July 9, 1885	Fire	94 96	3 72	90 00	3 72
New Richmond, Ohio	Frank F. Talley	May 10, 1885	Burglary	50 00		7 82	
Newtown Landing, Miss.	T. J. Williams	Dec. 17, 1885	Fire	7 82		55 00	
Oak Grove, Va.	R. W. McGinnis	Apr. 4, 1885	do	55 00		86 87	
Oakley Mills, Ga.	James M. Moore	Mar. 8, 1885	do	9 44		9 44	
Oak Orchard, Md.	Peter Duiderar	Apr. 30, 1885	Burglary	85 84		85 84	
Oak's Corners, N. Y.	C. S. Wright	Mar. 6, 1876	Fire	17 99		17 59	
Oakland, Neb.	Mrs. Carrie Patton	Aug. 7, 1884	do	45 90		35 61	
Oliveville, Tex.	Rene F. Jones	Oct. 23, 1884	do	22 15		22 15	
Onelia Valley, N. Y.	George H. Adams	July 4, 1885	do	153 17	10 49	29 83	10 49
Opolis, Kans.	Jacob Stoner	Nov. 23, 1885	Burglary	35 00		108 00	
Orange Road, Fla.	Myron W. Lovell	Jan. 7, 1886	Fire	108 00	15 00	108 00	15 00
Oswatimie, Kans.	F. A. Maynard	Sept. 5, 1885	Burglary	25 07	58 84	25 07	58 84
Oregon, N. Y.	Andrew D. Anable	Sept. 24, 1884	do	8 18		28 92	
Otterville, Iowa	Edwin C. Gales	Aug. 30, 1885	Fire	8 18		29 41	
Ovitt, Ind.	Joseph Wilkinson	Nov. 6, 1884	do	81 09		39 82	
Owen, Tenn.	William Owen	Feb. 11, 1885	do				
Owensville, Ga.	James Owensby	Feb. 17, 1882	Burglary	25 07		25 07	
Oxford, Minn.	Stephen Howson	Feb. 23, 1884	Fire	28 92		29 41	
Ozark, Ark.	James Howson	Mar. 2, 1885	Burglary	10 50		10 50	
Paducah, Mo.	George C. Curry	Dec. 11, 1885	do	16 00		12 07	
Palmdale, Cal.	John S. Kidder	May 15, 1885	do	3 05		8 06	
Palmyra, Ohio	S. T. Allen	Jan. 2, 1886	Fire	80 46		75 57	
Palmyra, Iowa	Franklin Lingenfelter	Feb. 27, 1886	do	13 00		13 00	
Partridge, Ind.	N. W. Hulsey	July 7, 1885	do	12 83		12 82	
Partridge, Ala.	Henry J. Grice	Jan. 17, 1884	do	All on hand.		6 23	
Pearl Depot, Ill.	David Knox	Jan. 5, 1884	do	23 73		23 73	
Perry, Ill.	W. N. Griffin	Dec. 4, 1885	do				
Perry, Ind.	William P. Hale	Oct. 4, 1885	Burglary	12 00	7 16	13 63	7 16
Pittsville, Mo.	Laura P. Keen	Mar. 19, 1884	Fire	12 50		12 50	
Plato, Iowa	J. C. Wright	Oct. 8, 1885	do	5 00		5 00	
Plato Centre, Ill.	Adalbert Burnidge	July 9, 1884	do	66 60		66 60	
Pleasant Unity, Pa.	G. W. Megary	Sept. 15, 1885	Burglary	40 00		40 00	
Plum Branch, S. C.	John L. Carter	Feb. 5, 1886	Fire	All on hand.		23 83	
Plymouth Rock, Iowa	F. V. Puntney	Mar. 23, 1885	do	9 25		9 25	
Ponca de Leon, Fla.	W. C. Mason	May 8, 1885	Burglary	All on hand.		12 91	
Pontias, Ala.	W. P. Graham	Nov. 4, 1884	Fire	32 38		32 38	
Franklinburg, Iowa	G. W. Burnside	Apr. 23, 1884	do				
Franklinburg, Iowa	G. W. Burnside	Apr. 23, 1884	do				
Frankville, Ala.	George W. Ward	Aug. 8, 1885	In transit		75 00		20 09

\*Also claimed \$278 for postal funds.

†This amount consisted of money received for stamps, &amp;c.

‡Also claimed \$112.53 for postal funds

Reynolds, Va.	Mrs. W. A. Root.	Mar. 9, 1886	Fire	17 55		17 55	Disallowed.
Fullman, Ill.	William W. Finkle.	Feb. 8, 1886	Burglary	77 65	20 00	77 65	
Samson, Wis.	Thomas L. Carpenter.	Nov. 18, 1885	Fire	Not known.		85 00	
Bennett, Ind.	John E. Potter.	Dec. 20, 1885	Burglary	1 08		1 08	
Kavanaugh, Ind.	John E. Potter.	Feb. 20, 1886	Fire	20 64		20 64	
Kelley, Ohio	D. M. Rogers, Jr.	Oct. 22, 1885	do	31 41		31 41	
Bentley, Ala.	Willie E. Gillett.	Nov. 22, 1884	do	Not known.		22 02	
Reynolds, N. Y.	E. S. Rowland.	Jan. 8, 1886	Burglary	14 32		14 32	
Reynolds, Mich.	A. W. Lloyd.	Dec. 11, 1885	Fire	107 50		84 21	
Richland, Ill.	Benjamin D. Ritchey.	Apr. 29, 1885	Burglary	5 00		4 90	
Ritchey, Ill.	S. A. La Boyteaux.	Apr. 29, 1885	do	65 00		65 00	
Roan, Ind.	L. H. McKee.	Oct. 3, 1885	In transit	9 00	21 00	21 00	
Robinson, Tex.	James W. Orr.	Dec. 23, 1884	Fire	29 00		25 35	
Rob Roy, Ind.	H. H. Glenn.	Mar. 13, 1886	Burglary	9 00		9 00	
Rockledge, Ill.	John Briggs.	June 27, 1885	do	14 94	43 60	14 94	43 60
Rockfield, Ind.	M. G. Raby.	Mar. 1, 1885	Highway robbery	9 80		9 80	
Rockester, Mo.	Isaac Smith.	Apr. 1, 1885	Fire	200 00		165 28	
Rollersville, Ohio.	F. K. Hursthal.	Mar. 19, 1885	do	3 00		3 00	
Rosa, S. C.	J. H. Alton.	Feb. 10, 1884	In cyclone	123 68	83 18	123 68	83 18
Roseland, Kans.	Mrs. E. F. Martin.	July 8, 1885	Burglary	91 50		94 56	
Round Mountain, Tex.	Samuel H. Trevillo.	Sept. 8, 1885	Fire	8 07		8 07	
Roxsall, Ohio.	John W. Lambert.	Jan. 13, 1886	Burglary	60 80		27 81	
Ruby Hill, Nev.	Hulls Coppage.	Sept. 24, 1883	Fire	24 15		24 15	
Rush Branch, Ky.	Peter Klingman.	Feb. 18, 1885	do	7 18		7 18	
Rushmore, Ohio.	E. S. Stover.	Nov. 14, 1883	Burglary	237 00		61 00	
Saint Johns, Ariz.	Rodney D. Wells.	Sept. 1, 1885	In transit	45 75	110 34	45 75	110 34
Saint Louis, Mo.	Aaron Fuller.	Oct. 9, 1884	Burglary	21 00		21 00	
Saint Paul, N. Y.	James S. Craig.	July 21, 1884	do	15 94		15 94	
Sandy Point, Pa.	A. B. Hayworth.	Dec. 31, 1885	Fire	100 50		100 50	
San Saba, Tex.	J. E. Hartley.	Aug. 2, 1884	do	100 50		100 50	
Sassafras, Md.	F. B. Hoel.	Nov. 25, 1884	do	115 35		133 50	63
Santa Rosa, Cal.	Stephen G. Savage.	Feb. 26, 1885	Burglary	183 50	63	183 50	
Savannah, N. Y.	Alexander Gregg.	Jan. 20, 1885	do	43 38		43 38	
Savannah, Ind.	Leroy M. Mains.	Nov. 30, 1885	Fire	170 28	146 98	170 28	146 98
Savannah, Mo.	John C. Fox.	Oct. 28, 1885	Burglary	239 53		239 53	
School City, Mo.	D. H. Jennings.	Aug. 3, 1885	do	103 22		103 22	
Shaw's Mills, Pa.	Daniel Allright.	Aug. 3, 1885	Fire	28 42		28 42	
Shawsville, Ohio.	John Roth.	Sept. 15, 1885	Burglary	Not known.		24 40	
Shelburne, Vt.	Richard H. Preble.	Oct. 8, 1885	do	70 80		50 14	
Shelburne, Vt.	Michael H. Brady.	Jan. 1, 1886	do	Not known.		26 10	
Shiloh, Mo.	W. C. Overstreet.	Jan. 6, 1886	Burglary	26 50		26 13	
Shiloh, Mo.	D. W. Wilson.	June 9, 1885	do	186 11		186 11	
Shiloh, Mo.	G. Heinnann.	Apr. 28, 1877	do	20 00		20 00	
Shiloh, Mo.	Lewis K. Burnside.	Nov. 4, 1885	do	97 86	3 45	97 86	3 45
South Anna, Iowa.	E. C. Hawley.	Oct. 7, 1885	Fire	67 66		53 28	
South Charleston, Ohio.	P. G. Duerwachter.	Feb. 13, 1886	Burglary	Not known.		67 66	
South Elm, Ill.	Gustav Schultz.	Feb. 25, 1885	Fire	78 22		25 60	
South Franklin, Wis.	Isaac Grobe.	Aug. 6, 1885	Burglary	11 50		78 22	
South Fort, Ind.	R. B. Patterson.	June 6, 1885	Fire	4 20		4 20	
Spence Grove, Pa.	James H. Gaston.	Feb. 20, 1885	do	4 20		4 20	
Stadium, Ind.							



EXHIBIT A.—List of claims on account of losses by fire, burglary, &amp;c., allowed from July 1, 1885, to June 30, 1886, &amp;c.—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Amounts allowed.	
				Stamps, &c.	M. O. funds.	Stamps, &c.	M. O. funds.
Stella, Neb.	T. W. Moore	Nov. 1, 1885	Burglary	\$25 00		\$25 00	
Stonington, Ill.	Joseph H. Myers	May 15, 1884	do	67 07	63 00	67 07	
Suitland, Md.	Jamies E. Dorsey	Aug. 29, 1883	Fire	185 00		180 18	
Suffolk, Va.	Florine A. Hines	June 7, 1885	do	81 71		81 71	
Suiflane Springs, Tex.	William A. Wortham	Oct. 10, 1885	Burglary	170 20	50 72	150 54	
Swan Lake, Dak.	Olivia C. Stuart	Jan. 28, 1885	Fire	100 00		100 00	
Sweetland, Dak.	L. D. Sweetland	Jan. 16, 1886	do	Unknown		23 03	
Sycamore, Ill.	C. F. Martin	July 29, 1885	Burglary	33 76		33 76	
Table Rock, Neb.	William L. Seism	July 8, 1885	do	16 00	9 20	16 00	3 20
Tabor, Iowa	P. B. Clark	Dec. 11, 1883	do	166 90	23 23	190 00	83 23
Texasarkana, Ark.	W. W. Shaw	Aug. 21, 1885	Fire	30 60		30 60	
Tirzah, S. C.	Henry Massey	Jan. 12, 1886	do	18 00		18 00	
Trimble, Ill.	John D. Trimble	Oct. 28, 1885	Burglary	23 61		18 85	
Troup, Tex.	R. H. Powell	Nov. 30, 1884	Fire	28 37		28 37	
Troy Mills, Iowa	H. H. Fay	Sept. 25, 1884	Burglary	30 00		15 00	
Turner, Ill.	J. B. Chandler	Aug. 4, 1885	do	181 89		181 89	
Tybo, Nev.	George Turin	July 5, 1884	Fire	230 84		226 84	
Union Grove, Mo.	William H. Moore	Feb. 28, 1885	do	31 65		31 60	
Unionville, Nev.	Pablo Lavaga	Jan. 8, 1884	do	53 05		52 05	
Urena, Ga.	H. J. Kagdale	Nov. 29, 1882	do	123 08		126 66	
Utica, Minn.	Thomas J. Hammer	May 15, 1885	do	322 42		269 53	
Uvalde, Tex.	N. L. Stratton	May 30, 1884	do	92 07		92 07	
Uxalin, Ky.	F. P. Caldwell	May 8, 1885	Burglary	Not known		26 90	
Waco, Mo.	W. J. Fugitt	Nov. 30, 1885	Fire	125 00		114 72	
Wadecoche, Ala.	W. B. Gibson	Mar. 5, 1883	do	36 00		36 00	
Walker, Pa.	William Norman	Aug. 26, 1884	do	50 00		50 00	
Walnut Grove, Ill.	Samuel Alex	Apr. 14, 1885	Burglary	20 85		19 06	
Walnut Grove, Mo.	G. H. Fairman	May 22, 1885	do	46 30		41 50	
Wamsley's, Ohio	J. W. Smith	Jan. 21, 1885	Fire	19 14		19 14	
Washington, Ark.	John W. McCormick	Apr. 17, 1884	do	33 32		33 32	
Waukega, Wis.	Rosa Wallace*	Nov. 30, 1884	In transit	381 00		381 00	
Waverly, Ohio	Charles Brandes	Apr. 26, 1883	Burglary	153 29		153 29	
Webster's Old Stand, Pa.	Michael Huff	Oct. 15, 1885	do	43 20	18 53	415 87	18 53
Webster Groves, Mo.	D. J. Armbrust	Dec. 2, 1885	do	33 44		32 50	
Wellington, Mo.	Don Alexander	Oct. 7, 1885	do	23 84		13 74	
Westbrook, N. C.	Sarah E. Horrihan	Mar. 11, 1885	Fire	28 84		27 65	
West Unity, Ohio	Isabella M. Robeson	Sept. 17, 1884	do	21 40		18 35	
White Springs, Fla.	James W. Griener	Jan. 21, 1885	do	76 70	38 00	76 70	38 00
	O. K. Paxton	June 1, 1885	Burglary	Unknown		22 61	

\* Allowed under act of May 1, 1880, previously disallowed under act of March 17, 1882.

Whitney, Tex.	A. M. Lawrence.	Apr. 24, 1885	In transit	10 00	10 00
Winnem, Cal.	Phil B. Chamberlain.	July 22, 1884	Fire	25 45	25 45
Willam, Tex.	J. H. Chamberlain.	Apr. 24, 1884	Burglary	5 81	5 81
Willoughby, Ohio	George S. Eddy.	Apr. 24, 1885	Fire	107 66	92 82
Willow, Cal.	William Johnson	Oct. 11, 1885	do	40 38	40 38
Willow, Minn.	Frank A. Krupp.	Feb. 25, 1886	do	10 00	10 00
Willsborough, W. Va.	M. G. Cunningham	July 24, 1885	do	5 00	5 00
Woodside, Ohio	S. D. Sholey	May 23, 1885	Burglary	44 20	44 20
Wyandotte, Ohio	D. Flock	Dec. 22, 1884	do	10 00	10 00
Wymore, Nebr.	Seeth H. Craig	Oct. 17, 1885	do	82 00	82 00
Total				24,015 60	5,884 93
				23,263 23	57 13
					5,123 96

RECAPITULATION.

Number of claims allowed, 488.	
Amounts claimed:	
For money-order funds lost by fire	\$219 35
For money-order funds lost by burglary	8,429 88
For money-order funds lost in transit	2,235 70
For stamps, &c., lost by fire	11,258 17
For stamps, &c., lost by burglary	12,740 28
For stamps, &c., lost by storm	17 15
Total	28,900 53
Amounts allowed:	
For money-order funds lost by fire	\$219 35
For money-order funds lost by burglary	2,919 91
For money-order funds lost in transit	1,984 72
For stamps, &c., lost by fire	11,741 19
For stamps, &c., lost by burglary	12,004 89
For stamps, &c., lost by storm	17 15
Total	28,937 21



EXHIBIT B.—*List of claims under act of Congress approved March 17, 1882, disallowed and dismissed or withdrawn.*

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Reasons for disallowance or the disposition.
				Stamps, &c.	M. O. funds.	
Albemarle, N. C.	John M. Rivins	July 22, 1885	In transit.		\$7 00	The claimant in this case failed to comply with sec. 1099, P. L. and R., which requires the presence of a witness.
Do	do	July 29, 1885	do		9 00	Do.
Do	do	Aug 10, 1885	do		19 00	Do.
Argentina, Ark.	James H. Smalley	Feb. 22, 1886	Burglary	\$46 00	160 50	Evidence of loss and cause thereof unsatisfactory.
Astoria, Ill.	George B. Mills	June 9, 1885	do	3 20		Evidence of loss unsatisfactory.
Atalissa, Iowa	Samuel V. Lambert	Aug. 13, 1885	In transit		10 00	The loss in this case was of coin; carelessness in remittance.
Attica, Iowa	S. McMillen	Oct. 17, 1884	Burglary	7 50		The proof as to the amount of loss in this case insufficient.
Averville, Mo	M. F. Allen	Aug. 21, 1885	do	32 30		Not filed within time prescribed by act of March 17, 1882.
B. Ind	Alfred N. Cave	Sept. 1, 1885	Fire	2 06		Evidence of loss unsatisfactory.
Barcheers, Tenn.	J. M. Parker	Mar. 8, 1882	do	16 20		Not filed within time prescribed by act of March 17, 1882.
Basil, Ohio	John W. Chapman	May 18, 1885	Burglary	14 00		Amount of loss uncertain, and there appears to have been negligence on the part of the postmaster.
Beech Ridge, Ill.	Michael J. Sheehan	Nov. 1882	Fire	13 00		Not filed within time prescribed by act of March 17, 1882.
Black River Falls, Wis.	John Parsona	July 22, 1885	Burglary	36 74		Claim withdrawn.
Blanchester, Ohio.	A. B. Friend	Sept. 30, 1885	In transit		15 00	Evidence in this case fails to show that the money for which credit is claimed was actually remitted.
Babo, Ind	Irwin Acker	May 28, 1885	Burglary	12 00		Loss resulted from negligence on part of the claimant.
Do	George O. Harris	Nov. 30, 1885	In transit		40 00	Amount for which credit is claimed has been recovered.
Booneville, Miss.	C. B. Stanley	Oct. 1, 1885	do		60 00	Do.
Broadlaw, Tenn	J. S. Harwell	Aug. 7, 1884	do		1 00	Evidence of loss unsatisfactory.
Bridgport, Ind.	Samuel Marley	Nov. 14, 1885	Fire	All on hand		Not filed within time prescribed by act of March 17, 1882.
Brocton, N. Y.	C. O. Furman	Feb. 14, 1880	Burglary	101 50		Evidence of loss unsatisfactory.
Brandon, Iowa	Nellie M. Hyde	July 12, 1885	do	145 79	1 75	Loss resulted from negligence on part of the claimant.
Do	do	Aug. 22, 1882	do	25 90		Evidence as to the nature and amount of loss very vague and unsatisfactory.
Brownsville, Tex.	Joseph Hopkins	July 25, 1885	In transit.		383 00	Lost remittance recovered from the thief who stole it.
Burnett's Creek, Ind.	John M. Love	Mar. 28, 1885	Burglary			Loss resulted from negligence of claimant.
Cary, Ohio	Joseph H. Windan	Nov. 24, 1885	In transit	67 00	93 00	Loss resulted through negligence of the railway postal clerk, who has refunded the amount.
Cartersville, Ill.	Ella N. Sprague	Mar. 2, 1886	do		31 00	The amount for which credit was claimed having been recovered, was deposited to the credit of the claimant.
Center, Ark.	Alex. Padon	May 5, 1885	Burglary	3 00		Evidence of loss unsatisfactory.
Centre Point, Ark.	Eula E. Henry	Sept. 12, 1884	In transit		47 00	Not filed within the time prescribed by act of March 17, 1882.
Do	do	Nov. 15, 1884	do		10 00	Do.
Do	do	Nov. 22, 1884	do		12 00	Do.
Do	do	Nov. 27, 1884	do			Do.
Chlo, Ala.	Joseph T. Brown	Nov. 24, 1882	Burglary	11 67		Not filed within the period required by act of March 17, 1882.
Copps, Pa.	S. W. Johnson	Nov. 7, 1884	Fire	Unknown		Do.
Crawford, Ill.	J. D. Hill	July 16, 1885	Burglary	200 81		Evidence of loss unsatisfactory.

Crystal Springs, N. Y.	Henson Smith	Dec. 19, 1885	Fire	34 00	Proofs do not warrant the allowance of the claim.
Dalton, Ga.	T. H. Triplett	Nov. 2, 1884	In transit	18 70	Claim for \$120 postal funds, which are not within the provisions of the act of March 17, 1882.
Danville, Nev.	F. H. P. Miller	July 5, 1881	Fire	21 34	Referred to Third Assistant Postmaster-General for adjustment. Envelopes lost in transit to postmaster.
Danville, Kans.	Martin E. Banbury	Aug. 30, 1885	Burglary	422 00	Loss resulted from negligence on part of claimant.
Darlington, S. C.	John Lunnay	Apr. 14, 1885	In transit	136 00	Loss resulted from lack of caution on the part of the postmaster.
Deming, New Mexico	J. P. Byron	July 29, 1885	In transit	72 00	Claimant failed to meet with the requirements of section 1099, P. L. and R. of 1879.
Detroit, Mich.	George C. Codd	1884	Not known	20 00	Not filed within the time prescribed by act of March 17, 1882.
Dresden, Ohio	H. L. Levert	Jan. 11, 1886	In transit	161 25	Claimant failed to meet with the requirements in remitting his surplus money-order funds daily.
Dunreth, Ind.	D. H. Hudson	May 17, 1885	Burglary	68 23	Neglect to properly protect the property.
Ella, Wis.	W. T. Gould	Mar. 4, 1875	Fire	38 00	Evidence of loss unsatisfactory.
Farmount, Mo.	Joseph Prosser	Apr. 20, 1885	In transit	5 00	Money recovered and claim dismissed.
Fayette, Mich.	William Franklin	May 24, 1886	do	28 00	Failed to comply with sec. 1099, P. L. and R.; no witness present when the remittance was made.
Fort Stanton, N. Mex.	John C. DeLany	Mar. 18, 1886	do	108 00	Do.
Franklin, Ky.	J. B. Harris	May 25, 1885	do	2 00	Evidence of loss unsatisfactory.
Franklin, N. C.	J. O. Harrison	July 9, 1885	do	5 00	Money recovered and claim dismissed.
Glen Allen, Ala.	J. T. Sayers	Apr. 22, 1883	Wind storm	72 75	No evidence furnished of the manner in which the loss occurred.
Globe, Ariz.	Willie E. Spence	Apr. 2, 1885	Fire	18 00	Not filed within the time prescribed by act of March 17, 1882.
Grafton, Ohio	Frank D. Cook	Aug. 12, 1885	In transit	8 00	Money recovered and claim withdrawn.
Grange, Pa.	Ernest C. Gurley	Mar. 28, 1885	Fire	27 00	Evidence of loss unsatisfactory.
Grant, Dak.	Easton O. Rice	Apr. 27, 1885	do	20 00	Do.
Gunnville, Iowa	Herman C. Kuenzel	June 1, 1885	In transit	196 74	Failed to comply with section 1099, P. L. and R.
Hamburg, Iowa	George Waco	June 23, 1886	Theft	20 00	Loss was caused by embezzlement by the postmaster's assistant.
Hancock, Ohio	Caedina J. Vanzant	June 1, 1885	Fire	13 60	Not filed within the time prescribed by act of March 17, 1882.
Hampton Station, Tenn.	H. D. Marshall	Mar. 18, 1883	Burglary	163 98	No satisfactory proof of loss in this case, and claimant failed to furnish any.
Helena, Ark.	G. D. Jaques	Oct. 21, 1885	Larceny	113 00	Burglary not proved and loss resulted from negligence.
Hico, Tex.	Daniel T. Oldham	May 2, 1885	In transit	4 42	Money refunded and claim dismissed.
Hilltown, Pa.	Samuel H. Rosenberger	Sept. 10, 1885	Burglary	45 00	Loss resulted from negligence of postmaster.
Hopk, Mich.	David M. Wilcox	Mar. 18, 1885	Fire	25 00	Not filed within the time prescribed by act of March 17, 1882.
Hunter's Bridge, N. C.	W. H. Morgan	June 10, 1883	do	5 00	Evidence of loss unsatisfactory.
Huntington, Ore.	J. M. Huntington	June 21, 1885	In transit	10 00	Loss not proved.
Indianola, Tex.	Alice H. Reed	Oct. 18, 1883	Fire	73 00	Evidence of loss unsatisfactory.
Jonesborough, Tenn.	F. W. Earnest	Oct. 22, 1883	In transit	7 34	Loss resulted from negligence of postmaster.
Kanab, Utah	B. L. Young	June 25, 1885	Burglary	10 00	Money found and claim withdrawn.
Kendallville, Ind.	James Nellis	Apr. 26, 1884	do	163 00	Not filed within the time prescribed by act of March 17, 1882.
Kennett, Ill.	E. K. Robbins	May 28, 1884	do	10 00	Loss resulted from negligence of the postmaster.
Kent, Ohio	C. H. Barber	Feb. 1, 1886	Fire	10 21	Not filed within the time prescribed by act of March 17, 1882.
Kerten, Tex.	F. S. Zoehry	Nov. 28, 1885	Burglary	9 46	Loss resulted from negligence of postmaster.
Lexington, Mass.	Paul E. Vanvel	June 22, 1885	Fire	68 20	Evidence of loss unsatisfactory.
Leecle, Wis.	Adrien Francois	June 22, 1885	Burglary	50 00	Not filed within the time prescribed by act of March 17, 1882.
Letta, Iowa	N. W. Moulden	Apr. 30, 1879	do	4 55	Do.
do	do	Apr. 14, 1880	Fire	16 10	Evidence of loss unsatisfactory.
Living Valley, Ohio	V. P. Marshall	May 2, 1884	Burglary	16 10	Loss resulted from negligence of postmaster.
Long Branch, Ill.	William T. Boze	Nov. 27, 1884	do	16 10	do

EXHIBIT B.—List of claims under act of Congress, approved March 17, 1882, disallowed and dismissed or withdrawn—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Reasons for disallowance or other disposition.
				Stamps, &c.	M. O. funds.	
Louisville, Miss.	A. H. Hight.	Aug. 12, 1885	In transit.		155 00	Evidence of loss unsatisfactory.
McElhattan, Pa.	A. S. Stahley.	Oct. 23, 1884	Burglary.	6 00		Not filed within the time prescribed by act of March 17, 1882.
Mayberry, Nehr.	P. I. Blazier.	Unknown	Fire	2 40		Loss resulted from carelessness of postmaster.
Macksville, Ind.	Joshiah Hodges.	Oct. 22, 1885	Burglary.			Claim for \$8, postal funds, which are not within the provisions of the act of March 17, 1882.
Maple River, Iowa.	Frank D. Swender.	June 28, 1884	Fire	61 50		Evidence of loss unsatisfactory.
Midway, Ia.	W. E. Farley.	Nov. 20, 1884	do	All on hand.		Not filed within the time prescribed by act of March 17, 1882.
Monroeville, N. J.	Franklin Sturt.	Mar. 20, 1886	Burglary.	29 80		Evidence of loss unsatisfactory.
Moody, Texas.	Mar. 1, 1885	Mar. 1, 1885	In transit.	147 00		Money recovered and claim dismissed.
Mott's Mills, Ala.	William H. Gibson.	Jan. 9, 1882	Fire	14 32		Not filed within the time prescribed by act of March 17, 1882.
Mount Blanchard, Ohio.	Charles H. Stewart.	Aug. 20, 1884	In transit.	5 00		Claimant failed to comply with the regulations (1099) requiring the presence of a witness.
Mount Heron, Ohio.	Sampson Wellbourn.	June 20, 1885	Fire	25 00		Loss resulted from carelessness of the postmaster.
Mount Orab, Ohio.	W. H. Russell.	June 17, 1885	Burglary.	30 00		Loss resulted from negligence of postmaster.
Mount Vernon, N. Y.	Andrew Bridgeman.	June 11, 1885	Theft.	235 92		Loss resulted from negligence of assistant postmaster and from larceny.
Mount Vernon, Tex.	Mrs. C. G. Parker.	Mar. 23, 1885	In transit.		88 00	Money recovered and claim dismissed.
Nashville, Ark.	R. R. Tinsley.	Nov. 17, 1884	do		55 00	Claimant failed to comply with regulations (1099) requiring the presence of a witness.
Do	do	Nov. 20, 1884	do		64 00	Claimant failed to comply in part with regulations (1099).
Neapolis, Ohio.	John L. Brown.	Aug. 10, 1885	Burglary.	30 66		Proper care not used to protect the property from loss.
Nevada, Ohio.	W. F. Goodbread.	Jan. 14, 1886	In transit.		17 00	Money recovered and claim dismissed.
New Auburn, Minn.	C. P. Gardner.	Apr. 6, 1886	Burglary.	37 90		Loss resulted from negligence of postmaster.
Nicktown, Pa.	C. Lieb.	Jan. 26, 1879	do	15 00		Not filed within the time prescribed by act of March 17, 1882.
North Georgetown, Ohio.	S. Z. Whiteleather.	July 24, 1879	do	43 00		{The proofs of loss in these cases unsatisfactory.
Do	do	Aug. 23, 1880	do	55 58		{Failed to remit surplus funds, as required by section 1081, P. L. and R., and withdraws the claim.
North Pownal, Vt.	S. L. Smith.	July 29, 1885	do		12 60	Not filed within the time prescribed by the act of March 17, 1882.
Ocoya, Ill.	J. A. Boggie.	Oct. 1, 1877	do	61 20		Loss resulted from negligence of postmaster.
Olahee, Kans.	S. R. Burch.	May 8, 1895	do	2 65		Evidence of loss unsatisfactory.
Pall Mall, Tenn.	J. C. Wright.	Jan. 1, 1883	Fire	Unknown	49 23	The evidence in this case unsatisfactory and contradictory.
Palmetto, Ga.	Hudson Moss.	May 22, 1885	do	18 10		Precautions required by section 1099, P. L. and R., not observed.
Palma, Ark.	J. H. Wilkins.	May 12, 1885	In transit.		22 25	Evidence of loss unsatisfactory.
Peekarille, Ga.	George L. Lowry.	Not known.	Fire	3 68		Stamps recovered and case dismissed.
Pine Plains, N. Y.	Jacob S. Bowman.	Oct. 10, 1885	Burglary.	13 14		Not filed within the time prescribed by act of March 17, 1882.
Pittsborough, Ind.	O. W. Hill.	Nov. 27, 1889	do	80 00		Do.
Pleasant Valley, Iowa.	P. N. Baxter.	Oct. —, 1878	Fire	19 00		Do.
Peeltigo, Wis.	F. J. Bartels.	July 1, 1886	do	22 90		Do.

Bathrum, Idaho	Belle Cutting	Apr. 26, 1886	In transit		112 00
Rayville, La	J. H. Abrough	May 28, 1885	do	45 04	29 00
Red Clover, Kan.	Robert Pinkett	Aug. 10, 1884	Burglary	44 00	
Reynoldsville, Ind.	T. C. Reynolds	Mar. 20, 1885	do	Unknown	
Rockford, Ind.	William N. Barnett	Mar. 27, 1885	Fire	9 00	90 00
Elto Grande City, Tex.	L. G. Davis	July 27, 1884	In transit	48 00	
Saunders Store, Tenn.	J. A. Saunders	Feb. 28, 1885	Fire	All on hand	
Sandusky, Tex.	W. F. Evans	Mar. 5, 1885	do		296 00
Seabee, Mo.	James V. Scott	Jan. 4, 1885	do		
Sharon, Pa.	Calvin W. Ray	Nov. 18, 1885	Theft		
Slightly, Wash Ter	Alexander Lewis	May 5, 1885	Fire	28 35	
Sikeston, Mo.	William Huckleby	Feb. 6, 1885	do	110 00	
Skidmore, Mo.	B. W. Campbell	Mar. 23, 1886	Burglary	29 63	
Sprague, Ohio	Henry Winland	July 11, 1885	Fire	11 50	
Sublett, Ill.	Carrie B. Pumphrey	Dec. 28, 1885	In transit		11 00
Sylvania, Ga.	John H. Hall	Mar. 15, 1885	Burglary	115 00	
Tazewell C. H., Va	James McCalla	Feb. 17, 1885	do	8 70	60 00
Thayer, Mo.	T. E. Taber	May 17, 1885	Burglary	70 00	
Tiro, Ohio	Willis A. Brown	Nov. 2, 1885	do	227 00	
Town Creek, Ala	L. S. Simpson	Sept. 5, 1884	do	126 28	
Unionville, Iowa	J. H. Phillips	May 6, 1884	do	17 00	
Union Station, Ohio	N. Nash	Apr. 23, 1879	do	5 29	
Do	do	June 13, 1882	do	Unknown	
Van Horn, Mo	E. S. Havens	Jan. 11, 1885	Fire		381 00
Washington, Ark	Rosa Wallace	Nov. 30, 1884	In transit		
Warren, Minn	Iver Barlum	Feb. 7, 1886	do		25 00
Water Valley, Miss	Benjamin G. Goodie	Apr. 7, 1885	Burglary		280 00
Waterford, Wis	N. H. Palmer	Jan. 14, 1876	do	127 28	
Waukena, Ind. T	Samuel W. Brown	Apr. 17, 1885	do	Unknown	
Whester, N. C	Lula Terrell	July 8, 1885	In transit		35 00
West Springfield, Pa	W. J. Potter	Oct. 11, 1880	Burglary		5 45
White, Lake, Dak	John H. Derig	Oct. 1, 1885	Larceny	46 17	
Winton, N. C	S. S. Daniel	July 30, 1885	In transit		5 00
Woodburn, Mich	C. W. Brown	May 21, 1885	Fire	1 11	
Totals				3,619 77	4,823 74

## RECAPITULATION.

	No.	Nature of claim.	Fire.	Burglary.	In transit.	Larceny.	Total.
Claims disallowed	144	Money-order funds .....	\$420 00	\$978 77	\$2,768 25	\$656 72	\$4,823 74
		Stamps .....	747 71	2,589 97	.....	282 09	3,619 77
		Aggregate .....	1,167 71	3,568 74	2,768 25	938 81	8,443 51
Reasons for disallowance:							
Not filed within the period prescribed by statute .....	31						
Proper care not exercised .....	30						
Not within the provisions of the statute .....	18						
Withdrawn or dismissed .....	19						
Evidence as to fact or amount of loss unsatisfactory .....	57						
Total .....	144						

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REPORT  
OF THE  
CHIEF POST-OFFICE INSPECTOR  
FOR  
1886.

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# REPORT OF THE CHIEF INSPECTOR.

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POST-OFFICE DEPARTMENT,  
OFFICE OF CHIEF POST-OFFICE INSPECTOR,  
*Washington, D. C., October 1, 1886.*

SIR: In submitting this my first annual report of the operations of this branch of the postal service (though the report for fiscal year 1884-'85 was signed by me, all the work reported on was performed under the direction of my predecessor, and the greater part of it before you assumed charge of the Post-Office Department), I deem it proper and but just to state the condition of this branch of the service at the time I assumed charge of it. This is necessary in order to convey a clear idea of the difficulties we labored under, the work accomplished, and, I hope I may say, the improvement and greater efficiency attained under your direction, and at the same time that less money has been expended in this service than in previous years.

I attribute the improved condition of this branch of the postal service to the practical business methods you have inaugurated and enforced in this and all other branches of the Postal Department.

Under your administration, the inspector is strictly an executive officer; he has no duties to perform other than those prescribed by the postal laws and regulations. I do not hesitate to say that the *personnel* of the force has been improved. Under your system of appointment, the inspector is free from outside influences or obligations, his appointment to and retention in the service depending solely on his individual merit. All inspectors appointed by you have been required to stand an examination prescribed by you. This examination is not of a theoretical nature, but is eminently practical, and applicable to the duties of the office. The questions were prepared, the examinations conducted, by men familiar with the needs of the service, and competent to judge of the qualifications and fitness of the applicants. In addition to this each applicant is subjected to a searching personal inquiry by you. The success attained by your appointees is a high tribute to the efficiency of your plan of appointment.

You have made 60 appointments in this branch of the service. None of them have been dismissed, while some are much more efficient than others. All have merited further trial.

As the following tables and detailed statements will show, the duties of an inspector are various, arduous, and call for a high order of intelligence and discretion. He is, or should be, the instructor and conservator of the service. In many instances the action of yourself and your Bureau officers is based on his reports. The rights and liberty of postal employes are to some extent in his charge. The proper enforcement of the postal laws, safe transmission of the mails, and general efficiency of the postal service depend on his efficiency and zeal.

I regret to say the position and duties of an inspector are misunderstood by many people and some officials. The general idea seems to be that he is merely a detective. To a very limited extent this is true. In the vast number of employes of the Postal Department there are



necessarily some dishonest and incompetent. There must be some organized force or department to rectify the wrongs and correct the abuses of the service.

I am sorry to say that in many instances inspectors, in the discharge of their disagreeable duties, have not received that consideration and protection at the hands of Federal court officials to which, in my opinion, they are entitled. In two notable instances the inspector, in the prosecution of his duties, bringing offenders to justice, protecting the mails from depredation, has been unjustly assailed by the attorneys of criminals; the inspector's motives misconstrued, his veracity questioned, in the attempt to create sympathy for the accused. The inspector has no attorney in court to protect him; he represents the people. I make these remarks in justice to the many upright, conscientious men now in this service, with the hope that United States district attorneys may, in the future, extend to inspectors the protection of Federal courts in this respect.

I assumed charge of this office October 2, 1885, and found its work in arrears; much unfinished business, a large accumulation of old cases, some as far back as 1875, and the usefulness of an investigation past, in many instances. Unless the work of this branch receives prompt attention but little good can be accomplished. My object has been to bring the work up to date, so that each inquiry or complaint coming to this office may receive immediate attention. In this I have received the zealous co-operation of every member of the force, both old and new.

The following statement shows the number and nature of cases in the hands of inspectors awaiting attention July 1, 1885:

Of "A" cases, relating to the domestic registered mail, the depredations on, and losses, delays, or accidents to, there were .....	4,037
Number of "B" cases, relating to the ordinary domestic mail, to postal property, depredations, delays, or casualties .....	38,923
Number of "C" cases, miscellaneous cases, complaints against employes, information called for by other branches of the service .....	2,911
Number of "F" cases, relating to the foreign mail, both registered and ordinary, depredations, delays, and casualties .....	350
Total number of inquiries pending .....	46,221

During the fiscal year ended June 30, 1885, 50,680 cases of all classes were disposed of and finally closed, thus showing that this office was very nearly one year behind in its work. As before stated, many of these cases were old; the time for an intelligent solution of the complaint or inquiry past.

After careful examination and consultation with the division inspectors and heads of Departments in which the complaints or inquiries originated, I determined to call in, and close up without personal investigation, all cases of this nature. Under this order 11,967 cases of the different classes were canceled, thus leaving of the unfinished business 34,254 cases to be disposed of in the usual way. Practically all of them have been investigated and disposed of during this fiscal year, in addition to the greater part of the cases originating during the year.

It is proper to state that all losses in the 3,295 "A" or registered cases, of previous years investigated this year have been accounted for by *estimate* in the last annual report.

I will now enter upon the report of the cases originating and disposed of during this fiscal year, first showing the number of arrests caused by post office inspectors, classification of offenses committed, and the disposition of offenders. Exhibit A clearly shows the work accomplished, and, in addition to the information heretofore furnished, gives the State in which the offense was committed.

EXHIBIT A.—Number, class, and disposition of cases of arrest for the fiscal year ended June 30, 1886.

SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

State or Territory where arrested.	Class of offenders.								
	Postmasters.	Assistant postmasters.	Clerks in post-offices.	Railway post-office clerks.	Letter-carriers.	Mail-carriers.	Other employes.	Burglars.	Late postmasters.
Alabama	4		1			5	1	1	3
Arizona									4
Arkansas	2	1				1		1	1
California					1			1	5
Colorado	3	3	2						5
Connecticut			1						3
Dakota									1
Delaware	1		1						2
District of Columbia			3						2
Florida	2	3		1					1
Georgia	1	4	2	3				1	1
Idaho									9
Illinois		1	1	2	3		1	8	42
Indiana	2	3	1		1			7	2
Indian Territory									11
Iowa	3		1						1
Kansas	1	3				1	2	2	12
Kentucky	1	1	2	1		2		3	8
Louisiana				1	1				10
Maine								1	5
Maryland	2		1		1				3
Massachusetts			3		4	1		1	9
Michigan	2			1		1		1	12
Minnesota		1	1		1	1		1	8
Mississippi	1								11
Missouri	2			2	1	2	1	6	1
Montana	1								12
Nebraska									2
Nevada			1						4
New Hampshire	1						1	1	3
New Jersey			1					1	4
New Mexico	1	2				2		1	1
New York	1		7	1	7		2	3	24
North Carolina					1	2		1	1
Ohio	3		2			1		3	25
Oregon									1
Pennsylvania	2	1		1	2		1	8	4
Rhode Island					1				32
South Carolina	2	1				1		1	2
Tennessee	3	1				2		3	1
Texas	3	1	2	1		3		2	38
Utah									0
Vermont	1	1						1	5
Virginia	1	3				1	1		2
Washington									1
West Virginia		1				1	1		2
Wisconsin									9
Wyoming								1	1
Total	46	31	33	14	24	27	11	57	31
									332
									606

**EXHIBIT A.—Number, class, and disposition of cases of arrest, &c.—Continued.****SUBJECT TO JURISDICTION OF UNITED STATES COURTS —Continued.**

State or Territory where arrested.	Disposition of cases.								
	Discharged on preliminary examination.	Tried and acquitted.	Proceedings dismissed.	Escaped.	Forfeited bail.	Died awaiting trial.	Discharged by grand jury.	Convicted.	Awaiting trial.
Alabama.....	2				1			5	11
Arizona.....				1					4
Arkansas.....								2	7
California.....	1	1						1	4
Colorado.....	2	1			1			2	13
Connecticut.....	2								2
Dakota.....								1	4
Delaware.....								1	2
District of Columbia.....								1	4
Florida.....		1	1					2	3
Georgia.....								1	12
Idaho.....							1	8	21
Illinois.....	3	2							1
Indiana.....	1	4	2					28	33
Indian Territory.....								9	11
Iowa.....									1
Kansas.....	3						2	6	10
Kentucky.....			1				1	5	9
Louisiana.....							1	7	11
Maine.....							2	1	4
Maryland.....	3		1					1	3
Massachusetts.....	2				1			7	2
Michigan.....	1							6	12
Minnesota.....								3	10
Mississippi.....		1					1	7	8
Missouri.....	3	2							2
Montana.....							1	11	10
Nebraska.....									1
Nevada.....							1	3	1
New Hampshire.....									2
New Jersey.....	2							3	3
New Mexico.....				1				1	3
New York.....		1		1					6
North Carolina.....								14	30
Ohio.....		1						3	4
Oregon.....								16	18
Pennsylvania.....	11	1	1				2	3	17
Rhode Island.....								10	1
South Carolina.....	1							1	5
Tennessee.....								6	7
Texas.....	3	8				1	1	19	20
Utah.....									52
Vermont.....									0
Virginia.....	1	2			1			4	8
Washington.....								1	3
West Virginia.....		1							5
Wisconsin.....								5	4
Wyoming.....			1						0
Total.....	41	26	7	3	4	1	15	214	295
									606

**EXHIBIT A.—Number, class, and disposition of cases of arrest, &c.—Continued.****SUBJECT TO JURISDICTION OF STATE COURTS.**

State or Territory where arrested.	Offenders.			Disposition of cases.					
	Burglars.	All other offenders.	Total.	Convicted.	Acquitted.	Awaiting trial.	Turned over to employers.	Total.	Grand total in United States and State courts.
Alabama.....			0					0	19
Arizona.....			0					0	1
Arkansas.....			0					0	6
California.....			0					0	7
Colorado.....			0					0	13
Connecticut.....	3		3	3				3	7
Dakota.....			0					0	1
Delaware.....			0					0	2
District of Columbia.....		2	2	1	1			2	7
Florida.....			0					0	7
Georgia.....			0					0	21
Idaho.....			0					0	1
Illinois.....	8		8	2		6		8	66
Indiana.....			0					0	27
Indian Territory.....			0					0	1
Iowa.....			0					0	18
Kansas.....			0					0	18
Kentucky.....			0					0	20
Louisiana.....			0					0	7
Maine.....			0					0	4
Maryland.....			0					0	13
Massachusetts.....		4	4			1	3	4	25
Michigan.....			0					0	14
Minnesota.....			0					0	16
Mississippi.....	5		5			5		5	8
Missouri.....	1		1		1			1	28
Montana.....			0					0	1
Nebraska.....			0					0	5
Nevada.....			0					0	2
New Hampshire.....			0					0	6
New Jersey.....		1	1			1		1	7
New Mexico.....			0					0	7
New York.....		16	16			5	11	16	62
North Carolina.....		2	2			2		2	9
Ohio.....		2	2				2	2	37
Oregon.....			0					0	3
Pennsylvania.....	1	3	4		2	1	1	4	55
Rhode Island.....			0					0	1
South Carolina.....			0					0	7
Tennessee.....			0					0	11
Texas.....			0					0	52
Utah.....			0					0	0
Vermont.....			0					0	8
Virginia.....	3	2	5	2		3		5	14
Washington.....			0					0	9
West Virginia.....			0					0	5
Wisconsin.....	1		1			1		1	10
Wyoming.....			0					0	1
Total.....	22	32	54	8	4	25	17	54	660

During the year ended June 30, 1886, as shown by Exhibit A, there were 660 arrests, caused by post-office inspectors and others, for violations of the postal laws and regulations. Of the persons arrested, 243 were postal employés and 417 were not connected with the postal service. The former are classified as follows: Forty-six were postmasters, 31 assistant postmasters, 33 clerks in post-offices, 14 railway postal clerks, 24 letter-carriers, 27 mail-carriers, and 11 other employés. The latter are classified as 79 burglars, 31 late postmasters, and 364 others for various offenses.

Six hundred and six causes were subject to the jurisdiction of the courts of the United States and 54 to State or local courts. In United States courts 41 were discharged by United States commissioners at the preliminary hearing, 26 were tried and acquitted, 214 were tried and convicted, 7 proceedings were dismissed by United States attorneys or the courts, 15 failed to be indicted by grand juries, 295 are awaiting trial.

In the State courts 8 were tried and convicted and 4 were acquitted, 25 await trial, and 17 were left to be prosecuted by their employers. These latter were cases of detection of messenger boys and clerks who were stealing the mail of their employers. As the letters had passed from the custody of the Post-Office Department the Department was no longer responsible, as no offense had been committed against the United States.

The following exhibits, B and O, give a clear exposé of the depredations, accidents, delays and losses reported on the domestic registered mail, and the disposition made of cases relating thereto:

**EXHIBIT B.**—*Number and character of registered "A" cases referred to post-office inspectors for investigation during the fiscal year ended June 30, 1886.*

States and Territories.	Total number of cases by States.	Letters.		Packets.		Alleged cause of complaint.								
		Value stated.	Value not stated.	Value stated.	Value not stated.	Riding.	Loss.	Loss from R. P. E.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employes.	Improper dispatch.	Other causes.
Alabama.....	92	46	43	1	2	38	44	3		3	4			
Alaska.....	8		7	1		1	6	1						
Arizona.....	41	16	24	1		13	18	2			1			1
Arkansas.....	98	68	27	1	2	49	23	13	3	3			1	1
California.....	93	34	49	3	7	28	47	11	3	1		1	1	1
Colorado.....	70	36	24	3	7	17	38	7	1	2				3
Connecticut.....	114	12	19	76	7	11	100		1	1			1	
Dakota.....	79	30	41	1	7	22	37	12	2	1	1	3		1
Delaware.....	5	2	3			1	4							
District of Columbia.....	138	23	96	2	17	8	123	3	3			1		
Florida.....	173	87	80	1	5	71	83	7	3	4	4		1	
Georgia.....	137	57	71	6	3	40	80	5	5	2	4			1
Idaho Territory.....	32	18	13		1	10	16	4	1				1	
Illinois.....	201	23	94	2	22	38	132	15	2	8		3	1	2
Indiana.....	145	76	65	1	3	57	66	9	2	1	2	6	1	1
Indian Territory.....	19	11	5		3	9	7	2	1					
Iowa.....	106	55	48	2	1	29	58	9	1	3	2	1		3
Kansas.....	259	83	71	1	4	62	75	8	1	5	2		2	2
Kentucky.....	111	52	49	4	6	40	64	2	2	2	1			
Louisiana.....	82	33	40	1	8	24	40	10	1	5	1		1	
Maine.....	17	8	7	1	1	2	11	2		1		1		
Maryland.....	39	16	22			1	15	7	5	1	1			
Massachusetts.....	63	24	32	2	5	14	35	2	1	6	3	1	1	
Michigan.....	105	59	42	1	3	42	48	9	1	3	1	1		
Minnesota.....	57	28	26		3	21	28	5		1		1	1	
Mississippi.....	123	65	52	1	5	41	66	7	3	3	1	2		
Missouri.....	213	95	108	6	4	71	108	14	2	7	1	3	3	4
Montana.....	37	17	17	2	1	7	23	3	2	2				
Nebraska.....	90	45	40	1	4	17	53	11	4	4				1
Nevada.....	10	6	3		1	3	3	1	1				2	
New Hampshire.....	14	4	7	1	2	2	6	4	2					
New Jersey.....	30	8	21		1	6	17	3		2		2		
New Mexico.....	85	28	54		3	18	57	4		2				
New York.....	301	80	128	53	40	61	200	16	9	11	2		1	1
North Carolina.....	99	53	44		2	51	25	15	3	1	1	2		1
Ohio.....	166	90	63	1	12	56	86	12	1	6	2	1	1	1
Oregon.....	25	14	17	4		10	16	5	2	1	1			
Pennsylvania.....	182	71	97	4	10	33	117	9	5	9	4		2	3
Rhode Island.....	3	2			1	1	2							
South Carolina.....	57	20	34		3	17	25	6	2	1	5	1		
Tennessee.....	104	62	39		3	56	39	4	1	1	1		1	1
Texas.....	198	87	105	5	1	89	89	8		3	6	1		2
Utah.....	29	16	12		1	12	14	3						
Vermont.....	16	7	7		2	7	5	3						
Virginia.....	117	65	46	3	3	58	36	10	2	3	8			
Washington.....	22	13	7		2	11	6	4						
West Virginia.....	61	31	27		3	21	23	5		1	1			
Wisconsin.....	76	38	34	1	3	34	22	8		1	1			
Wyoming.....	29	14	14		1	5	18	4		1			1	
Total.....	4,281	1,888	1,974	192	227	1,349	2,281	311	76	111	67	33	23	30







EXHIBIT

States and Territories.	Total number of cases in each State.	Closed O. K.	No loss—cause of complaint			
			Improper addresses.	Unavoidable delay.	Carelessness of postal employes.	Improper dispatch.
Alabama .....	63	28				
Alaska .....	1	1				
Arizona .....	33	15			3	
Arkansas .....	56	21				2
California .....	71	46				2
Colorado .....	49	22		3	1	
Connecticut .....	89	83				2
Dakota .....	50	33			1	
Delaware .....	6	1				
District of Columbia .....	100	96			1	
Florida .....	148	64			4	
Georgia .....	112	58				
Idaho .....	20	17			1	
Illinois .....	167	90				
Indiana .....	116	50				
Indian Territory .....	8	2				
Iowa .....	104	39			5	
Kansas .....	124	47			2	
Kentucky .....	72	32			1	
Louisiana .....	55	28			1	
Maine .....	15	10				
Maryland .....	33	25				
Massachusetts .....	58	31			2	2
Michigan .....	87	27			3	
Minnesota .....	49	26				
Mississippi .....	74	35			1	
Missouri .....	132	67			1	1
Montana .....	30	15		1	2	
Nebraska .....	82	32			1	1
Nevada .....	4	2				
New Hampshire .....	12	9			1	
New Jersey .....	26	20				
New Mexico .....	41	29				
New York .....	230	142			6	2
North Carolina .....	62	23			2	
Ohio .....	150	63		1	5	2
Oregon .....	20	8			1	
Pennsylvania .....	157	77				
Rhode Island .....	5	1				
South Carolina .....	43	30			1	
Tennessee .....	49	17			2	
Texas .....	138	50			2	
Utah .....	19	10				1
Vermont .....	16	11			1	
Virginia .....	119	40				
Washington .....	12	6				
West Virginia .....	33	16				
Wisconsin .....	41	28				
Wyoming .....	14	8				1
Total .....	3,207	1,629		5	51	16

Of these cases, Class A, there were 4,281 complaints received of depredations, accidents, and delays in the domestic registered mail, of which 3,207 were investigated, and in 1,956 cases the complaint was found to have been groundless. In 1,140 cases the cause of loss was ascertained, and in 543 of these the money was either recovered or the amount of loss made good by the party responsible, leaving 597 cases in which no recovery of the loss was made, although the cause of the loss was ascertained.

In 111 cases no trace of the letter or packet could be found or the cause of loss ascertained, and no collection was made on account of such loss. By adding this number to the number in which no recovery was made, although the cause of loss was found, it will be seen that actual loss to the senders resulted in 708 cases. By comparison of this number with the total number of domestic pieces of matter registered during the year—11,102,607—the percentage of loss will be shown to be small.

The losses investigated were shown to have occurred from the following causes:

Number of registered letters lost by burnings and accidents to postal cars.....	21
Number lost by burning of post-offices.....	13
By depredations of postal employes.....	413
By carelessness of postal employes.....	387
Lost in burglaries of post-offices, thefts from postal cars, and robberies of stages	52

This statement shows the number of "A" cases on hand and being investigated to be 1,074, while the actual number in the hands of inspectors is but 993, the other 81 cases having been reported on but not closed on July 1, 1886.

The following table, marked Exhibit D, shows the complaints, depredations, and casualties to the ordinary domestic mail both as to letters and packages and other postal property. Considering the vast amount of this mail matter, I think the losses and depredations reported remarkably small.

## EXHIBIT D.—Statement of complaints received and result of complaints investigated.

## COMPLAINTS RECEIVED.

Where mailed.	Letters.	With inclosures.	Without inclosures.	Packages.	Post-offices robbed.	Post-offices burned.	Postal cars burned or wrecked.	Estimated quantity of mail lost.	Stages robbed.	Mail messengers or wagons robbed.	Pouches lost.	Pouches stolen, cut, or injured by falling under the cars.	Total number of complaints received.
Alabama	132	103	29	54	8	9	2	.....	2	.....	2	1	209
Arkansas	109	88	21	54	9	6	1	.....	3	.....	3	3	188
California	784	501	283	389	7	8	.....	.....	1	.....	2	1	1,189
Colorado	242	205	37	92	1	4	5	( <sup>1</sup> )	.....	.....	.....	2	349
Connecticut	568	427	141	227	2	1	.....	.....	.....	.....	.....	1	801
Delaware	124	106	18	24	2	.....	.....	.....	.....	.....	.....	.....	148
Florida	306	236	70	62	4	6	.....	.....	1	.....	.....	.....	379
Georgia	279	207	72	109	6	5	2	.....	.....	.....	.....	.....	401
Illinois	2,162	1,492	670	1,766	38	16	6	.....	.....	.....	4	34	4,026
Indiana	427	352	75	244	38	12	2	.....	.....	.....	5	.....	732
Iowa	415	349	66	200	28	8	1	.....	.....	.....	.....	10	662
Kansas	407	353	54	143	27	7	3	.....	.....	.....	2	6	595
Kentucky	440	354	86	440	17	3	2	.....	.....	1	.....	7	810
Louisiana	263	205	58	143	6	8	4	( <sup>2</sup> )	.....	1	2	1	427
Maine	327	268	59	118	4	19	2	.....	1	.....	2	.....	464
Maryland	683	530	153	370	7	4	.....	.....	.....	.....	.....	2	1,067
Massachusetts	1,217	920	297	727	7	2	2	.....	.....	.....	1	.....	1,959
Michigan	672	531	141	217	10	14	.....	.....	.....	.....	1	4	878
Minnesota	282	234	48	130	4	7	1	.....	.....	.....	.....	3	427
Mississippi	166	143	23	28	7	9	2	( <sup>3</sup> )	1	.....	2	3	218
Missouri	681	535	146	556	50	13	6	( <sup>4</sup> )	.....	1	7	7	1,321
Nebraska	238	187	51	94	14	1	2	( <sup>5</sup> )	.....	1	2	1	354
New Hampshire	218	175	43	74	3	2	1	.....	.....	.....	.....	.....	296
New Jersey	652	443	209	219	7	2	.....	.....	.....	.....	.....	.....	880
Nevada	34	25	9	6	1	.....	.....	.....	.....	.....	.....	.....	41
New York	5,859	3,989	1,870	4,321	24	9	1	( <sup>6</sup> )	.....	.....	4	4	10,232
North Carolina	166	144	22	26	2	4	3	( <sup>7</sup> )	.....	.....	2	2	205
Ohio	1,217	1,093	224	793	39	17	7	.....	.....	.....	7	6	2,186
Oregon	53	45	8	30	1	2	.....	.....	.....	.....	1	.....	87
Pennsylvania	2,044	1,508	446	907	46	17	2	( <sup>8</sup> )	.....	.....	2	5	3,024
Rhode Island	176	136	40	82	.....	5	3	.....	.....	.....	.....	1	258
South Carolina	131	91	40	37	.....	5	.....	.....	.....	.....	.....	.....	182
Tennessee	213	165	48	130	9	5	2	( <sup>9</sup> )	.....	.....	6	3	368
Texas	326	265	61	122	29	19	6	.....	8	.....	4	2	507
Vermont	181	148	33	48	2	.....	.....	.....	.....	.....	.....	.....	231
Virginia	399	295	104	172	12	7	1	.....	.....	.....	2	5	508
West Virginia	189	150	39	35	3	6	1	.....	.....	.....	5	.....	239
Wisconsin	461	372	89	172	12	13	1	.....	.....	.....	.....	2	647
Alaska	1	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Arizona	44	30	14	2	1	2	1	.....	.....	.....	.....	.....	62
Dakota	129	108	21	50	2	3	1	.....	7	4	1	.....	187
District of Columbia	502	412	90	293	.....	.....	.....	.....	.....	.....	.....	2	597
Idaho	23	18	5	6	1	1	.....	.....	.....	.....	.....	.....	32
Indian Territory	6	6	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	12
Montana	28	22	6	11	.....	1	.....	.....	3	.....	.....	1	41
New Mexico	51	38	13	11	.....	.....	2	( <sup>10</sup> )	.....	.....	.....	.....	64
Utah	43	26	17	16	.....	.....	1	.....	.....	.....	.....	.....	60
Washington	58	39	19	16	1	.....	.....	.....	.....	.....	.....	.....	69
Wyoming	27	23	4	5	.....	.....	.....	.....	.....	.....	1	.....	33
Total	24,215	18,182	6,033	13,741	487	269	76	.....	27	7	79	127	30,028

<sup>1</sup> One pouch letters, 6 registered packages, and 6 sacks.<sup>2</sup> Two pouches ordinary mail.<sup>3</sup> Two registered packages.<sup>4</sup> Four hundred letters damaged by oil.<sup>5</sup> Three sacks ordinary mail.<sup>6</sup> Six hundred and ninety-two letters and one sack papers.<sup>7</sup> One sack papers, 1 sack merchandise.<sup>8</sup> Newspaper mail.<sup>9</sup> Five sacks newspaper mail.<sup>10</sup> Two sacks of papers.

## EXHIBIT D.—Statement of complaints received, &amp;c.—Continued

## RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discovery.	No loss.	Losses chargeable to carelessness or dereliction of postal employes.	Losses chargeable to accident.	Cases still in hands of inspectors for investigation.
Alabama.....	19	65	53	2	70
Arkansas.....	33	52	28	1	54
California.....	120	173	151		745
Colorado.....	76	97	82	5	89
Connecticut.....	175	180	328		118
Delaware.....	21	20	101		6
Florida.....	37	97	171		74
Georgia.....	55	123	116	2	105
Illinois.....	1,353	741	1,209	0	717
Indiana.....	211	178	136	2	205
Iowa.....	187	153	173	1	148
Kansas.....	100	174	123	3	195
Kentucky.....	59	160	564	2	125
Louisiana.....	41	86	176	4	120
Maine.....	105	93	211	2	53
Maryland.....	340	277	200		100
Massachusetts.....	355	458	921	2	223
Michigan.....	288	195	222		173
Minnesota.....	136	102	95	1	93
Mississippi.....	56	56	42	2	62
Missouri.....	325	367	157	6	460
Nebraska.....	44	82	35	2	190
New Hampshire.....	86	53	131	1	28
New Jersey.....	171	191	292		216
Nevada.....	4	2	8		27
New York.....	1,820	1,235	4,599	1	2,567
North Carolina.....	32	38	105	3	27
Ohio.....	650	459	402	7	668
Oregon.....	4	9	12		62
Pennsylvania.....	647	754	860	2	700
Rhode Island.....	41	43	148		26
South Carolina.....	31	51	56	3	41
Tennessee.....	56	103	113	2	94
Texas.....	39	40	27	6	395
Vermont.....	38	35	135		23
Virginia.....	140	171	164	7	116
West Virginia.....	57	69	64	1	44
Wisconsin.....	218	149	158	1	135
Alaska.....			1		1
Arizona.....	9	8	8	1	36
Dakota.....	61	48	29	1	48
District of Columbia.....	102	212	354		129
Idaho.....	7	2	6		17
Indian Territory.....	1	4	2		5
Montana.....	8	12	8		13
New Mexico.....	22	31	6	2	3
Utah.....	6	16	9	1	28
Washington.....	18	16	11		24
Wyoming.....	9	8	3		13
Total.....	8,413	7,687	13,075	82	9,771

It thus appears that 24,215 ordinary letters were reported lost, rifled, or delayed—18,182 with inclosures, 6,033 without inclosures; 13,741 ordinary packages (third and fourth class matter) were reported lost, rifled, or delayed.

Four hundred and eighty-seven post-offices were reported robbed, and 269 burned; 76 postal cars were reported burned or wrecked, 27 mail stages robbed, 7 mail messengers or their wagons robbed, 79 pouches lost, and 127 pouches were reported to have been stolen, cut, or injured by falling under trains.

No loss was found to have occurred in 7,687 cases, and 13,075 are believed to be properly chargeable to depredations of postal employes. No trace could be found in 8,413 cases; 82 losses occurred from unavoidable accidents, no blame attaching to the employes of the Department; and 9,771 cases were still undergoing investigation July 1, 1886.

Exhibit E shows the origin, nature, and disposition of the miscellaneous cases, Class C. A glance at the subjects treated of, the various kinds of information asked for, gives but a faint idea of the labor involved in this class of cases. All first and second class post-offices (454) were inspected or counted up, on form (573). This constitutes a complete overhauling of the accounts of the postmaster, verifies his liabilities to the Government, and counts his assets, both in the postal and money-order business. In addition to the first and second class offices, 576 third-class offices were treated in the same manner.

In cases made up under section 118, Postal Laws and Regulations (attempts to defraud the Government by false report of cancellations of postage-stamps on the part of postmasters), post-office inspectors have recovered from dishonest postmasters, or caused the recovery through the office of the Third Assistant Postmaster-General, of the sum of \$43,424.78, and for causes other than the violation of section 118, have caused to be collected, through the office of the Third Assistant Postmaster-General, the further sum of \$9,194.36; total, \$52,619.14.

In addition to this sum actually collected and turned into the Treasury, many cases have been investigated and are in process of settlement. It is believed that fully \$500,000 has been saved to the Government during this year by agitation on this subject and action taken by officials of this Department.

In cases originating in the Money-Order Office, and investigated by inspectors, the sum of \$48,372.27 has been collected or caused to be collected from defaulting and negligent postmasters, and paid over to the proper officials.

Under an order from you, June, 1885, money-order and free-delivery inspectors were consolidated with the depredation inspectors, and all made subject to the orders of the Chief Inspector.

EXHIBIT E.—Number, nature of case, and office of original reference of miscellaneous cases (Class C) referred to post-office inspectors for investigation during the fiscal year ended June 30, 1906.

	Offices from which references were made for investigation.								Total cases of each class.
	First Assistant Postmaster-General.	Second Assistant Postmaster-General.	Third Assistant Postmaster-General.	Superintendent Money-Order System.	General Superintendent Railway Mail Service.	Auditor of the Treasury for the Post-Office Department.	Assistant Attorney-General for the Post-Office Department.	Law clerk, Post-Office Department.	Office of Chief Post-Office Inspector.
Responsibility of sureties.....	6,811			1					6,812
Inspection of post-offices.....	7		112			3		962	1,084
Complaints and charges vs. postmasters and employees of post-offices.....	248	2	43	15	26	3	1	442	780
Violation of section 118.....	4		363		1	1,497	1	19	1,885
Establishment of post-offices and stations.....	19							5	24
Discontinuance of post-offices and stations.....	16							19	35
Allowances for post-offices.....	129		1					15	145
Location, change of site, &c., of post-offices.....	113							11	124
Appointment of postmasters.....	9							13	22
Free-delivery service.....	116							3	119
Mail-messenger service.....		9						90	99
Lease of post-offices.....								130	2
Routes: Establishment, discontinuance, or change of service.....		32							74
Routes: Charges against contractors, carriers, &c.....		17			3				20
Mail-keys: Loss, &c.....		13			4				20
Charges against railway post-office clerks.....					16				10
Claims for credit by postmasters, &c.....							2		
Collection of balance due the United States.....						67		3	70
Inspection of money-order business, collection of funds, forwarding statements, and instruction of postmasters.....				202				9	211
Wrong payment of money-orders, postal notes, &c.....				106				43	149
Establishing money-order service.....				2				2	4
Discontinuing money-order service.....				10					10
Section 225.....	17		5					163	185
Section 226.....	1		1				5		29
Section 233.....	3		2		1		1		50
Section 555.....		2			1		1		5
Section 1230.....	3	1							12
Sections 1232, 1233.....	31	1	2		9				98
Section 1234.....	10			1	1				51
Section 1235.....				1					12
Section 1237.....	9				2				22
Section 1246.....	9		2	3	3		2		264
Section 1249.....			38		1				39
Section 1252.....	3						1		30
Miscellaneous investigations and complaints.....	126	47	48	90	41	27	12		330
Total cases referred by the various offices of the Department.....	7,684	124	617	431	109	1,597	26	130	2,826
									13,544

**EXHIBIT F.**—Disposition by office of Chief Post-Office Inspector of miscellaneous cases (Class C) referred to and reported upon by post-office inspectors during the fiscal year ended June 30, 1886.

Referred to the First Assistant Postmaster-General .....	7,712
Referred to the Second Assistant Postmaster-General .....	296
Referred to the Third Assistant Postmaster-General .....	391
Referred to the Superintendent Money-Order System .....	448
Referred to the General Superintendent Railway Mail Service .....	42
Referred to the Auditor of the Treasury for the Post-Office Department ..	741
Referred to the Assistant Attorney-General for the Post-Office Department .....	18
Referred to the office of Law Clerk for the Post-Office Department .....	136
Placed on file in the office of Chief Post-Office Inspector .....	849
Inspection reports (form 573) divided and referred to First and Third Assistant Postmasters-General and Superintendent Money-Order System .....	1,030
<b>Total .....</b>	<b>11,663</b>

Of the cases mentioned in the above tables (Class C) treating of miscellaneous subjects, there were referred for investigation during the year 13,544 cases, as set forth in the following summary:

Cases pertaining to the solvency of the sureties on postmasters' bonds .....	6,812
Inspection of accounts of postmasters and their manner of conducting the business of their offices .....	1,084
Specific complaints and charges against postmasters and other employes .....	780
Establishment of post-offices and postal stations .....	24
Discontinuance of post-offices and postal stations .....	35
Allowances for salaries (clerk-hire) and expenses necessary for post-offices .....	145
Location and change of post-office sites .....	124
Appointment of postmasters .....	23
Investigations pertaining to the free-delivery service .....	119
Mail-messenger service .....	99
Leases of premises for post-office purposes .....	132
Establishment, discontinuance, or change of service on star routes .....	106
Charges against contractors and mail carriers .....	20
Complaints of mail keys lost .....	37
Charges against railway postal clerks .....	26
Collection of balances due to the United States by postmasters and late postmasters .....	70
Inspection of money-order business .....	211
Alleged wrong payment of money orders and postal notes .....	149
Establishment and discontinuance of the money-order service at post-offices ..	14
Complaints of violations of specific sections of the postal laws and regulations ..	2,803
Miscellaneous investigations and complaints .....	732

Of the foregoing, there were 11,663 cases reported upon and closed during the year, leaving a balance of 1,881 cases of this class in the hands of inspectors July 1, 1886.

*Foreign cases (Class F).*—In this class are comprised all cases relating to alleged loss, delay, non-delivery, tampering, and other irregularities (including violations of customs regulations and of specific sections of the postal laws and regulations), so far as concerns registered and ordinary mail matter passing between foreign countries and the United States.

It becomes the province of this office, therefore, to treat all communications received in the Department regarding any of the above-mentioned points, and to prosecute all necessary foreign correspondence pertaining to subjects of this character.

Of cases of this class 7,773 were reported to this office for action during the fiscal year ended June 30, 1886. Of these 4,726 cases related to registered matter and 3,092 to ordinary mail matter; 4,125

complaints originated in the domestic service and 3,648 inquiries, in the general nature of "reclamations," were received from foreign countries.

Of the whole number of foreign cases reported to and disposed of by this office during the year, the following statement will show the character of such cases and how treated and disposed of:

Registered letters passing between the United States and foreign countries alleged to have been lost or not delivered to the addressees in due time .....	4,070
Registered letters alleged to have been tampered with, rifled, contents abstracted, or a substitution of contents effected while in the custody of the mails .....	138
Registered letters alleged to have been wrongfully delivered to some person other than the addressees .....	7
Registered letters lost by robbery of post-offices in the United States .....	6
Registered letters alleged to have been improperly delayed in transit, or at the office of destination .....	5

Of the above, upon investigation, cases were disposed of as follows:

Registered letters in which no loss was sustained, the letters having been delivered to the addressees or their authorized representatives in due time ....	3,566
Registered letters concerning which the losses or depredations could not be located, either by investigation in the domestic or foreign service, or, when located, no indemnity could be secured to make good the loss sustained. ....	140
Registered letters upon which the losses sustained were made good, in whole or in part .....	20
Cases relating to registered letters on hand undergoing treatment July 1, 1886. ....	500
Missing ordinary unregistered letters and packets reported to this office during the year .....	3,299
Unregistered letters and packets in which loss or substitution of contents, tampering, delay, wrongful delivery, non-delivery, and other irregularities were alleged .....	248

The investigation of these complaints regarding ordinary unregistered matter gave the following result as to their disposition:

Unregistered letters and packets in which the loss or irregularity complained of could not be located, either in the United States or in the correspondence had with foreign countries interested .....	2,239
Unregistered letters and packets in which investigation showed that no loss had occurred, or that the grounds for complaint against the service were not well founded .....	1,008
Cases on hand July 1, 1886, of those reported during the year relating to unregistered letters and packets .....	300

Of the foreign cases relating to the alleged rifling of registered letters, 35 were closed without loss. In 13 cases no recovery of the contents or their value could be made, while in 57 cases the depredation could not be located either in the United States or foreign countries. In 8 of these cases the loss sustained was paid in whole or in part.

Of the foreign registered letters, combining the allegations of depredation and loss, and in which no information could be elicited by the investigation made, tending to locate the losses or depredations, or the responsibility therefor, the complaints were distributed as follows, as to the origin and destination of the letters in question, between the United States and foreign countries:

Between the United States and Austria .....	4
Africa .....	2
Canada .....	20
France .....	1
Germany .....	10
Great Britain (exclusive of Canada) .....	19
Hungary .....	6
Italy .....	5



Mexico .....	8
Panama .....	2
Paraguay .....	1
Russia .....	5
Spain .....	1
Switzerland .....	2
Venezuela .....	2

Quite a number of cases have been reported to and treated of by this office, in which it was ascertained, by foreign correspondence, that the registered letters concerned, addressed to parts of Russia particularly (although some of such letters were addressed to other countries), had been duly transmitted to their destinations, but had there been seized and confiscated for customs duty or other cause. As the correspondence had between this office and the Russian department in such cases has invariably shown that the seizure and confiscation of the articles so sent through the mails was made under direction of that department, and in conformity with the postal regulations of Russia, the complainants have no redress.

The tracing of registered letters from one office to another, where they have been properly recorded, enters largely into the inquiry correspondence of this office on foreign or Class F cases, and in a large number of such cases the investigations made have served to demonstrate in a marked degree the efficiency of the registry system of the United States service. In tracing registered letters posted in the United States intended for foreign countries, and others mailed in foreign countries and addressed to post-offices in the United States, it is frequently found useful, if not indispensable, to first trace the letter back to its origin by means of the records of the service, in order to obtain from the sender of the letter information as to its contents, &c., which information cannot be obtained elsewhere. This it is found quite practicable to do in the United States, as the records of the office of origin show the names and address of senders of registered letters; but the same cannot always be said of the registry systems of foreign countries, as it is noticed by the correspondence of this office that a similar record of the names of senders of registered letters at the office of origin is not deemed essential in all foreign countries. Of course it results that where necessary information cannot be obtained through the addressee in the United States in cases of this kind the investigation has to be abandoned, unless the foreign country where the letter originates is able, through its records of registered matter, to trace the letter in question back to the sender.

Of the complaints made to this office relating to ordinary unregistered mail-matter passing to and from foreign countries, about an equal number are received from foreign and domestic sources. Of inquiries originating abroad nearly one-half come from Great Britain and possessions. A considerable number of this class of complaints involve the alleged non-receipt or delay of unregistered articles of foreign origin, and it is frequently found, upon investigation by this office, that the fault is with the manner of addressing the mail matter rather than with the United States postal service. Many local neighborhood names that have no proper place upon the address are, by misapprehension of the sender, made the most prominent feature of the direction, while the name of the actual post-office, county, and even State will be imperfectly or incorrectly given.

The lack of any record made by any office of this country, except where unregistered letters are advertised and sent to the Dead Letter

Office, makes it impossible to trace missing ordinary letters successfully, and this accounts for the large proportion of foreign cases of this class treated of, being closed without locating the loss, in comparison with the registered letters or packets treated of.

The foreign cases (Class F) are treated of almost exclusively by correspondence from the office of Chief Inspector, only a few cases being referred for special investigation by inspectors. The number of communications received and sent out in the course of this correspondence for the year approximates 11,500 sent to foreign countries, 9,500 received from abroad, 17,700 sent out in domestic service, and about the same number received from that source, making a total of communications received and sent of about 56,400.

The number of communications received from foreign countries during the year requiring translation was 4,000, principally in the German, French, Spanish, and Norwegian languages. These translations were furnished by the office of Superintendent of Foreign Mails.

The number of foreign cases on hand at the close of the fiscal year in course of treatment is necessarily large, for the reason that it requires several months to receive replies to inquiries made of many foreign departments. Time is required to institute investigations abroad, before a report of the result can be made to this service; and it frequently happens that an inquiry made by this office of one foreign country must be by that department repeated to still another postal administration, especially where registered letters are involved, as it is the custom for each service to trace such letters through its own immediate territory, and then to request that the subject be taken up and the letter traced to its destination by the next department across whose territory the letter would have to pass in due course to its destination. For this reason this class of cases cannot be closed up as rapidly as though the investigation was wholly confined to this country.

#### MONEYS COLLECTED AND DISBURSED ON ACCOUNT OF MAIL DEPRE- DATIONS.

The following statement shows the amount of money recovered by post office inspectors during the fiscal year 1886 on account of the loss and rifling of registered and ordinary mail matter; and the disbursements made through the office of the Chief Post-Office Inspector during the same period out of moneys recovered in this as well as previous fiscal years:

To total amount collected from all sources.....	\$14,522 23
By amounts paid to owners direct:	
On account of collections in 854 registered (A) cases.....	\$14,959 71
In 134 ordinary (B) cases.....	1,019 97
In 4 special (C) cases.....	19 50
In 23 registered (F) cases.....	317 03
By amount paid to Third Assistant Postmaster-General for payment into United States Treasury (being moneys col- lected in this and previous years for which no owners could be found):	
On account of collections made in 18 registered (A) cases.....	83 18
In 13 ordinary (B) cases.....	43 97
In 3 special (C) cases.....	26 08
	16,469 44
Excess of disbursements made during the fiscal year 1886 over and above the total amount actually received at this office....	1,947 21

This excess represents money collected in previous fiscal years, which, from various causes, could not be paid to the proper owners until the present fiscal year.

*Summary of work received and performed by inspectors during fiscal year ended June 30, 1886, and amount of money recovered and expended.*

	"A" cases.	"B" cases.	"C" cases.	"F" cases.	Total.
Cases on hand June 30, 1885.....	4,037	28,923	2,911	350	46,221
Less number closed without investigation.....	742	8,846	2,229	150	11,967
Cases to be investigated in usual manner.....	3,295	30,077	682	200	34,254
Cases made up and referred to inspectors during year.....	4,281	87,956	13,544	7,773	63,554
Total to be investigated.....	7,576	68,033	14,226	7,973	97,808
Cases investigated and finally closed.....	6,583	58,262	12,345	7,173	84,263
Cases receiving attention June 30, 1886.....	993	9,771	1,881	800	13,445
Number of arrests caused by post-office inspectors.....					660
Total amount of money caused to be collected and turned into the United States Treasury.....					\$100,991 41
Total amount of money recovered from depredators on the mails and paid to owners (from all classes of cases).....					14,522 00
Total amount of money recovered from all sources.....					115,513 41
Total amount appropriated for this service.....					200,000 00
Total amount expended for this service.....					194,955 39

Sixty days is a liberal estimate of the time required to dispose of business on hand.

I consider the above summary highly creditable to this Department. The increase in work performed is marked and decided. I am informed by the different heads of Departments that the manner of its performance is satisfactory, and compares favorably with the work of this Department in previous years, and is in some respects superior. This is notably so, in promptness and quick return of inquiries. An important case coming to this office now receives immediate attention. The criminal work performed is clearly shown by Exhibit A, to which I invite your careful attention. The fact that only 243 postal employes, out of a total number of 81,407 were arrested or criminally complained of, is a high tribute to the honesty of the employes, and the discretion and judgment of the appointing power.

This office takes cognizance of all complaints, from whatever source received, and each inspector is specially instructed to look into the workings of the service and character of its employes at all times when traveling over the country in the discharge of his duties.

The registry business has received careful attention. Inspectors are instructed to give this class of work precedence over all other work. Unless a complaint or loss in this branch receives immediate attention, but little good can be accomplished.

This office experienced great difficulty in satisfactorily accounting for the 3,295 old cases on hand June 30, 1885. In the future I hope for better results, as we only have 993 cases, relating to registered domestic mail matter, pending at the beginning of this fiscal year, and this number is being regularly reduced.

On account of the accumulation of more important business, this Department has been unable to give the attention required to the complaints and depredations on the ordinary mail. From this time forward much of the time of inspectors will be devoted to this kind of work. The vast majority of the people are affected by depredations on this branch of the service. It is important that postmasters and citizens should report to this office all irregularities. While we cannot answer each complaint, or rectify every wrong, the efficiency of the service and correction of abuses depends largely on this information. These complaints are grouped together by division inspectors, and indicate where irregularities or depredations exist.

We have made special efforts to suppress stage robbery and burglary of post-offices. While this class of crime has decreased but little in the past three years, the records of this Department show that more arrests have been made and greater attention paid to the apprehension of this class of criminals. Stages have been robbed in nine States and Territories. In nearly every case arrests have been made and convictions generally secured. This gratifying result is largely due to the fact that you (as was done by your predecessors since the administration of the late Postmaster-General Tyner) have offered a standing reward for the arrest and conviction of every offender of this character. The total number of post-offices in the United States June 30, 1885, was 51,252. Out of these 487 were burglarized during the last fiscal year. The majority of the offices reported robbed—in fact, nearly all of them—were fourth-class offices, situated in sparsely settled districts, frequently not occupied at night, and consequently unprotected. I recommend that you ask for an appropriation of \$10,000 per annum, to be expended under your direction, for rewards for the apprehension and conviction of post-office robbers. I think, with the means for paying for arrests, this crime could be largely reduced. We have only 75 inspectors. It is manifestly impossible for this small number of men to properly attend to this class of work, scattered as it is over the whole country.

The great increase in miscellaneous cases is caused by the investigations (ordered by you) as to the solvency of postmaster's official bonds, the general inspection (form 573) of first and second class offices, and the systematic method of investigating the cancellation returns of postmasters and compensation of fourth-class postmasters instituted by the Sixth Auditor and Finance Division of the Third Assistant Postmaster-General's Office. The results attained clearly show the good accomplished and necessity for the work performed.

The labor performed by this office affecting the foreign mails is shown under the head of "F cases." This branch of work is constantly increasing. The clerical force of this office is insufficient and should be increased by the addition of a good stenographer. The correspondence is not of a routine nature, many letters to foreign postal departments requiring thought, careful consideration, and a knowledge of the postal regulations of the different Postal Union countries.

*Summary of work performed by post-office inspectors during fiscal years 1884, 1885, and 1886.*

	1884.	1885.	1886.
Arrests caused by post-office inspectors.....	756	539	660
Cases made up and referred to inspectors:			
A.....	4,238	4,912	4,281
B.....	33,668	36,410	37,956
C.....	4,870	6,604	13,544
F.....	7,634	8,343	7,773
Total.....	50,410	56,269	63,554
Cases investigated and closed:			
A.....	4,500	4,559	6,583
B.....	23,930	31,206	58,262
C.....	5,223	6,404	12,315
F.....	8,391	8,451	7,173
Total.....	47,134	51,219	84,263
Money recovered from depredators in the mails.....	\$18,198 81	\$15,203 43	\$14,522 00
Money recovered from postal employes, turned into the United States Treasury.....	26,927 11	58,352 44	100,991 41
Total amount of money from all sources.....	45,125 92	73,555 87	115,513 41
Total amount of money expended.....	187,186 00	199,239 57	194,955 39
Cases of all classes awaiting attention:			
July 1, 1885.....			46,221
July 1, 1886.....			13,445
Decrease.....			32,776

The comparative table of work performed by this Department for the past three years shows a regular increase of the work coming to this office and a great increase in the labor performed. To me the most gratifying result shown is that we are now practically up with our work, instead of being nine months behind, as shown at the beginning of the year. The increased number of cases made up in this fiscal year over last year is 7,285 cases. The increased number disposed of is 33,144. The increase in amount of money recovered from all sources and returned to proper owners is \$41,957.54. The decrease in expenditures is \$4,284.18. The total expenditure of the Government for this service is only \$79,441.98 greater than the amount actually recovered by inspectors for patrons of the mails and the United States Treasury.

In closing this report it affords me pleasure to commend to your favorable consideration the valuable aid rendered this Department in suppressing the publication of obscene literature and suppression of the numerous frauds practiced by the crafty and designing on the innocent and unwary, through the use of the mails, by Messrs. Anthony Comstock, of New York, N. Y., and R. W. McAfee, of Saint Louis, Mo., agents of the Society for the Suppression of Vice in the United States. To these gentlemen many cases arising under section 225 (suppression of obscene literature), and section 226 (lottery advertisements), and section 1246 (sending letters through the mails with intent to defraud) have been turned over. Many arrests and convictions have been secured by them in this class of cases, without cost to the Government, thus relieving this office of much work of this nature.

Respectfully,

WM. A. WEST,  
Chief Inspector.

Hon. W. F. VILAS,  
Postmaster-General.

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**REPORT**  
**OF THE**  
**FIRST ASSISTANT POSTMASTER-GENERAL**  
**FOR THE**  
**FISCAL YEAR ENDING JUNE 30, 1886.**

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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, 1886.

SIR: I have the honor to submit the following report of the work of this Bureau for the year ended June 30, 1886.

#### APPOINTMENT DIVISION.

*Statement showing the number of post-offices established and discontinued, the number of postmasters appointed, and the increase or decrease as compared with the previous year.*

Post-offices.	June 30, 1885.	June 30, 1886.	Increase.	Decrease.
Number of post-offices established during the year ..	2, 121	3, 482	1, 361	.....
Number of post-offices discontinued .....	886	1, 120	234	.....
Net increase over previous year .....	1, 225	2, 362	1, 127	.....
Whole number of post-offices .....	51, 262	53, 614	2, 362	.....
Number filled by appointment of the President .....	2, 223	2, 244	11	.....
Number filled by appointment of the Postmaster-General .....	49, 019	51, 349	2, 330	.....

#### *Appointments made during the year.*

Appointments.	June 30, 1885.	June 30, 1886.	Increase.	Decrease.
On resignations and commissions expired .....	6, 204	9, 112	2, 908	.....
On removals and suspensions .....	810	9, 566	8, 756	.....
On deaths of postmasters .....	412	587	175	.....
On establishment of new post-offices .....	2, 121	3, 482	1, 361	.....
Total .....	9, 647	22, 747	13, 200	.....

Total number of appointments during the year .....	22, 747
Number of post-offices discontinued .....	1, 120
Names and sites changed with retention of incumbents .....	569
Total number of cases acted upon during the year .....	24, 456

The above statements show that the number of post-offices established the past year was 3,482, an increase of 1,361 over the number established the previous year; also that the number of offices discontinued was 1,120, an increase of 234 over the number discontinued the previous year.



The extraordinary increase in the number of post-offices established the past year was, in a great measure, due to the fact that a large number of applications for offices filed in the latter part of the previous year were left over and acted upon during the past year. The increase and decrease in the number of offices, arranged by sections, States, and Territories, were as follows :

*New England States.*

	Increase.	Decrease.	Net increase for 1896.	Net increase for previous year.
Maine .....	16			
New Hampshire .....	5			
Vermont .....	4			
Massachusetts .....	22			
Rhode Island .....	1	1		
Connecticut .....	4			
<b>Total .....</b>	<b>51</b>	<b>1</b>	<b>50</b>	<b>48</b>

*Middle States and District of Columbia.*

	Increase.	Decrease.	Net increase for 1896.	Net increase for previous year.
New York .....	58			
New Jersey .....	22			
Delaware .....	7			
Maryland .....	66			
District of Columbia .....	1			
Pennsylvania .....	107			
<b>Total .....</b>	<b>261</b>		<b>261</b>	<b>111</b>

*Southern States and Indian Territory.*

	Increase.	Decrease.	Net increase for 1896.	Net increase for previous year.
Virginia .....	197			
West Virginia .....	75			
North Carolina .....	193			
South Carolina .....	47			
Georgia .....	121			
Florida .....	90			
Alabama .....	96			
Mississippi .....	97			
Louisiana .....	57			
Texas .....	146			
Arkansas .....	85			
Missouri .....	68			
Tennessee .....	70			
Kentucky .....	85			
Indian Territory .....	17			
<b>Total .....</b>	<b>1,444</b>		<b>1,444</b>	<b>638</b>

*The three States and Territories of the Pacific slope.*

	Increase.	Decrease.	Net increase for 1896.	Net increase for previous year.
Oregon .....	23			
California .....	50			
Nevada .....		2		
Washington .....	21			
Arizona .....		6		
Alaska .....	1			
<b>Total .....</b>	<b>114</b>	<b>8</b>	<b>106</b>	<b>68</b>

*The ten States and six Territories of the West and Northwest.*

	Increase.	Decrease.	Net increase for 1886.	Net increase for previous year.
Ohio.....	38			
Indiana.....	23			
Michigan.....	44			
Illinois.....	41			
Wisconsin.....		6		
Iowa.....	25			
Minnesota.....	13			
Kansas.....	107			
Nebraska.....	74			
Colorado.....		16		
Dakota.....	86			
New Mexico.....	29			
Montana.....	16			
Wyoming.....	12			
Idaho.....	29			
Utah.....				
Total.....	523	22	501	375

It will be observed that the greatest increase in the number of offices in any of the States and Territories the past year was 197 in Virginia, though North Carolina followed close, with 193, and Texas with 146. The largest increase the previous year was 100 in Virginia.

The decrease the past year was 16 in Colorado; 6 in Arizona; 6 in Wisconsin; 2 in Nevada, and 1 in Rhode Island.

The six States having the largest number of post-offices June 30, 1886, were as follows: Pennsylvania, 4,901; New York, 3,215; Ohio, 2,763; Virginia, 2,281; Illinois, 2,229; and Missouri, 2,057.

By the annual adjustment of the salaries of postmasters, 45 offices of the third class were relegated to the fourth class, and 24 offices of the fourth class were assigned to the third class, leaving 2,244 Presidential offices in operation June 30, 1886.

As heretofore, New York had the largest number of offices of this grade, 216; following were Illinois, with 176; Pennsylvania, 159; Ohio, 133; Massachusetts, 121, and Iowa, 120. The greatest increase in such offices was seven each in Nebraska and Kansas.

The total number of money-order offices at the close of the fiscal year was 7,356, an increase of 287 over the previous year. Of the whole number of offices of this class, Illinois had the largest number, 590. Following were: Iowa, with 522; New York, 496; Ohio, 468; Pennsylvania, 402; Michigan, 344; Kansas, 342; Indiana, 315; Missouri, 213; and Wisconsin, 271. The greatest increase in any State was 25, in Kansas.

The number of postmasters appointed during the year was 22,747, while the total number of cases acted upon, including the discontinuances and names and sites changed with the retention of the incumbents, was 24,456. Compared with the previous year, there was an increase of 2,908 in the number of appointments on resignations and commissions expired, of 8,756 on removals and suspensions, of 175 on deaths of postmasters, and of 1,361 on establishment of post-offices.

The number of postmasters who died during the year was 587.

The increase in the number of cases passed upon was 13,253 over the previous year.

For further information relative to the establishment, discontinuance, and change of names and sites of post-offices and the appointment of postmasters, reference is made to tables marked A and B appended to this report.

## BOND DIVISION.

To this division is assigned the duty of recording in proper form the appointments of all postmasters, whether made by the President or the Postmaster-General; the establishment, discontinuance, and changes of names and sites of post-offices, and the preparation and transmission of the necessary letters of appointment, together with blank bonds and oaths to be executed by all newly-appointed postmasters. Upon the return of these bonds and oaths, duly executed, they are carefully examined, and, if found correct, the bonds are submitted to the Postmaster General for approval, after which the names of the sureties are recorded, the postmasters' commissions prepared and transmitted, and the bonds and oaths filed in their proper order.

Of all these transactions full and complete reports are made daily or weekly to the various branches of the Department proper and to the Auditor for the Post-Office Department.

In addition to the foregoing is the preparation, examination, recording, reporting, and filing of all new bonds required for various causes, and a vast amount of correspondence with postmasters and the general public.

The amount of business transacted during the year was unprecedentedly large, in consequence of the great number of appointment cases handled, and of new bonds required by order of the Postmaster-General.

The official order (No. 120) of the Postmaster-General, issued May 21, 1885, has been executed, every postmaster of the fourth class who had remained in office for five years from the date of the taking effect of his latest official bond, having been called upon to furnish a new bond.

The number of postmasters required under the said order to renew their official bonds was 14,063, or about 27 per cent., distributed among the States and Territories as follows:

State.	No.	State.	No.
Alabama .....	476	Montana .....	28
Arizona .....	10	Nebraska .....	176
Arkansas .....	195	Nevada .....	15
California .....	319	New Hampshire .....	235
Colorado .....	71	New Jersey .....	206
Connecticut .....	151	New Mexico .....	21
Dakota .....	146	New York .....	817
Delaware .....	54	North Carolina .....	662
Florida .....	97	Ohio .....	551
Georgia .....	382	Oregon .....	168
Idaho .....	19	Pennsylvania .....	1,410
Illinois .....	468	Rhode Island .....	39
Indiana .....	524	South Carolina .....	267
Indian Territory .....	16	Tennessee .....	552
Iowa .....	388	Texas .....	256
Kansas .....	317	Utah .....	79
Kentucky .....	425	Vermont .....	232
Louisiana .....	156	Virginia .....	629
Maine .....	497	Washington .....	65
Maryland .....	354	West Virginia .....	309
Massachusetts .....	344	Wisconsin .....	466
Michigan .....	411	Wyoming .....	5
Minnesota .....	399		
Mississippi .....	239	Total .....	14,063
Missouri .....	462		

Eleven thousand three hundred and forty-five, or 80.6 per cent. of those called upon, have furnished the required new bonds, and the same have been accepted, recorded, reported, and filed.

The number failing or declining to meet the requirement was 2,718.

The following table is designed to show the work done by this division, in so far as it is susceptible of tabulation:

*A statement of the operations of the Bond Division for the fiscal year ended June 30, 1886.*

Number of Presidential cases recorded and upon which appointment papers, bonds, &c., were mailed .....	1,600
Number of cases of the fourth class recorded and upon which appointment papers, bonds, &c., were mailed .....	23,521
Number of appointment bonds examined, indorsed, and submitted to the Postmaster-General for approval .....	21,091
Number of bonds returned for correction .....	4,087
Number of appointment bonds filed .....	21,091
Number of new bonds required under the Postmaster-General's order of May 21, 1885 .....	14,063
Number of new bonds required upon request of surety to be released .....	501
Number of new bonds required at the instance of the Third Assistant Postmaster-General .....	121
Number of new bonds required upon recommendations of post-office inspectors .....	127
Number of new bonds required in consequence of the extension of the money-order business .....	562
Number of new bonds sent upon requests from postmasters .....	497
Total number of new bonds required .....	15,871
Number of new bonds received, examined, indorsed, and submitted to the Postmaster-General for acceptance .....	12,936
Number of new bonds reported to the Third Assistant Postmaster-General .....	984
Number of new bonds reported to the Auditor .....	12,936
Number of new bonds reported to the Money-Order Office .....	1,202
Number of new bonds filed .....	12,936
Number of jackets prepared in sending new bonds .....	15,871
Number of commissions prepared and mailed to postmasters .....	21,091
Number of commissioned postmasters reported to the Auditor .....	21,091
Number of commissioned postmasters reported to the Third Assistant Postmaster-General .....	21,091
Number of commissioned postmasters reported for publication in the Postal Bulletin .....	21,091
Number of commissioned postmasters reported to the Money-Order Office .....	4,956
Number of blank designations and oaths mailed to acting postmasters .....	518
Number of designations and oaths of acting postmasters received, examined, indorsed, recorded, and filed .....	353
Number of acting postmasters reported to the Auditor .....	353
Number of circular letters sent on appointments, establishments, changes of names and sites, and discontinuances of post-offices .....	47,042
Number of circulars sent with new bonds .....	31,742
Number of circular letters relating to terms of service of postmaster sent .....	1,023
Number of circulars sent to appointees delinquent in the execution of their official bonds .....	1,308
Number of circular letters accompanying bonds returned for correction .....	4,087
Number of circulars accompanying commissions sent to postmasters .....	22,626
Number of surety circulars sent to Chief Post Office Inspector .....	6,202
Number of notifications sent to sureties relative to postmasters' failure to pay amount due the United States .....	165
Number of circulars sent to postmasters delinquent in furnishing new bonds .....	1,540
Number of circular letters sent notifying sureties of death of postmasters .....	518
Number of manuscript letters written .....	1,087
Number of post-office inspectors' reports on responsibility of sureties received, examined, and filed .....	7,606
Number of blank oaths for assistant postmasters, clerks, and employés mailed .....	65,579
Number of oaths of assistant postmasters, clerks, and employés, received, examined, indorsed, and filed .....	40,526
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the Second Assistant Postmaster-General .....	5,129
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the Third Assistant Postmaster-General .....	4,329

Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the equipment division .....	4, 329
Number of new offices reported to the division of post-office supplies .....	2, 963
Number of discontinuances reported to the Auditor .....	905
Number of entries made on the books of the division .....	156, 247
Number of current records in use .....	36
Number of blank forms in use .....	75

## DIVISION OF CORRESPONDENCE.

The following is a summary of the work performed in this division during the fiscal year ended June 30, 1886:

Number of letters written to postmasters and private individuals involving decisions under postal laws and regulations .....	16, 632
Number of telegrams sent in reply to communications requiring the immediate action of the Department .....	66
Number of newspaper and periodical publications claiming the right of admission to the mails as second-class matter, examined and admitted or rejected .....	4, 390
Amount of money collected from publishers of second-class matter for violations of law in mailing third-class matter inclosed with their publications at second-class rates .....	\$2, 086 14

The increase in correspondence of this division over the fiscal year ended June 30, 1885, was over 33 per cent. It also shows an increase over the year ended June 30, 1882, of nearly 100 per cent.

The number of newspaper and periodical publications submitted for classification exceeded the number submitted during the year ended June 30, 1885, by about 15 per cent., and 1882, by about 40 per cent.

The collections, amounting to \$2,086.14, were made through the office of the Third Assistant Postmaster-General, and were the result of decisions made in this division.

The duties of the division are well set forth in its title. It is a division of correspondence, to which are referred all letters received at the office from postmasters requesting information concerning the performance of their official duties, and from the public in regard to the classification of mail matter, the delivery of mail the ownership of which is in controversy, the proper construction of the laws and regulations of the Department, &c.

It may be proper to state that the correspondence and items referred to in this report do not fully cover the work of the division. Many questions were personally submitted of which no record could be kept.

## DIVISION OF POST-OFFICE SUPPLIES.

This division supplies post-offices of the fourth class with thirty-two different forms of blanks, canceling-ink, stamping-pads, eight-ounce letter-balances, marking and rating stamps, and, if the salary be \$50 or more, with twine and wrapping-paper.

The same supplies are furnished to offices of the third class as are furnished to offices of the fourth class whose salary is \$50 or over; and, in addition thereto, with the same blanks as are furnished first and second class offices, except such as relate to the free delivery service.

Offices of the first and second classes are furnished with twine, wrapping-paper, canceling-ink, letter-balances and scales, rating, canceling and marking stamps, stamping-pads, stationery, and blanks.

The following tabulated statement shows in a concise form the growth of this division during the past five fiscal years:

Supplies.	1881-'82.	1882-'83.	1883-'84.	1884-'85.	1885-'86.
Blanks for Department, postmasters, and railway mail service .....	48, 176, 450	50, 156, 464	51, 697, 800	51, 469, 447	57, 674, 302
Books for records of Department, postmasters, and railway mail service .....	82, 793	119, 529	131, 147	87, 107	125, 414
Facing slips .....	32, 736, 6 0	48, 960, 000	48, 583, 700	65, 146, 760	120, 644, 680
Marking, rating, and canceling stamps .....	6, 589	16, 556	13, 071	21, 229	13, 230
Jute twine .....	443, 102	584, 000	566, 717	500, 000	590, 000
Hemp twine .....	116, 439	149, 805	158, 298	210, 000	146, 000
Cotton twine .....	do.	71, 018	126, 296	130, 000	100, 000
Letter balances and scales .....	2, 621	13, 541	4, 447	3, 728	3, 070
Wrapping-paper .....	13, 621	20, 839	11, 506	17, 313	26, 837
Canceling-ink .....	pounds.	11, 376	(*)	(*)	11, 100
Inking-pads .....	do.	11, 700	(*)	(*)	5, 475

\* No appropriation.

#### APPROPRIATIONS AND EXPENDITURES FOR TWINE, PAPER, SCALES, STAMPS, ETC.

The appropriations and expenditures for the foregoing articles for the fiscal years 1884-'85 and 1885-'86 were as follows:

	Appropriation, 1884-'85.	Expended, 1884-'85.	Appropriation, 1885-'86.	Balance unexpended, 1885-'86.
Wrapping-paper .....	\$35, 000 00	\$34, 997 60	\$35, 000 00	\$6, 084 00
Twine .....	82, 277 30	79, 149 50	85, 000 00	15, 368 00
Letter balances and scales .....	25, 000 00	17, 802 20	20, 000 00	18, 698 00
Postmarking, rating, and canceling stamps .....	25, 000 00	10, 223 04	20, 000 00	7, 424 00
Stationery .....	65, 000 00	46, 914 06	65, 000 00	23, 981 00
Printing, binding, &c. ....	180, 000 00	169, 212 42	178, 612 50	4, 556 00
	412, 277 30	358, 308 82	403, 612 50	76, 091 00

The sum of the appropriations for the fiscal year ended June 30, 1886, amounted to \$403,612, and the expenditures for the same period were \$327,520, about 82 per cent. of the appropriations. This left at the close of the fiscal year ended June 30, 1886, an aggregate of \$76,091 unexpended. This, however, does not include the stock on hand at the beginning of the fiscal year, amounting (estimated value) to about \$5,000.

#### STATIONERY.

Of the \$65,000 appropriated for stationery, only \$41,039 (63 per cent.) was expended.

The expenditures for the past seven fiscal years were as follows:

Year.	Amount.
1879-'80 .....	\$48, 284 81
1880-'81 .....	49, 238 45
1881-'82 .....	56, 517 28
1882-'83 .....	55, 000 00
1883-'84 .....	57, 700 00
1884-'85 .....	46, 914 06
1885-'86 .....	41, 039 00
Total .....	354, 693 60

Average per year, \$50,812.

This favorable showing is the result of the good contracts made by the Department for stationery supplies.

#### TWINE.

During the fiscal year 1884-'85 840,000 pounds of twine were used, while during the fiscal year ended June 30, 1886, but 836,000 pounds were used—4,000 pounds less than were required during the fiscal year 1884-'85.

This decrease in the number of pounds of twine used, while there was a considerable growth of the service, is accounted for by the fact that during the fiscal year last past the Department insisted on, and got, the number of yards to the pound to which it was entitled under its contracts. It is estimated that by this means 140,000 pounds of twine have been saved to the Department, which would have cost about \$11,600. Owing to this saving and the good contracts made by the Department, only \$69,632 of this appropriation of \$85,000 was expended.

The twine on hand at the close of the fiscal year 1885-'86 exceeded in value that on hand at the close of the preceding fiscal year by \$1,700, which shows that only 80 per cent. of the appropriation was used.

#### BLANKS AND BLANK BOOKS.

There were furnished during the fiscal year 1885-'86 57,674,302 blanks, as against 51,469,447 for the previous year, an increase of over 6,000,000, equal to 12 per cent.

The number of blank books furnished during the fiscal year 1885-'86 was 125,414, as against 87,107 the year preceding, an increase of over 38,000, equal to 40 per cent.

#### FACING SLIPS.

The Department has a record of 120,644,680 facing slips furnished during the fiscal year 1885-'86 as against 65,141,760 for the previous fiscal year. This was an increase of over 55,000,000, or 85 per cent.

This does not show the whole number of slips used, nor are the data at hand from which it can be ascertained, as some of the larger offices, notably New York City, print their own slips, no report of which is made to the Department. It is estimated from the amount of paper furnished that the number must be about 200,000,000.

Contracts were made in September, 1885, by which these slips were printed for 7 cents per 1,000 for the remainder of the fiscal year ending June 30, 1886.

Contracts have been made by which these slips will be printed for 4½ cents per 1,000 for the fiscal year ending June 30, 1887.

#### CANCELING INK.

Under existing law, canceling ink should be furnished to all fourth-class offices. These offices numbered, July 1, 1886, 51,349. This ink is put up, usually, in half pound cans, and during the past year 3,600 half-pound cans were ordered and supplied from the Department. It will be observed, therefore, that about 47,749 post-offices were not supplied. This, no doubt, is due, largely, to the fact that postmasters have not informed themselves that they are entitled to and should be furnished with canceling ink. A circular letter has been prepared and mailed to all fourth-class postmasters, embodying in a concise form the rules and regulations on this subject.

## PRINTING, BINDING, ETC., FOR THE DEPARTMENT.

The following are appropriations and expenditures for the past six fiscal years for printing, binding, &c.:

Years.	Appropriations.	Expenditures.	Balances.
1880-'81.....	\$150,000 00	\$119,169 45	\$30,830 55
1881-'82.....	150,000 00	133,504 72	16,495 28
1882-'83.....	150,000 00	149,988 36	1 64
1883-'84.....	180,000 00	179,996 09	3 91
1884-'85.....	180,000 00	169,214 42	10,787 58
1885-'86.....	178,612 50	174,056 90	4,556 60
	988,612 50	925,936 94	62,675 56

Balance unexpended, \$62,675.56.

The average yearly appropriations have been \$164,768.75, and of expenditures thereunder, \$155,082.27.

## SALARY AND ALLOWANCE DIVISION.

As stated in my last report, the most important duties of this division are the adjustment of the salaries of Presidential postmasters, or postmasters of the first, second, and third classes; the consideration of applications for allowances for clerk-hire, rent, fuel, light, furniture, miscellaneous and incidental expenditures; the examination of the quarterly returns or accounts of postmasters at offices of the first and second classes before they are finally passed by the Auditor of the Treasury for the Post-Office Department; the regulation of the salaries and duties of the employes necessary for the proper transaction of the postal business in the larger post-offices; the superintendence and regulation of box-rent rates and deposits for keys for lock-boxes; and a supervision of the large and increasing correspondence relative to the subject matters stated.

In addition to the regular and routine duties of the division, the work of reviewing and readjusting the salaries of postmasters at offices of the third, fourth, and fifth classes under the act of Congress approved March 3, 1883, was assigned to it by verbal order of Postmaster-General Gresham, April 7, 1884. This large and important work has been continued under the personal supervision of the chief, and has been carried on as rapidly as possible with the limited additional force of detailed clerks at command.

The duties of the division have been largely increased, also, by the act of Congress approved March 3, 1883, which requires an *annual* adjustment of the salaries of Presidential postmasters, to take effect at the beginning of each fiscal year (July 1) instead of a *biennial* adjustment as heretofore authorized. The *third annual* adjustment of the salaries of Presidential postmasters was made upon the basis of the gross receipts accruing at the respective offices for the four (4) quarters ended March 31, 1886. The work of this division has also been increased by the act approved June 29, 1886, to take effect July 1, 1886, which provides that clerks doing money-order business at offices of the first and second classes shall be compensated from the allowance for clerk-hire as made by this office, and that the commissions accruing on money-order business from the date named shall be returned as a part of the revenue of the Department.



The various operations of the division during the past year are tabulated as follows, viz:

*Tabulated statement of the operations of the Salary and Allowance Division for the fiscal year ended June 30, 1886.*

Items.	Fiscal year 1885-1886.	
	Total number.	Aggregate allowance.
Letters received .....	24,031	
Letters written .....	30,105	
Circular letters sent out .....	15,086	
Allowances for clerk-hire made .....	3,412	
Total amount allowed for clerks in post-offices .....		\$5,029,448 06
Allowances for clerk-hire declined .....	1,727	
Allowances for rent, fuel, and light made .....	1,353	
Total amount allowed for rent, fuel, and light .....		481,433 77
Allowances for rent, fuel, and light declined .....	668	
Allowances for miscellaneous items made .....	4,983	
Total amount allowed for miscellaneous items .....		51,667 78
Allowances for miscellaneous items declined .....	2,130	
Allowances for furniture made .....	523	
Total amount allowed for furniture .....		15,254 03
Allowances for furniture declined .....	720	
Allowances for stationery declined .....	*28	
Allowances for advertising made .....	240	
Total amount allowed for advertising .....		(†)
Allowances for advertising declined .....	214	
Cases sent to chief post-office inspector for information .....	278	
Fourth-class offices reported by the Auditor, where the annual compensation of the postmaster amounted to \$1,000, exclusive of money-order commissions .....	57	
Fourth-class offices assigned to the Presidential class .....	57	
Aggregate amount required to pay the salaries of postmasters at the above Presidential offices (57) for one year .....		61,000 00
Special adjustments of postmasters' salaries .....	62	
Aggregate sum required to pay the above increased salaries for one year .....		62,675 00
Postmasters' salaries reduced and discontinued .....	46	
Aggregate amount saved by salaries reduced and discontinued as above .....		47,200 00
Total number of salaries of postmasters adjusted during the year .....	2,328	
Aggregate amount of salaries involved in the (2,328) adjustments, as above .....		3,796,375 00
First-class post-offices (salary of postmaster \$3,000 to \$6,000 a year) .....	75	
Second-class post-offices (salary of postmaster \$2,000 to \$3,000 a year) .....	400	
Third-class post-offices (salary of postmaster \$1,000 to \$1,900 a year) .....	1,769	
Total number of Presidential post-offices June 30, 1886 .....	2,244	
Total amount required for salaries, Presidential postmasters, as above (2,244), for one year .....		3,685,500 00
Allowances for clerk-hire reduced and discontinued .....	122	
Amount saved by clerk-hire reduced and discontinued .....		32,864 00
Allowances for rent, fuel, and light reduced and discontinued .....	107	
Amount saved by rent, fuel, and light reduced and discontinued .....		40,263 00
Applications for readjustment of postmasters' salaries under act of March 3, 1883, received and placed on file .....	49,851	
Applications under act of March 3, 1883, reviewed to date .....	28,418	
Number found below the 10 per cent. requirement of law .....	17,635	
Total number allowed to date .....	10,763	
Aggregate amount allowed for back pay of postmasters to date .....		615,479 96
Employees (average) .....	15	
Employees, review of postmasters' salaries (average) .....	18	

\* See page 34, relative to stationery accounts for 1883.

† \$3,188.05 was allowed by the Auditor.

The number of letters received during the fiscal year ended June 30, 1886, amounted to 24,031; an increase of 2,158, or 09.8 per cent., as compared with 1885, and 6,194, or 34.7 per cent., more than the number received for the year 1884.

The number of letters written amounted to 30,105; an increase of 1,773, or 06.2 per cent., over 1885.

Fifteen thousand and eighty-six circular letters were sent out; a decrease of 9,858, or 39.5 per cent., as compared with 1885.

Three thousand four hundred and twelve allowances for clerk-hire were made; an increase of 60, or 01.7 per cent., as compared with 1885.

The number of applications for clerk hire declined was 1,727; an increase of 39, or 02.3 per cent., as compared with the year 1885.

One thousand three hundred and fifty-three allowances for rent, fuel, and light were made, being a decrease of 337, or 19.9 per cent., as compared with 1885.

Six hundred and eighty-eight applications for allowances for rent, fuel, and light were declined, an increase of 161, or 31.7 per cent. over 1885.

The total number of allowances for miscellaneous items made numbered 4,983, and 2,130 applications for miscellaneous items were declined.

Five hundred and twenty-three allowances for furniture for post-offices were made, and 720 applications for furniture were declined.

There were 28 applications for stationery declined. (See page 34 of this report relative to these accounts.)

There were 240 allowances for advertising made, the aggregate amount being \$10,376.18, and 214 applications for advertising were declined.

Fifty-seven post-offices of the fourth class were reported by the Auditor where the annual compensation of the postmaster amounted to \$1,000 for four consecutive quarters, exclusive of money-order commissions. All of the said offices (57) were assigned to the third class, the aggregate salaries of the postmasters thereat making a total of \$61,000, an increase of 13 offices and \$14,000 for compensation of postmasters as compared with 1885.

The special adjustments of postmasters' salaries numbered 62, involving the aggregate amount of \$62,675 for salaries. There were 46 salaries of postmasters reduced and discontinued, making a saving of \$47,200.

The total number of salaries of Presidential postmasters adjusted during the year was 2,328, and the aggregate amount involved for salaries in all the adjustments was \$3,796,375.

The allowances for clerk hire reduced or discontinued during the year numbered 122, making a saving of \$32,864.

One hundred and seven allowances for rent, fuel, and light were reduced or discontinued, making a saving of \$40,263.

Since the work of reviewing and readjusting the salaries of postmasters of the third, fourth, and fifth classes, under the act of Congress approved March 3, 1883, was assigned to this division, April 7, 1884, 49,851 applications for review of salaries under the said act have been received and placed on the files of the Department.

The number of applications reviewed and readjusted to date number 28,418; of this number, 10,763 have been allowed, involving the aggregate additional amount for compensation or back-pay of postmasters of \$615,479.96.

There were 17,655 applications reviewed and found to be below the 10 per cent. requirement of law.

I submit herewith a tabulated statement showing the operations of this division for the fiscal years 1880, 1881, 1882, 1883, 1884, 1885, and 1886, with the increase of work since 1880, viz:

Table showing volume of business transacted in the Salary and Allowance Division, office of the First Assistant Postmaster-General, for the fiscal years ended June 30, 1880, 1881, 1882, 1883, 1884, 1885, and 1886, and increase of work since 1880.

Items.	Fiscal year ended June 30—							Increase of work, 1886 over 1880.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	
	No.	No.	No.	No.	No.	No.	No.	No.
Letters received .....	4,598	4,255	8,806	10,520	17,837	21,873	24,031	19,133
Letters answered .....	5,160	4,751	7,898	10,062	21,393	28,332	30,105	24,945
Circular letters sent out .....			13,593	14,483	21,328	24,944	15,086	15,086
Allowances for clerk-hire made .....	1,336	1,694	2,280	2,758	3,917	3,352	3,412	2,076
Allowances for clerk-hire declined .....	1,929	1,603	1,684	2,604	1,310	1,658	21,727	
Allowances for rent, fuel, and light made .....	392	379	499	2,461	2,518	1,690	1,353	961
Allowances for rent, fuel, and light declined .....	223	144	171	622	967	507	668	445
Allowances for miscellaneous items made .....	484	703	3,177	4,970	4,551	4,709	4,983	4,499
Allowances for miscellaneous items declined .....	90	534	555	2,501	1,613	1,356	2,130	2,634
Allowances for furniture made .....	106	117	258	543	647	578	523	357
Allowances for furniture declined .....	596	337	244	915	770	595	720	124
Allowances for stationery made .....	615	635	2,628	3,239	(b)			
Allowances for stationery declined .....	19	19	918	1,128	207	50	628	9
Allowances for advertising made .....			21	368	218	232	240	240
Allowances for advertising declined .....			39	120	116	130	214	214
Cases referred to chief post-office inspector .....	48	34	189	368	283	89	278	230
Special adjustments postmasters' salaries .....		251	238	349	328			
Biennial adjustments postmasters' salaries .....	1,764		2,012		4,875			
Fourth-class post-offices reported by the Auditor where the annual compensation of the postmaster amounts to \$1,000, exclusive of money-order commissions .....	117	152	192	298	228	44	657	
Presidential offices relegated to the fourth class .....			9	15	97	134	45	45
Fourth-class offices assigned to the third class .....	99	113	145	174	248	44	657	
Lease cases prepared .....			33	176	37	(d)	(d)	
Leases in operation .....			313	228	298	(d)	(d)	
Cases of all kinds made special .....		117	787	378	194	181		
Discontinued rent, fuel, and light .....			5	22	217	110	107	107
Discontinued clerk-hire .....			17	217	96	720	122	122
Presidential post-offices .....	1,764	1,861	2,003	2,176	2,330	2,233	2,244	480
Claims for readjustment of postmasters' salaries under act of March 3, 1883 .....				6,537	26,892	16,521	11,897	
Railway mail allowances made .....		674						
Employees (average) .....	3	3	4	5	7	715	2,713	

a Decrease.

b Transferred to division of post-office supplies.

c Relative to stationery, fiscal year ended June 30, 1883.

d Transferred to law and lease clerk.

e Transferred to office Second Assistant Postmaster-General.

f Eight employees on review of postmasters' salaries.

## ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES.

Under the act of Congress approved March 3, 1883, making provision for *annual* instead of *biennial* adjustments, as heretofore, the *third annual* adjustment of the salaries of Presidential postmasters or postmasters at offices of the first, second, and third classes, was made upon the basis of the gross receipts which accrued at the respective offices for the four quarters ending March 31, 1886, to take effect July 1, 1886. This adjustment was made upon the gross receipts for one year or four quarters upon the new or reduced rate of postage. The salaries of postmasters at 2,265 post-offices were reviewed. As a result of the adjustment 75 offices were assigned to the first class, 400 to the second class, and 1,769 to the third class, from July 1, 1886. This was an increase of 4 first-class offices, 17 second-class offices, and 4 third-class offices from the date named. There were 24 new offices (all third class), added to the Presidential list from July 1, 1886, and 45 offices (all third class) were relegated to the fourth class from the same date, making the total number of Presidential offices July 1, 1886, 2,244. The aggregate amount required to pay salaries of Presidential postmasters was \$3,685,500, and the grand total of gross receipts which accrued at the same offices for the four quarters ending March 31, 1886, amounted to \$32,491,551.58. As compared with the receipts as shown by the adjustment of 1885, this is an increase of \$699,331.03.

The aggregate salaries of the postmasters will absorb 11.34 per cent. of the revenue of the Presidential offices, being .08 per cent. less than the percentage shown by the adjustment which took effect July 1, 1885.

The grand total of gross receipts which accrued at these offices for the four quarters ended March 31, 1886, is 74.07 per cent. of the revenue of the Department for the same period.

The several adjustments of the salaries of Presidential postmasters made in accordance with the requirements of the act of March 3, 1883, to take effect October 1, 1883, July 1, 1884, July 1, 1885, and July 1, 1886, are herewith tabulated, viz:

*Comparative statement of the adjustments of salaries of Presidential postmasters which took effect October 1, 1883, July 1, 1884, July 1, 1885, and July 1, 1886, in compliance with the requirements of the act of March 3, 1883.*

Date.	Number of Presidential offices.	Aggregate salaries of Presidential postmasters.	Average salary of Presidential postmasters.	Aggregate receipts which accrued at Presidential offices.	Per cent. of aggregate receipts absorbed for postmasters' salaries.	Per cent. of entire revenue of Department which accrued at Presidential offices.
October 1, 1883 .....	2, 195	3, 707, 500	1, 689	33, 535, 253 95	11.06	74.28
July 1, 1884 .....	2, 323	3, 828, 700	1, 648	33, 031, 897 23	11.59	74.86
July 1, 1885 .....	2, 223	3, 630, 600	1, 625	31, 793, 220 55	11.42	75.36
July 1, 1886 .....	2, 244	3, 685, 500	1, 642	32, 491, 551 58	11.34	74.07

I also submit a tabulated statement, arranged by States and Territories in alphabetical order, showing the number of Presidential post-offices, the aggregate salaries of postmasters, and the aggregate receipts for the four quarters ended March 31, 1886, as follows:

*Statement showing the number of Presidential post-offices in the several States and Territories, and the aggregate salaries of the postmasters thereat, as adjusted to take effect July 1, 1886.*

States.	Number of Presidential post-offices, adjusted of July 1, 1886.	Aggregate salaries of postmasters.	Aggregate receipts, four quarters ended March 31, 1886.
Alabama	18	\$29,500	\$148,810 58
Alaska			
Arizona	4	6,800	23,480 03
Arkansas	16	25,700	104,038 81
California	62	101,500	920,864 41
Colorado	29	4,800	279,280 12
Connecticut	54	94,440	647,628 28
Dakota	43	63,200	194,396 09
Delaware	6	9,900	63,235 38
District of Columbia	1	5,000	302,884 77
Florida	15	27,100	123,815 21
Georgia	28	48,500	325,034 96
Idaho	6	7,700	18,192 03
Illinois	176	276,100	3,078,116 38
Indiana	84	136,900	700,468 94
Indian Territory			
Iowa	120	191,700	865,862 68
Kansas	99	156,700	617,594 66
Kentucky	38	61,900	437,544 82
Louisiana	12	18,300	308,798 84
Maine	35	57,100	321,204 26
Maryland	19	31,100	585,693 30
Massachusetts	121	211,800	2,638,088 90
Michigan	102	187,400	998,267 09
Minnesota	47	75,700	645,115 58
Mississippi	23	32,900	103,314 19
Missouri	74	115,700	1,483,392 46
Montana	12	10,000	76,054 29
Nebraska	61	89,400	394,925 20
Nevada	7	10,000	28,634 38
New Hampshire	28	45,900	199,061 02
New Jersey	64	113,400	702,110 81
New Mexico	7	11,900	40,066 69
New York	216	370,300	7,135,363 43
North Carolina	22	35,800	134,040 18
Ohio	133	224,100	2,083,467 37
Oregon	13	20,600	115,925 13
Pennsylvania	159	268,700	3,054,266 38
Rhode Island	11	22,400	276,820 04
South Carolina	16	24,700	128,633 78
Tennessee	25	40,500	314,901 09
Texas	71	112,300	497,037 47
Utah	4	7,700	49,875 09
Vermont	25	40,600	154,638 93
Virginia	30	52,200	335,620 50
Washington	13	19,600	62,283 79
West Virginia	14	22,000	96,143 69
Wisconsin	76	121,200	687,048 28
Wyoming	5	8,100	31,562 31
Total	2,244	3,685,500	32,491,551 58

Grand total gross receipts..... \$32,491,551 58  
 Grand total postmasters' salaries..... 3,685,500 00

Percentage of gross receipts absorbed by salaries..... 11 84  
 The grand total of gross receipts of Presidential offices for the four quarters ended March 31, 1886, amounts to 74.07 per cent. of the revenue of the Post-Office Department for the same period.

**REVIEW OF SALARIES OF POSTMASTERS OF THE THIRD, FOURTH, AND FIFTH CLASSES, UNDER THE ACT OF MARCH 3, 1883.**

In my report of last year (see pages 217, 218, and 219, Report of the Postmaster-General for the fiscal year ended June 30, 1885) relative to the review of the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes, as required by the act of Congress approved March 3, 1883, as construed by the Attorney-General of the United States under date of February 13, 1884, and reaffirmed June 14, 1884, a complete and concise history of the work of reviewing the said salaries was given from the time the subject-matter was assigned to the Salary and Allowance division of this Bureau by Postmaster-General Gresham, April 7, 1884, to and including the completion of the first schedule of claims for the State of Ohio.

Since that report was made the work has progressed as rapidly as possible with the limited clerical force assigned to said division, and the first schedules of claims for the following States and Territories have been completed, viz: Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Utah, Vermont, Virginia, Washington Territory, West Virginia, Wisconsin, Wyoming, and Idaho; and the second schedules of claims for the States of Alabama and Arkansas have also been completed.

The second schedules for the other States and Territories will be taken up in alphabetical order and completed as soon as possible.

At the present time the claims included in the second schedules for the States of California, Colorado, and Connecticut are in process of review.

Twenty-eight thousand four hundred and eighteen claims have been reviewed, and 10,763 have been allowed; 17,655 were found to be below the 10 per cent. requirement of the law, or for periods outside of the dates defined by the act.

The total amount allowed as additional compensation to date is \$615,479.96. This sum exceeds the amount appropriated by Congress to date by \$11,575.47, the aggregate amount appropriated by Congress being \$603,904.49, as follows:

Under act approved July 7, 1884 .....	\$45,213 80
Under act approved March 3, 1885 .....	178,481 23
Under act approved August 4, 1886 .....	380,209 46
<b>Total.....</b>	<b>603,904 49</b>

The appropriation approved August 4, 1886, was made by Congress in the "Act making appropriations to supply deficiencies in the appropriations for the fiscal year ending June 30, 1886, and for prior years, and for other purposes," and as persistent efforts were made to cast doubt upon the construction of the act of March, 3, 1883, as affirmed by the Attorney-General of the United States, as hereinbefore stated, Congress enacted the following additional legislation confirming the adjustments of the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes as made by the Department, and also limited the time for the presentation of claims of this character to January 1, 1887. The text of section 8, as approved by Congress August 4, 1886, is as follows, viz:

*Compensation of postmasters readjusted under act of March 3, 1883.*

For compensation of postmasters readjusted because of the act of March third, eighteen hundred and eighty-three, and to pay the several amounts reported by the Auditor of the Treasury for the Post-Office Department as due and unpaid, payable

from deficiency in the postal revenue for eighteen hundred and eighty-three and prior years, three hundred and eighty thousand two hundred and nine dollars and forty-six cents: *Provided*, That the method of reviewing and readjusting the salaries of postmasters and late postmasters of the third, fourth, and fifth classes, under the classification of the act of July first, eighteen hundred and sixty-four, during the period between July first, eighteen hundred and sixty-four, and July first, eighteen hundred and seventy-four, which has been practiced in the Post-Office Department under and since the act of March third, eighteen hundred and eighty-three, entitled "An act authorizing and directing the Postmaster-General to readjust the salaries of certain postmasters in accordance with the provision of section eight of the act of June twelfth, eighteen hundred and sixty-six," by which all such reviews and readjustments have been made prospectively for the biennial periods provided for in the said act of July first, eighteen hundred and sixty-four, upon the basis of the quarterly returns of postmasters during the preceding biennial periods, respectively, whenever the salary actually paid was ten per centum less in amount than such salary should have been if adjusted correctly upon such returns by computing what the commissions upon the same would have been under the act of June twenty-second, eighteen hundred and fifty-four, and averaging the amount thereof annually, as directed by the act of July first, eighteen hundred and sixty-four, for fixing salaries, is approved and ratified as a correct administration of the aforesaid act of March third, eighteen hundred and eighty-three, and of all other acts applicable thereto; and that the several readjustments which have been made are ratified as a correct disposition of the several claims which have been considered and disposed of, and for which this appropriation is made; and the several persons to whom amounts have been respectively found due are declared the rightful persons entitled to the same, and such amounts to be the full sums due upon any and all such claims; and that all claims in excess thereof, and all other claims for readjustment which have been examined and found by the proper officers of the Post-Office Department not entitled to readjustment within such rule of administration, are disallowed and barred. That no claim for review or readjustment of any such salary shall be hereafter considered unless the same shall be presented to the Post-Office Department before the first day of January, eighteen hundred and eighty-seven; and that in considering all claims not yet readjusted the same method shall be pursued which is hereby approved; and any and every different method of readjustment of salaries of such postmasters and late postmasters during the period between July first, eighteen hundred and sixty-four, and July first, eighteen hundred and seventy-four, than is herein approved, is hereby prohibited; and no action or suit shall be maintainable in any court against any officer of the United States by reason of his action in reviewing or refusing to review, or allowing or disallowing, any application for readjustment of any such salary: *And provided further*, That payment of all sums hereby appropriated shall be made by warrants or checks, as provided by the said act of March third, eighteen hundred and eighty-three, payable to the order of and transmitted to the persons entitled respectively thereto.

A tabulated statement, showing the progress of the work of reviewing the said salaries from April 7, 1884, to date, is herewith submitted, viz:

*Statement showing progress of the work of reviewing the adjustment of the salaries of post-masters at offices of the third, fourth, and fifth classes, in compliance with the requirements of the act of March 3, 1883.*

Date of schedule.	States.	Number of schedule.	Total number of cases reviewed.	Number of cases allowed to date.	Aggregate amount heretofore allowed postmasters.	Aggregate amount allowed under act of March 3, 1883.
1884.						
May 14	Alabama	1	88	38	\$10,880 00	\$3,392 14
June 9	Indiana	1	565	222	64,035 79	10,892 13
11	Iowa	1	713	175	58,905 42	14,896 54
16	Connecticut	1	261	69	31,528 79	6,157 42
24	Arizona	1	3	1	495 00	103 54
24	Dakota	1	22	1	402 50	51 85
25	Florida	1	57	10	8,709 04	2,634 06
25	Colorado	1	56	6	660 83	217 32
July 2	Kansas	1	178	69	13,251 53	3,485 93
2	Arkansas	1	26	13	3,865 11	1,506 02
5	Georgia	1	76	24	7,853 52	2,020 40
Aug. 30	California	1	156	31	13,949 29	3,422 31
30	Delaware	1	32	6	730 06	62 64
30	Illinois	1	1,722	546	164,677 33	38,747 72
30	Kentucky	1	215	70	10,482 30	5,808 25
30	Louisiana	1	75	15	7,091 56	1,947 86
30	Maine	1	497	146	30,190 73	7,637 26
30	Maryland	1	212	61	21,135 95	12,401 77
Sept. 8	Massachusetts	1	466	111	62,521 77	13,389 55
25	Michigan	1	753	224	46,180 42	10,947 89
Oct. 1	Minnesota	1	409	139	20,515 13	5,269 72
3	Mississippi	1	100	26	10,778 96	2,905 61
Nov. 12	Missouri	1	607	195	44,689 07	13,994 72
12	Nevada	1	17	7	3,878 66	943 16
13	New Mexico	1	17	4	444 19	155 45
13	Oregon	1	42	12	4,633 64	1,188 53
15	Nebraska	1	173	31	4,747 89	2,125 48
29	New Hampshire	1	375	107	22,879 67	5,409 13
Dec. 2	Montana	1	15	2	358 00	176 83
15	New Jersey	1	542	128	20,225 30	9,289 94
1885.						
Mar. 20	New York	1	3,344	1,197	366,894 56	77,059 24
23	North Carolina	1	334	110	22,893 96	4,967 40
July 13	Ohio	1	4,233	2,099	366,177 71	104,522 03
Nov 18	Pennsylvania	1	5,139	2,514	393,414 52	111,416 51
Dec. 18	Rhode Island	1	111	30	12,523 84	3,660 46
23	South Carolina	1	182	37	13,918 90	5,956 29
31	Tennessee	1	662	149	42,164 44	10,085 52
1886.						
Jan. 8	Texas	1	373	107	29,214 61	10,764 79
9	Utah	1	147	20	1,208 00	502 60
23	Vermont	1	742	229	55,103 34	13,164 66
Mar. 6	Virginia	1	1,030	361	40,069 80	14,241 91
19	Washington	1	28	11	2,407 75	728 74
Apr. 27	West Virginia	1	736	326	45,562 79	20,007 64
May 29	Wisconsin	1	2,248	894	144,872 17	39,306 92
June 8	Wyoming	1	14	2	700 50	281 73
8	Idaho	1	13	2	401 50	85 42
Aug. 11	Alabama	2	292	121	22,111 66	7,155 35
17	Arkansas	2	240	65	10,676 91	4,371 58
	Total	48	28,418	10,763	2,218,204 41	615,479 06

## BOXES AND BOX-RENTS.

Post-office boxes serve a threefold purpose, to wit: First, as an accommodation to patrons of the office; second, as a convenience to post-masters, and, third, as a source of revenue. They are classed as call-boxes, lock-boxes, and lock-drawers; and are provided, as a rule, by post-



masters, except at post-offices located in Government buildings, which are furnished with box outfits by the Treasury Department, and at such post-offices of the first and second classes, located in buildings leased for a term of not exceeding five years, where an outfit of boxes is included under the provisions of the lease.

The revenue derived from the rent of boxes at Presidential post-offices is included in the gross receipts accruing at the said offices, in making the annual adjustment of Presidential postmasters' salaries. The said postmasters, therefore, receive, indirectly, a part of the box-rents in the sum allowed as compensation. At fourth-class offices all the box-rents practically go to the postmasters, the Government deriving no revenue therefrom.

The supervision of box rent rates by the Department during the past fiscal year has continued the improvement of this branch of the service. From the statements furnished by postmasters at the request of this office, relative to the number of boxes in their offices, number in use, and rental price for each class of boxes, extreme rental prices have been adjusted to conform to the local requirements of the respective offices, due regard being given, at the same time, to the benefits afforded box-renters, thus securing greater uniformity of prices.

This fact, and the careful supervision given to this subject, has, I am pleased to state, reduced the number of complaints relative to box-rent rates to the minimum.

#### KEY DEPOSITS.

During the year a large number of letters relative to key-deposits were received and mailed, also a large number of circular-letters of instructions and blank forms for use of postmasters in making their reports.

The modified regulations requiring postmasters to make reports relative to key deposits semi-annually, instead of quarterly as heretofore, and also allowing postmasters who provide their own boxes to exercise their discretion in collecting a deposit for keys, has simplified the work to some extent; but, notwithstanding these changes, the reports accumulated faster than the limited force assigned to the work could dispose of it.

#### LEGISLATION RECOMMENDED.

##### ALLOWANCES FOR RENT FOR THIRD-CLASS OFFICES.

I renew the recommendation heretofore made by this office, that the Government pay the office rent at post-offices of the third class. As stated concisely by the Postmaster-General (see Report of the Postmaster-General for the fiscal year ended June 30, 1884, page 20), "there is no reason why these expenses should not be paid at third-class post-offices as well as at first and second class offices."

I beg to state that this matter was fully considered in my report of last year (see report of the Postmaster-General for the fiscal year ended June 30, 1885, page 225), and therefore it is unnecessary to add anything further at this time than the fact that in the appropriation act for the service of the Post-Office Department for the current fiscal year the discretionary authority given to the Postmaster-General to lease premises for the use of post-offices of the third class, which was incorporated in the appropriation act for the postal service for the fiscal year ended June 30, 1886, has been omitted.

I submit herewith a tabulated statement showing the number of these offices of each grade, by States and Territories, in effect July 1, 1886:

*Statement showing the number of third-class post-offices July 1, 1886, arranged to exhibit the number in each grade from \$1,000 to \$1,900, in each State, Territory, and District.*

States and Territories.	Postmasters' salaries.										Total.
	\$1,000.	\$1,100.	\$1,200.	\$1,300.	\$1,400.	\$1,500.	\$1,600.	\$1,700.	\$1,800.	\$1,900.	
Alabama	1	3	2		4	1		3			14
Alaska											
Arizona							2	1			3
Arkansas	2	1		4		1	1	1		2	13
California	6	4	6		6	7	5	6	3		49
Colorado	1	5			4	3	6	2	1		23
Connecticut	3	8	1		8	5	6	2	3		37
Dakota	3	6	3	7	9	3	1	2	2		36
Delaware			2	1	1			1			5
District of Columbia											
Florida						2		3	2	1	11
Georgia	2	3	4	2	3	2	3	2			22
Idaho	1	1	1	1							6
Illinois	16	18	22	17	21	15	15	9	7	5	145
Indiana	4	8	8	5	11	11	6	6	5	3	67
Indian Territory											
Iowa	10	6	13	7	17	19	11	9	4	5	101
Kansas	9	10	6	5	11	12	8	12	8	2	83
Kentucky	1	7	3	4	2	3					30
Louisiana	3	1	2	1	1	1	4	3	2	1	10
Maine	4	4	3	1	5	2		3	1		26
Maryland	2		4	3	3	1		1			14
Massachusetts	5	8	7	11	11	15	12	10	7	6	92
Michigan	5	14	7	4	14	9	10	10	5		78
Minnesota	2	9	5	3	5	3	3	6		1	38
Mississippi	4	4	3		4	2			1		19
Missouri	5	14	10	5	3	7	7	7	6	1	65
Montana	1		1	1	4	1	1	1			10
Nebraska	6	9	6	10	4	10	4	3	1		53
Nevada	1	2				1			2		7
New Hampshire	1	3					3	3	1		22
New Jersey	2	5	3	2	3	3	3	6	6	3	48
New Mexico			1	1		6	2				5
New York	13	18	22	18	15	27	15	17	9	10	163
North Carolina	1	2	1		4		1	1	2		18
Ohio	11	10	12	6		15	7	7	9	9	95
Oregon	2	1			3	3	1				11
Pennsylvania	14	16	9	18	11	17	12	17	11	1	120
Rhode Island									1		6
South Carolina	2		3	2		1	3				13
Tennessee	1	4	6	1	3	2	1	1			20
Texas	4	6	11	3	11	11	1	8	3	2	60
Utah											2
Vermont		2		1		6	1	1		1	19
Virginia	2	1	2	1	7	4	2	1	1	3	23
Washington	1	2	1	1	1						10
West Virginia	1	2	3		1			1			11
Wisconsin	4	10	6	6	10	8	6	6	4	2	62
Wyoming		1			2				1		4
Total	156	231	204	159	249	242	177	173	116	62	1,769

## RENT FOR POST-OFFICE, WASHINGTON, D. C.

I beg to call attention to the fact that rent for the premises used for the post-office of Washington, D. C., has not been provided for by Congress for the current fiscal year.

In the "Act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1887," provision is made for the rent of a suitable building for the "Capitol Hill" branch of the Washington office, but payment of the rent of the main office has not been provided for; and, therefore, from July 1, last, no rent for the said

office will be paid until authority for the same has been granted by Congress.

I also respectfully call attention to the fact that no action was taken by Congress during the past session relative to rent for the branch of the Washington post-office known as "Station C," which is now located on F street northwest, between Fourteenth and Fifteenth streets. This is an important branch of the Washington office, and provision for paying rent for suitable premises to accommodate the postal business of the station should be made without delay. (See Report of the Postmaster-General for the fiscal year ended June 30, 1885, page 227.)

#### STATIONERY.

In conclusion, I beg to state that the recommendation of this office (see Report of the Postmaster-General for the fiscal year ended June 30, 1885, page 227) relative to certain claims for amounts expended by postmasters for stationery for the fiscal year ended June 30, 1883, was favorably considered by Congress and provision made for the payment of the same in the "deficiency act" approved August 4, 1886. The amounts, as stated in the list transmitted to Congress by the Postmaster-General, under date of May 21, 1886, aggregating \$1,476.31, have been credited in the accounts of the postmasters named in the said list and the said accounts closed.

#### MONEY-ORDER CLERK-HIRE.

I also beg to state that the recommendation of this office (See Report of the Postmaster-General for the fiscal year ended June 30, 1885, page 226) relative to money-order clerk hire was favorably considered by Congress; but in the act approved June 29, 1886, to take effect July 1, 1886, provision was not made for the payment of money-order clerk hire. This, in my judgment, should receive the favorable consideration of Congress.

#### THE FREE-DELIVERY SYSTEM.

There were 181 free-delivery offices at the close of the fiscal year ended June 30, 1886, an increase of three over the preceding year, the new offices being Aurora, Ill.; Duluth, Minn.; and Newport, Ky. The number of carriers was 4,841, an increase of 483.

The appropriation for the service was \$4,485,000, of which \$45,000 was provided for the establishment of the system at post-offices entitled thereto.

The total cost of the service was \$1,312,306.70, leaving a balance unexpended of \$172,693.30. The surplus was caused by the retirement from the service of a large number of carriers receiving the maximum rate of pay, and the appointment of others to fill the vacancies at the minimum rate, as required by act of Congress of August 2, 1882, and the fact that the service was established in but three of the offices entitled thereto, which could not be foreseen at the time the estimates were made.

The following table will show the aggregate results of the free-delivery service for the fiscal year, and a comparison with the results of the preceding year:

*Aggregate result of the free-delivery service for the fiscal year ended June 30, 1886.*

Statistics of free delivery.	1885.	1886.	Increase.	Per cent.
Number of offices .....	178	181	3	1.68
Number of carriers .....	4,358	4,841	483	11.08
Mail letters delivered .....	484,990,842	510,310,305	45,313,463	9.74
Mail postal cards delivered .....	104,742,598	109,829,038	5,086,440	4.85
Local letters delivered .....	143,406,578	171,416,284	28,009,706	19.53
Local postal cards delivered .....	78,226,676	81,263,920	3,037,244	3.88
Registered letters delivered .....	3,187,965	3,407,140	219,175	6.87
Newspapers, &c., delivered .....	256,054,602	300,138,850	44,084,248	17.21
Letters collected .....	460,858,875	531,206,636	61,347,761	13.05
Postal cards collected .....	140,630,704	150,077,294	9,446,590	6.71
Newspapers, &c., collected .....	83,432,673	91,871,132	8,438,459	10.11
Whole number of pieces handled .....	1,744,537,413	1,949,520,599	204,983,186	11.75
Pieces handled per carrier .....	400,397	402,710	2,403	.60
Total cost of service including post-office inspectors .....	\$3,985,952 55	\$4,312,306 70	\$326,354 15	8.18
Average cost per piece in mills* .....	2.3	2.2	↓.1	.....
Average cost per carrier* .....	\$912 90	\$889 15	↓\$23 75	2.6
Amount of postage on local matter .....	\$5,280,723 10	\$5,839,242 97	\$558,519 87	10.57
Excess of postage on local matter over total cost of service .....	\$1,294,770 55	\$1,526,936 27	\$232,165 72	17.93

\*Based on the aggregate \$4,303,479.99 paid carriers and for incidental expenses, and not including \$8,826.71 paid post-office inspectors.

†Decrease.

Of the 181 offices the receipts from local postage exceeded the cost of service in 19, while 23 others realized over four fifths, 22 over three-fifths, 29 more than one-half, 35 more than two-fifths, 51 more than one-fifth, and 2 less than one-fifth of the cost.

The following table will show the cost of service and the local postage at each of the 19 offices above referred to:

*Post-offices at which the local postage exceeded the cost of the service.*

Name of office.	Receipts from local postage.	Cost of carrier service.	Net gain.
Boston, Mass. ....	\$465,258 64	\$292,877 46	\$172,381 18
Brooklyn, N. Y. ....	254,892 63	177,137 48	77,754 55
Buffalo, N. Y. ....	69,552 57	53,879 16	15,673 41
Chicago, Ill. ....	503,783 44	327,549 37	176,234 07
Cincinnati, Ohio. ....	150,437 74	120,003 96	30,433 78
Cleveland, Ohio. ....	59,165 85	58,250 42	915 43
Denver, Colo. ....	28,277 91	18,608 40	9,669 51
Detroit, Mich. ....	50,991 05	50,661 67	329 38
Elizabeth, N. J. ....	8,467 18	7,204 13	1,263 05
Lincoln, Nebr. ....	7,091 85	5,317 36	1,684 49
Milwaukee, Wis. ....	47,806 62	46,462 69	1,343 93
New Haven, Conn. ....	32,893 69	18,651 66	14,242 03
New York, N. Y. ....	1,905,735 61	642,396 09	1,263,339 52
Omaha, Nebr. ....	17,108 02	15,620 70	1,487 23
Philadelphia, Pa. ....	783,707 27	447,431 59	336,275 68
Pittsburgh, Pa. ....	68,493 76	51,819 29	16,674 47
Saint Louis, Mo. ....	219,705 65	164,769 53	54,936 12
San Francisco, Cal. ....	134,539 92	89,699 47	44,840 45
Savannah, Ga. ....	8,283 49	7,770 62	512 87
Total .....	4,821,902 29	2,596,111 14	2,225,791 15

Additional information concerning the operations of this service, and showing its growth from its inauguration, July 1, 1863, will be found in the tabulated statements marked C and D appended to this report.

In concluding, I desire earnestly to commend the chiefs of division and the clerks of this Bureau for faithful and efficient service.

Very respectfully,

A. E. STEVENSON,  
*First Assistant Postmaster-General.*

Hon. WM. F. VILAS,  
*Postmaster-General.*

TABLE A.—Statement showing the number of Presidential post-offices in each State and Territory June 30, 1885, and June 30, 1886, with increase and decrease; also the number of post-offices of each class, together with the number of money-order post-offices and stations by States and Territories June 30, 1886.

States and Territories.	Number of Presidential post-offices June 30, 1885.	Number of Presidential post-offices June 30, 1886.	Increase.	Decrease.	Number of post-offices of the first class.	Number of post-offices of the second class.	Number of post-offices of the third class.	Number of post-offices of the fourth class.	Number of money-order post-offices June 30, 1886.	Number of money-order post-office stations June 30, 1886.
Alabama.....	29	18		2		4	14	1,487	92	
Alaska.....								8		
Arizona.....	4	4				1	3	133	20	
Arkansas.....	16	16				3	13	1,183	102	
California.....	59	62	3		4	9	49	996	194	5
Colorado.....	30	29		1	1	5	23	461	85	
Connecticut.....	56	54		2	3	14	37	416	79	
Dakota.....	43	43				7	36	950	117	
Delaware.....	7	6		1	1		5	125	17	
District of Columbia.....	1	1			1			7	1	3
Florida.....	15	15			1	3	11	646	63	
Georgia.....	28	28			2	4	22	1,460	115	
Idaho.....	5	6	1				6	194	23	
Illinois.....	181	176		5	3	28	145	2,653	590	8
Indiana.....	86	84		2	1	16	67	1,811	315	
Indian Territory.....	1			1				163	7	
Iowa.....	121	120		1	3	16	101	1,541	522	1
Kansas.....	92	99	7		1	15	83	1,654	342	1
Kentucky.....	38	38			1	7	30	1,759	113	
Louisiana.....	12	12			1	1	10	643	66	
Maine.....	34	35	1		2	7	26	999	120	
Maryland.....	19	19			1	4	14	888	65	7
Massachusetts.....	118	121	3		6	23	92	687	186	16
Michigan.....	103	102		1	2	32	78	1,566	344	
Minnesota.....	48	47		1	2	7	38	1,076	187	
Mississippi.....	23	23				4	19	906	104	
Missouri.....	73	74	1		3	6	65	1,985	313	4
Montana.....	11	12	1			2	10	239	30	
Nebraska.....	54	61	7		2	6	53	991	192	
Nevada.....	8	7		1			7	132	25	
New Hampshire.....	30	28		2		6	22	486	82	
New Jersey.....	63	64	1		3	13	48	715	93	8
New Mexico.....	7	7				2	5	204	29	
New York.....	213	216	3		10	43	163	2,999	496	21
North Carolina.....	22	22				4	18	2,035	114	
Ohio.....	132	133	1		6	32	95	2,630	468	5
Oregon.....	13	13			1	1	11	483	66	
Pennsylvania.....	155	159	4		5	34	120	3,842	402	11
Rhode Island.....	11	11			1	4	6	114	22	
South Carolina.....	17	16		1	1	2	13	842	57	
Tennessee.....	24	25	1		2	3	20	1,910	122	
Texas.....	72	71		1	2	9	60	1,759	268	
Utah.....	4	4				2	2	236	24	
Vermont.....	26	25		1		6	19	495	97	
Virginia.....	31	30		1	2	5	23	2,251	116	
Washington.....	11	13	2			8	10	372	33	
West Virginia.....	14	14				3	1	1,220	64	
Wisconsin.....	78	76		2	1	13	62	1,411	271	2
Wyoming.....	4	5	1			1	4	117	11	
Total.....	2,233	2,244	37	26	75	400	1,769	51,370	7,264	92

**TABLE B.**—*Total operations of the Appointment Division of the office of the First Assistant Postmaster-General for the year ended June 30, 1886; also statement of the number of post offices in each State and Territory June 30, 1885, and June 30, 1886, with increase or decrease.*

States and Territories.	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resigned and commissions expired.	Removed and suspended.	Deceased.	Total number of cases.	Whole number of post-offices June 30, 1885.	Whole number of post-offices June 30, 1886.	Increase.	Decrease.
Alabama	135	39	18	10	212	53	12	459	1,409	1,505	96	---
Alaska	2	1	1	1	5	9	1	9	7	8	1	---
Arizona	2	14	3	1	33	9	1	67	143	137	---	6
Arkansas	128	43	35	17	287	72	27	575	1,114	1,199	85	---
California	72	13	14	2	139	49	18	368	999	1,058	59	---
Colorado	29	45	19	9	167	49	7	307	506	490	---	16
Connecticut	6	2	4	1	54	108	3	177	466	470	4	---
Dakota	124	38	40	19	187	157	6	533	907	993	86	---
Delaware	7	1	3	1	18	39	2	67	124	131	7	---
District of Columbia	1	---	---	---	1	2	---	4	7	6	1	---
Florida	110	22	9	2	91	42	6	276	571	661	90	---
Georgia	162	41	39	18	240	71	21	556	1,367	1,488	121	---
Idaho	32	10	7	4	55	21	3	124	178	200	22	---
Illinois	64	23	27	8	382	698	20	1,206	2,188	2,229	41	---
Indiana	43	20	18	5	411	531	20	1,039	1,872	1,895	23	---
Indian Territory	24	7	5	---	43	9	---	89	146	163	17	---
Iowa	58	33	20	7	319	467	20	910	1,636	1,661	25	---
Kansas	184	77	108	66	466	291	15	1,075	1,646	1,753	107	---
Kentucky	125	40	43	19	238	232	12	729	1,712	1,767	55	---
Louisiana	64	7	16	11	111	34	8	229	598	655	57	---
Maine	25	9	1	1	137	295	14	480	1,918	1,034	16	---
Maryland	75	9	11	4	115	169	15	390	841	907	66	---
Massachusetts	27	5	3	1	92	154	13	293	786	808	22	---
Michigan	63	19	24	8	282	398	16	794	1,624	1,668	44	---
Minnesota	57	44	20	8	166	161	6	446	1,110	1,123	13	---
Mississippi	119	22	13	8	160	72	18	306	922	1,019	97	---
Missouri	120	52	59	26	444	305	22	976	1,990	2,058	68	---
Montana	30	14	8	3	58	25	4	136	235	251	16	---
Nebraska	120	46	73	50	265	133	7	694	978	1,052	74	---
Nevada	8	5	1	---	37	14	4	64	141	139	---	2
New Hampshire	8	3	1	1	81	136	10	229	509	514	5	---
New Jersey	24	2	8	1	81	265	8	387	757	779	22	---
New Mexico	34	12	1	---	67	21	2	137	199	211	22	---
New York	77	19	33	5	473	1,122	40	1,759	3,157	3,215	58	---
North Carolina	237	44	38	17	240	147	13	702	1,804	2,057	253	---
Ohio	61	23	17	4	451	915	29	1,492	2,725	2,763	38	---
Oregon	44	11	12	3	109	34	5	212	463	496	33	---
Pennsylvania	147	40	42	11	656	1,003	41	1,919	3,894	4,001	107	---
Rhode Island	1	2	---	---	12	21	---	36	126	125	---	1
South Carolina	74	27	17	4	94	37	6	251	811	858	47	---
Tennessee	101	31	69	25	306	218	21	721	1,865	1,935	70	---
Texas	208	62	54	22	403	96	18	819	1,684	1,830	146	---
Utah	8	8	---	---	13	5	---	34	240	240	---	---
Vermont	6	2	---	---	53	141	6	207	510	520	10	---
Virginia	238	41	71	43	309	253	31	900	2,084	2,281	197	---
Washington	31	10	6	2	60	35	3	143	364	385	21	---
West Virginia	109	34	25	12	243	148	12	559	1,159	1,234	75	---
Wisconsin	38	44	12	4	179	238	22	529	1,494	1,488	---	6
Wyoming	19	7	1	---	17	6	1	51	110	122	12	---
Total	3,482	1,120	1,052	463	9,112	9,506	587	24,456	51,252	53,614	2,362	31
Decrease	---	---	---	---	---	---	---	---	---	---	31	---
Net Increase	---	---	---	---	---	---	---	---	---	---	2,362	---

TABLE C.—*Showing the growth of the free-delivery service from its inauguration, July 1, 1863.*

Year.	Number of offices.	Number of carriers.	Cost of service.	Postage on local matter.	Excess of cost.	Excess of postage on local matter.
1863-'64.....	66	685	\$317,061 20	.....	.....	.....
1864-'65.....	45	757	448,664 61	.....	.....	.....
1865-'66.....	46	863	589,236 41	.....	.....	.....
1866-'67.....	47	943	699,634 34	.....	.....	.....
1867-'68.....	48	1,198	995,934 59	.....	.....	.....
1868-'69.....	48	1,246	1,183,915 31	.....	.....	.....
1869-'70.....	51	1,362	1,230,679 85	\$681,864 70	\$548,215 15	.....
1870-'71.....	52	1,419	1,353,933 23	768,120 78	595,802 45	.....
1871-'72.....	52	1,443	1,385,985 76	907,851 93	478,613 83	.....
1872-'73.....	52	1,498	1,422,495 48	1,112,251 21	310,244 27	.....
1873-'74.....	87	2,049	1,802,696 41	1,611,481 66	191,214 75	.....
1874-'75.....	87	2,195	1,880,041 99	1,947,599 54	.....	\$67,517 55
1875-'76.....	87	2,269	1,981,186 51	2,065,561 73	.....	84,375 22
1876-'77.....	87	2,265	1,893,619 85	2,254,597 83	.....	360,977 98
1877-'78.....	87	2,275	1,824,166 96	2,452,251 51	.....	628,084 55
1878-'79.....	88	2,359	1,947,706 61	2,812,523 86	.....	864,771 14
1879-'80.....	104	2,688	2,563,693 14	3,068,797 14	.....	765,104 00
1880-'81.....	109	2,861	2,499,911 54	3,273,630 59	.....	773,718 85
1881-'82.....	112	3,115	2,624,262 74	3,816,576 69	.....	1,193,313 35
1882-'83.....	154	3,680	3,174,836 51	4,195,230 52	.....	1,021,894 01
1883-'84.....	159	3,890	3,504,206 52	4,777,484 87	.....	1,274,278 35
1884-'85.....	178	4,358	3,985,952 55	5,281,721 10	.....	1,295,768 55
1885-'86.....	181	4,841	4,312,306 70	5,839,242 97	.....	1,526,936 27



TABLE D.—Statement showing the number of carriers in service June 30, 1886, the amount amount of postage on local matter, dur-

Post-office and State.	Carriers in service June 30, 1886.	Delivered.						Registered letters.	Newspapers.
		Mail.		Local.		Registered letters.	Newspapers.		
		Letters.	Postal cards.	Letters.	Postal cards.				
Akron, Ohio	7	846,850	221,010	60,412	42,892	2,772	657,980		
Albany, N. Y.	32	3,281,409	476,545	535,691	343,773	12,550	1,825,589		
Allegheny, Pa.	19	2,260,100	450,465	382,044	243,544	11,494	1,473,732		
Allentown, Pa.	7	575,849	146,249	45,453	17,602	2,262	314,978		
Altos, Pa.	7	454,865	96,174	38,789	15,293	1,260	377,212		
Athol, Mass.	6	802,075	211,486	65,031	48,872	2,834	516,373		
Atlanta, Ga.	17	3,088,271	1,057,736	434,428	445,924	14,506	2,301,372		
Auburn, N. Y.	9	1,017,321	199,594	120,060	50,532	3,922	695,950		
Augusta, Ga.	8	1,288,539	404,072	100,049	67,611	8,069	884,955		
Augusta, Me.	5	781,952	138,905	30,052	17,382	29,426	204,625		
Aurora, Ill.	7	71,347	12,329	7,391	4,538	210	36,384		
Austin, Tex.	6	757,241	118,952	24,799	25,680	1,912	578,741		
Baltimore, Md.	146	10,114,688	2,236,150	2,819,326	2,168,164	75,206	5,593,525		
Bangor, Me.	5	502,011	100,541	49,419	37,598	3,130	319,896		
Bay City, Mich.	6	610,608	119,495	78,377	51,193	4,088	480,117		
Binghamton, N. Y.	8	803,891	193,149	114,358	55,053	3,291	509,839		
Bloomington, Ill.	8	967,226	184,576	80,713	50,439	9,852	657,005		
Boston, Mass.	295	24,075,900	6,104,231	13,441,671	5,762,442	119,546	15,627,314		
Bridgeport, Conn.	12	800,877	150,767	158,443	66,467	3,222	589,787		
Brooklyn, N. Y.	6	313,188	58,149	34,524	28,650	863	371,166		
Buffalo, N. Y.	212	13,665,489	3,396,186	5,921,896	3,604,709	71,805	8,917,723		
Burlington, N. Y.	58	10,457,102	1,628,885	2,133,149	1,503,642	46,758	5,268,105		
Burlington, Iowa	10	1,888,411	210,299	100,487	148,578	6,177	1,709,150		
Burlington, Vt.	6	710,016	130,465	85,519	22,466	4,255	475,209		
Camden, N. J.	13	952,364	263,249	131,226	108,661	6,377	756,703		
Canton, Ohio	6	627,127	175,068	45,399	27,694	2,877	491,483		
Cedar Rapids, Iowa	5	421,177	81,089	42,247	17,298	1,919	387,413		
Charleston, S. C.	12	1,322,063	293,669	147,207	102,669	15,684	652,354		
Chattanooga, Tenn.	7	719,789	159,833	83,018	49,235	8,670	519,615		
Chicago, Ill.	356	57,930,864	11,460,375	21,999,062	5,831,524	459,401	22,794,850		
Cincinnati, Ohio	121	12,255,096	2,325,796	3,639,755	2,162,232	71,199	5,777,745		
Cleveland, Ohio	65	8,314,939	1,809,568	1,719,531	890,544	73,852	4,590,660		
Columbus, Ohio	23	3,113,202	649,960	240,667	171,184	12,298	2,650,610		
Concord, N. H.	5	650,811	134,280	42,059	26,433	3,029	413,976		
Council Bluffs, Iowa	7	688,346	140,047	42,015	14,560	4,520	424,235		
Covington, Ky.	8	518,035	121,306	45,036	49,897	2,352	413,547		
Dallas, Tex.	10	2,555,976	299,461	154,802	131,948	8,897	2,048,452		
Davenport, Iowa	9	1,533,339	237,833	99,408	93,022	6,723	756,282		
Dayton, Ohio	16	2,197,779	497,447	318,902	231,699	13,118	1,496,637		
Decatur, Ill.	5	391,596	95,405	44,085	13,962	1,844	311,451		
Denver, Colo.	25	3,396,265	361,219	518,655	292,166	11,371	2,736,569		
Des Moines, Iowa	17	2,461,270	509,839	249,635	193,723	2,568	1,444,554		
Detroit, Mich.	52	9,381,360	1,964,140	2,002,238	1,053,670	62,587	3,985,252		
Dubuque, Iowa	9	746,096	140,304	63,064	45,318	6,523	643,181		
Duluth, Minn.	6	239,988	39,219	39,262	20,735	1,072	155,620		
Easton, Pa.	7	833,379	180,889	85,630	48,525	5,606	519,199		
East Saginaw, Mich.	9	839,752	178,245	101,835	40,963	5,269	738,241		
Eau Claire, Wis.	8	405,441	77,174	35,118	9,535	2,010	367,007		
Elgin, Ill.	5	414,557	63,518	56,636	22,069	1,484	285,354		
Elizabeth, N. J.	10	819,086	167,057	157,879	94,262	2,982	631,856		
Elmira, N. Y.	9	1,624,960	374,896	207,280	132,350	9,186	738,221		
Erie, Pa.	12	2,310,903	268,903	192,477	175,751	1,989	1,686,551		
Evansville, Ind.	12	1,334,952	382,191	75,482	80,828	9,832	1,082,711		
Fall River, Mass.	12	1,217,861	191,932	80,388	61,072	2,047	946,658		
Fitchburg, Mass.	5	302,438	61,880	51,796	21,564	1,138	267,744		
Fort Wayne, Ind.	11	923,239	202,641	124,287	78,896	7,348	664,233		
Fort Worth, Tex.	7	475,728	79,383	24,773	17,544	3,869	290,171		
Galesburg, Ill.	6	691,214	110,618	36,031	29,977	5,911	359,431		
Galveston, Tex.	11	1,162,598	146,166	60,715	35,656	10,434	557,628		
Gloucester, Mass.	6	341,393	54,976	39,320	25,614	757	222,772		
Grand Rapids, Mich.	17	2,816,312	524,011	476,917	293,239	14,323	1,911,389		
Hannibal, Mo.	5	401,392	95,331	40,841	27,362	1,934	402,579		
Harrisburg, Pa.	10	742,274	170,638	67,562	56,726	3,442	758,726		
Hartford, Conn.	20	1,190,491	213,884	318,574	150,767	5,141	1,041,971		
Haverhill, Mass.	7	818,145	164,845	57,728	40,316	1,876	639,657		
Hoboken, N. J.	7	625,526	133,914	57,272	82,494	3,829	239,788		
Holyoke, Mass.	7	490,843	91,816	92,475	19,312	1,950	440,602		
Houston, Tex.	9	727,048	126,960	88,041	37,589	4,462	483,543		

of mail delivered and collected, the number of pieces handled, the cost of service, and the ing the fiscal year ending June 30, 1886.

Letters.	Collected.		Pieces handled.		Cost of service (in- cluding incidental expenses).			Postage on local matter.	Established.
	Postal cards.	Newspapers, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece (in mills).	Per carrier.		
827,347	277,870	245,004	3,101,737	455,962	\$5,900 89	1.8	\$842 98	\$2,354 12	
2,222,918	581,743	231,054	9,514,281	297,321	22,185 91	3.3	603 31	15,925 25	
1,264,898	398,874	174,320	6,659,061	350,477	19,095 48	2.8	1,005 02	11,329 00	
415,077	132,064	53,746	1,723,200	246,180	4,753 37	2.7	679 05	1,526 95	
242,125	53,828	21,532	1,300,078	185,735	5,095 25	4.3	813 61	1,313 97	
570,619	150,867	54,239	2,422,376	403,729	4,934 11	2.9	822 35	1,389 14	
2,184,731	702,444	262,523	10,491,987	617,175	14,478 66	1.3	851 68	13,397 04	
720,477	126,709	77,543	3,018,114	335,346	7,687 10	2.5	854 12	3,007 99	
544,637	148,238	96,706	3,542,827	442,853	7,300 78	2.0	912 59	3,303 29	
504,529	108,853	36,301	1,847,118	369,424	3,762 96	2.0	752 69	1,175 00	
53,974	12,478	7,097	205,708	29,387	820 22	3.9	117 17	203 74	
276,106	53,797	31,067	1,870,135	311,689	4,758 69	2.5	793 11	1,621 71	
20,768,094	4,887,547	1,685,129	50,347,825	341,848	120,116 78	2.5	884 36	85,318 99	
603,097	170,407	44,783	1,812,892	302,578	4,300 09	2.4	878 12	1,820 91	
348,599	80,796	39,494	1,827,667	304,611	5,359 50	2.9	893 25	3,346 51	
496,683	1 6 080	60 826	2,338 940	291 742	6,363 63	2.7	706 45	3,328 16	
581,930	262,523	405,295	3,345,579	418,107	5,892 93	1.7	736 61	2,638 65	
50,506,323	11,648,869	5,188,229	132,473,925	440,403	292,577 46	3.7	992 80	465,258 64	
643,556	142,246	45,281	2,600,696	216,722	9,766 11	3.7	813 84	6,030 40	
229,983	71,592	107,877	1,218,942	203,157	4,345 77	3.5	724 29	2,751 89	
12,087,923	4,423,846	1,772,019	53,891,566	254,214	177,137 48	3.2	835 55	254,892 03	
5,537,745	1,920,180	715,300	29,670,862	511,566	53,879 16	1.8	928 95	69,552 57	
1,422,956	267,745	352,560	6,267,303	676,736	7,285 67	1.1	728 56	5,946 30	
532,537	108,195	60,676	2,149,358	358,226	5,082 38	2.3	847 06	2,561 35	
604,450	220,406	79,185	3,122,621	240,202	8,540 30	2.7	676 94	4,022 48	
547,231	140,475	268,670	2,296,024	382,671	4,683 21	2.0	760 53	1,693 33	
266,782	56,922	18,604	1,233,347	246,669	4,029 62	3.2	805 92	2,170 88	
1,115,852	334,174	134,187	4,178,519	348,210	11,650 51	2.6	921 37	5,787 36	
310,510	90,860	28,346	1,996,904	285,272	6,202 21	3.1	899 03	3,686 90	
58,587,032	22,744,991	22,486,315	224,294,464	630,041	327,549 37	1.4	920 08	503,783 44	
8,090,685	2,807,702	2,004,207	39,033,121	322,588	120,003 96	3.0	991 77	156,437 74	
6,580,386	1,816,434	740,452	26,837,366	412,883	58,250 42	2.1	896 16	59,165 85	
1,916,767	591,873	257,972	9,085,482	395,021	17,816 46	1.0	775 93	8,838 07	
414,034	117,795	53,736	1,836,173	371,235	3,843 53	2.0	768 71	1,623 80	
414,034	110,235	33,982	1,889,099	209,871	5,238 77	2.8	748 39	2,075 08	
530,680	127,937	110,865	1,892,375	236,547	6,737 99	3.5	842 25	1,628 36	
1,898,847	323,683	132,006	6,426,672	642,667	7,718 95	1.2	771 89	5,680 30	
702,912	197,123	70,467	3,697,569	410,841	6,635 01	1.8	737 22	3,339 26	
1,421,779	475,366	663,920	7,316,698	477,294	14,079 89	1.9	879 99	9,170 20	
245,407	70,965	22,238	1,197,352	230,470	3,878 95	3.2	775 79	1,378 06	
1,902,439	360,453	209,330	9,188,517	367,541	18,608 40	2.0	744 34	28,277 91	
1,472,268	405,012	184,056	6,973,525	410,207	14,160 75	2.0	834 34	8,523 88	
4,426,771	1,358,291	511,092	24,686,001	474,431	60,661 67	2.0	974 26	50,991 05	
770,863	205,689	82,253	2,769,804	301,089	6,455 69	2.4	717 29	2,436 22	
245,063	42,071	14,344	785,351	139,892	2,060 45	2.6	343 41	1,882 25	
575,312	189,233	35,709	2,471,082	353,067	6,491 94	2.6	927 85	2,199 07	
553,710	137,069	126,195	2,741,239	304,582	6,687 68	2.4	743 08	2,951 12	
524,568	91,812	119,239	1,632,801	204,100	4,901 87	3.0	612 73	1,921 35	
182,599	42,254	12,356	1,080,824	216,165	4,141 61	3.8	828 32	2,444 41	
474,322	131,439	145,342	2,624,225	262,422	7,294 13	2.7	720 41	8,407 18	
629,222	194,718	175,165	4,085,988	453,999	7,406 53	1.8	822 95	6,161 15	
1,111,914	230,272	144,084	6,131,644	510,970	9,232 33	1.5	769 36	7,465 49	
1,132,674	320,445	70,362	4,489,417	374,118	8,789 15	1.9	732 43	2,326 18	
484,239	117,398	77,419	3,179,014	264,918	9,707 57	3.0	808 96	4,218 71	
240,556	64,670	38,601	1,046,387	209,277	4,052 78	3.0	810 56	2,199 05	
500,342	141,926	51,064	2,693,957	244,066	7,783 19	2.9	707 58	3,892 07	
262,378	49,753	24,600	1,197,139	171,029	4,947 82	4.1	706 83	1,000 85	
921,140	243,070	71,648	1,870,040	311,673	3,823 34	2.0	637 22	1,237 06	
468,841	206,237	147,112	3,301,380	300,124	8,818 14	2.0	861 64	2,070 40	
198,106	50,046	87,267	1,020,621	170,103	5,241 17	5.1	823 53	1,907 94	
2,060,294	671,317	244,674	9,617,875	565,757	15,976 24	1.5	880 84	13,275 42	
290,925	83,291	73,933	1,427,188	285,437	4,684 81	3.2	916 96	1,272 20	
482,864	162,377	57,672	2,503,281	250,228	8,748 34	3.5	874 83	4,402 99	
824,253	188,711	77,128	4,017,320	200,866	10,711 42	4.1	835 57	14,929 16	
907,928	100,670	60,398	2,381,643	340,220	5,287 13	2.2	755 30	2,917 52	
295,713	131,371	16,956	1,606,894	229,556	5,684 08	3.5	812 01	2,025 34	
423,668	66,633	73,806	1,706,665	242,938	5,347 41	3.1	763 92	3,872 83	
446,461	99,962	38,042	2,056,114	228,457	6,548 49	3.1	727 61	2,430 99	

May 15, '86

Jan. 1, 1886

TABLE D.—Statement showing the number of carriers in service June 30, 1886, the

Post-office.	Carriers in service June 30, 1886.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Indianapolis, Ind.	37	4,983,756	905,247	584,823	473,591	28,556	2,272,217
Jackson, Mich.	8	1,037,326	238,206	104,339	68,544	3,602	888,143
Jacksonville, Fla.	7	851,606	138,539	56,070	44,474	13,018	303,071
Jamestown, N. Y.	5	421,495	92,346	44,261	18,811	1,523	313,510
Jersey City, N. J.	36	2,385,521	473,697	408,197	341,370	8,839	1,219,933
Kalamazoo, Mich.	6	685,352	194,306	41,539	24,403	2,809	452,850
Kansas City, Mo.	39	8,912,676	1,755,136	981,939	611,631	42,433	4,072,560
Keokuk, Iowa	6	808,433	177,626	83,673	42,403	5,392	391,011
Knoxville, Tenn.	8	673,307	167,990	51,136	28,041	9,755	454,193
La Crosse, Wis.	8	501,038	99,558	51,049	23,430	6,313	437,481
La Fayette, Ind.	7	593,656	148,085	48,491	27,330	3,201	546,902
Lancaster, Pa.	10	857,050	143,068	59,733	59,147	3,390	518,429
Lansing, Mich.	6	391,223	90,183	27,112	16,320	1,418	327,809
Lawrence, Kans.	6	538,333	83,473	26,615	19,654	4,454	423,816
Lawrence, Mass.	12	1,182,725	144,508	139,253	120,805	2,656	1,045,707
Leadville, Colo.	4	456,741	17,160	18,858	11,035	354	306,605
Leavenworth, Kans.	8	1,128,731	159,489	66,859	95,795	4,373	907,980
Lewiston, Me.	6	376,463	75,515	15,349	18,954	1,890	301,104
Lexington, Ky.	7	668,922	171,131	41,930	31,190	2,494	452,591
Lincoln, Nebr.	8	919,323	175,730	156,853	70,245	2,267	575,791
Little Rock, Ark.	7	895,653	223,640	140,803	130,088	6,134	540,578
Lockport, N. Y.	6	473,694	101,283	45,048	21,459	1,669	491,602
Los Angeles, Cal.	11	600,253	61,693	57,459	33,841	1,297	486,929
Louisville, Ky.	49	6,484,511	1,547,276	1,001,069	972,506	69,156	3,594,815
Lowell, Mass.	19	1,303,734	199,733	188,992	129,812	3,285	870,269
Lynchburgh, Va.	6	511,738	111,434	27,849	14,466	3,217	243,469
Lynn, Mass.	15	1,407,773	206,011	140,227	138,089	1,748	939,414
Macon, Ga.	9	820,111	295,878	48,398	35,179	8,740	297,118
Madison, Wis.	5	514,263	97,043	36,738	15,262	3,413	431,168
Manchester, N. H.	11	945,822	168,500	66,920	63,141	3,785	775,873
Mansfield, Ohio	6	590,405	142,569	50,266	23,596	2,399	390,395
Memphis, Tenn.	16	2,222,637	332,009	211,135	145,121	27,566	942,718
Meriden, Conn.	6	342,429	51,941	63,284	34,918	1,191	278,072
Milwaukee, Wis.	47	8,348,362	1,426,050	1,508,115	1,317,656	42,161	3,578,176
Minneapolis, Minn.	40	5,098,677	695,527	937,994	565,354	20,011	3,161,732
Mobile, Ala.	8	661,306	113,835	73,887	68,791	4,679	809,151
Montgomery, Ala.	5	283,469	43,071	21,672	17,696	814	171,430
Nashville, Tenn.	18	2,244,401	446,287	212,367	156,352	28,950	1,644,367
Newark, N. J.	42	3,581,277	774,625	934,785	759,198	20,009	1,944,393
New Bedford, Mass.	11	1,353,963	260,060	147,583	103,956	4,764	1,036,743
Newburgh, N. Y.	6	406,985	72,060	53,355	13,178	1,490	378,088
New Haven, Conn.	25	3,347,663	642,527	1,176,659	608,878	13,011	2,661,794
New Orleans, La.	64	4,678,066	844,313	1,189,707	1,031,094	42,556	3,240,273
Newport, Ky.	4	92,451	19,639	5,119	1,908	415	70,383
Newport, R. I.	8	776,678	128,371	176,255	37,785	1,001	402,890
New York, N. Y.	703	63,927,757	17,567,784	48,030,081	18,358,315	683,493	33,217,169
Norfolk, Va.	9	1,065,024	273,282	121,526	91,594	4,438	663,348
Norwich, Conn.	6	369,483	69,446	77,812	17,673	1,182	319,402
Oakland, Cal.	14	1,480,757	199,637	252,789	211,799	4,366	1,012,254
Omaha, Nebr.	21	3,694,963	585,454	573,442	323,918	12,015	3,227,403
Oskosh, Wis.	8	568,859	104,688	51,876	20,970	1,774	480,720
Owego, N. Y.	8	627,580	113,219	50,381	34,163	2,543	332,184
Ottumwa, Iowa	6	508,312	110,197	50,971	21,436	2,810	358,016
Patterson, N. J.	14	907,107	174,892	140,855	106,901	3,653	1,110,458
Pawtucket, R. I.	7	717,894	139,769	83,627	55,031	1,119	483,654
Peoria, Ill.	11	1,243,079	248,729	122,983	73,148	6,362	796,302
Petersburgh, Va.	6	624,131	254,554	43,278	41,179	6,084	571,563
Philadelphia, Pa.	438	37,291,351	11,085,287	26,689,986	12,389,859	191,333	24,619,544
Pittsburgh, Pa.	53	6,397,347	1,299,075	2,112,661	865,203	30,477	3,088,106
Pittsfield, Mass.	3	593,916	53,903	46,533	31,797	879	265,174
Portland, Me.	19	1,708,687	328,065	205,641	148,956	29,431	954,266
Portland, Oreg.	8	638,172	73,911	83,468	38,863	3,776	588,470
Pottsville, Pa.	5	418,405	91,663	34,009	19,206	1,575	526,511
Poughkeepsie, N. Y.	7	706,771	105,988	78,309	42,698	3,013	587,554
Providence, R. I.	40	2,689,972	561,128	1,823,081	417,731	10,902	2,139,244
Quincy, Ill.	11	1,334,680	361,266	80,033	90,029	9,202	875,048
Racine, Wis.	6	523,316	129,893	40,020	24,334	2,745	431,113
Raleigh, N. C.	4	143,061	29,638	14,354	4,775	1,698	110,503
Reading, Pa.	15	1,169,196	265,735	143,088	110,729	4,501	781,499
Richmond, Ind.	7	795,577	175,388	67,214	38,741	3,677	674,704

amount of mail delivered and collected, the number of pieces handled, &amp;c.—Continued.

Collected.			Pieces handled.		Cost of service (in- cluding incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece (in mills).	Per carrier.		
2,900,586	910,641	285,439	13,383,856	361,726	\$31,402.38	2.5	\$902.77	\$16,760.99	
472,190	129,160	64,945	3,005,855	375,732	5,653.34	1.8	706.67	3,097.64	
980,567	171,819	102,847	2,661,971	380,282	5,243.86	1.9	749.12	2,756.66	
276,553	65,858	28,784	1,263,241	254,618	3,461.63	2.7	692.33	1,558.09	
1,717,633	530,018	325,276	7,416,484	206,013	33,648.10	4.5	934.67	12,357.81	
311,838	98,790	76,557	1,888,464	314,744	4,473.64	2.3	745.61	1,546.72	
4,379,121	1,501,439	776,177	23,034,052	590,617	32,717.41	1.4	838.91	27,412.96	
445,048	140,235	31,192	2,150,473	355,079	5,656.73	2.3	842.79	2,514.47	
348,746	75,149	27,245	1,836,462	229,433	6,348.95	3.4	793.62	2,012.80	
334,558	113,026	152,652	1,668,505	212,313	4,708.26	2.8	588.53	1,853.46	
376,408	116,344	56,601	1,916,418	274,774	5,426.65	2.8	775.24	1,898.99	
242,028	65,485	34,630	1,082,966	198,297	5,891.93	2.9	589.19	1,988.09	
244,275	69,598	35,285	1,303,223	200,537	4,068.11	3.3	768.02	1,952.32	
434,676	78,575	20,678	1,629,124	171,521	3,692.59	2.2	615.43	1,064.55	
1,187,770	161,812	123,370	4,658,000	338,167	10,248.43	2.5	854.04	4,000.12	
1,137,995	18,233	27,658	902,659	248,165	8,400.00	3.4	830.60	811.09	
1,132,262	187,466	106,814	3,780,769	473,721	6,077.24	1.6	759.65	3,034.09	
232,368	57,602	27,233	1,106,558	184,426	5,236.45	4.7	872.72	898.35	
456,661	142,656	37,373	2,004,340	286,334	5,523.82	2.7	789.12	3,341.59	
499,556	112,036	37,363	2,549,133	318,642	5,317.36	2.0	664.67	7,001.85	
963,328	314,049	73,740	3,277,863	469,695	5,675.39	1.7	810.77	5,276.41	
373,068	78,817	178,321	1,704,901	294,150	4,420.60	2.5	736.77	1,549.18	
513,351	67,516	48,352	1,870,691	170,603	8,423.19	4.5	765.74	4,487.09	
5,007,086	1,671,369	704,698	21,644,476	429,479	45,826.38	2.1	935.23	43,059.53	
773,699	181,807	75,392	3,720,723	196,143	14,456.50	3.9	760.55	7,891.00	
265,698	76,318	14,437	1,268,526	211,421	4,362.65	3.4	727.11	1,643.64	
890,018	241,818	84,635	4,229,731	281,982	12,213.51	2.9	814.24	5,588.75	
773,033	219,911	45,555	2,513,863	282,651	6,075.77	2.3	675.09	1,847.76	
341,965	80,556	27,122	1,547,550	309,510	4,149.43	2.7	829.89	1,361.09	
467,467	90,327	43,902	2,705,743	233,249	9,537.04	3.7	867.00	2,277.27	
403,104	141,491	127,033	1,931,249	380,250	3,415.11	1.7	683.02	1,382.23	
896,638	207,716	101,662	5,066,633	317,915	12,399.32	2.4	774.96	5,671.68	
80,279	24,108	7,687	800,909	148,984	4,280.31	4.8	713.38	2,984.55	
4,293,550	1,153,551	416,304	22,083,985	469,872	40,462.69	2.1	988.57	47,806.62	
4,551,234	639,269	558,772	15,087,080	376,609	35,799.81	2.4	895.00	26,158.37	
584,607	139,609	140,704	2,594,549	324,321	6,516.66	2.5	814.58	2,021.41	
461,583	106,429	37,471	1,202,955	240,591	3,576.36	2.9	715.27	3,254.20	
1,645,309	392,086	320,161	7,090,560	393,020	15,040.27	2.1	835.57	7,572.28	
1,635,721	389,702	322,952	11,962,752	284,823	39,075.22	3.2	906.55	28,879.14	
990,399	232,468	58,998	4,185,034	380,358	10,094.13	2.4	909.47	4,508.51	
446,751	92,905	92,191	1,547,843	257,974	4,935.82	3.2	822.64	2,593.81	
1,708,958	506,076	209,248	10,934,814	437,393	18,651.66	1.7	746.05	32,898.09	
5,475,574	1,742,175	1,349,412	19,884,020	310,678	58,764.53	2.9	918.20	41,075.10	
43,733	8,972	8,600	2,251,186	62,796	1,635.62	6.5	498.90	171.31	Jan. 1, '86.
489,774	74,335	33,210	2,121,050	265,132	6,339.68	2.9	792.46	4,590.21	
111,134,828	26,759,145	17,163,867	230,878,429	479,201	642,396.09	1.9	913.79	1,905,735.61	
1,000,334	350,568	90,616	3,663,725	407,081	6,771.68	1.9	752.41	4,027.30	
1,374,759	50,477	48,906	1,280,174	182,882	5,319.69	4.1	759.87	8,054.83	
1,077,435	224,459	171,063	4,635,139	331,081	12,448.17	2.7	889.15	7,347.58	
1,381,266	435,760	167,488	10,401,709	495,319	15,620.79	1.5	743.95	17,108.02	
232,987	33,124	28,514	1,529,512	191,189	6,078.42	3.9	759.80	1,768.35	
341,220	90,470	43,354	1,635,143	294,392	6,525.40	3.9	815.67	1,531.06	
366,778	103,379	35,767	1,557,166	259,528	4,538.69	2.9	756.45	1,646.48	
520,293	179,700	102,990	3,246,549	541,091	11,503.44	5.5	821.67	5,244.88	
335,569	79,687	31,201	1,927,491	275,356	6,073.11	8.1	867.50	3,876.14	
795,048	212,891	126,064	3,625,120	329,557	9,023.46	2.5	820.51	5,888.63	
454,348	328,291	53,436	2,376,869	306,145	5,210.65	2.2	868.44	1,453.34	
62,528,047	21,277,210	11,016,774	207,119,390	472,875	447,491.59	2.1	1,021.53	783,707.27	
4,938,584	1,693,769	508,546	20,843,768	378,978	51,819.29	2.5	942.17	68,493.76	
1,51,924	30,224	17,670	892,020	198,404	3,849.12	4.3	769.82	2,047.38	
1,512,171	378,444	196,730	5,462,339	341,306	12,941.94	2.4	808.87	7,573.58	
1,080,143	138,978	87,167	2,732,828	341,603	7,301.61	2.7	912.70	4,313.14	
2,444,276	86,782	144,440	1,566,927	313,385	4,362.12	2.7	872.42	1,186.76	
690,167	155,867	86,938	2,427,324	348,189	5,908.34	2.4	844.05	3,062.94	
2,903,053	735,290	352,546	11,222,940	280,674	41,250.11	3.6	1,031.25	40,432.93	
525,780	167,623	28,688	3,417,755	310,705	6,945.83	2.0	611.44	2,830.73	
242,931	46,763	20,726	1,521,841	253,640	5,048.86	3.3	841.48	1,274.60	
77,743	19,288	6,045	407,105	101,876	2,739.96	6.7	684.99	1,208.32	
603,282	248,611	78,297	3,464,989	230,999	11,848.14	3.4	780.88	4,478.92	
479,428	126,704	158,407	2,516,790	359,541	5,743.51	2.2	820.50	3,240.83	

TABLE D.—Statement showing the number of carriers in service June 30, 1886, the

Post-office and State.	Carriers in service June 30, 1886.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Richmond, Va.	25	2, 170, 101	444, 218	255, 545	212, 083	21, 879	1, 139, 386
Rochester, N. Y.	37	5, 414, 435	601, 343	766, 061	803, 304	28, 252	6, 018, 724
Rockford, Ill.	0	836, 543	209, 690	80, 138	38, 202	7, 380	796, 550
Sacramento, Cal.	9	505, 535	55, 163	37, 910	34, 831	2, 733	417, 307
Saint Joseph, Mo.	15	2, 020, 700	537, 090	303, 053	236, 455	12, 513	1, 556, 504
Saint Louis, Mo.	172	21, 436, 760	4, 306, 282	5, 403, 052	3, 523, 699	178, 068	9, 484, 144
Saint Paul, Minn.	89	5, 084, 300	763, 376	922, 764	510, 267	39, 435	3, 404, 056
Salem, Mass.	8	542, 312	109, 425	73, 930	66, 192	1, 345	540, 970
Salt Lake City, Utah.	7	389, 275	35, 514	51, 061	15, 372	4, 859	107, 338
San Antonio, Tex.	9	663, 439	47, 488	27, 101	21, 498	5, 234	460, 506
Sandusky, Ohio.	6	345, 813	80, 784	24, 700	21, 213	1, 138	370, 171
San Francisco, Cal.	101	10, 683, 170	1, 515, 114	5, 221, 540	2, 706, 595	88, 870	0, 448, 150
San José, Cal.	6	353, 991	42, 803	24, 875	24, 081	1, 112	240, 180
Saratoga Springs, N. Y.	7	781, 263	113, 426	39, 020	20, 555	2, 722	506, 745
Savannah, Ga.	9	1, 158, 096	206, 883	119, 090	80, 063	8, 319	488, 606
Scranton, Pa.	19	895, 785	180, 972	207, 162	55, 459	4, 314	769, 341
Sedalia, Mo.	5	573, 378	120, 367	44, 314	25, 490	3, 141	418, 675
Sioux City, Iowa.	6	301, 415	48, 180	46, 120	15, 638	1, 523	271, 381
South Bend, Ind.	7	844, 238	139, 184	59, 478	50, 808	3, 752	619, 505
Springfield, Ill.	10	1, 250, 881	818, 731	79, 642	57, 318	6, 101	1, 025, 218
Springfield, Mass.	13	1, 343, 053	246, 160	196, 827	106, 076	5, 240	850, 027
Springfield, Ohio.	12	1, 290, 959	362, 232	90, 737	49, 117	16, 712	875, 331
Syracuse, N. Y.	24	3, 478, 545	731, 449	729, 687	394, 797	14, 393	1, 747, 919
Taunton, Mass.	7	414, 070	68, 184	66, 121	27, 188	951	513, 505
Terre Haute, Ind.	11	1, 369, 052	472, 050	109, 674	75, 216	8, 594	1, 182, 103
Toledo, Ohio.	24	3, 379, 199	608, 504	256, 437	231, 874	15, 213	1, 926, 072
Topeka, Kans.	9	2, 560, 101	418, 199	275, 158	186, 064	12, 005	1, 352, 498
Trenton, N. J.	14	869, 503	177, 089	142, 704	87, 354	3, 343	605, 756
Troy, N. Y.	24	2, 965, 787	512, 394	479, 795	319, 127	7, 570	1, 511, 946
Utica, N. Y.	14	1, 900, 982	290, 322	239, 117	126, 451	8, 942	1, 029, 303
Washington, D. C.	76	7, 164, 940	1, 359, 870	1, 145, 319	827, 791	38, 512	4, 688, 126
Waterbury, Conn.	6	333, 981	55, 774	65, 091	21, 080	1, 131	277, 425
Watertown, N. Y.	6	701, 311	119, 751	52, 593	15, 951	2, 867	427, 410
Wheeling, W. Va.	10	969, 424	235, 455	86, 292	54, 180	9, 040	656, 220
Wilkes-Barre, Pa.	9	635, 760	129, 052	94, 194	35, 834	2, 178	543, 878
Williamsport, Pa.	8	761, 667	136, 426	70, 576	25, 380	3, 129	507, 680
Wilmington, Del.	15	1, 262, 492	253, 809	206, 040	119, 230	5, 702	776, 048
Wilmington, N. C.	6	548, 480	156, 965	87, 523	52, 706	2, 686	957, 754
Worcester, Mass.	17	1, 464, 778	269, 537	206, 003	223, 433	3, 992	1, 241, 883
Yonkers, N. Y.	8	949, 335	181, 406	196, 926	80, 590	1, 828	448, 881
York, Pa.	8	394, 104	95, 261	38, 962	18, 038	1, 844	371, 682
Youngstown, Ohio.	6	545, 303	131, 927	53, 454	21, 954	2, 557	383, 855
Zanesville, Ohio.	6	645, 062	180, 408	41, 573	27, 751	4, 680	429, 874
Total	4, 841	510, 810, 305	100, 829, 088	171, 416, 284	81, 263, 920	3, 407, 140	300, 138, 850

amount of mail delivered and collected, the number of pieces handled, &amp;c.—Continued.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers, &c.	Aggregate.	Per carrier.	Aggregate.	Per piece (mills).	Per carrier.		
1,383,309	483,007	125,583	6,235,707	249,428	18,651 83	2.9	746 05	8,084 70	
5,620,680	291,925	284,895	19,839,620	522,422	33,876 22	1.7	915 57	21,491 95	
1,814,928	347,439	728,404	4,359,476	484,386	6,707 10	1.6	745 23	8,244 87	
371,315	60,247	40,248	1,525,889	169,543	7,628 79	5.0	847 64	2,381 29	
1,376,826	418,498	181,358	6,663,997	444,266	9,777 10	1.4	651 81	9,044 79	
5,980,709	4,076,664	8,425,627	68,714,095	399,501	164,789 53	2.4	957 96	219,750 65	
3,972,995	1,782,771	525,971	17,005,935	436,050	85,540 84	2.0	910 28	82,559 49	
32,034	82,358	40,345	1,777,920	222,240	6,853 61	3.8	856 69	3,084 68	
390,195	38,141	34,460	1,562,215	165,174	5,511 31	4.7	787 33	2,767 61	
422,730	56,429	40,458	1,444,888	193,876	7,594 23	4.3	843 80	2,426 06	
170,956	57,020	15,193	1,093,008	182,168	5,122 51	4.7	853 75	2,091 97	
14,997,797	2,798,314	2,114,310	46,673,866	401,127	89,699 47	1.9	888 11	134,839 92	
274,637	35,780	22,280	1,025,748	170,958	4,779 54	4.6	796 59	1,975 96	
586,205	91,597	85,257	2,226,790	318,113	4,160 65	1.9	594 38	2,096 13	
903,231	214,452	93,551	3,342,891	370,321	7,770 62	2.3	893 40	8,283 49	
686,122	142,810	64,965	3,006,950	158,261	14,140 39	4.7	744 23	12,946 26	
221,156	56,083	24,909	1,480,579	297,916	3,841 92	2.6	768 24	1,752 65	
286,343	74,505	57,381	1,102,455	183,742	4,273 55	3.9	712 26	2,688 98	
789,633	84,616	55,867	2,640,831	878,119	4,648 67	1.8	664 10	1,854 59	
939,619	298,439	412,138	4,387,587	438,750	8,601 75	1.9	860 17	2,412 76	
835,795	261,686	101,776	8,946,640	803,588	10,119 07	2.8	778 39	8,135 76	
624,466	141,702	154,039	3,605,295	800,441	9,662 16	2.7	805 18	8,717 08	
1,821,048	527,076	218,249	9,663,193	402,633	20,321 21	2.1	846 72	19,012 43	
176,868	61,220	23,247	1,408,620	201,231	5,861 90	4.1	837 41	4,876 30	
1,099,227	469,401	322,171	3,107,488	464,317	6,675 89	1.3	606 90	8,139 51	
2,437,446	626,636	323,962	9,805,343	408,566	20,804 46	2.0	840 02	8,688 58	
1,180,915	317,489	56,188	6,308,617	700,957	8,206 66	1.3	911 85	7,393 81	
654,069	188,929	52,418	2,781,255	158,661	10,521 63	3.8	751 54	5,321 95	
2,025,172	479,068	420,404	8,721,213	863,384	21,282 91	2.4	880 79	15,573 36	
1,423,626	343,520	143,308	5,505,571	394,255	11,751 84	2.1	839 42	6,897 44	
5,641,063	1,843,546	889,195	23,097,862	303,919	74,716 69	8.2	963 12	44,709 80	
176,868	29,619	8,219	968,188	161,531	4,485 23	4.6	747 54	3,905 04	
434,976	75,923	110,707	1,947,489	324,581	5,045 78	2.6	840 96	1,504 89	
909,684	216,169	84,918	3,222,331	322,233	8,820 79	2.7	882 08	8,203 98	
478,873	100,218	45,250	2,065,237	229,471	7,734 39	3.7	859 38	5,644 46	
590,965	121,750	70,316	2,296,889	281,611	6,248 37	2.7	781 05	3,054 38	
715,472	214,817	44,771	3,598,387	249,892	11,378 06	3.1	758 54	6,815 56	
509,457	152,267	42,487	2,510,325	418,387	4,535 47	1.8	755 91	3,604 28	
801,269	229,507	76,442	4,576,662	260,215	14,699 69	3.2	864 69	10,358 00	
852,220	66,317	33,803	2,310,866	288,858	5,265 92	2.2	650 74	5,126 60	
196,812	45,870	20,952	1,182,532	147,816	5,350 01	4.5	668 75	1,485 13	
401,321	79,190	56,020	1,675,595	279,266	4,049 04	2.4	674 94	1,782 05	
385,439	141,301	53,874	1,910,031	318,338	4,926 58	2.5	821 10	1,555 25	
531,206,636	150,077,294	91,871,132	1,949,520,599	402,710	4,303,479 99	2.2	889 15	5,830,246 71	



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REPORT  
OF THE  
SECOND ASSISTANT POSTMASTER-GENERAL  
FOR  
1886.

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# REPORT

## OF THE

### SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,  
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 19, 1886.*

SIR: At the close of the last fiscal year, ended June 30, 1886, there were in operation throughout the United States 22,799 routes of all classes on which mail service was maintained by the Department at an annual rate of expenditure on that day of \$29,026,658. This is a very large sum, but when it is considered that these routes aggregate in the star, steamboat, mail-messenger, special and railway service 387,586 miles in length, on which there was an annual travel of 258,788,065 miles, more than 10,000 times the circuit of the globe, penetrating to the remotest sections of the country, and on which the mails were carried to every city, town, and hamlet, to every home and mining camp, and by every means of conveyance from a railroad train speeding at the rate of forty miles an hour to the Indian carrier on his snow shoes picking his cautious way among the avalanches of the Sierras, and with an average frequency of 6.42 trips per week, the magnitude of this sum will not appear out of proportion to the magnitude of the service.

But more than this. While these figures give an adequate conception of the range and extent of the service, to those unfamiliar with the operations of that service the word "mail" conveys but an imperfect idea of the weight and volume of the matter carried. This weight and volume are to be equally regarded with the distance in judging of the relation of the cost to the service. There are no means available at present of ascertaining the weight of the mail matter carried on steamboats and on the star routes, as contracts are made in these two branches of the service without regard to weight or volume of mail; but on the 30th of last June the records in this office show that on that day there were carried on all the railroads in the United States 3,246,431 pounds, or 1,623 tons, of mail matter. It is true that a very large part of this weight passes over more than one route, and is therefore counted more than once; but under the act of 1873 weight constitutes the gauge of payment of railroad transportation, and these figures, therefore, enable us to form an estimate sufficiently approximate of the enormous amount of matter daily transported over all the mail routes in the United States.

I do not mean to be understood as saying that we have reached the point in the relation of expenditure to service, beyond which in the reduction of the former a wise economy cannot safely go. On the contrary, as will hereafter be shown, the cost in one branch of the service—that of railroad transportation—has attained such proportions as to invite, if not to demand, a revision of the law on which it is based.

The distribution of this vast service among the several States and Territories is stated in detail in Table B, herewith appended. The following statement furnishes a succinct view of the inland mail transportation on June 30, 1886, and the annual rate of expenditure therefor.

The annual rate of expenditure for inland mail transportation on the 30th of June, 1886, was—

For 13,245 star routes, aggregating 223,915 miles in length .....	\$5,352,181
For mail-messenger routes, supplying 5,355 offices .....	834,860
For 117 steamboat routes, aggregating 10,812 miles in length .....	446,419
For 1,702 railroad routes, aggregating 123,933 miles in length .....	15,520,191
For railway post-office car service .....	1,816,321
For railway post-office clerks .....	4,516,826
For mail equipments .....	288,134
For necessary and special facilities on trunk lines .....	251,726

Total..... 29,026,658

Comparison of the above figures with those of the report for June 30, 1885, shows for star service an increase of 874 routes, of 1,693 miles in length, and a decrease of \$62,623 in annual rate of cost.

For mail-messenger service, an increase of 20 routes, and a decrease of \$44,357 in annual rate of cost.

For steamboat service, an increase of 1 route, and a decrease of 1,185 miles in length, and of \$116,583 in annual rate of cost.

For railroad service, an increase of 81 routes of 2,901 miles in length, and of \$761,696 in annual rate of cost for transportation. The sums actually disbursed appear in the Auditor's report.

The number of contracts drawn in duplicate during the year ended June 30, 1886, was 4,479.

Comparison of the star and steamboat service for the year ended June 30, 1886, with an annual average of said service for seven years next preceding, develops the following results:

	Star service.			Steamboat service.		
	Miles traveled.	Annual cost.	Rate per mile.	Miles traveled.	Annual cost.	Rate per mile.
Average for 1879, 1880, 1881, 1882, 1883, 1884, and 1885 ...	77,705,236	\$5,925,537	<i>Cents</i> 7.67	4,467,687	\$676,570	<i>Cents</i> 15.15
For year ended June 30, 1886.	83,227,721	5,352,181	6.43	3,117,595	446,419	14.32
Increase (per cent.) .....	7.11	.....	.....	30.22	34.02	5.48
Decrease (per cent.) .....	.....	9.68	16.17	.....	.....	.....

#### PERCENTAGE OF INCREASE AND DECREASE IN ESTIMATES FOR INLAND TRANSPORTATION.

*Statement showing the percentage of increase or decrease in the estimates of cost for inland mail service for the years 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, as compared with the appropriation for the year preceding each of the above.*

Appropriation.		Estimate.		Percentage of increase or decrease.	
Year.	Amount.	Year.	Amount.	Increase.	Decrease.
1880.....	\$20,845,000	1881.....	\$24,125,000 00	15.73	.....
1881.....	23,326,000	1882.....	25,715,032 00	10.24	.....
1882.....	24,876,032	1883.....	25,780,000 00	5.59	.....
1883.....	26,067,000	1884.....	25,494,120 00	.....	2.90
1884.....	24,387,120	1885.....	27,441,505 80	12.52	.....
1885.....	26,401,000	1886.....	30,234,269 50	14.74	.....
1886.....	28,510,090	1887.....	30,863,735 64	6.50	.....
1887.....	30,100,432	1888.....	30,277,750 15	0.38	.....

This table shows a gratifying reduction in annual rate of expenditure achieved, notwithstanding an increase in number of routes, in mileage (except in the steamboat service), in annual travel, and also in weight of mails. The decrease of 2.20 per cent. in the year 1884 was owing to the exceptional and extraordinary reductions made in the star service in 1883, in consequence of the frauds then recently discovered.

#### STAR SERVICE.

The annual rate of expenditure for this class of service on June 30, 1886, was \$5,352,181.

The number of routes was 13,245, of an aggregate length of 233,915 miles and annual travel of 83,227,721 miles.

The cost per mile traveled was 6.43 cents.

A comparison with the last annual report shows for the fiscal year ended June 30, 1886, an increase of 874 routes, of 200,400 miles traveled per annum, and a decrease of \$62,623, in annual rate of expenditure. During the last fiscal year a careful inspection of the service and a readjustment thereof on a basis of the postal business transacted at the offices supplied, has resulted in a very large reduction in the cost.

The appropriation for the last fiscal year was \$5,900,000. The sum actually expended was \$5,443,296.89, leaving an unexpended balance of \$456,703.11.

The reduction in annual cost of star service effected by orders from July 1, 1885, to June 30, 1886, was \$301,479.

The contracts made during the last fiscal year for the performance of star service from July 1, 1886, to June 30, 1890, in the fourth section, embracing the States of Arkansas, Louisiana, Texas, Kansas, Nebraska, Colorado, Oregon, Nevada, and California, the Indian Territory, and the Territories of Dakota, Montana, Wyoming, New Mexico, Arizona, Utah, Idaho, and Washington, effected a saving of \$238,175.10 in the annual rate of expenditure, being 12 per cent. on the rate of annual expenditure in that section during the previous contract term, and represents a saving of \$952,700.40 for the ensuing 4 years.

The annual rate of expenditure for all the star service in operation on July 1, 1886, was \$5,091,225.28, being \$260,955.72 less than on June 30, 1886.

The number of routes in operation on June 30, 1886, was 13,245; on July 1, 1886, 13,961.

Attention is again called to the laws authorizing expenditures for expedition (section 3961, Revised Statutes, and the act of April 7, 1880), and it is suggested that the law be modified so as to read as follows:

Whenever it shall become necessary to increase the speed upon which mail is carried on any post route, the service shall be readvertised for the reduced running time required: *Provided*, That the contractor, with the consent of his sureties, shall have the option of continuing service upon the expedited running time, without additional compensation therefor.

The foregoing is now the rule of the Department. It is subject to modification or revocation at any time.

The appropriation for the current year is \$5,850,000; the sum estimated as necessary for the current fiscal year is \$5,200,000; leaving an unexpended balance at the close of the fiscal year of \$650,000. Estimated as necessary for the fiscal year ending June 30, 1888, \$5,500,000; being 5.98 per cent. less than the appropriation for the current year.

## REGULATION WAGON MAIL SERVICE.

The regulation mail-wagon service is an outgrowth of the railway mail transportation—the extension of railroads, the increase in frequency of trips thereon, and the necessities of trade and commerce, requiring the Department to relieve the railroads of the performance of what is called terminal service in the great cities, the centers of trade and commerce. The requirement by the Department of the railroads to perform the service—that is, service between the post-offices and railroad stations and between railroad stations—would have been attended with great difficulties and annoying delays in the transfer of mails. This consideration led the Department many years ago to establish this branch of the service known as the regulation wagon mail service.

The following statement shows its present condition, the rate of expenditure, and the cities in which it has been established:

*Annual rate of expenditure for regulation, mail messenger, mail station, and transfer service, in operation August 31, 1886.*

Place.	Amount.	Place.	Amount.
Baltimore, Md.	\$8,875 20	New York, N. Y.	\$165,000 00
Boston, Mass.	34,980 00	Omaha, Nebr.	2,965 00
Brooklyn, N. Y.	16,800 00	Philadelphia, Pa.	27,200 00
Buffalo, N. Y.	4,900 00	Pittsburgh, Pa.	6,880 00
Burlington, Iowa	1,700 00	Providence, R. I.	2,890 00
Charleston, S. C.	2,496 00	Richmond, Va.	2,690 00
Chattanooga, Tenn.	1,490 00	San Francisco, Cal.	8,000 00
Chicago, Ill.	35,549 00	Saint Louis, Mo.	16,998 00
Cincinnati, Ohio	8,997 00	Saint Paul, Minn.	2,798 00
Cleveland, Ohio	4,990 00	Savannah, Ga.	2,100 00
Kansas City, Mo.	5,850 00	Toledo, Ohio	5,670 00
Knoxville, Tenn.	1,497 00	Washington, D. C.	9,876 54
Louisville, Ky.	5,890 00	Wilmington, N. C.	890 00
Memphis, Tenn.	4,000 00		
Nashville, Tenn.	2,792 00		
New Orleans, La.	4,098 00		
		Total	398,466 74

This service is awarded by contract as star-route service, and is estimated for in the appropriation for that branch of the service and paid for out of that appropriation.

## STEAMBOAT SERVICE.

The annual rate of cost of this class of service on June 30, 1885, was \$563,002; on July 1, 1885, \$554,078; on June 30, 1886, \$446,419, showing a reduction of \$116,583 since June 30, 1885, and \$107,659 since July 1, 1885.

The cost of steamboat service has been reduced in a greater ratio than that of any other class of service. This has been owing to two causes: First, the completion of new railroads on which postal service has been ordered in whole or in part; secondly, the greatly reduced price at which this service has been obtained by negotiations with the parties engaged in performing it.

The contracts for this class of service in the fourth section going into effect July 1, 1886, were made at an aggregate annual rate of \$50,923.44 less than the contracts superseded.

This sum represents an aggregate saving of \$203,693.76 during the contract term of 4 years, beginning July 1, 1886.

The appropriation for the current fiscal year is \$575,000; the annual rate of expenditure on August 31, 1886, was \$442,398; the sum deemed

necessary for the current fiscal year is \$467,398; leaving an unexpended balance at the close of present year of \$107,602.

The amount deemed necessary for the next fiscal year is \$490,000, being 14.78 per cent. less than the appropriation for the current year.

#### INLAND AND FOREIGN STEAMBOAT MAIL SERVICE.

In the act of Congress approved March 3, 1885, making appropriations for the Post Office Department, the Postmaster-General is authorized to contract "for inland and foreign steamboat mail service when it can be combined in one route, where the foreign office or offices are not more than two hundred miles distant from the domestic office, on the same terms and conditions as inland steamboat service, and pay for the same out of the appropriation for inland steamboat service."

Under and in pursuance of the power thus conferred this Department issued, on the 6th of October, 1885, proposals for carrying the mails of the United States, and such foreign mails as might be ordered, in safe and suitable steamships, from Tampa, by Key West, Fla., to Havana, Cuba, twice a week and back, from January 1, 1886, to June 30, 1888, on a schedule of 25 hours for the outward trip, and not exceeding 27 hours for the return trip. Under this advertisement two proposals only were submitted, but the amounts of the bids were deemed too high, and were declined by the Postmaster-General.

The commercial intercourse between the United States and Cuba, and the vexatious delays to which postal service between that island and the United States was subjected by reason of the inadequate character of the vessels engaged in its performance, induced the Postmaster-General in July last to contract with the owners of the steamer *Mascotte* and her consort for the establishment of a line of postal communication between Tampa, via Key West, to Havana, and return, beginning August 1, 1886, and terminating on the 30th of June, 1887, on schedules satisfactory to the Postmaster-General. By the schedules ordered under this contract this service is to be performed between Tampa, via Key West, to Havana, twice a week from August 1, 1886, to November 1, 1886, and three times a week from November 1, 1886, to May 1, 1887, and twice a week for the remainder of the contract term, with a running time of twenty-five hours, and is to be performed in close connection with the existing fast mail service from New York to Jacksonville and back, which fast mail service has, by recent legislation of Congress and by orders of the Postmaster-General, been extended to Tampa to make prompt connection with this new line of inland and foreign postal communication.

The establishment of this new line, furnishing, as it does, greatly increased facilities, will, it is believed, have a very beneficial effect upon commercial intercourse between this country and the island of Cuba. Heretofore the mails from any part of the United States to Cuba had first to be transported to New York and thence by steamship to Havana. This method entailed great delay in the transmission of intelligence. Through the agency of the fast line running from New York to Tampa the mails from any point in the United States can be concentrated on it and carried to Tampa, whence they will be dispatched via Key West to Cuba. The amount paid for this service for the contract term is \$54,456; but as an offset to this it is to be remembered that the Department, by the establishment of this new line, has been enabled to discontinue the steamboat route from Tampa to Key West, which was

maintained at an annual cost of \$22,565.74, and also a foreign-mail route from Key West to Havana, which, as I am informed by the Superintendent of the Foreign Mail Service, cost, at the sea-postage rate, during the last fiscal year \$8,504.96. This makes the net cost of this new and important service only \$23,379.30. The performance of service on the two lines thus dispensed with was unsatisfactory both to the Department and to the public.

#### MAIL-MESSENGER SERVICE.

The annual rate of expenditure for mail-messenger service on June 30, 1886, was \$834,860.

Compared with the last annual report, there has been an increase of twenty routes, and a decrease of \$44,357 in annual rate of cost.

The cost of this service depends on the growth of railway mail service, and keeps a certain ratio to it. It is ascertained that that ratio in expenditure is about \$8 to every mile of railway service.

The appropriation for the current year is ..... \$900,000  
The sum deemed necessary for the current year is ..... 860,000

Which will leave an unexpended balance at the close of the year of ..... 40,000

The sum deemed necessary for the next fiscal year is \$900,000, the same amount as the appropriation for the current year.

Reduction in cost of mail-messenger service effected by orders from July 1, 1885, to June 30, 1886, was \$14,484.

#### RAILROAD TRANSPORTATION.

The annual rate of expenditure for railroad transportation on all adjusted service on June 30, 1886, was \$15,520,191, as against \$14,758,495 on June 30, 1885. The increase in the annual rate of cost during the past fiscal year was \$761,696, or 5.16 per cent., while the increase for the previous year was \$1,484,889, or 11.18 per cent. The increase for the past year is, therefore, but little more than one-half as much as the increase for the year preceding it. The increase in the annual rate of expenditure for transportation and railway post-office cars, taken together, during the past seven years, is shown as follows:

Year.	Length of routes.	Increase in length of routes.	Per cent. of increase in length of routes.	Cost per annum.	Increase in cost per annum.	Per cent. of increase cost per annum.
	<i>Miles.</i>	<i>Miles.</i>				
1880.....	85,320	5,320	6.06	\$10,498,986	\$931,396	9.73
1881.....	91,569	6,249	7.32	11,614,398	1,114,382	10.61
1882.....	100,563	8,994	9.82	12,753,184	1,139,816	9.81
1883.....	110,208	9,645	9.59	13,877,800	1,134,616	8.89
1884.....	117,120	6,912	6.30	15,012,603	1,124,803	8.09
1885.....	121,662	4,542	3.89	16,627,953	1,615,380	10.76
1886.....	123,953	2,291	2.39	17,336,512	708,520	4.20

It will be seen from the above statement that the increase in cost for these two large items of expenditure for the past year is considerably less than the increase for any year covered by the period named. This marked comparative reduction in the annual increase in cost is not attributable, as might be supposed, to a decrease in weight of mails car-

ried, as the regular quadrennial readjustment weighing, which took effect in the past fiscal year, occurred in the first or eastern section, and showed the fair average increase of 11.12 per cent. of service in that section. Nor is it attributable to the fact, as the above table shows, that the increase in length of miles of railroad routes is less than any of the preceding years set down in the table, as that increase only falls short of the increase of the previous year, 1885, by 971 miles, and this decrease of mileage, and consequent decrease in rate of cost, is more than counterbalanced by the fact that there has been a closer adjustment of the compensation for railway mail transportation than has been known in the history of the Department.

The explanation of this reduction, it is confidently believed, is to be found, first, in the fact that during the past fiscal year there were no special weighings outside of the regular quadrennial weighings, although numerous applications were made by railroad companies for such special weighings, which were declined, the Department not perceiving their justice or their necessity. These special weighings necessarily result in an increase of cost. Secondly, in the fact, which will hereafter be more particularly alluded to, of the discontinuance of payment for apartment-car service, which payment had been made, although contrary to law, and the reductions in the pay of certain land-grant railroads which had not heretofore been known or treated by the Department as land-grant roads.

The policy of keeping the service as closely adjusted as possible, to which reference was made in the last annual report, has been adhered to, and with good results. On June 30, 1886, there were only 1,593 miles of unadjusted service on the books of the Department, as against 2,945 miles on June 30, 1885, 9,026 miles on June 30, 1884, 7,234 miles on June 30, 1883, and 8,449 miles June 30, 1882. This policy of keeping the adjusted service up to the actual service as nearly as possible necessarily results in an increase of the actual ascertained cost at the close of the fiscal year ended June 30, 1886, but it is in accordance with the sound maxim of public and private economy, "Pay as you go," and has also enabled the Department to state with greater accuracy its liabilities for railroad transportation at the end of the fiscal year.

The following table shows the average rate of cost per mile per annum for railroad transportation, based on the aggregate length of routes:

Years.	Length of routes.	Total pay for transportation.	Average rate per mile.
	<i>Miles.</i>		
1886	85,320	\$9,237,945	\$108 27
1881	91,569	10,249,261	111 92
1883	100,563	11,297,353	112 34
1884	110,208	12,288,760	111 50
1884	117,160	13,273,606	113 29
1885	121,632	14,758,495	121 95
1886	123,933	15,520,191	125 23

The increase, \$3.28 per mile, above shown is attributable in part to the reason before referred to, the closer adjustment of the service throughout the country, and to the quadrennial weighing in the eastern section, which resulted in an increase of \$439,158, or 11.12 per cent., on the cost of the service in that section on the preceding weighing.



## REQUIREMENTS FOR THE CURRENT YEAR.

The appropriation for the current year for railroad transportation is \$15,595,432. This is for the service exclusive of the Pacific roads, and will probably be more than will be required for the current year.

## ESTIMATE FOR 1888.

It is estimated that \$15,867,962 will be required for the transportation of the mails on railroads for the fiscal year ending June 30, 1888, being an increase over the appropriation of the present fiscal year of only \$272,530. The reasons in support of this estimate are fully set forth in the estimates furnished to the Postmaster-General under date of September 29, 1886.

## RAILWAY POSTAL CARS.

There was an unexpended balance on June 30, 1886, of the appropriation for railway postal cars of \$73,578.20. This resulted from a discontinuance of allowance for postal apartment cars, a full statement of which will hereafter be given. The amount allowable under the act approved August 4, 1886, authorizing the Postmaster-General to allow compensation to such railroad companies as had furnished apartments in pursuance of an agreement or understanding that special compensation should be allowed for the time unpaid for, up to the date when the company was notified by the Department that such payment could not be made, because not warranted by the present law, aggregating \$18,403.57, will be paid from this unexpended balance.

The appropriation for the current year is \$1,808,000, and it is believed that this amount will be sufficient. It is estimated that \$1,934,560 will be required for this service for the next fiscal year, as stated in the estimate submitted to the Postmaster-General.

At the close of the fiscal year there were in operation two hundred and sixty-three lines of railway post-office cars, 40 feet in length and upwards, and for which additional pay is allowed, distributed as follows: Ninety-nine lines of 40 feet, ten lines of 45 feet, seventy lines of 50 feet, and seventy-three lines of 60 feet cars. A full and detailed statement of this important branch of the postal service is given in Table I of this Report.

The following statement shows the annual rate of increase or decrease in cost of railway post-office cars.

Year.	Cost.	Increase.	Decrease.	Increase.	Decrease.
				<i>Per cent.</i>	<i>Per cent.</i>
1880	\$1,261,041				
1881	1,364,107	\$103,066		8.17	
1882	1,453,851	91,744		6.73	
1883	1,599,001	145,150		9.83	
1884	1,738,997	139,996		8.76	
1885	1,869,488	130,491		7.50	
1886	1,816,321		53,167		2.84

## SPECIAL FACILITIES.

The appropriation for special facilities on trunk lines for the fiscal year ending June 30, 1887, is \$291,000. The current expenditure on account of this fund is as follows:

Number of route.	Termini.	Railroad company.	Miles.	Pay.
5005.....	New York—Springfield.....	New York, New Haven and Hartford.....	183.00	\$17,647 06
6011.....	4.35 a. m. train.....	New York Central and Hudson River.....	144.00	25,000 00
10001.....	Philadelphia—Bay View.....	Philadelphia, Wilmington and Baltimore.....	91.80	20,000 00
10013, 11001 (part)	Bay View—Quantico.....	Baltimore and Potomac.....	79.80	21,900 00
11001 (part).....	Quantico to Richmond.....	Richmond, Fredericksburgh and Potomac.....	81.50	
11008.....	Richmond to Petersburg.....	Richmond and Petersburg.....	23.39	4,288 67
11009.....	Petersburgh to Weldon.....	Petersburgh.....	64.00	11,650 00
13002.....	Weldon to Wilmington.....	Wilmington and Weldon.....	182.07	29,577 77
14002.....	Wilmington to Florence.....	Wilmington, Columbia and Augusta.....	110.00	20,075 00
14005.....	Florence to Charleston Junction.....	Northeastern.....	95.00	17,337 50
14004.....	Charleston Junction to Savannah.....	Charleston and Savannah.....	108.00	19,710 00
15009.....	Savannah to Jacksonville.....	Savannah, Florida and Western.....	171.50	31,298 75
10006.....	Baltimore to Hagerstown.....	Western Maryland.....	86.60	15,804 50
16018.....	Jacksonville to Tampa.....	Jacksonville, Tampa and Key West.....	242.57	39,281 49
16007.....		West and South Florida.....		
Total.....				\$291,000 00

In the above tabular statement the cost between Jacksonville and Tampa is for eleven months only, as the service did not begin with the fiscal year. To maintain this service for the entire year the appropriation should be increased \$4,987.53, making a total of \$295,987.53, which will be required to maintain the present facilities during the next fiscal year. I recommend the continuance of this appropriation for the next fiscal year, as it enables the Department to secure important facilities in mail transportation not otherwise attainable.

The readjustment of the rates of pay to all railroad companies in States and Territories in which the contract term expired June 30, 1886, and also in other States on new routes and extensions upon which pay had not heretofore been fixed, are set out in detail in the Table H of annual report. The regular readjustment from July 1 last, occurred in the States of Arkansas, Louisiana, Texas, Kansas, Colorado, Nebraska, California, and Oregon, the Indian Territory, and the Territories of Arizona, New Mexico, Washington, Idaho, Montana, Wyoming, Dakota, and Utah. These readjustments have all been completed, and appear in Table H. It is said to be the first instance in the history of the service, under the present law, that all of the regular quadrennial readjustments have been completed in time to appear in the forthcoming annual report, as heretofore the publication of quite a number of adjustments, which were not completed in time, had to be delayed for the report of the succeeding year. The net increase in the above section, in consequence of the readjustment, is \$404,672, or 12.91 per cent. In the report of last year this increase was estimated at 12 per cent.

In closing this part of my report I desire to call attention to the importance of the work, performed in the Division of Railway Mail Adjustments. It calculates and adjusts the pay of all the railroad service, involving the largest single item of expenditure of the Department. The work demands constant revision, which often, as in the cases of payments for apartment cars and land-grant roads hereinafter referred to, leads to important results.

## MAIL EQUIPMENTS.

Appended hereto is a tabular statement (O) of the number, description, prices, and cost of all mail-bags, mail-catchers, &c., purchased and put into service during the years ended June 30, 1886, and a tabular statement (P) of all mail locks and keys purchased for the service during the same period; also a tabular statement (N) of all contracts for mail equipments in operation on the 30th of June, 1886.

The total cost of mail-bags and mail-catchers, with their appurtenances and repairs, during the year, was \$268,138.36, the appropriation being \$275,000.

The number of mail-bags of every description put into service during the year was 212,362. Of these 28,350 were locked mail-bags of various kinds and sizes, used for letters and registered mail-matter, and 184,012 were tied mail-bags of various kinds and sizes used chiefly for printed and fourth-class matter.

The total quantity of mail-bags of all kinds purchased during the year, amounted to an increase of 20.9 per cent. compared with the quantity (175,640) purchased during the preceding year. This increase was rendered necessary to take the place of mail-bags worn out and become unsound, both in the domestic and foreign mail service (the increase in the latter service being 26,400 bags, and in the former service 10,322), and to supply the demands of a continually growing service, attended with increased bulk and frequency of mails throughout the country.

The amount expended for mail-catchers was \$2,328.

The amount expended for mail locks and keys during the year ended 30th June last, was \$19,995, the appropriation being \$20,000.

The appropriation of \$275,000 for "mail-bags and mail-catchers," and \$23,000 for "mail locks and keys," will, it is estimated, be necessary to provide for the expense which will be required by the service, for those objects, for the fiscal year ended June 30, 1888.

The increased expense of \$3,000 over last year for mail locks and keys is anticipated on account of the rapid extension of the through registered mail system, which will require for its regularity, expedition, and security increased quantities of the registered or detective mail-locks now used, which are necessarily very much more costly than mail-locks for other purposes.

As authorized by the first section of the act of Congress making appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1886, approved March 3, 1885, the sum of \$500 was paid to A. V. Lunger for the assignment of his patent, No. 209820, dated November 12, 1878, for a clamp for mail-bag cranes, the same having been paid out of the appropriation for mail-bags and mail-catchers.

## STOCK IN SERVICE.

The total number of mail locks and keys in the service on the 30th of June, 1886:

Mail-bag locks.....	229,575
Street letter-box locks .....	31,549
<b>Total number of mail-locks.....</b>	<b>261,124</b>
Keys to mail-bag locks .....	65,408
Keys to street letter-box locks .....	5,520
<b>Total number of mail-keys.....</b>	<b>70,928</b>

*Number of mail-bags in service on the 30th June, 1886, estimated from the average periods of their duration, and the quantity of new mail-bags put into service during such periods.*

Locked mail-bags of every kind .....	149,009
Tied mail-sacks of every kind .....	533,612
<b>Total number of mail-bags .....</b>	<b>682,621</b>

## FINES AND DEDUCTIONS.

The gross amount of fines and deductions from postal contractors and others during the year ended June 30, 1886, was .....	\$252,532 75
The amount of remissions on deductions on account of satisfactory explanation was .....	\$16,971 13
The amount of remissions of fines was .....	4,971 72

Making total remissions of fines and deductions of .....	21,942 85
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Leaving the net amount of fines and deductions on account of railroad, star, and steamboat service for the fiscal year ended June 30, 1886, of ..	230,589 90
To this are to be added fines imposed and deductions made from the pay of railway mail service employes for failures, of .....	\$3,872 11
And from mail messengers .....	2,316 12

6,188 23

Making total net deductions and fines for the fiscal year ended June 30, 1886, of .....	236,778 13
-----------------------------------------------------------------------------------------	------------

The above amounts are classified as follows, viz:

Deductions and fines, railroad service .....	\$162,152 24
Deductions and fines, star service .....	62,015 12
Deductions and fines, steamboat service .....	28,365 39
Deductions and fines, mail messengers .....	2,316 12
Deductions and fines, postal clerks .....	3,872 11

Total deductions and fines from all sources of .....	258,720 9c
------------------------------------------------------	------------

Remissions, railroad service .....	16,450 86
Remissions, star service .....	4,144 81
Remissions, steamboat service .....	1,234 25
Remissions, postal clerks .....	112 93

Total remissions from all sources of .....	21,942 85
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Leaving net amount of deductions and fines for the fiscal year ended June 30, 1886, of .....	236,778 13
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## DISCONTINUANCE OF PAY FOR APARTMENT-CAR SERVICE.

Soon after assuming the duties of Second Assistant Postmaster-General my attention was called to the fact that the Department was then allowing pay to certain railroads for apartment cars—that is, postal cars less than 40 feet in length—in addition to the compensation prescribed by law for weight of mails carried by them.

An examination of sections 4002, 4003, and 4004, Revised Statutes, led me to the conclusion that such additional allowances were not warranted by law. The question was presented for your consideration, and was, by your direction, submitted to the Assistant Attorney-General for this Department. This officer, in an elaborate opinion, in which he fully reviewed the history of the above sections of the Revised Statutes, held that these allowances for such apartment-car service could not be lawfully made.

In accordance with this opinion, orders were made discontinuing these payments in future. The sums paid to railroad companies on this

account amounted to \$80,161.73 annually, and from July 1, 1873, the date when the existing law prescribing the compensation for railroad companies went into effect, up to the date of the discontinuance, the aggregate amount paid was \$979,959.67. By their discontinuance a reduction has been effected in the annual rate of expenditure for railway post-office cars of \$80,161.73. This action taken by the Department led to remonstrance and complaint on the part of some railroads which had been the recipients of this illegal compensation, but a majority of the companies affected by the discontinuance acquiesced in the decision of the Department when it was made known to them that such allowances were unlawful, and, with a single exception have continued to furnish the necessary apartment-car space without specific compensation therefor, as all railroad companies are required to do by section 4002, Revised Statutes. A full and complete tabular statement, showing the amount of the allowances, the railroad companies to which they were paid, and the annual and aggregate amounts, has been prepared, and a copy of this statement, together with my letter to you, and the opinion of the Assistant Attorney-General, is herewith appended.

#### ADJUSTMENT OF PAY OF LAND-GRANT RAILROADS.

The thirteenth section of the act of July 12, 1876 (19 Statutes at Large, page 82) provides—

That all railroad companies whose railroad was constructed in whole or in part by a land grant made by Congress, on the condition that the mails should be transported over their road at such price as Congress should by law direct, shall receive only eighty per cent. of the compensation authorized by this act.

The grants of lands made to a number of important roads, such as the Union Pacific, Central Pacific, Texas Pacific, Sioux City and Pacific, Oregon and California, Burlington and Missouri River (in Nebraska), and others, did not contain the above condition, and consequently the deductions required by the above section of the statute does not and cannot be made to apply to them.

With a view of ascertaining whether any of the railroads subject to this condition in the matter of transportation, on account of grants of lands, had been omitted from the list of land-grant railroads kept in this Department, an investigation was recently made, and it resulted in the disclosure of the fact that a number of railroads subject to the above condition on account of the grants of lands to them by Congress had been omitted and that these roads had been paid the full rates allowed by law for transportation of mails instead of only eighty per cent. On the discovery of this fact orders were made directing the deductions from the compensation of such roads, to the amounts thus overpaid them covering the entire period from July 1, 1876, or from the time the service was established, to the close of the past fiscal year; also directing that these deductions be made from the payments of these railroads in future. The total deductions amounted to \$69,647.91 for the above-named period, besides which there was effected a reduction in the annual rate of expenditure in future for railway mail transportation of \$12,176.07.

A tabulated statement hereto appended shows the roads and the amounts deducted.

Route.	Railroad company.	Amount deducted up to June 30, 1886.	Annual rate of deductions from July 1, 1886, based upon present weights.
Part 31009	Texas and Pacific .....	\$3,106 86	\$340 06
26027	Chicago, Saint Paul, Minneapolis and Omaha .....	288 80	41 85
Part 26006	Saint Paul and Duluth .....	776 92	108 50
24009	Michigan Central .....	30,535 44	6,191 94
24013	.....		
Part 17012	Louisville and Nashville .....	1,760 56	247 41
Part 17015	Alabama and Great Southern .....	2,899 72	500 46
Part 18004	Mobile and Ohio .....	1,891 70	460 29
Part {18011}	Florida Railway and Navigation Company .....	4,653 63	1,225 81
Part {18019}	.....		
25015	Wisconsin Central .....	7,468 56	879 92
25023	Chicago, Milwaukee and Saint Paul .....	4,240 24	467 22
Part 26009	do .....	580 58	136 03
26044	do .....	349 46	103 21
26012	do .....	1,118 36	170 18
Part 27012	do .....	1,480 64	280 44
Part 27024	Chicago and Northwestern .....	169 00	26 67
24005	Lake Shore and Michigan Southern .....	4,607 08	803 89
46034	Southern Pacific .....	1,745 36	183 60
Total .....		\$69,647 91	\$12,176 07

## DEDUCTIONS FROM LAND-GRANT ROADS.

The total amount deducted per annum from pay of land-grant roads, as required by the thirteenth section of the act of July 12, 1876, is \$396,080.54.

## PROPOSED CHANGE IN THE METHOD OF COMPENSATING RAILWAY COMPANIES FOR MAIL SERVICE.

In my last annual report I referred to the fact that I was then, at your suggestion, engaged in the investigation of railway transportation, with the view of ascertaining if some method of compensation therefor could be devised more equitable and economical than the present method. In prosecuting this inquiry I had the valuable assistance of Mr. W. E. Parsons and of Mr. A. B. Hurt, the superintendent of railway mail adjustments, and the results are embodied in the report which I have the honor herewith to submit.

During the fifty years which have elapsed since the establishment of mail service upon railroads the question of the proper basis of adjusting their compensation has been the subject of anxious consideration on the part of the Department and of frequent action by Congress.

The first piece of legislation on this subject, the act of 1838, adopted a method which was convenient and ready to hand, namely, the then existing basis of payment for mail transportation on post-routes, and by a short cut declared each and every railroad route a post-route, and directed the Postmaster-General to cause the mail to be transported thereon, not paying therefor more than 25 per cent. above what similar transportation would cost in post-coaches. The amount of this pay was, by the act of 1839, limited to \$300 per mile. By the act of 1845 the Postmaster-General was directed to arrange the railroad routes into three classes, according to the size of the mails, the speed with which they are conveyed, the importance of the service, and limiting the maximum amount of pay for the first class to \$300 per mile, for the second class to \$100 per mile, and for the third class to \$50 per mile. This left to the Postmaster-General, as will be seen, a very large discretion in the matter of adjusting compensation, as it made him, in arranging the three classes of the railroads, the judge of the size, the weight of the mails, and the importance of the service.

In the then condition of the railroad service this was probably as judicious an arrangement as could be devised. While providing the maximum of pay for the three classes, it had the merit of enabling the Postmaster-General to graduate the pay according to the service, and to take into consideration all the factors that enter into the problem of railway mail transportation in fixing the compensation of any particular road.

In 1873 Congress passed the act which still regulates the compensation of railroads, modified by the acts of 1876 and 1878, authorizing the deductions of 10 and 5 per cent., respectively, from the pay of the companies.

These three acts were coincident with three marked stages in the growth and development of the railroad mail service.

In 1864 the system of distributing the mails in transit through the agency of railway post-office cars had been established. It is not going too far to say that the introduction of this system has wrought a complete revolution in the whole Railway Mail Service.

The method of payment established by the act of 1873 is obnoxious to the objection that it establishes two standards of valuation, one for weight and one for space, and the necessity for its revision soon became apparent. The object desired and to be sought for is one uniform and simple measure of value for the entire service performed. It is conceded alike by the Department, the general agreement of sentiment among the officers of railroad companies, and by all those who have made this matter the subject of study and investigation.

The Senate Committee on Transportation of 1874, the special commission appointed by the President under the act of 1876, known as the Hubbard Commission, and the commission of 1883, composed of officers of this Department, all concur in recommending space as the basis of pay. This general consensus of opinion in favor of fixing space alone as the basis of compensation, instead of the double system now existing of paying separately both for weight and for space by an arbitrary and rather procrustean standard, affords very strong and pregnant presumption in favor of the adoption of such a rule. No one familiar with the practical operations of the railway mail service can, I think, doubt the fact that such a basis of compensation is more in accordance with the necessities and requirements of the service, and would be, it is confidently believed, more satisfactory to the Department and to the railroad companies as being both more equitable in its application and more economical in its results.

The questions involved in the problem of ascertaining the proper basis for the compensation of railroads for mail transportation were as fully and as thoroughly examined as time would allow, and with the aid of the light furnished by those who have gone before us in the same field of investigation. It will be seen that the report concurs with all previous investigations that the service has outgrown the present system of pay. Experience and the growth of the railway mail service have furnished additional proof of its incongruities and inequalities, and the time has come either for a very thorough and radical revision of the present system or for the substitution of an entirely new one, if we wish to keep the rate of expenditure for the service within the limits of any reasonable control. This report, however, it is proper to say, is not by any means submitted as the last expression on this important and interesting subject. It claims no such high prerogative. But the scheme which it suggests is recommended as the best temporary expedient for the present, suitable to the service, proceeding on the lines of the present

arrangement, without departing too much therefrom—which departure, if made in the light of present information, might justly be regarded as too experimental—and enabling the Department to better control the rate of annual expenditure until provision shall be made, as you suggested in your last report in regard to this question, for “the most particular, yet comprehensive and judicious inquiry into all the circumstances and elements which affect that subject.”

An inquiry of this exhaustive nature, however, would necessarily be a protracted one. In the mean time the rate of expenditure for this branch of mail transportation, keeping pace with the growth of the population, the spread of intelligence, the extension of railroads, and the development of the railway post-office system, is steadily increasing; and if, pending such an inquiry—should it be entered on—a plan sufficiently authenticated to your approval and that of Congress as a safe, conservative, and an economical one could be adopted, it is greatly to be desired.

The plan submitted is recommended as possessing such features. While providing a new rule for adjusting compensation this rule is so closely related to the present one as to admit of ready application to the existing service, and while reducing the present rate of expenditure, and keeping that rate in future within more economical limits, it does not so seriously affect the pay of the railroads as to form a disturbing element in the relations between them and the Department. The pay of railroads carrying small weights of mail is not appreciably reduced. The greatest reductions effected by it will fall on railroads carrying heavy weights of mail and receiving large remuneration. These reductions, however, will be so distributed as not to affect seriously any particular road, and they will, it is believed, be more than compensated for by the satisfactory results flowing from the establishment of a basis of pay more intelligible and equitable than the present one, and less liable to invite those arbitrary methods of abatement of which so much complaint is now made by the railroad companies.

For the purpose of more conveniently comparing the present with the proposed rates of railroad pay, the following tables are here given. Table 1 shows the present rates; table 2, the rates under the proposed plan, and table 3 shows the difference between them, up to a weight of 5,000 pounds.

TABLE 1.

Average weight of mails, whole distance per day.	Pay per mile per annum of route's length.				
	Under act of March 3, 1873.	Reduction of 10 per cent. under act of July 12, 1876.	Reduction of 5 per cent. additional under act of June 17, 1878.	Reduction of 30 per cent. additional to the 10 and 5 per cent. under 12th section of act of July 12, 1876 on land-grant railroads.	Weight warranting allowance of \$1 per mile under act of March 3, 1873, at the several rates of pay.
					Pounds.
200 pounds	\$50 00	\$45 00	\$42 75	\$34 20	
300 = 500 pounds	75 00	67 50	64 13	51 30	12
500 = 1,000 pounds	100 00	90 00	85 50	68 40	20
1,000 = 1,500 pounds	125 00	112 50	106 88	85 50	20
1,500 = 2,000 pounds	150 00	135 00	128 25	102 60	20
2,000 = 2,500 pounds	175 00	157 50	149 63	119 70	60
3,500 = 5,000 pounds	200 00	180 00	171 00	136 80	60
5,000 = 7,000 pounds	225 00	202 50	192 38	153 90	80
For every additional 2,000 pounds	25 00	22 50	21 38	17 10	80



TABLE 1—Continued.

Railroad post-office cars.	Per daily line.	Per linear foot.
		<i>Cents.</i>
40 feet .....	\$25 00	62½
45 feet .....	30 00	66½
50 feet .....	40 00	80
55 feet .....	50 00	80½
60 feet .....	50 00	83½

TABLE 2.—Proposed plan for payment by space.

Pounds.	Space in feet.	Per mile.	Pay (six times a week) or as often as trains may run.	
			Per foot per mile of road.	Per foot per mile run, in mills.
200	5	\$40	\$8 00	12.78
500	10	60	6 00	9.68
1,000	15	80	5 33	8.52
2,000	25	120	4 80	7.66
4,000	40	180	4 50	7.18
5,000	45	200	4 44	7.09

TABLE 3.—Present rate and proposed rate of pay contrasted.

Average daily weight.	Required space.	Present pay per mile of road, including allowances for railway post-office cars for six times a week, or as much oftener as trains may run.	Proposed pay per mile of road for six times a week, or as much oftener as trains may run. (This includes railway post-office cars.)
<i>Pounds.</i>	<i>Feet.</i>		
200	5	\$42 <sup>75</sup>	\$40
500	10	64 13	60
1,000	15	85 80	80
2,000	25	128 25	120
4,000	40	*181 47	180
5,000	45	*201 00	200

\*Including allowances for railway post-office cars.

For all intermediate space between these fixed grades a pro rata pay would be allowed, as is now the practice in regard to intermediate weights, as shown in last column of Table 1.

The additional space above 45 feet, when required, is to be determined by the Postmaster-General, and is to be paid for at the uniform rate of \$2.70 per linear foot. The linear foot refers to an inside measurement, with the minimum car width of 8 feet 6 inches, or its equivalent, in floor space. It is to be further remarked that these rates cover the entire cost of the whole railroad service, all postal cars to be properly equipped, warmed, and lighted, fitted up with furniture, fixtures suitable and convenient for the transportation and distribution of the mails and the transportation of postal clerks and other post-office officials designated by the Postmaster-General.

It may be here said that this plan is liable to the same objection which is urged against the present system of pay, namely, that the cost of it will increase in proportion to space required just as the cost of the present system increases in proportion to increase of weight. But the difference between the two methods is this: Under the existing law, if any weighing shows an increase of weight on any particular road, that road is entitled to claim an increase of pay according to the ratio of pay to weight, as fixed by the law. Under the proposed plan, although a weighing should result in an increase of weight, it would not increase the pay unless additional space was thereby rendered necessary.

That an increase of weight does not necessarily require a proportional increase of space is shown by the following facts:

Under the last quadrennial weighing in the first or eastern section, in 1885, the increase in the weights resulted in an increase of \$439,158, or of 11.12 per cent. per annum on the previous rate of compensation of railroads in that section. But the increase in railway post-office car space in that section has been only 20 feet, costing \$5,867. In the western or fourth section the adjustment made this year shows an increase of \$404,672, or 12.91 per cent., caused by increase of weight, while there has been no increase of railway post-office car space as yet ordered. Applications are pending, it is true, for additional railway post-office cars in this section; but if all these applications should be granted—and it is not likely they all will be—the additional cost would be very small in comparison with the amount of the increase in cost just stated as resulting from the increase in weight of mail matter.

The total annual rate of cost for railroad service on October 31, 1885, was \$17,130,827.80. The scheme proposed was applied to a large number of railroads, the aggregate of whose pay, as ascertained, amounted to \$16,215,797.80 of this total sum, being 95 per cent. of the entire railroad service of the whole country. Assuming that the rate of reduction would remain uniform for the amount of service not computed, viz, \$911,830, the result of the application of the committee's plan was a reduction of about \$850,000 in the total rate of expenditure for railroad service as that expenditure stood on the last-mentioned date.

In applying this scheme it is to be remembered that the mails carried and worked in post-office cars were alone considered. Table C° of the Postmaster-General's report of 1885 shows that a large amount of mail is carried in bulk, and is paid for according to weight, at the rates stated in table 1 above, the least weight taken into account being 200 pounds, at \$42.75 per mile of road. Now, for this closed mail the same allowance of space would not be given as is allotted in table 2 to the same weight of mails worked or distributed in railway post-office cars.

The best authorities give one linear foot of a railroad car of the standard width of 8 feet 6 inches as sufficient space for 500 pounds of ordinary mail matter carried in bulk, that is, 2 linear feet for every 1,000 pounds, which at \$2.70 per foot would be \$5.40; the same weight of worked mail would require 5 feet, at \$2.70 per foot (\$13.50), making a difference of \$8.10 per mile of road for every 1,000 pounds of mail carried in bulk. This would increase considerably the above amount of \$850,000, which, it is believed, would be saved by the establishment of the space gauge of pay. The discrimination between closed and worked mails is intended to apply only to railroads carrying more than 5,000 pounds. Its application to roads carrying less than 5,000 pounds is deemed inadvisable, as it would reduce too much the compensation of roads carrying small weights. The report proposes payment for car space required in actual transit only, and it is to be noted that it differs in its recommendations from those which have preceded it on the same subject in

two important particulars. It omits to recommend, first, any change in the performance of side service by the railroads, requiring them still to perform it, and, secondly, any additional pay for increase of frequency in trips or of speed. Speed and frequency are conceded to be very important factors in the question, and the omission of their consideration seems to require an explanation. It is believed that the Department can safely depend for the securing of these two elements upon the competition between railroads for the immense passenger traffic of the country. This it does now, and generally with satisfactory results to the public and to the Department, and without any injustice to the railroads. For the rates proposed to be paid under the plan submitted would entitle the Department to require that the mails should be carried on the fastest trains and as often as trains run. A greater rate of speed, and greater frequency than would be thus furnished, would seem to be hardly attainable, or even necessary, regard being had to the service in its entirety.

If on certain great through routes of railroad communication it might at any time be deemed necessary to expedite the service on schedules faster than those of the regular passenger trains thereon, that object could be attained, as at present, by special appropriations, or special arrangements with companies accumulating the mail on such routes, and then requiring more space, at the fixed additional pay therefor.

Were a general provision authorizing the Postmaster-General to pay special rates for special speed and frequency incorporated in the law, its application would sooner or later have to be made uniform and universal, in which cases the cost of the service would be augmented immensely, or it would only be made in exceptional cases, in which contingency such provision would defeat its purpose and be of comparatively little value to the service considered as a whole, as what would be gained in these particulars on one road would be lost on another. In making such a partial exercise of the power thus conferred the Department would constantly incur, however just and reasonable might be the grounds of discrimination, the charge of favoritism, and a sense of injustice would be thus engendered, inconsistent with those harmonious relations which, for the good of the service, it is at all times desirable, should subsist between the railroads and the Department. It would open the door to those inequalities and incongruities in the pay and service of the roads which it is eminently desirable to remove and abolish, as they are the main causes of whatever friction and difficulty the Post-Office encounters in its transactions with railroad companies.

Large as is the sum paid out annually by the Government to railway companies for mail transportation and post-office cars, being in amount nearly equal to 9 per cent. of their total gross earnings from passenger traffic, and in the case of some few companies forming a much larger percentage according to the statistics of railroad earnings in 1885, yet it is doubtful if any of the more important railroads, links in great lines of intercommunication, whose time-tables are made up solely with reference to their large and valuable passenger traffic and their connection with other lines, would accept the special rates for these special facilities under the conditions it would be necessary to impose to secure the performance of the expedited service, unless the rates were far larger than any which have been heretofore suggested, and any which the Department ought to give. On the other hand, roads with a small number of passengers, running through sections of the country sparsely inhabited and carrying small amounts of mail, would be frequent and urgent solicitors for increase of speed and frequency when and where they were least needed, to eke out their slender revenues.

For these reasons, and others which might be suggested did time and space allow, taking the whole mass of the railroad mail service into consideration, and seeking a rule for adjusting pay, simple, uniform, and general in its application, I concluded to eliminate from the problem frequency and speed as distinct and independent factors entitled to special and additional compensation.

Without consuming more time in the exposition of the advantages of the proposed system of space gauge over weight gauge as a basis of railway mail compensation, of its simplicity, its uniformity, and its economy in results, I respectfully submit for your consideration the annexed report and its recommendations.

In concluding this report it is my duty, and I take pleasure in discharging it, to bear testimony to the faithful and satisfactory manner in which the chief clerk of this Bureau and the heads of divisions have performed their important and responsible duties. To the whole clerical force of the office my acknowledgments are due in like manner.

I append a statement (Exhibit 1) of the work of the office during the last fiscal year.

Very respectfully,

A. LEO KNOTT,

*Second Assistant Postmaster-General.*

Hon. WILLIAM F. VILAS,

*Postmaster-General.*

#### EXHIBIT 1.

*Statement showing the amount of current business disposed of during the year ended June 30, 1886.*

Nature of work done.	Contract Division.	Division of Inspection.	Railway Ad. Assistant Division.	Division of Mail Equipment.	Total.
Letters received.....	18,800	10,000	2,400	30,270	61,470
Letters written.....	13,751	12,000	2,105	1,200	29,116
Letters recorded.....	13,751	12,000	507	5,000	26,348
Circulars sent out.....	86,720	162,660	8,370	54,223	311,973
Telegrams.....	690				690
Orders made upon present or new service.....	20,559		1,496	114	22,169
Orders recorded upon present or new service.....	20,559	20,527	1,496		42,582
Pamphlet advertisements sent out.....	30,160				30,160
Routes advertised.....	4,403				4,403
Proposals sent out.....	223,090				223,090
Proposals indorsed, examined, and recorded.....	71,768				71,768
Contracts prepared (in duplicate).....	4,458				4,458
Briefs involving changes in service prepared.....	4,800				4,800
Proposals involving changes in service examined.....	4,800				4,800
Volumes of Route Registers completed.....	69		12		72
Weight returns computed and adjusted.....			878		878
Postmasters' reports received and examined.....		454,056			454,056
Book entries.....	55,618		1,496	48,465	105,609
Accounts examined.....	12,427			1,870	14,297
Mail locks and keys examined and tested.....				80,611	80,611
Key chains examined and tested.....				7,501	7,501
Mail-bag label cases examined and tested.....				28,453	28,453
Mail-bag cord fasteners examined and tested.....				156,067	156,067
Locks sent out.....				63,851	63,851
Mail-bag label cases sent out.....				22,800	22,800
Mail-bag cord fasteners sent out.....				95,040	95,040
Tables and statements prepared.....	250				250
Certificates prepared.....	262				262
Calculations made.....	123,891	101,463	263,400		488,754

## EXHIBIT 2.

**STATEMENT IN REGARD TO DISCONTINUANCE OF APARTMENT-CAR SERVICE, THE ROADS, ALLOWANCES PAID HERETOFORE AND DISCONTINUED.***Letter of Second Assistant Postmaster-General to the Postmaster-General.*

POST-OFFICE DEPARTMENT,  
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,  
Washington, D. C. December 21, 1885.

SIR: In compliance with your request for information as to the amounts heretofore allowed for railway post-office cars or apartments less than 40 feet, I beg to submit the accompanying tabular statement, prepared from records in the railway adjustment division, which exhibits in detail the amounts paid certain railroad companies for such apartment cars since the passage of the act of 1873 fixing the compensation of railroads for the transportation of the mails, and up to the date such payments were discontinued.

The preparation of this statement has been attended with considerable difficulty and many careful and tedious calculations. It was necessary, in the first place, to examine the weight returns of the various weighings on almost all of the sixteen hundred railroad routes in operation, in order to ascertain definitely on what routes allowances had at any time been made during this long period for post-office cars less than 40 feet in length. This done, and the routes upon which such allowances had been made separated from the files, it became necessary in each case to compare the several weight returns with the orders making the allowances, and by calculations apportion the proper sums for weight and for regular railway post-offices, and for apartments less than 40 feet, in the manner shown in the tabular statement.

Prior to the 1st of July, 1879, there was no separate appropriation for railway post-office cars, as at present, the cost for that branch of the service being included with the cost for transportation. The act making the appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1880, made the first separate appropriation for railway post-office cars, and required that thereafter separate estimates be made for transportation and for railway post-office cars. Orders for payments to railroad companies were, prior to the above date, at the rate of so much per annum, without specifying what part was for postal cars and what part for weight of mails. While it is believed that the amount set down in the statement as expended for the several items, before the accounts were kept separate, are correct, it is proper to state that they are the result of calculations arrived at by placing to the weight of mails and regular railway post-office cars what would be the legal allowances therefor, and counting the remainder of the expenditure as for apartments less than 40 feet. The railroad route books were for a long time kept by the different corresponding clerks in charge of star routes, and it is probably owing to this fact that a want of uniformity is often manifest in the wording of the orders and in the manner of stating the allowances.

It is worthy of notice that the allowances for apartments were much more common some years ago than in more recent years, and that the practice of making these allowances began immediately after the act of 1873 went into effect. The preparation of the statement has disclosed that in many cases the 10 per cent. reduction authorized by the act of 1876 was applied to allowances for apartments, the practice not being uniform in this respect, while it has always been held that the reduction does not apply to allowances for regular railway post-office cars.

No uniform rate per mile for apartments seems to have been observed. In some cases the rate was \$10 per mile, without regard to the length of the apartments; in others, 62½ cents per foot was allowed, the rate per foot for a 40-foot car, at \$25 per mile. When the apartments were run on a line in connection with full regular railway post-office cars, they were known as "adjuncts," and were paid for at the rate per foot of the regular cars. For example, if the apartment was run as an "adjunct" to a 40-foot car, the rate allowed for the apartment would be 62½ cents per foot; if run in connection with a 45-foot car, 66½ cents per foot; and 80 cents per foot if run in connection with a 50-foot car, and so on.

From the best evidence attainable it seems to have been an understanding in the Department that allowances could be made for apartments less than 40 feet where there was a second daily line, and this interpretation seems to have commenced with the inauguration of the present method of fixing the compensation of railroads. In the great majority of cases where such allowances were made there were two daily lines of apartments, though there are some instances of such allowances where there was only a single daily line. It appears that the Department experienced in many cases considerable difficulty in inducing the railroad companies to provide equipment

for a second daily line of apartment cars unless extra allowance were granted. No difference could be made on account of pay for weight, whether the same was carried on a single daily line or two or more daily lines. Thus, a road carrying 3,000 pounds per day, and making one trip per day, and furnishing one line of apartments would receive as much pay as a road carrying the same weight, but making two trips per day and incurring the expense of equipping and maintaining two lines of apartment cars. The practice seems to have grown up in this way, and has of late years been confined almost exclusively to the Eastern States, on lines where there is a frequent service and many post-offices, requiring a greater proportion of space for distribution as compared with the weight of mails carried.

One column in the statement shows what officer signed the formal order making the allowances, but in some cases it is known that pay for apartments was agreed upon by the division superintendents of the Railway Mail Service, who made the necessary arrangements without previous specific authority from the Department, and afterwards reported their action, when a formal order in conformity therewith was passed. It was generally customary, when it was deemed advisable to establish a line of railway post-office cars for which pay was to be allowed, for the Second Assistant to authorize the General Superintendent of the Railway Mail Service, by letter, to take the necessary steps to that end, and no formal order was made until the line was put in operation and reported to the Department. By my direction the practice has recently been changed. Now, the first step in establishing a line of railway post-office cars is to pass a formal order authorizing such establishment, leaving the date of the commencement of the service and pay to be determined by a subsequent order. This order states the exact length, inside measurement of the cars authorized, and goes upon the appropriate route book. Notification is then sent to the General Superintendent that such a line of cars has been authorized, and requesting him to take the necessary steps to put the line into operation and report the date of the commencement of the service. When this report is received, giving the date, another order is made fixing the pay, which also goes upon the route books. Thus a clear history of the establishment of each line is placed upon the records of this Department, which will leave no doubt in the future as to what was authorized and by whose authority.

It will be seen from the statement that the aggregate amount paid for apartments from July 1, 1873, to June 30, 1885, is \$979,959.67.

Payments for apartments have recently been discontinued amounting to \$80,161.73 per annum.

Very respectfully,

A. LEO KNOTT,  
*Second Assistant Postmaster-General.*

Hon. WILLIAM F. VILAS,  
*Postmaster-General.*

*Copy of opinion of Assistant Attorney-General.*

POST-OFFICE DEPARTMENT,  
OFFICE OF ASSISTANT ATTORNEY-GENERAL,  
Washington, D. C., November 25, 1885.

Hon. A. LEO KNOTT,  
*Second Assistant Postmaster-General:*

SIR: I have the honor to inform you that I have considered the question of "apartment service," so called, upon which you request my opinion, and to advise you of my views thereon.

Sections 4002, 4003, 4004, 4005, of the Revised Statutes, read as follows:

"SEC. 4002. The Postmaster-General is authorized and directed to readjust the compensation hereafter to be paid for the transportation of mails on railroad routes upon the conditions and at the rates hereinafter mentioned:

"First. That the mails shall be conveyed with due frequency and speed, and that sufficient and suitable room, fixtures, and furniture, in a car or apartment, properly lighted and warmed, shall be provided for route-agents to accompany and distribute the mails.

"Second. That the pay per mile per annum shall not exceed the following rates, namely: On routes carrying their whole length an average weight of mails per day of 200 pounds, \$50; 500 pounds, \$75; 1,000 pounds, \$100; 1,500 pounds, \$125; 2,000 pounds, \$150; 3,500 pounds, \$175; 5,000 pounds, \$200, and \$25 additional for every additional 2,000 pounds, the average weight to be ascertained, in every case, by the actual weighing of the mails for such number of successive working days, not less than thirty, at such times, after June 30, 1873, and not less frequently than once in

every four years, and the result to be stated and verified in such form and manner as the Postmaster-General may direct. (P. L. and R., sec. 629.)

"Sec. 4003. In case any railroad company now furnishing railway post-office cars shall refuse to provide such cars, such company shall not be entitled to any increase of compensation under the provisions of the next section." (P. L. and R., sec. 630.)

"Sec. 4004. Additional pay may be allowed for every line comprising a daily trip each way of railway post-office cars, at a rate not exceeding \$25 per mile per annum, for cars 40 feet in length, and \$30 per mile per annum for 45-foot cars, and \$40 per mile per annum for 50-foot cars, and \$50 per mile per annum for 55 to 60 foot cars."

"Provided, That the Postmaster-General may use such portion of the postal-car service appropriation as may be spared from it to supply any deficiency that may arise from insufficient appropriations in the item for railway transportation." (Act of March 3, 1879, sec. 1, 20 Stat., p. 357; P. L. and R., sec. 631.)

"Sec. 4005. All cars or parts of cars used for the Railway Mail Service shall be of such a style, length, and character, and furnished in such manner, as shall be required by the Postmaster-General, and shall be constructed, fitted up, maintained, heated, and lighted by and at the expense of the railroad companies." (Act of March 3, 1879, sec. 4, 20 Stat. L., p. 358; P. L. and R., sec. 632.)

The question you desire to be advised upon is this: Can a railway company, under the above-quoted statutes, lawfully be allowed any compensation for furnishing an apartment in a car, instead of a railway post-office car devoted entirely to that use, in addition to the pay by weight provided for by section 4002; or is the company limited simply to the compensation by weight per mile when it furnishes not a full railway postal car, but simply an apartment in a car devoted in part to other uses?

I think the term "railway post-office car" used in the sections above quoted means a full "railway post-office car" devoted entirely to that use and 40 feet in length or upwards, and that a company which furnishes merely an "apartment in a car" is entitled only to the pay by weight per mile specified in the second clause of sec. 4002, Revised Statutes.

Long before the act of March 3, 1879, the full railway post-office car was in use. The law recognized two kinds of post-office cars on railways, as it seems clear to me, viz, apartments in cars used in part for the carrying of the mails, such as are mentioned in section 4002, in part for express or baggage or for other uses, and the full railway post-office car.

The full railway postal car was put on as early as 1864. (See History of Railway Mail Service, p. 154.)

It appears historically that the railway companies made some threats of refusing to furnish this kind of cars (see History of Railway Mail Service, p. 183; also report of committee, p. 50) about January, 1873, and as a result of their threats the act was passed on March 3, 1873, which is now R. S. 4003, and which provided that if any company which was then furnishing railway post-office cars should refuse to provide such cars, such company should not be entitled to any increase of compensation under the provisions of the next section (4004). This section (4004) is as follows: "Additional pay may be allowed for every line comprising a daily trip each way of railway post-office cars, at a rate not exceeding \$25 per mile per annum for cars 40 feet in length, and \$30 per mile per annum for 45-foot cars, and \$40 per mile per annum for 50-foot cars, and \$50 per mile per annum for 55 to 60 foot cars."

This authorizes additional payment for what? For 40, 45, 50, and 55 to 60 foot cars. The price in each case has a maximum limit. But this additional compensation is not pro rata as to cars less than 40 feet, nor to cars in which a part only of the car, and less than 40 feet, is made into an apartment for mail service.

All companies must furnish apartments properly lighted and warmed for route agents to accompany and distribute the mails, whether daily trips each way are made or not. The additional compensation is only allowable when the line comprises daily trips each way, and when railway postal cars, at least 40 feet in length, are furnished. Should cars or apartments less than 40 feet in length, or less trips than daily each way be made, no additional compensation can be made.

This view seems very clear to me in view of the fact that when this act was passed the Senate expressly refused to adopt a system of compensation that would give additional pay for apartments of parts of cars.

In the bill which passed the House in 1873 making appropriations for the Post-Office Department was contained the following proviso:

"Provided further, That additional pay may be allowed at a rate not exceeding \$25 per mile per annum for every line of railway post-office cars of sufficient and suitable size, fixtures, and furniture, properly lighted and warmed, provided for railway post-office clerks to accompany and distribute the mails, and run once a day each way upon such trains as may be satisfactory to the Post-Office Department."

This proviso would have given them additional pay for a railway post-office in a car of suitable size for the service required on the line on which it was run. But

this proviso was stricken out, and in lieu of it the provisions were inserted which now constitute sections 4003, 4004, and 4005, Revised Statutes, above quoted.

Since that time the Department has, until recently, and then only in exceptional cases, as I am informed by the Superintendent of the Railway Mail Service, construed the law as allowing no additional payment for apartment service, even where the apartments were equipped for and used as a railway post-office. The railways of the country have very generally accepted such construction as being in accordance with the true intent of the law.

Thus the intent of Congress appears from the history of the legislation, as I think, from the action of Congress above referred to in rejecting the measure that would in terms have warranted the payment for "apartment service," and from contemporaneous construction both by the Department and by the great mass of the railway companies, no less than by the subsequent action of Congress in making appropriations upon estimates that excluded from calculation the payment to railway companies for such "apartment service."

I think, in view of the terms of the act and the considerations above stated, that additional pay provided in section 4004 cannot be allowed in cases where only apartments in cars less than 40 feet in length are furnished.

That subsequent legislation was framed on this construction of the statute is further evidenced by the proviso of the act of June 11, 1880, which reads: "*Provided*, That in case any railroad company fail or refuse to provide railway post-office cars when required by the Post-Office Department, said company shall have its pay reduced 10 per cent. on the rates fixed in section 4002 of the Revised Statutes, as amended by the act of July 12, 1876," &c., " \* \* " and as further amended by the act of June 17, 1878, &c. (21 Stat. L., 178.)

The appropriation for 1881-'82 was as follows: "For railway post-office car service, \$1,426,000. And hereafter, when any railroad company fail or refuse to provide railway post-office cars when required by the Post-Office Department, or shall fail or refuse to provide suitable safety heaters and safety lamps therefor, with such number of saws and axes to each car, for use in case of accident, as may be required by the Post-Office Department, said company shall have its pay reduced 10 per cent. on the rates fixed in section 4002 of the Revised Statutes, as amended," &c.

This legislation, and the fact that the appropriations for each year have been based upon estimates which exclude payment for "apartment" car service, leave no doubt that the understanding of Congress and the railway companies of the country generally is in accord with my construction of these statutes.

Very respectfully,

EDWIN E. BRYANT,  
*Assistant Attorney-General, Post-Office Department.*

Hon. A. LEO KNOTT,  
*Second Assistant Postmaster-General.*



*Statement showing the amounts paid to certain railroads for apartment postal cars, less than with the dimensions*

State.	Old number of route.	New number of route.	Terminal.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Lbs.	Dollars.	Dollars.
Va....	.....	11009	Petersburgh, Weldon	Petersburgh R. R.	65.51	3,342	10,140 04	.....
	.....	11009	do	do	65.31	5,053	11,755 80	.....
N. C. .	5002	13002	Weldon, Wilmington	Wilmington and Weldon R. R.	163.00	2,755	26,406 00	.....
S. C. .	5005	.....	Kingsville, Augusta	South Carolina R. R.	119.00	274	13,100 00	.....
	Br'ch	.....	Kingsville, Columbia	do	27.00	290		.....
	Br'ch	.....	Branchville, Charleston.	do	62.25	421		.....
	Br'ch	14003	do	do	62.25	1,149	5,694 63	.....
Ga. . .	.....	15004	Augusta, Atlanta	Georgia R. R.	171.62	1,853	21,923 03	}
	.....	15004	do	Georgia R. R. and Banking Company	172.59	1,912	21,397 70	
	.....	15004	do	do	172.59	1,912	21,397 70	}
	.....	15004	do	do	172.59	3,089	24,799 82	
	.....	15004	do	do	171.59	2,727	23,766 93	.....
	.....	15009	Savannah, Jacksonville	Savannah, Florida and Western Rwy.	172.75	4,843	29,098 01	4,318 75
Ala. . .	.....	17013	New Orleans, Mobile.	New Orleans, Mobile and Texas R. R.	140.00	2,791	20,398 00	.....
Miss. .	.....	18001	Canton, Cairo	New Orleans, St. Louis and Chicago R. R.	342.98	2,819	19,378 10	.....
Tenn. .	10004	19004	Stevenson, Chattanooga.	Nashville, Chattanooga and St. Louis R. R.	89.00	4,380	7,410 00	.....
	.....	19004	Nashville, Chattanooga.	do	151.00	5,056	25,821 00	.....
	.....	19004	do	do	151.00	4,794	25,176 23	.....
Ky. . .	9606	20002	Covington, Lexington.	Kentucky Central R. R.	99.00	984	9,801 00	.....
	9608	20005	Louisville, Nashville	Louisville and Nashville R. R.	186.60	4,252	34,987 50	.....
	9022	.....	Toledo, Quincy	Toledo, Wabash and Western R. R.	476.00	7,791	110,908 00	10,240 00
	9030	.....	Cincinnati, Hamilton	Cincinnati, Hamilton and Dayton R. R.	26.53	3,660	4,709 07	.....
	9002	.....	Pittsburgh, Chicago	Pittsburgh, Fort Wayne and Chicago R. R.	469.50	6,961	105,168 00	.....
	9008	21007	Elyria, Millbury	Lake Shore and Michigan Southern Rwy.	77.98	45,462	52,860 90	13,121 56
	.....	21007	do	do	73.98	15,590	22,404 02	3,374 10
	.....	21007	do	do	73.98	15,162	21,999 15	4,873 70
	.....	21007	do	do	74.98	26,943	31,986 46	12,934 05
	.....	21007	do	do	74.89	37,732	39,387 14	12,934 05
	.....	21007	do	do	74.86	56,853	38,979 00	10,106 10
	.....	21007	do	do	74.86	56,853	54,276 49	15,346 30
	.....	21007	do	do	74.90	24,928	36,758 67	10,486 00

40 feet in length, since the passage of the act of March 3, 1873, section 4004 Revised Statutes, of same, &c.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. P. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885).	Order of Second Assistant Postmaster-General.
<i>Dollars.</i> 655 10	<i>Dollars.</i> 10,796 04	<i>Dollars.</i>	<i>Dollars.</i> 154 80	<i>Feet.</i> 21	1	<i>Dollars.</i> 10 00	July 1, 1876, to June 30, 1877.	<i>Dollars.</i> 655 10	J. L. French, acting 2d Asst.
653 10	12,408 90		180 00	21	1	10 00	July 1, 1877, to Nov. 9, 1878.	887 35	T. J. Brady.
1,630 00	28,036 00		162 00	16	1	10 00	July 1, 1873, to June 30, 1876.	4,899 00	Jas. N. Tyner.
{ 1,190 00 }			{ 60 00 }	{ 16 }	{ 1 }	{ 10 00 }			John L. Routt.
{ 270 00 }	{ 15,180 00 }		{ 60 00 }	{ 16 }	{ 1 }	{ 10 00 }	July 1, 1873, to June 30, 1875.	{ 4,160 00 }	{ J. L. French, acting 2d Asst.
{ 620 00 }			{ 80 00 }	{ 16 }	{ 1 }	{ 10 00 }			
622 50	6,317 13		91 48	16	1	10 00	July 1, 1879, to June 30, 1880.	622 50	Jas. N. Tyner.
2,574 30	{ 24,507 33 }		127 80	{ 25 }	1	15 00	July 1, 1876, to June 30, 1880.	{ 10,297 20 }	{ Jas. N. Tyner.
2,588 85	{ 23,410 68 }		121 41	{ 25 }	1	15 00	July 1, 1880, to June 30, 1882.	5,177 60	T. J. Brady.
4,206 01	25,603 71		123 98	{ 25 }	1	15 00	July 1, 1882, to Mar. 31, 1883.	{ 3,153 50 }	{ H. D. Lyman, acting.
4,314 75	29,105 67		143 64	{ 15 }	2	25 00	Apr. 1, 1883, to June 30, 1884.	5,393 43	R. A. Elmer.
4,289 75	28,056 68		138 51	21	2	25 00	July 1, 1884, to Dec. 15, 1885.	6,236 44	G. M. Sweney, acting 2d Asst. P. M. G.
1,834 60	35,251 36	25 00	168 44	17	1	10 62	Feb. 15, 1882, to Nov. 3, 1882.	1,326 10	H. D. Lyman, acting 2d Asst. P. M. G.
1,400 00	21,798 00		145 70	{ 17 }	1	10 00	Feb. 1, 1877, to July 30, 1879.	{ 1,743 57 }	{ T. J. Brady.
1,400 00	20,778 10		138 42	{ 34 }	1	22 00	July 1, 1876, to Dec. 31, 1876.	3,772 78	J. N. Tyner.
7,545 56	51,687 08		128 70						
585 00	7,995 00		190 00	{ 23 }	1	{ 15 00 }	July 1, 1873, to June 30, 1874.	{ 1,512 87 }	{ J. L. French, acting.
1,887 50	27,708 50		171 00	29	1	12 50	July 1, 1880, to June 30, 1884.	7,550 00	G. M. Sweney, acting.
1,887 50	27,063 73		166 73	20	1	12 50	July 1, 1884, to Dec. 15, 1885.	2,743 82	J. L. Routt.
990 00	10,791 00		99 00	12	1	10 00	July 1, 1874, to June 30, 1876.	1,980 00	J. L. French, acting.
3,732 00	38,719 50		187 50	31	1	20 00	July 1, 1873, to July 10, 1874.	3,742 14	J. L. French, acting.
4,356 00	120,378 00	40 00	235 00	36	1	22 00	July 1, 1873, to June 30, 1876.	13,068 00	J. L. Routt.
265 80	4,974 37		177 50	12	1	10 00	July 1, 1873, to June 30, 1876.	795 90	Do.
350 00	105,518 00		224 00	24	1	10 00	July 1, 1873, to June 30, 1876.	1,050 00	J. L. French, acting.
421 38	66,404 16	175 00	705 00	18	1	5 62	July 1, 1873, to June 30, 1876.	1,264 14	J. L. Routt.
421 38	26,190 51	45 00	332 00	18	1	5 62	July 23, 1876, to Dec. 31, 1876.	185 49	T. J. Brady.
421 38	27,294 21	65 00	293 40	18	1	5 62	Jan. 1, 1877, to Dec. 31, 1878.	842 76	Do.
374 90	45,295 41	{ 172 50 }	420 60	{ 16 }	1	{ 5 00 }	Jan. 1, 1878, to June 30, 1880.	937 25	Do.
374 90	43,696 09		405 27						
397 50	49,483 20	135 00	520 70	17	1	5 31	July 1, 1880, to Jan. 8, 1882.	605 08	H. D. Lyman, acting.
397 50	70,020 29	205 00	725 04	17	1	5 31	Jan. 9, 1882, to Mar. 8, 1884.	869 25	R. A. Elmer.
397 71	47,642 38	140 00	490 77	17	1	5 31	Mar. 9, 1884, to June 30, 1885.	522 27	G. M. Sweney, acting.

*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Termini.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
Ky .....		21026	Cincinnati, Dayton.	Cincinnati, Hamilton and Dayton R. R.	60.41	1,984	7,695 72	
		21026	do	do	60.41			
		21026	do	do	60.41			
		21026	do	do	59.38	5,577	10,509 66	
		21002	Pittsburgh, Chicago.	Pennsylvania Company.	468.20	22,405	166,932 02	11,705 00
		21002	do	do	468.20	25,499	182,541 81	11,705 00
		21003	Pittsburgh, Bellaire.	Pennsylvania Company.	94.80	4,986	16,130 22	
		21003	do	do	94.80	4,986	16,130 22	
		21006	Cleveland, Wellsville.	do	101.29	8,374	20,957 91	
		21006	do	do	101.29	8,374	20,957 91	
		21023	Dayton, Toledo	Dayton and Michigan R. R.	142.95	2,233	18,700 71	
		21023	do	do	142.61	4,141	22,558 04	
R. I. ....	12002	22022	Indianapolis, Terre Haute.	Terre Haute and Indianapolis R. R.	73.00	4,913	14,454 00	
	801	(4001)	Providence, Worcester.	Providence and Worcester R. R.	44.00	1,044	4,400 00	
	801	(4001)	do	do	44.17	1,028	4,015 00	
	801	(4001)	do	do	44.17	1,028	3,804 30	
Del ...	3401		Wilmington, Delmar	Philadelphia, Wilmington and Baltimore R. R.	84.00 13.02	1,953	13,975 50	
Md ...	3501	(10001)	Baltimore, Philadelphia.	do	100.00	17,248	35,300 00	8,000 00
	3501	(10001)	do	do	96.00	25,152	43,296 00	7,680 00
	3501	(10001)	do	do	96.00	25,152	38,966 40	7,680 00
	10005		Weyerton, Hagerstown.	Baltimore and Ohio R. R.	24.53	152	1,103 85	
	10005		do	do	24.53	152	1,043 66	
Conn .	607	975	East Thompson, Willimantic.	Boston, Hartford, and Erie R. R.	33.68	170	1,684 00	
	607	975	do	do	33.68	170	1,515 60	
	975	5002	do	New York and New England R. R.	33.68	2,923	5,001 48	
	975	5002	do	do	33.21	3,228	5,081 13	
	975	5002	do	do	33.21	3,228	4,827 07	
	5004		New Haven, New London.	New York, New Haven and Hartford R. R.	51.71	4,754	9,075 10	2,585 50
	5004		do	do	51.71	4,754	8,621 34	2,585 50
	5004		do	do	51.71	17,714	15,827 91	2,585 50
	5004		do	do	51.71	10,336	11,760 40	2,585 50

than 40 feet in length, since the passage of the act of March 3, 1873, *fo.*—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. P. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885).	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
249 40	7,945 72		127 40	19	1	4 13	July 1, 1880, to Jan. 1, 1882.	623 72	J. L. French acting.
604 10				20	1	10 00	Jan. 2, 1882, to Feb. 28, 1883.	703 10	R. A. Elmer.
755 12				20	1	12 50	Mar. 1, 1883, to June 30, 1884.	968 70	Do.
742 25	11,251 91		176 90	20	1	12 50	July 1, 1884, to Dec. 15, 1885.	1,079 08	G. M. Sweeney, acting.
1,887 00	180,524 02	25 00	356 54	20	11	10 00	June 5, 1882, to June 30, 1884.	3,908 67	R. A. Elmer.
1,887 00	196,133 81	25 00	389 88	20	21	10 00	July 1, 1884, to June 30, 1887.	1,887 00	G. M. Sweeney, acting.
602 50	16,735 72		170 15	19	21	12 50	Jan. 24, 1883, to Apr. 30, 1883.	161 78	H. D. Lyman, acting.
1,205 00	17,335 22			19	22	25 00	May 1, 1883, to June 30, 1884.	1,406 93	Do.
1,205 00	17,335 22		170 15	19	22	25 00	July 1, 1884, to Dec. 15, 1885.	1,751 83	R. A. Elmer.
1,266 12	22,224 03		206 91	21	1	12 50	Jan. 24, 1883, to Apr. 30, 1883.	339 99	H. D. Lyman, acting.
2,532 25	23,490 16		206 91	21	2	25 00	May 1, 1883, to June 30, 1884.	2,956 60	Do.
2,532 25	23,490 16		206 91	21	2	25 00	July 1, 1884, to Dec. 15, 1885.	3,681 30	R. A. Elmer.
1,429 50	20,130 21		130 82	19	1	10 00	Jan. 2, 1882, to Feb. 28, 1883.	1,659 80	Do.
1,786 87	20,487 58			19	1	12 50	Mar. 1, 1883, to June 30, 1884.	2,387 44	
1,782 62	24,340 66		158 18	20	1	12 50	July 1, 1884, to Dec. 15, 1885.	2,591 57	G. M. Sweeney, acting.
730 00	15,184 00		198 00	22	1	10 00	July 1, 1874, to Nov. 30, 1875.	1,033 50	Jno. L. Routt.
440 00	4,840 00		100 00	14	1	10 00	July 1, 1873, to June 30, 1877.	3,526 80	Jno. L. Routt.
441 70	4,456 75		90 90	13	1	10 00	July 1, 1877, to June 30, 1881.		Do.
441 70	4,256 00		86 35 <sup>1</sup>	13	1	10 00	July 1, 1877, to June 30, 1881.		T. J. Brady.
840 00	14,815 50		147 00	21	1	10 00	July 1, 1874, to June 30, 1876.	1,620 00	Jas. N. Tyner.
700 00	44,000 00	80 00	125 00				July 1, 1876, to June 30, 1874.	700 00	Do.
672 00	51,648 00	80 00	353 00	24	(*)	7 00	July 1, 1873, to June 30, 1874.		
672 00	51,648 00	80 00	451 00	24	(*)	7 00	July 1, 1874, to June 30, 1876.	2,010 00	
672 00	49,290 00	80 00	405 90	24	(*)	7 00	July 1, 1876, to June 30, 1877.	490 16	T. J. Brady.
245 30	1,349 15		45 00	16	1	10 00	July 1, 1877, to June 30, 1878.		
245 30	1,293 96		42 76	16	1	10 00	July 1, 1878, to June 30, 1881.		
336 80	2,020 80		50 00	12	1	10 00	Aug. 1, 1873, to June 30, 1876.	2,281 45	Jno. L. Routt.
303 12	1,118 72		45 00	12	1	9 00	July 1, 1876, to Dec. 31, 1876.		T. J. Brady.
303 12	5,304 00		148 50	12	1	9 00	Jan. 1, 1877, to June 30, 1877.		Do.
332 10	5,413 23		153 00	12	1	10 00	July 1, 1877, to June 30, 1878.	11,349 63	Do.
332 10	5,150 17		145 35	12	1	10 00	July 1, 1878, to June 30, 1880.		Do.
1,809 85	13,470 45	50 00	175 50	28	1	35 00	Feb. 1, 1878, to June 30, 1878.		T. J. Brady.
1,809 85	13,016 69	50 00	166 72 <sup>2</sup>	28	1	35 00	July 1, 1878, to June 30, 1881.	11,349 63	Do.
1,292 75	19,706 66	50 00	306 09	13.9	2	25 00	July 1, 1881, to Nov. 5, 1881.		H. D. Lyman, acting.
1,292 75	15,638 65	50 00	227 43	13.9	2	25 00	Nov. 6, 1881, to June 30, 1885.		Do.

<sup>1</sup> Line to Crestline, 188.70 miles.

<sup>2</sup> Line to Wellsville, 48.20 m.

<sup>3</sup> Part of line.

*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Termini.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
Conn..	905	5005	New Haven, Springfield.	do	63 $\frac{1}{2}$	48,694	23,682 16	1,915 00
	905	5005	do	do	63 $\frac{1}{2}$	25,207	28,852 66	1,915 00
	905	5005	do	do	63 $\frac{1}{2}$	25,207	25,967 40	1,915 00
	905	5005	do	do	62.01	34,201	24,912 36	.....
	5005	.....	New York, New Haven.	do	73.23	36,502	63,777 41	17,220 50
	5005	.....	New Haven, Springfield.	do	62.36	24,201		
	5005	.....	New York, New Haven.	do	73.23	36,502	60,588 54	17,220 50
	5005	.....	New Haven, Springfield.	do	62.36	24,201		
	5005	.....	New York, New Haven.	New York, New Haven and Hartford R. R.	73.23	55,873	96,801 76	19,932 30
	5005	.....	New Haven, Springfield.	do	62.36			
	5005	.....	New York, New Haven.	do	73.23	52,103	91,352 40	19,932 30
	5005	.....	New Haven, Springfield.	do	62.36			
	907	5006	New Haven, New York.	do	70 $\frac{1}{2}$	23,359	32,747 00	2,290 00
	907	5006	do	do	76 $\frac{1}{2}$	32,617	41,601 67	2,290 00
	907	5006	do	do	70 $\frac{1}{2}$	32,617	37,441 51	2,290 00
	907	5006	do	do	73.78	36,502	39,376 38	.....
	906	5010	New Haven, Williamsburgh.	New Haven and Northampton R. R.	85.82	1,633	10,118 17	.....
	906	5010	do	do	85.82	1,633	9,612 27	.....
	906	5010	Farmington, New Haven.	do	14.32	258	695 95	.....
	906	5010	do	do	14.32	258	661 18	.....
	942	908	Bridgeport, Winsted	Naugatuck R. R.	62.00	762	4,650 00	.....
	908	.....	do	do	62.00	1,173	6,696 00	.....
	908	.....	do	do	62.00	1,173	6,026 40	.....
	943	909	Bridgeport, Pittsfield.	Housatonic R. R.	{ 79.00 31.00 }	734	9,460 00	.....
	943	909	do	do	110.00			
	943	909	do	do	110.00	734	8,514 00	.....
	909	5012	do	do	110.55	976	9,750 51	.....
	909	5012	do	do	110.55	976	9,262 90	.....
	945	910	South Norwalk, Danbury.	Danbury and Norwalk R. R.	23.50	1,007	2,350 00	.....
	945	910	do	do	23.50	1,007	2,115 00	.....
	916	.....	Hartford, Millerton	Connecticut Western R. R.	69.18	101	3,459 00	.....
	916	5018	do	do	69.93	599	4,972 02	.....
	916	5018	do	do	69.93	599	4,723 42	.....

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. F. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885).	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
957 50	26,554 06	30 00	371 00	25	1	15 00	July 1, 1873, to Sept. 30, 1874.	5,480 24	Jas. N. Tyner.
957 50	31,725 16	30 00	452 00	25	1	15 00	Oct. 1, 1874, to June 30, 1876.		
957 50	28,830 00	30 00	406 80	25	1	15 00	July 1, 1876, to June 30, 1877.		
2,830 95	27,743 31	.....	396 00	36	2	45 00	July 1, 1877, to Jan. 31, 1878.	31,609 12	Jas. N. Tyner.
9,285 34	90,283 25	{ 150 00	533 70	{ 35	2	{ 74 00	Feb. 1, 1878, to June 30, 1878.		
		{ 100 00	396 00	{ 14	1	{ 62 00			
9,285 34	87,094 38	{ 150 00	597 01½	{ 35	2	{ 74 00	July 1, 1878, to June 30, 1881.	12,371 92	T. J. Brady.
		{ 100 00	376 20	{ 14	1	{ 62 04			
		{ 170 00		{ 35	2				
3,092 98	119,827 05	{ 120 00	713 93	{ 34.8	1	{ 15 45	July 1, 1881, to Nov. 5, 1881.	8,485 01	H. D. Lyman, acting.
		{ 15.6		{ 13.63	1	{ 13 63			
		{ 34.8		{ 15 45	1	{ 15 45			
3,092 98	114,377 68	{ 170 00	673 74	{ 34.8	1	{ 15 45	Nov. 6, 1881, to June 30, 1885.	8,485 01	James N. Tyner.
		{ 120 00		{ 15.6	1	{ 13 63			
				{ 34.8	1	{ 15 45			
1,526 06	30,563 00	30 00	429 00	{ 25	1	15 00	July 1, 1873, to Sept. 30, 1874.	8,485 01	Do.
1,526 06	45,418 33	30 00	545 00	{ 13.6	1	5 00	Oct. 1, 1874, to June 30, 1876.		
1,526 06	41,258 17	30 00	490 50	{ 25	1	15 00	July 1, 1876, to June 30, 1877.		
4,057 90	43,434 28	.....	533 70	{ 35.10	1	30 00	July 1, 1877, to Jan. 31, 1878.	3,432 80	T. J. Brady.
858 20	10,976 37	.....	117 90	{ 24.10	1	15 00	July 1, 1877, to June 30, 1878.		
		.....		{ 14.10	1	10 00			
858 20	10,470 47	.....	112 01½	15.5	1	10 00	July 1, 1878, to June 30, 1881.	572 80	Do.
143 20	839 15	.....	48 60	15.5	1	10 00	July 1, 1877, to June 30, 1878.		
143 20	804 36	.....	46 17	15.5	1	10 00	July 1, 1878, to June 30, 1881.		
620 00	5,270 00	.....	75 00	10.6	1	10 00	Apr. 1, 1874, to Mar. 31, 1875.	1,953 00	T. J. Brady.
620 00	7,316 00	.....	108 00	10	1	10 00	Apr. 1, 1875, to June 30, 1876.		
558 00	6,584 40	.....	97 20	16	1	9 00	July 1, 1876, to June 30, 1877.		
310 00	9,770 00	.....	86 00	11.6	1	10 00	July 1, 1873, to June 30, 1874.	7,920 00	John L. Routt.
1,100 00	10,500 00	.....	86 00	11.6	1	10 00	July 1, 1874, to June 30, 1876.		
990 00	9,504 00	.....	77 40	10.6	1	9 00	July 1, 1876, to June 30, 1877.		
1,105 50	10,856 01	.....	86 00	14	1	10 00	July 1, 1877, to June 30, 1878.	916 50	T. J. Brady.
1,105 50	10,368 49	.....	81 70	14	1	10 00	July 1, 1878, to June 30, 1881.		
225 00	2,585 00	.....	100 00	10	1	10 00	July 1, 1873, to June 30, 1876.		
211 50	2,326 50	.....	90 00	10	1	9 00	July 1, 1876, to June 30, 1877.	4,180 80	T. J. Brady.
691 80	4,150 80	.....	50 00	12	1	10 00	July 1, 1875, to June 30, 1877.		
690 30	5,671 32	.....	71 10	12	1	10 00	July 1, 1877, to June 30, 1878.		
699 30	5,422 72	.....	67 54½	12	1	10 00	July 1, 1878, to June 30, 1881.	8,613 00	J. L. French, acting.

*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Terminal.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. F. C. cars.
					<i>Miles.</i>	<i>Pounds.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Ill.	23001		Chicago, Ill., Milwaukee, Wis.	Chicago and North-western R. R. Co.	87	4,293	16,856 00	
	23001		do	do	85.89	4,293	16,147 32	
	23001		do	Chicago and North-western Ry. Co.	85.37	4,618	14,087 75	
	23001		do	do	85.37	6,341	15,766 18	
	23001		do	do	85.37	9,144	18,321 25	
	23001		do	do	85.37	8,025	17,888 30	
	23002		Chicago, Freeport.	Chicago and North-western R. R. Co.	121.00	4,184	22,506 00	
	23002		do	do	120.18	4,184	22,353 48	
	23002		do	Chicago and North-western Ry. Co.	121.29	3,808	18,666 52	
	23002		do	do	121.39	5,035	20,757 69	
	23003		Chicago, Ill., U. P. Transfer, Iowa.	Chicago and North-western R. R. Co.	491.00	8,462	100,765 29	12,275 09
Part			Chicago, Ill., Cedar Rapids, Iowa.	do	218.40	8,462		
	23003		Chicago, Ill., Union Pacific Transfer, Iowa.	Chicago and North-western Railroad Co.	490.18	8,462	100,568 03	12,254 50
(part)			Chicago, Ill., Cedar Rapids, Iowa.	do	217.58	8,462		
	23003		Chicago, Ill., Union Pacific Transfer, Iowa.	Chicago and North-western Railway Co.	491.16	12,314	108,666 81	8,760 00
	23003		do	do	491.18	22,881	157,958 29	8,760 00
	23003		do	do	491.18	22,881	157,958 29	15,564 50
	23007		Chicago, Ill., Burlington, Iowa.	Chicago, Burlington and Quincy R. R.	207.70	11,266	51,966 54	10,385 00
(part)			Chicago, Aurora	do	39.42			
	23007		Chicago, Ill., Burlington, Iowa.	do	206.89	11,266	51,763 87	10,344 50
(part)			Chicago, Aurora	do	38.61			
	23007		Chicago, Ill., Burlington, Iowa.	do	208.02	16,676	61,961 73	16,641 60
(part)			Chicago, Aurora	do	38.61			
	23007		Chicago, Burlington	do	208.02	21,957	73,100 30	16,641 60
(part)			Chicago, Aurora	do	38.61			
	23008		Rushville, Yates City.	do	63.92	488	4,054 21	
(part)			Rushville, Lewiston	do	80.31	488		
	23009		Peoria, Galesburgh	do	54.85	1,478	5,768 57	
(part)			Elmwood, Galesburgh.	do	26.26	1,478		
	23017		Chicago, East Saint Louis.	Chicago and Alton R. R. Co.	283.00	3,519	49,525 00	
	23017		do	do	281.13	3,212	40,862 24	7,028 25
(part)			Pontiac, Bloomington.	do	34.60	3,212		

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. P. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1886).	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
2,828 00	20,184 00	.....	188 00	36	2	44 00	July 1, 1875, to Sept. 30, 1877.	6,613 25	T. J. Brady.
3,779 00	19,926 48	.....	188 00	36	2	44 00	Oct. 1, 1877, to June 30, 1879.		
3,756 28	17,844 03	.....	165 02	35.4	2	44 00	July 1, 1879, to Dec. 31, 1880.		A. D. Hazen.
3,756 28	19,522 41	.....	184 68	35.4	2	44 00	Jan. 1, 1881, to June 30, 1883.		H. D. Lyman, acting.
3,756 28	22,077 53	.....	214 61	35.4	2	44 00	July 1, 1883, to Mar. 31, 1884.	22,537 68	R. A. Elmer.
3,756 28	21,639 58	.....	209 48	50	2	44 00	Apr. 1, 1884, to June 30, 1885.		G. M. Sweney, acting.
2,662 00	25,168 00	.....	186 00	35.8	1	22 00	July 1, 1875, to Sept. 30, 1877.	5,989 50	J. L. French, acting.
2,643 96	24,997 44	.....	186 00	35.8	1	22 00	Oct. 1, 1877, to June 30, 1879.	4,626 93	T. J. Brady.
2,668 38	21,334 90	.....	153 90	35.8	1	22 00	July 1, 1879, to June 30, 1883.	10,673 52	J. L. French, acting.
2,670 58	23,428 27	.....	171 00	35.4	1	22 00	July 1, 1883, to Dec. 15, 1885.	6,552 98	R. A. Elmer.
.....	117,816 02	25 00	243 00	.....	1	.....	Feb. 1, 1877, to Sept. 30, 1877.		
4,776 40	.....	.....	L. G. 174 96	35	1	21 87	Feb. 1, 1877, to Sept. 30, 1877.	3,170 99	T. J. Brady.
.....	117,579 00	25 00	243 00	.....	.....	.....	Oct. 1, 1877, to June 30, 1879.		
.....	.....	.....	L. G. 174 96	.....	.....	.....	.....	8,327 39	
4,758 47	.....	.....	.....	35	1	21 87	Oct. 1, 1877, to June 30, 1879.		
10,742 10	128,163 91	40 00	248 81	35	1	21 87	July 1, 1879, to Dec. 31, 1880.		A. D. Hazen.
.....	.....	.....	L. G. 199 05	.....	.....	.....	.....		
10,742 10	177,460 39	40 00	301 67	35	1	21 87	Jan. 1, 1881, to Jan. 19, 1883.	42,968 00	H. D. Lyman, acting.
10,742 10	184,264 89	63 00	L. G. 289 34	35	1	21 87	Jan. 20, 1883, to June 30, 1883.		R. A. Elmer.
4,673 25	67,911 74	50 00	250 20	36	1	22 50	Feb. 1, 1877, to Sept. 30, 1877.	3,102 35	T. J. Brady.
886 95	.....	.....	.....	36	1	22 50	Feb. 5, 1877, to Sept. 30, 1877.	576 49	
4,655 02	67,632 11	50 00	250 20	36	1	22 50	Oct. 1, 1877, to June 18, 1878.	2,557 70	
868 72	.....	.....	.....	.....	.....	22 50	Oct. 1, 1877, to June 30, 1879.		
78,872 05	80 00	.....	294 98	54.10	2	.....	July 1, 1879, to Dec. 31, 1880.	2,823 34	A. D. Hazen.
868 72	.....	.....	.....	35.11	1	22 50	July 1, 1879, to Dec. 31, 1880.		
90,586 30	.....	.....	351 41	54.10	2	.....	Jan. 1, 1881, to May 22, 1882.		
844 40	.....	.....	.....	35.5	1	21 87	Jan. 1, 1881, to May 22, 1882.	1,176 12	H. D. Lyman, acting.
4,357 31	.....	.....	63 27	.....	.....	.....	July 1, 1879, to June 30, 1883.		
803 10	.....	.....	.....	13.5	2	10 00	July 1, 1879, to June 30, 1883.	1,212 49	A. D. Hazen.
6,031 17	.....	.....	105 17	.....	.....	.....	July 1, 1879, to June 30, 1883.		
262 60	.....	.....	.....	15.11	1	10 00	July 1, 1879, to June 30, 1883.	1,050 40	Do.
5,660 00	55,185 00	.....	175 00	32	1	20 00	July 1, 1874, to June 30, 1875.	5,660 00	J. L. French, acting.
.....	48,430 94	25	145 35	44.4	1	.....	July 1, 1879, to Jan. 14, 1880.		John L. Rontt.
540 45	.....	.....	.....	25.7	1	15 62	July 1, 1879, to Jan. 14, 1880.	290 78	Jas. N. Tyner.
.....	.....	.....	.....	.....	.....	.....	.....		Do.
.....	.....	.....	.....	.....	.....	.....	.....		A. D. Hazen.
.....	.....	.....	.....	.....	.....	.....	.....		Do.

Two lines of 50 feet cars run; 35 feet only authorized.



Statement showing the amounts paid to certain railroads for apartment postal cars, less

State.	Old number of route.	New number of route.	Termini.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
Ill.	23018		Bloomington, Godfrey.	Chicago and Alton R. R. Co.	152.00	1,205	16,720 00	
	(part)		Bloomington, Roodhouse.	do	111.40	1,205		
	23018		Bloomington, Godfrey.	do	152.00	1,262	17,176 00	
	23018		do	do	152.00	1,262	15,458 40	
	23018		Bloomington, East Saint Louis.	do	180.80	1,262	18,387 36	
	23018		do	do	180.80	1,262	17,468 00	
	(part)		Bloomington, Roodhouse.	do	111.40	1,202		
	23018		Bloomington, East Saint Louis.	do	180.50	1,092	16,050 06	
	(part)		Bloomington, Roodhouse.	do	110.00	1,092		
	23021		Dubuque, Iowa, Centralia, Ill.	Illinois Central R. R. Co.	344.00	1,562	43,000 00	
	23021		do	do	344.00	2,451	54,008 00	
	23021		do	do	344.00	2,451	38,885 76	
	23021		do	do	344.00	2,451	38,825 76	
	(part)		Dubuque, Freeport	do	67.67	2,451		
	23021		Dubuque, Centralia	do	344.00	2,451	38,825 71	
	(part)		Dubuque, Freeport	do	67.07	2,451	38,825 71	
	(part)		Freeport, Foreston	do	12.57	2,451	38,825 71	
	23021		Dubuque, Centralia	do	346.93	1,892	34,172 60	
	(part)		Dubuque, Freeport	do	68.80	1,892		
	(part)		Freeport, Foreston	do	12.51	1,892		
	23021		Dubuque, Centralia	do	346.93	1,892	34,172 60	
	(part)		Dubuque, Foreston	do	81.31	1,892		2,032 75
	(part)		Dubuque, Freeport	do	68.80	1,892		
	23021		Dubuque, Centralia	do	345.14	2,705	88,010 26	
	(part)		Dubuque, Foreston	do	82.07	2,705		2,051 75
	(part)		Dubuque, Freeport	do	69.56	2,705		
	23021		Dubuque, Centralia	do	345.14	3,794	42,258 94	
	23036		Aurora, Foreston	Chicago and Iowa R. R. Co.	81.64	972	7,200 64	
	23036		do	do	81.64	972	6,840 61	
	23036		do	do	82.47	3,076	11,775 89	
Mich.	24006		Detroit, Chicago	Michigan Central R. R.	286.00	6,194	55,100 93	7,152 25
	(part)		Detroit, Jackson	do	75.70	6,194		
	24006		Jackson, Gaylord	do	231.94	524	15,266 40	
	(part)		Jackson, Bay City	do	115.55	524		
	24009		Jackson, Mackinaw City.	do	298.16	1,207	21,209 08	
	24009		do	do	298.16	1,207	23,871 54	
	(part)		Jackson, Bay City	do	115.55	1,207		

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. & P. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which payment was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1883).	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet		Dollars.		Dollars.	
18,948 00			110 00	1			July 1, 1874, to June 30, 1875.		L. C. Slater, acting.
2 228 00				32	1	20 00	July 1, 1874, to June 30, 1875.		
19,069 80			113 00				July 1, 1874, to June 30, 1875.	8,912 00	T. J. Brady.
17,352 20			101 70				July 1, 1874, to June 30, 1875.		Do.
20,281 16			101 70				July 1, 1874, to June 30, 1875.		Do.
19,361 80			96 62				May 2, 1877, to May 3, 1877, to June 30, 1878.		Do.
1,893 80				28	1	17 00	July 1, 1878, to June 30, 1879.	7,575 20	A. D. Hazen.
17,768 26			82 92				July 1, 1879, to Jan. 15, 1880.	929 13	J. L. French, acting.
1,718 20				25	1	15 62	July 1, 1879, to Jan. 15, 1880.		J. L. French, acting.
5,160 00	48,160 00		125 00	28.1	1	15 00	July 1, 1874, to June 30, 1875.	5,160 00	J. L. French, acting.
5,848 00	59,856 00		157 00	27.6	1	17 00	July 1, 1875, to June 30, 1876.	5,848 00	John L. Rontt.
5,848 00	44,733 76		113 04	27.6	1	17 00	July 1, 1876, to Oct. 31, 1876.	1,954 63	Jas. N. Tyner.
39,976 15			113 04				Nov. 1, 1876, to Feb. 4, 1877.		T. J. Brady.
1,150 39				27.6	1	17 00	Nov. 1, 1876, to Feb. 4, 1877.	300 37	Do.
41,780 59			113 04	27.6	1		Feb. 5, 1877, to June 30, 1878.		Do.
2,672 96				36	1	39 50	Feb. 5, 1877, to June 30, 1878.	3,143 25	Do.
281 92				27.6	1	17 00	Feb. 5, 1877, to June 30, 1878.		
37,475 02			98 50				July 1, 1879, to May 22, 1882.		A. D. Hazen.
3,027 20				35.44	1	44 00	July 1, 1879, to May 22, 1882.	9,553 42	Do.
275 22				35.8	1	22 00	July 1, 1879, to May 22, 1882.		
37,718 95			98 50				May 23, 1882, to June 30, 1883.		
	25 00			40	1		May 23, 1882, to June 30, 1883.	1,680 73	R. A. Elmer.
1,530 60				35	1	23 00	May 23, 1882, to June 30, 1883.		
41,592 33			110 13				July 1, 1883, to Nov. 2, 1884.		Do.
	25 00			40.14	1		July 1, 1883, to June 30, 1885.	3,355 10	
1,530 32				35.4	1	22 00	July 1, 1883, to June 30, 1885.		
45,841 00			122 44				Nov. 3, 1884, to Dec. 15, 1885.		W. B. Thom-
1,836 90	9,037 54		88 29	38	1	22 50	Feb. 5, 1877, to June 30, 1878.	4,498 55	son.
1,836 90	8,677 51		83 79	38	1		July 1, 1878, to June 30, 1879.		T. J. Brady.
1,814 34	13,590 23		142 79	35.44	1	22 00	July 1, 1879, to May 23, 1882.	5,253 59	J. L. French, acting.
63,010 18	25 00		192 60	44	1		July 1, 1879, to June 30, 1883.	3,028 00	Do.
757 00				11.5	1	10 00	July 1, 1879, to June 30, 1883.		
10,421 90			64 98				July 1, 1879, to Feb. 10, 1882.		Do.
1,155 50				15.6	1	10 00	July 1, 1879, to June 30, 1883.		Do.
22,364 58							Feb. 10, 1882, to Oct. 1, 1882.	1,022 00	R. A. Elmer.
28,027 04			94 00				Oct. 1, 1882, to June 30, 1883.		Do.
1,155 50				15.6	1	10 00	Oct. 1, 1882, to June 30, 1883.		Do.

*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Termini.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
Ill.	23018		Bloomington, Godfrey.	Chicago and Alton R. R. Co.	Miles. 152.00	Pounds. 1,205	Dollars. 18,720 00	
	(part)		Bloomington, Roodhouse.	do.	111.40	1,205		
	23018		Bloomington, Godfrey.	do.	152.00	1,262	17,176 00	
	23018		do.	do.	152.00	1,262	15,458 40	
	23018		Bloomington, East Saint Louis.	do.	180.80	1,262	18,387 36	
	23018		do.	do.	180.80	1,262	17,468 00	
	(part)		Bloomington, Roodhouse.	do.	111.40	1,202		
	23018		Bloomington, East Saint Louis.	do.	180.50	1,092	10,050 06	
	(part)		Bloomington, Roodhouse.	do.	110.00	1,092		
	23021		Dubuque, Iowa, Centralia, Ill.	Illinois Central R. R. Co.	344.00	1,562	43,000 00	
	23021		do.	do.	344.00	2,451	54,008 00	
	23021		do.	do.	344.00	2,451	38,885 76	
	23021		do.	do.	344.00	2,451	38,825 76	
	(part)		Dubuque, Freeport.	do.	67.67	2,451		
	23021		Dubuque, Centralia.	do.	344.00	2,451	88,825 71	
	(part)		Dubuque, Freeport.	do.	67.07	2,451	88,825 71	
	(part)		Freeport, Foreston.	do.	12.57	2,451	38,825 71	
	23021		Dubuque, Centralia.	do.	346.93	1,892	84,172 60	
	(part)		Dubuque, Freeport.	do.	68.80	1,892		
	(part)		Freeport, Foreston.	do.	12.51	1,892		
	23021		Dubuque, Centralia.	do.	346.93	1,892	84,172 60	
	(part)		Dubuque, Foreston.	do.	81.31	1,892		2,032 76
	(part)		Dubuque, Freeport.	do.	68.80	1,892		
	23021		Dubuque, Centralia.	do.	345.14	2,705	88,010 26	
	(part)		Dubuque, Foreston.	do.	82.07	2,705		2,051 75
	(part)		Dubuque, Freeport.	do.	69.56	2,705		
	23021		Dubuque, Centralia.	do.	345.14	3,704	42,258 04	
	23036		Aurora, Foreston.	Chicago and Iowa R. R. Co.	81.64	972	7,200 64	
	23036		do.	do.	81.64	972	6,840 61	
	23036		do.	do.	82.47	3,076	11,775 89	
Mich.	24008		Detroit, Chicago.	Michigan Central R. R.	238.00	6,194	55,100 93	7,152 25
	(part)		Detroit, Jackson.	do.	75.70	6,104		
	24009		Jackson, Gaylord.	do.	234.04	524	15,266 40	
	(part)		Jackson, Bay City.	do.	115.55	524		
	24009		Jackson, Mackinaw City.	do.	238.16	1,207	21,209 08	
	24009		do.	do.	238.16	1,207	26,871 54	
	(part)		Jackson, Bay City.	do.	115.55	1,207		

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. & P. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which payment was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885).	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet		Dollars.		Dollars.	
18,948 00			110 00	1	1	20 00	July 1, 1874, to June 30, 1875.		I. C. Slater, acting.
2 228 00				32	1	20 00	July 1, 1874, to June 30, 1875.		
19,009 80			113 00				July 1, 1874, to June 30, 1875.	8,912 00	T. J. Brady.
17,352 20			101 70				July 1, 1876, to May 2, 1877.		Do.
20,281 16			101 70				May 3, 1877, to June 30, 1878.		Do.
19,301 80			96 62				July 1, 1878, to June 30, 1879.		Do.
1,893 80				28	1	17 00	July 1, 1875, to June 30, 1879.	7,575 20	Do.
17,768 26			82 92				July 1, 1879, to Jan. 15, 1880.		A. D. Hazen.
1,718 20				25	1	15 62	July 1, 1879, to Jan. 15, 1880.	929 13	J. L. French, acting.
5,160 00	48,160 00		125 00	28.1	1	15 00	July 1, 1874, to June 30, 1875.	5,160 00	J. L. French, acting.
5,848 00	59,856 00		157 00	27.6	1	17 00	July 1, 1875, to June 30, 1876.	5,848 00	John L. Rontt.
5,848 00	44,733 76		113 04	27.6	1	17 00	July 1, 1876, to Oct. 31, 1876.	1,954 63	Jas. N. Tynner.
39,976 15			113 04				Nov. 1, 1876, to Feb. 4, 1877.		T. J. Brady.
1,150 39				27.6	1	17 00	Nov. 1, 1876, to Feb. 4, 1877.	300 37	Do.
41,780 50			113 04	27.6	1		Feb. 5, 1877, to June 30, 1878.		Do.
2,672 96				36	1	39 50	Feb. 5, 1877, to June 30, 1878.	3,143 25	Do.
281 92				27.6	1	17 00	Feb. 5, 1877, to June 30, 1878.		
37,475 02			98 50				July 1, 1879, to May 22, 1882.		A. D. Hazen.
3,027 20				35.4	1	44 00	July 1, 1879, to May 22, 1882.		Do.
275 22				35.8	1	22 00	July 1, 1879, to May 22, 1882.	9,563 42	
37,718 95			98 50				May 23, 1882, to June 30, 1883.		
	25 00			40	1		May 23, 1882, to June 30, 1883.	1,680 73	R. A. Elmer.
1,530 00				35	1	23 00	May 23, 1882, to June 30, 1883.		
41,502 33			110 13				July 1, 1883, to Nov. 2, 1884.		Do.
	25 00			40.14	1		July 1, 1883, to June 30, 1885.		
1,530 32				35.4	1	22 00	July 1, 1883, to June 30, 1885.	3,004 10	
45,841 00			122 44				Nov. 3, 1884, to Dec. 15, 1885.		W. B. Thom-
1,836 90	9,037 54		88 20	38	1	22 50	Feb. 5, 1877, to June 30, 1878.	1,498 50	T. J. Brady.
1,836 90	8,677 51		83 79	38	1		July 1, 1878, to June 30, 1879.		J. L. French, acting.
1,814 34	13,590 23		142 79	35.4	1	22 00	July 1, 1879, to May 23, 1882.	5,253 30	Do.
63,010 18	25 00		192 60	44	1		July 1, 1879, to June 30, 1883.	3,024 00	Do.
757 00				11.5	1	10 00	July 1, 1879, to June 30, 1883.		
16,421 90			64 98				July 1, 1879, to Feb. 10, 1882.		Do.
1,155 50				15.6	1	10 00	July 1, 1879, to June 30, 1883.		
22,364 58							Feb. 10, 1882, to Oct. 1, 1882.	1,021 00	R. A. Elmer.
28,027 04			94 00				Oct. 1, 1882, to June 30, 1883.		Do.
1,155 50				15.6	1	10 00	Oct. 1, 1882, to June 30, 1883.		Do.

*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Terminal.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
Mich.	24009		Jackson, Mackinaw City.	Michigan Central R. R.	295.69	1,349	29,580 82	
	(part)		Jackson, Bay City.	do	113.47	1,349		
	24015		Monroe, Ludington.	Flint and Pere Marquette R. R.	251.23	1,561	23,577 56	
	24018		Fort Wayne, Ind., Walton, Mich.	Grand Rapids and Indiana R. R.	262.03	966	17,563 87	
	(part)		Grand Rapids, Cadillac.	do	98.00	966		
	24018		Fort Wayne, Ind., Walton, Mich.	do	262.03	1,514	22,403 56	
	(part)		Grand Rapids, Cadillac.	do	98.20	1,514		
	24018		Fort Wayne, Ind., Mackinaw City, Mich.	do	369.09	1,357	30,248 82	
	(part)		Grand Rapids, Cadillac.	do	97.90	1,357		
	24018		Fort Wayne, Ind., Mackinaw City, Mich.	do	369.09	1,357	30,248 82	
	(part)		Fort Wayne, Cadillac.	do	240.78	1,357		
	24018		Fort Wayne, Ind., Mackinaw City, Mich.	do	369.09	1,831	30,434 38	
	(part)		Fort Wayne, Cadillac.	do	240.78			
	24035		Toledo, Ohio, Detroit, Mich.	Toledo, Canada Southern and Detroit R. R.	56.39	859	5,187 88	
	(part)		Trenton Crossing, Detroit.	do	17.32	859		
	24035		Toledo, Ohio, Detroit, Mich.	do	61.32	4,462	10,014 16	
	(part)		Stoumen Junction, Detroit.	do	17.32	4,462		
Wis.	25003		Milwaukee, Berlin.	Chicago, Milwaukee and Saint Paul R. R.	97.54	783	7,442 78	
	(part)		Milwaukee, Ripon.	do	81.89			
	27011	branch	Veile Junction, Burlington.	Chicago, Burlington and Quincy R. R.	25.75	738	2,214 50	
Mo.	27005		Burlington, Union Pacific transfer.	do	296.45	9,897	53,003 63	11,858 00
	28002		Saint Louis, Blauvelt.	Saint Louis, Iron Mountain and Southern R. R. Co.	77.73	7,726	10,369 93	
	28002		do	do		7,726		1,943 25
	28002		do	do	77.73	7,726	15,551 44	1,943 25
	28004		Saint Louis, Kansas City.	Saint Louis, Kansas City and Northern Rwy., to Oct. 1, 1879; Wabash, Saint Louis and Pacific Rwy. afterward.	278.19	2,148	36,141 87	
	28006		Kansas City, Council Bluffs.	Kansas City, Saint Joseph and Council Bluffs R. R. Co.	203.50	1,561	26,048 00	
	28022		Roadhouse, Mexico.	Chicago and Alton R. R. Co.	90	1,419	10,800 00	

than 40 forty feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay	Cost per mile for R. P. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1888).	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
1,134 70			100 04				July 1, 1883, to June 30, 1884.	1,134 70	{ H. D. Lyman, acting.
909 45	24,487 01		109 48	20.11	pt.2	10 00	July 1, 1879 to June 30, 1883.	3,637 80	T. J. Brady.
	18,543 87		L. G. 87 55	15 9	pt.1	3 62	July 1, 1879, to Sept. 30, 1882.		
980 00			67 03				July 1, 1879, to Sept. 30, 1882.	3,185 00	Do.
	23,385 56			av13.5	2	10 00	Oct. 1, 1882, to June 30, 1883.		
982 00			85 50				Oct. 1, 1882, to June 30, 1883.	736 50	R. A. Elmer.
	31,227 82		L. G. 80 03				July 1, 1883, to April 6, 1884.	750 38	{ H. D. Lyman, acting.
979 00			100 04				July 1, 1883, to April 6, 1884.		
	33,559 54		L. G. 80 03				Apr. 7, 1884, to June 30, 1884.		
3,310 72			100 04				Apr. 7, 1884, to June 30, 1884.	5,586 23	{ H. D. Lyman, Asst. P. M. G.
	39,745 10		L. G. 96 45				July 1, 1884, to Dec. 15, 1885.		{ G. M. Sweeney, acting.
3,310 72			120 50				July 1, 1884, to Dec. 15, 1885.		
	5,361 08			22	1	13 75	July 1, 1875, to June 30, 1879.		
173 20			92 00				July 1, 1875, to June 30, 1879.	1,385 60	{ J. N. Tyner.
	10,187 86		163 31				July 1, 1879, to June 30, 1883.		{ T. J. Brady.
173 20				16	2	10 00	July 1, 1879, to June 30, 1883.		
							July 1, 1879, to June 30, 1883.	3,275 60	A. D. Hazen.
818 90	8,241 68		76 10	18.9	2	10 00	July 1, 1879, to June 30, 1883.	1,030 00	J. N. Tyner.
257 50	2,472 00		86 00	15.3	1	10 00	July 1, 1875, to June 30, 1879.		
3,483 36	71,944 09	40 00	L. G. 177 84	35	1	21 87	Jan. 17, 1883, to June 21, 1883.	2,760 70	R. A. Elmer.
	17,147 23		222 30				Oct. 1, 1877, to Jan. 18, 1878.		
			210 60				Jan. 10, 1878, to June 30, 1878.	1,348 02	T. J. Brady.
770 30	19,090 48	25 00	210 60	24	2	10 00	July 1, 1878, to June 30, 1879.		
770 30	18,271 99	25 00	210 60	24	2	10 00	July 1, 1879, to June 30, 1883.	11,124 00	Do.
2,781 00	38,922 87		129 96	25.5	2	10 00	July 1, 1879, to June 30, 1883.		
3,052 50	29,100 50		128 00	24.10	1	15 00	July 1, 1874, to June 30, 1875.	3,052 50	{ J. L. French.
			22.9						{ John L. Rountt.
1,800 00	12,600 00		120 00	32	1	20 00	July 1, 1874, to June 30, 1875.	1,800 00	{ J. N. Tyner.
									{ Do.
									{ Do.

*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Termini.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
<b>Mo ...</b>	28022	.....	Roodhouse, Mex-ico.	Chicago and Alton R. R. Co.	90	1,505	11,250 00	.....
	28022	.....	do	do	90	1,505	10,125 00	.....
	28022	.....	do	do	90	1,505	9,618 75	.....
	28022	.....	do	do	89.93	1,338	8,919 34	.....
<b>N. J. ...</b>	7001	.....	New York, N. Y., Easton, Pa.	Central R. R. Co. of New Jersey.	74	2,433	10,456 20	.....
	7001	.....	do	do	74	2,433	9,933 39	.....
	7001	.....	do	do	74	2,509	9,996 60	.....
	7003	.....	Elizabethport (n. o.), Sea Plain (n. o.).	do	47.9	1,189	4,464 28	.....
	2103	7004	New York, N. Y., West Philadelphia, Pa.	Pennsylvania	90	49,627	68,130 00	12,600 00
	2103	7004	do	do	90	49,627	61,317 00	12,600 00
	2103	7004	do	do	90	49,627	61,317 00	14,400 00
	2103	7004	do	do	90	69,554	81,486 00	14,400 00
	2103	7004	do	do	90	69,554	81,486 00	13,500 00
	2106	7013	New York, N. Y., Washington, N. J.	Morris and Essex	73	1,636	9,503 00	.....
	2106	(part)	Dover, Hackensacktown.	do	19	.....	.....	.....
	2106	7013	New York, N. Y., Easton, Pa.	do	84.24	1,181	10,614 24	.....
	2106	7013	do	do	84.24	1,811	10,082 53	.....
	2122	7028	New York, N. Y., Denville, N. J.	Delaware, Lackawanna and Western.	35.93	1,058	3,664 86	.....
	2122	7028	do	do	34.15	1,496	3,811 14	.....
	2122	7028	do	do	34.15	1,496	3,620 58	.....
<b>Me ...</b>	34	3	Farmington, Brunswick.	Maine Central	69.5	810	5,629 50	.....
	34	(part)	Lewiston, Brunswick.	do	18.5	.....	.....	.....
	34	(part)	do	do	69.5	810	5,348 02	.....
	34	(part)	do	do	18.5	.....	.....	.....
	.....	5	Portland, Skowhegan.	do	102.56	755	7,629 43	.....
	115	5	Brunswick, Bath.	do	9	1,079	900 00	.....
	221	.....	Salmon Falls, Portland.	Boston and Maine.	44.18	1,300	4,418 00	.....
	.....	.....	do	do	44.18	1,300	4,418 00	.....
	.....	.....	do	do	44.18	1,300	4,418 00	.....
	221	11	do	do	45	2,491	6,399 00	.....
	.....	.....	do	do	45	2,491	6,079 05	.....
	.....	11	do	do	45	2,646	6,003 00	.....
	9	12	Bangor, Vanceboro.	European and North American.	113.93	2,740	16,610 99	.....
	.....	.....	do	do	113.93	3,667	18,149 05	.....
	.....	.....	do	do	113.93	3,667	17,241 60	.....
	.....	12	do	do	114.02	4,774	19,107 47	2,850 50

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. P. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885).	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
1,530 00	12,780 00	.....	125 00	28	1	17 00	July 1, 1875, to June 30, 1876.	6,120 00	T. J. Brady.
1,530 00	11,655 00	.....	112 50	28	1	17 00	July 1, 1876, to June 30, 1878.		
1,530 00	11,148 75	.....	106 87½	28	1	17 00	July 1, 1878, to June 30, 1879.		
1,440 00	10,359 34	.....	99 18	25	1	16 00	July 1, 1879, to Jan. 14, 1880.		
740 00	11,196 20	.....	141 30	13.11	1	10 00	July 1, 1877, to June 30, 1878.	775 38	Do.
740 00	10,673 39	.....	134 23½	13.11	1	10 00	July 1, 1878, to June 30, 1879.	740 00	Do.
740 00	10,736 66	.....	135 09	12	1	10 00	July 1, 1879, to June 30, 1881.	1,480 00	
479 00	4,943 28	.....	93 20	12	1	10 00	July 1, 1879, to June 30, 1881.	958 00	Do.
1,620 00	82,350 00	140 00	757 00	29	1	18 00	Sep. 18, 1875, to June 30, 1876.	1,275 03	Do.
1,620 00	75,537 00	140 00	681 30	29	1	18 00	July 1, 1876, to July 22, 1876.	96 84	
2,530 80	78,247 80	160 00	681 30	29	1½	23 12	Dec. 12, 1876, to Dec. 31, 1876.	137 54	Do.
2,530 80	98,416 80	160 00	905 40	29	1½	23 12	Jan. 1, 1877, to Jan. 31, 1877.	1,265 40	
2,530 80	97,516 80	150 00	905 40	29	1½	23 12	Feb. 1, 1877, to June 30, 1877.		
.....	9,753 00	.....	131 00	.....	.....	.....	July 1, 1873, to June 30, 1876.	570 00	I. C. Slater, acting.
190 00	.....	.....	.....	*14.5	1	10 00	.....	.....	
842 40	11,456 64	.....	126 00	11.6	1	10 00	July 1, 1877, to June 30, 1878.	842 40	T. J. Brady.
824 40	10,925 93	.....	119 70	11.6	1	10 00	July 1, 1878, to June 30, 1881.	2,527 20	
350 30	4,024 16	.....	102 00	10.11	1	10 00	July 1, 1873, to June 30, 1876.	1,677 90	I. C. Slater, acting.
341 50	4,152 64	.....	111 60	17.7	1	10 00	July 1, 1877, to June 30, 1878.	341 50	
341 50	3,962 08	.....	106 02	17.7	1	10 00	July 1, 1878, to June 30, 1881.	1,024 50	
.....	5,814 50	.....	81 00	16	1	10 00	July 1, 1877, to June 30, 1878.	740 00	Do.
185 00	.....	.....	76 95	10	1	10 00	July 1, 1873, to June 30, 1881.	.....	
185 00	5,533 02	.....	74 39	25	1	15 62	Sep. 2, 1881, to June 30, 1885.	6,133 67	H. D. Lyman, acting.
1,601 98	9,231 44	.....	100 00	12	3	20 00	July 1, 1873, to June 30, 1877.	720 00	John L. Routt.
180 00	1,380 00	.....	100 00	13	1	10 00	July 1, 1873, to Nov. 30, 1875.	1,067 27	John L. French, acting.
441 80	4,850 80	.....	100 00	25	1	10 62½	Dec. 1 to Dec. 28, 1870.	69 33	J. N. Tyner.
911 21	5,329 21	.....	100 00	25	2	21 25	Dec. 29, 1875, to June 30, 1877.	2,082 18	T. J. Brady.
1,380 62	5,798 62	.....	142 20	24.8	2	30 00	July 1, 1877, to June 30, 1878.	2,700 00	T. J. Brady.
1,350 00	7,749 00	.....	135 09	24.8	2	30 00	July 1, 1878, to June 30, 1879.		
1,499 40	7,502 40	.....	133 40	25	2	33 32	July 1, 1879, to June 30, 1881.	2,998 80	A. D. Hazen, acting.
1,424 12	18,035 11	.....	145 80	20	1	12 50	July 1, 1877, to Apr. 30, 1878.	1,424 12	T. J. Brady.
1,424 12	19,573 17	.....	159 30	21	1	12 50	May 1 to June 30, 1878.	3,026 25	
1,424 12	18,665 72	.....	151 33½	21	1	12 50	July 1, 1878, to Aug. 15, 1880.		
1,425 25	23,383 22	25 00	167 58	20	1	12 50	July 1, 1881, to June 30, 1885.	5,701 00	H. D. Lyman, acting.

\* Average.    1 42-foot cars run; 25-foot cars authorized.    2 45-foot cars runs; 20-foot cars authorized.



*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Termini.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
Me...	11	4	Belfast, Burnham Village.	Maine Central.....	34.79	357	1,972 59	.....
	202	12	Portland, Bartlett ..	Portland and Ogdenaburgh.	72.85	1,801	10,199 00	.....
			do	do	72.85	1,801	9,179 10	.....
	12	10	Portland, Lunenburg.	do	114.05	920	9,853 92	.....
			do	do	114.05	920	9,361 52	.....
	204	13	Bath, Rockland.....	Knox and Lincoln.	50.00	810	4,500 00	.....
			do	do	50.00	810	4,500 00	.....
	13	15	do	do	49.86	843	4,128 40	.....
			do	do	48.86	843	4,045 60	.....
			do	do	48.86	843	3,843 32	.....
	244		Bangor, Bucksport..	European and North Railway.	19.35	582	1,528 65	.....
			do	do	19.35	582	1,375 79	.....
	244	13	do	Consolidated European and North American.	19.89	660	1,485 78	.....
			do	do	19.89	6,090	1,411 49	.....
N. J.	11	4	Belfast, Burnham Village.	Maine Central.....	34.79	357	1,873 96	.....
	2106	7013	New York, N. Y., Washington, N. J., Dover, Hackettstown.	Morris and Essex.	73	1,636	8,606 70	.....
	(part)	7028	New York, N. Y., Denville, N. J.	Delaware, Lackawanna and Western.	34.15	1,496	3,620 58	.....
Kans.	33001		Kansas City, Ellis ..	Kansas Pacific Rwy	361.70	4,943	108,913 01	.....
	33001		Ellis, Denver	do	338.40			
	33001		Kansas City, Ellis ..	Union Pacific Rwy.	363.64	5,804	115,030 50	.....
	33001		Ellis, Denver	do	337.12			
	33001		Kansas City, Ellis ..	do	362.70	5,804	114,879 68	.....
	33001		Ellis, Denver	do	337.12			
Utah	33001		Kansas City, Brookville.	do	290.70	5,804	114,879 68	.....
	33001		Brookville, Denver	do	439.12			
	41001		Ogden City, Salt Lake City.	Utah Central Rwy	38.15	1,070	3,359 67	.....
N. Y.	1250	(6067)	Troy, North Adams.	Troy and Boston R. R.	50.00	5,382	9,180 00	.....
	1250	(6067)	do	do	50.00	5,382	8,721 00	.....
		6067	do	do	50.00	14,494	14,351 63	.....
		6067	do	do	48.46	9,073	9,873 72	.....
		6067	do	do	48.07	9,073	9,794 26	.....
		6087	Utica, Watertown..	Utica and Black River R. R.	92.22	1,551	10,014 16	.....
	1208		Buffalo, Hornellsville	Erie R. R.	91.00	16,634	31,395 00	.....
	1221		Eagle Bridge, Castleton	Delaware and Hudson Canal Company.	51.00	2,233	9,562 50	.....
	1221		Castleton, Rutland.		11.50			
	1221		Eagle Bridge, Castleton		51.00	2,233	8,606 25	.....
	1221		Castleton, Rutland		11.50			

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. & O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885).	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
347 90	2,320 40		56 70	15.11	1	10 00	July 1, 1877, to June 30, 1878.	347 90	T. J. Brady.
728 50	10,927 50		140 00	10	1	10 00	July 1, 1878, to June 30, 1878.	2,185 50	J. L. French, acting.
655 65	9,834 75		126 00	10	1	9 00	July 1, 1876, to June 30, 1877.	655 65	
719 66	10,573 57		86 40	12.4	1	8 31	July 1, 1877, to June 30, 1878.	719 66	T. J. Brady.
719 66	10,050 88		82 08	12.4	1	8 31	July 1, 1878, to June 30, 1881.	2,158 98	
500 00	5,000 00		90 00	14.6	1	10 00	July 1, 1873, to Dec. 30, 1873.	2,000 00	J. L. Rountt.
500 00	5,000 00		90 00	14.6	1	10 00	Jan. 1, 1874, to June 30, 1877.		
498 00	4,627 00		82 80	14.6	1	10 00	July 1, 1877, to Dec. 31, 1877.	249 30	T. J. Brady.
488 00	4,534 20		82 80	14.6	1	10 00	Jan. 1, 1878, to June 30, 1878.	244 30	J. L. French.
488 60	4,331 92		78 66	14.6	1	10 00	July 1, 1878, to June 30, 1881.	1,465 80	
193 50	1,722 15		79 00	9.6	1	10 00	Feb. 1, 1875, to June 30, 1878.	273 58	
174 15	1,549 94		71 10	9.6	1	9 00	July 1, 1876, to June 30, 1877.	174 15	
198 90	1,684 68		74 70	16.8	1	10 00	July 1, 1877, to June 30, 1878.	198 90	T. J. Brady.
198 90	1,610 39		70 96	16.8	1	10 00	July 1, 1878, to June 30, 1881.	596 70	
347 90	2,221 80		53 86	15.11	1	10 00	July 1, 1878, to June 30, 1881.	1,043 70	
	8,770 70		117 90						
171 00				14.50	1	9 00	July 1, 1876, to June 30, 1877.	171 00	
341 50	3,062 08		106 02	17.7	1	10 00	July 1, 1878, to June 30, 1881.	1,024 50	
11,772 50	120,685 51		170 15	20.9	2	25 00	Sep. 15, 1880, to June 30, 1882.	50,973 20	J. L. French, acting. R. A. Elmer.
11,802 50	126,833 00		179 55	20.9	2	25 00	July 1, 1882, to June 30, 1883.		
11,781 50	126,661 18		179 55	20.9	2	25 00	July 1, 1883, to June 8, 1884.	50,973 20	H. D. Lyman, acting. G. M. Sweeney, acting.
10,306 50	125,386 18		179 55	20.9	2	25 00	July 9, 1884, to Dec. 14, 1885.		
381 50	3,741 17		88 00	14.3	1	10 00	July 1, 1878, to June 30, 1882.	1,526 00	T. J. Brady.
1,437 50	10,617 50		183 60	15.6	1	18 75	July 1, 1877, to June 30, 1878.	2,371 87	T. J. Brady.
1,437 50	10,158 50		174 42	15.6	1	18 75	July 1, 1878, to June 30, 1881.		
937 50	15,289 13		271 89	30	1	18 75	July 1 to Nov. 5, 1881.	2,371 87	H. D. Lyman, acting. R. A. Elmer.
908 62	10,782 34		203 75	30	1	18 75	Nov. 6, 1881, to May 31, 1882.		
901 31	10,695 57		203 75	30	1	18 75	June 1, 1882, to June 30, 1885.	1,923 76	T. J. Brady.
922 20	10,936 36		108 59	18.6	1	10 00	Mar. 1, 1879, to June 30, 1881.		
1,592 50	32,987 50		345 00	28	1	17 50	July 1, 1873, to Oct. 15, 1875.	3,513 88	J. L. Rountt.
115 00	9,077 50		153 00	21.9	1	10 00	July 1, 1878, to June 30, 1879.	448 50	
103 50	8,709 75		137 50	21.9	1	0 00	July 1, 1876, to June 30, 1877.		

*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Termini.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
N. Y.	1228	6040	Chenango Falls, Norwich	Delaware, Lackawanna and Western R. R.	30.69	564	2,154 43	
	1228	6040	do do	do do	30.69	564	2,046 71	
	1248	6057	Utica, Smith Valley Station.	Utica, Clinton and Binghamton R. R.	31.40	250	1,526 04	
	1248	6057	do do	do do	31.40	250	1,449 74	
	1566	1269	Ithaca, Cortland Village.	Utica, Ithaca and Elmira R. R.	23.00	206	1,265 00	
	1566	1269	do do	do do	23.00	206	1,138 50	
	1255		Canandaigua, Elmira.	Northern Central R. R.	68.50	1,332	7,946 00	
	1255		do do	do do	68.50	1,332	7,151 40	
	1290	6091	Buffalo, Jamestown.	Buffalo and Jamestown R. R.	71.09	369	4,094 78	
	1290	6091	do do	do do	71.00	369	3,890 04	
	1813	6098	Gloversville, Northville.	Gloversville and Northville R. R.	17½	432	1,078 98	
	1813	6098	do do	do do	17½	432	1,025 03	
	1229	6041	Utica, Norwich.	Delaware, Lackawanna and Western R. R.	54.50	960	4,800 90	
	1229	6041	do do	do do	54.50	960	4,566 55	
N. H.	251		Concord, Nashua.	Concord R. R.	36	5,816	7,500 00	
			do do	do do	36	5,816	7,560 00	900 00
	251	1001	do do	do do	36.28	5,098	6,563 05	907 00
		1001	do do	do do	36.28	5,540	6,389 99	907 20
	252	1005	Concord, Plymouth	Boston, Concord and Montreal R. R.	51	1,630	11,083 77	
			Plymouth, Wells River.	do do	43.01			
		1005	Concord, Plymouth	do do	51	1,858	11,413 75	
			Plymouth, Wells River.	do do	43.01			
		1005	Concord, Plymouth	do do	51.34	2,450	12,619 90	
			Plymouth, Wells River.	do do	42.67			
	253	1008	Concord, White River Junction.	Northern	69	3,930	12,420 00	
			do do	do do	69	3,930	12,420 00	1,725 00
	253	1008	do do	do do	69.64	3,343	10,780 27	1,741 00
	253	1008	do do	do do	69.64	3,343	10,241 00	1,741 00
		1008	do do	do do	69.64	4,889	11,789 35	1,741 00
		1006	Groveton, Wing Road.	Boston, Concord and Montreal.	26	930	4,442 16	
			Wing Road, Wells River.	do do	28.12			
	254	1009	Concord, Claremont Junction.	Concord and Claremont.	54.99	1,207	6,048 90	
		1009	do do	do do	56.80	252	2,760 48	
		1009	do do	do do	56.80	252	2,622 46	

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. P. O. Cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885.	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
306 90	2,461 33	.....	70 20	15.6	1	10 00	July 1, 1877, to June 30, 1878.		
306 90	2,353 61	.....	60 69	15.6	1	10 00	July 1, 1878, to June 30, 1881.	1,227 60	T. J. Brady.
314 00	1,840 04	.....	48 60	15.6	1	10 00	July 1, 1877, to June 30, 1878.		
314 00	1,763 74	.....	46 17	15.6	1	10 00	July 1, 1878, to June 30, 1881.	1,256 00	Do.
230 00	1,495 00	.....	55 00	10.6	1	10 00	July 1, 1873, to June 30, 1876.		
207 00	1,345 50	.....	49 50	10.6	1	9 00	July 1, 1876, to June 30, 1877.	897 00	J. L. French.
342 50	8,288 50	.....	116 00	15	1	5 00	July 1, 1873, to June 30, 1876.		
308 25	7,459 65	.....	104 40	15	1	4 50	July 1, 1876, to June 30, 1877.	1,335 75	J. N. Tyner.
710 90	4,805 68	.....	57 50	18	1	10 00	July 1, 1877, to June 30, 1878.		
710 90	4,600 94	.....	54 72	18	1	10 00	July 1, 1878, to June 30, 1881.	2,843 00	T. J. Brady.
173 75	1,252 73	.....	62 10	8	1	10 00	July 1, 1877, to June 30, 1878.		
173 75	1,198 78	.....	58 90	8	1	10 00	July 1, 1878, to June 30, 1881.	695 00	Do.
545 00	5,351 90	.....	88 20	15.6	1	10 00	July 1, 1877, to June 30, 1878.		
545 00	5,111 55	.....	83 79	15.6	1	10 00	July 1, 1878, to June 30, 1881.	2,180 00	Do.
540 00	8,100 00	.....	210 00	22.3	1	15 00	July 1, 1873, to April 30, 1875.		J. L. French, acting.
540 00	9,000 00	25 00	210 00	22.3	1	15 00	May 1, 1875, to June 30, 1877.		J. L. Roult.
861 65	8,331 70	25 00	180 90	22.8	1	13 75	July 1, 1877, to June 30, 1878.	5,196 00	T. J. Brady.
725 60	8,022 59	25 00	176 13	14.4	1	5 00	July 1, 1878, to June 30, 1881.		Do.
510 00	11,593 77	.....	117 90	17	1	10 00	July 1, 1877, to June 30, 1878.		Do.
510 00	11,023 75	.....	121 41	10.9	1	10 00	July 1, 1878, to June 30, 1881.	3,371 74	Do.
880 87	13,500 77	.....	134 24	17	1	9 37	Sept. 1, 1881, to June 30, 1885.		H. D. Lyman, acting.
690 00	13,110 00	.....	180 00	22.3	1	10 00	July 1, 1873, to Apr. 30, 1875.		J. L. French, acting.
690 00	14,835 00	25 00	180 00	22.3	1	10 00	May 1, 1875, to June 30, 1877.		Do.
957 55	13,478 82	25 00	154 80	22.8	1	13 75	July 1, 1877, to June 30, 1878.	10,036 00	T. J. Brady.
957 55	12,939 55	25 00	147 06	22.8	1	13 75	July 1, 1878, to June 30, 1881.		
1,087 77	14,618 12	25 00	169 29	25.4	1	15 62	July 1, 1881, to June 30, 1885.		H. D. Lyman.
281 20	4,723 36	.....	82 08	.....	.....	.....	July 1, 1878, to June 30, 1881.	843 60	T. J. Brady.
540 90	6,598 80	.....	110 00	12	1	10 00	July 1, 1873, to June 30, 1877.		J. L. Roult.
284 00	3,044 48	.....	48 60	12	1	5 00	July 1, 1877, to June 30, 1878.	3,335 00	T. J. Brady.
284 00	2,906 46	.....	46 17	12	1	5 00	July 1, 1878, to June 30, 1881.		Do.

*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Terminal.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
N. H..	871	1012	Nashua, Rochester..	Worcester and Nashua.	49.40	761	4,347 20	
	871	1012	do .....	do .....	49.40	761	3,912 48	
		1012	do .....	do .....	49.40	2,043	6,669 00	
		1012	do .....	do .....	49.40	2,043	6,835 55	
		1010	Contoosook Village, Hillsborough Bridge.	Concord and Claremont.	15	223	688 50	
		1010	do .....	do .....	15	223	654 08	
		1013	Dover, Alton Bay..	Boston and Maine.	28.42	236	1,355 63	
		1013	do .....	do .....	28.42	236	1,287 85	
Mass.	602	602	Boston, Salmon Falls.	do .....	71.16	2,736	11,527 92	
		602	do .....	do .....	71.16	2,736	11,527 92	
		602	do .....	do .....	71.16	2,736	11,527 92	
		8011	do .....	do .....	71.50	3,959	11,711 70	
		8011	do .....	do .....	71.50	3,959	11,126 11	
		8011	do .....	do .....	71.50	4,598	11,798 93	
		8011	Boston, Portland..	do .....	116.33	4,445	18,897 80	
		8011	Boston, Wakefield Junction (n. o.)	do .....	9.50	4,445	18,897 80	
		8011	Wakefield Junction, (n. o.), Portland.	do .....	106.83			
		8020	Ayer, Lowell .....	Boston and Lowell and Nashua and Lowell.	16.39	428	1,017 81	
		8020	do .....	do .....	16.39	428	966 92	
	604		Boston, Fitchburgh.	Fitchburgh .....	52	5,789	10,920 00	
			do .....	do .....	52	5,789	9,828 00	
			do .....	do .....	52	5,789	9,828 00	
		3021	do .....	do .....	51.73	5,299	9,451 07	
		3021	do .....	do .....	49.60	5,299	9,061 92	
		3021	do .....	do .....	49.00	5,299	8,608 82	
		3021	Boston, Greenfield..	do .....	105.71	8,348	21,782 00	
			do .....	do .....	105.71	14,037	28,199 19	
		3063	Lawrence, Manchester.	Manchester and Lawrence.	27.06	1,860	3,308 62	
		3066	Worcester, Nashua	Worcester and Nashua.	46.54	3,082	7,036 84	
		3066	do .....	do .....	46.54	3,082	6,685 00	
	702	648	Springfield, South Vernon Junction.	Connecticut River R. R.	50	5,499	10,250 00	
	702	648	do .....	do .....	50	5,499	9,225 00	
	648	3067	do .....	do .....	50.46	3,820	8,174 52	
		3067	do .....	do .....	50.46	3,820	7,765 79	
		3067	do .....	do .....	52.94	6,217	9,731 96	

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. F. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885).	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
98 80	4,446 00		88 00	12	1	2 00	Jan. 25, 1875, to June 30, 1876.		
88 02	4,001 40		79 20	12	1	1 80	July 1, 1876 to June 30, 1877.	2,206 54	T. J. Brady.
494 00	7,163 00		135 00	12	1	10 00	July 1, 1877, to June 30, 1878.		
494 00	6,829 55		128 25	12	1	10 00	July 1, 1878, to June 30, 1881.		
75 00	763 50		45 90	10	1	5 00	July 1, 1877, to June 30, 1878.	87 63	Do.
75 00	729 08		43 60½	10	1	5 00	July 1 to Sept. 1, 1878.		
284 20	1,639 83		47 70	9.3	1	10 00	July 1, 1877, to June 30, 1878.	1,136 80	Do.
284 20	1,572 05		45 31½	9.3	1	10 00	July 1, 1878, to June 30, 1881.		
711 60	12,239 52		162 00	13	1	10 00	July 1, 1873, to Nov. 30, 1875.		Do.
1,467 67	12,283 99		162 00	13 25	1	10 00	Dec. 1 to 28, 1875.		J. N. Tyner
2,223 75	13,751 67		162 00	13 25	1	10 00	Dec. 29, 1875, to June 30, 1877.		T. J. Brady.
2,145 00	13,856 70		163 80	24.8	2	30 00	July 1, 1877, to June 30, 1878.		
2,145 00	13,271 11		155 61	24.8	2	30 00	July 1, 1878, to June 30, 1879.	29,049 86	A. D. Hazen.
2,382 38	14,181 31		165 02	25	2	33 32	July 1, 1879, to June 30, 1881.		H. D. Lyman, acting.
3,635 31	22,533 11		162 45	25	2	31 25	July 1, 1881, to Sept. 3, 1882.		R. A. Elmer.
3,730 31	22,628 11		162 45	12 25	1	10 00	Sept. 4, 1882, to June 30, 1885.		
					2	31 25			
163 90	1,181 71		62 10	8.7	1	10 00	July 1, 1877, to June 30, 1878.	655 60	T. J. Brady.
163 90	1,130 82		58 99½	8.7	1	10 00	July 1, 1878, to June 30, 1881.		
520 00	11,440 00		210 00	15	1	10 00	July 1, 1873, to June 30, 1876.		J. L. Rountt.
520 00	10,348 00		180 00	15	1	10 00	July 1, 1876, to June 14, 1877.	2,100 00	
975 00	11,323 00		180 00	15 30	1	10 00	June 15 to June 30, 1877.		T. J. Brady.
1,487 23	10,938 30		182 70	16 30	1	28 75	July 1, 1877, to Mar. 31, 1878.		
1,487 23	10,549 15		182 70	16 30	1	28 75	Apr. 1, 1878, to June 30, 1878.		
1,487 23	10,096 05		173 56	16 30	1	28 75	July 1, 1878, to June 30, 1881.		
1,982 08	23,764 66		206 06	30	1	18 75	July 1 to Nov. 5, 1881.	7,928 24	H. D. Lyman, acting.
1,982 08	30,181 25		206 70	30	1	18 75	Nov. 6, 1881, to June 30, 1885.		
270 60	3,579 22		122 27	16.9	1	10 00	July 1, 1878, to June 30, 1881.	811 80	T. J. Brady.
465 40	7,502 24		151 20	15	1	10 00	July 1, 1877, to June 30, 1878.		
465 40	7,150 40		143 64	15	1	10 00	July 1, 1878, to June 30, 1881.	1,861 60	Do.
1,250 00	11,500 00		205 00	23.9 23.4	1	25 00	July 1, 1873, to June 30, 1876.		J. L. Rountt.
1,250 00	10,475 00		184 50	23.9 23.4	2	25 00	July 1, 1876, to June 30, 1877.		
1,450 72	9,625 24		162 00	23.4	2	28 75	July 1, 1877, to June 30, 1878.	13,447 00	T. J. Brady.
1,450 72	9,216 81		153 90	23.4	2	28 75	July 1, 1878, to June 30, 1881.		
661 75	10,393 71		183 83	20	1	12 50	July 1, 1881, to June 30, 1885.		H. D. Lyman, acting.

*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Termini.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
Mass.	.....	3069	Holyoke, Westfield.	New Haven and Northampton.	10.53	106	478 85	.....
	.....	3069	do	do	10.53	106	450 16	.....
	640	631	South Framingham, Pratt's Junction.	Boston, Clinton and Fitchburgh.	29	667	2,320 00	.....
	640	631	do	do	29	667	2,088 00	.....
	.....	.....	.....	.....	.....	.....	.....	.....
Pa...	2401	8001	Philadelphia, Pittsburgh.	Pennsylvania R. R.	353.60	29,078	176,800 00	28,288 00
	2401	8001	do	do	353.60	29,078	159,120 00	28,288 00
	2401	8001	do	do	353.60	29,078	159,120 00	17,680 00
	2401	8001	do	do	353.60	29,078	159,120 00	35,360 00
	2401	8001	do	do	353.60	48,547	236,770 56	35,360 00
	2401	8001	do	do	353.60	48,547	236,770 56	31,824 00
	2401	8001	do	do	353.60	48,547	236,770 56	50,918 40
	2401	8001	do	do	353.60	48,547	236,770 56	54,454 40
	.....	8002	Philadelphia, Pottsville.	Philadelphia and Reading R. R.	92.64	1,405	10,005 12	.....
	.....	8002	do	do	92.64	1,405	9,504 87	.....
	.....	8013	Pottsville, Herndon.	do	80.95	301	4,225 59	.....
	.....	8013	do	do	80.95	301	4,014 32	.....
	242	.....	Sunbury, Williamsport.	Pennsylvania R. R.	39.80	2,759	6,467 50	995 00
	2422	.....	do	do	39.80	2,759	5,820 75	995 00
	2422	.....	Williamsport, Erie	do	247.80	1,188	27,109 32	.....
	2422	.....	do	do	247.80	1,188	24,398 39	.....
	8034	8033	Hanover, Gettysburg.	Hanover Branch R. R.	16.00	332	911 34	.....
	8034	8033	do	do	16.00	332	865 78	.....
	8039	8038	Milesburgh, Bellefonte.	Pennsylvania R. R.	3.50	261	173 25	.....
	8039	8038	do	do	3.50	261	164 58	.....
	2479	.....	Easton, Allentown	Lehigh Valley R. R.	16.58	7,490	3,829 98	.....
	2479	8077	do	do	17.84	3,517	2,809 80	.....
	8077	8075	do	do	17.20	2,076	2,569 68	.....
	8077	8075	do	do	17.20	2,076	2,441 20	.....
	8075	8073	Allentown, Harrisburg.	Philadelphia and Reading R. R.	90.69	1,576	10,447 48	.....
	8075	8073	do	do	90.69	1,576	9,925 11	.....
	8104	8102	Hanover Junction, Hanover.	Hanover Branch R. R.	13.37	399	794 17	.....
	8104	8102	do	do	13.37	399	754 47	.....
	2410	.....	Allentown, Waverly.	Lehigh Valley R. R.	189.50	1,100	19,897 50	.....
	2410	.....	do	do	189.50	1,100	17,907 75	.....
	2416	.....	Hazle Creek Bridge, Tomhicken.	do	25.20	517	1,890 00	.....

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. F. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885).	Order of Second Assistant Postmaster General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
105 30	579 15	.....	45 00	15.5	1	10 00	July 1, 1877, to June 30, 1878.	421 20	T. J. Brady.
105 30	555 46	.....	42 75	15.5	1	10 00	July 1, 1878, to June 30, 1881.		
290 00	2,610 00	.....	80 00	12	1	10 00	July 1, 1873, to June 30, 1876.	1,131 00	J. L. Routt.
261 00	2,349 00	.....	72 00	12	1	9 00	July 1, 1876, to June 30, 1877.		
6,364 80	211,452 80	80 00	500 00	29	1	18 00	Sept. 16, 1875, to June 30, 1876.	7,869 51	T. J. Brady.
6,364 80	193,772 80	80 00	450 00	29	1	18 00	July 1, 1876, to July 22, 1876.		
6,364 80	183,164 80	50 00	450 00	29	1	18 00	July 23, 1876 to Dec. 11, 1876.	13,421 42	Do.
12,729 60	207,209 60	100 00	450 00	29	2	36 00	Dec. 12, 1876 to Dec. 31, 1876.		
12,729 60	284,860 16	100 00	669 60	29	2	36 00	Jan. 1, 1877, to Jan. 31, 1877.		
12,729 60	281,324 16	90 00	669 60	29	2	36 00	Feb. 1, 1877 to June 30, 1877.		
12,729 60	300,418 56	114 00	669 60	29	2	36 00	July 1, 1877, to Nov. 1, 1877.		
12,729 60	303,934 56	124 00	669 60	29	2	36 00	Nov. 2, 1877, to Dec. 31, 1877.		
94 49	10,099 61	.....	108 00	15	1	1 02	July 1, 1877, to June 30, 1878.	377 96	Do.
94 49	9,599 36	.....	102 60	15	1	1 02	July 1, 1878, to June 30, 1881.		
597 60	4,823 19	.....	52 26	8	1	10 00	July 1, 1877, to June 30, 1878.	2,390 40	Do.
597 60	4,611 02	.....	49 59	8	1	10 00	July 1, 1878, to June 30, 1881.		
298 50	7,761 00	25 00	162 50	8	1	7 50	July 1, 1873, to June 30, 1876.	1,194 00	J. L. Routt.
298 50	6,815 75	25 00	146 25	8	1	7 50	July 1, 1876, to June 30, 1877.		
1,139 88	28,249 20	.....	109 40	8	1	4 60	July 1, 1873, to June 30, 1876.	3,419 64	Do.
1,025 90	25,424 20	.....	98 46	8	1	4 14	July 1, 1876, to June 30, 1877.	1,025 90	Do.
166 00	1,077 34	.....	54 90	11	1	16 00	July 1, 1877, to June 30, 1878.	664 00	T. J. Brady.
166 00	1,031 78	.....	52 16	11	1	10 00	July 1, 1878, to June 30, 1881.		
35 00	208 25	.....	49 50	10	1	10 00	July 1, 1877, to June 30, 1878.	140 00	Do.
35 00	199 58	.....	47 02½	10	1	10 00	July 1, 1878, to June 30, 1881.		
248 70	4,078 68	.....	231 00	22	1	15 00	July 1, 1873, to June 30, 1876.	746 00	J. L. French.
80 28	2,890 08	.....	157 50	22	1	4 50	July 1, 1876, to July 1, 1877.	80 28	T. J. Brady.
172 00	2,741 68	.....	149 50	22	1	10 00	July 1, 1877, to June 30, 1878.	688 00	Do.
172 00	2,613 20	.....	141 93	22	1	10 00	July 1, 1878, to June 30, 1881.		
120 61	10,568 09	.....	115 20	11	1	1 33	July 1, 1877, to June 30, 1878.	482 44	Do.
120 61	10,645 72	.....	109 44	11	1	1 33	July 1, 1878, to June 30, 1881.		
133 70	927 87	.....	59 40	11	1	10 00	July 1, 1877, to June 30, 1878.	133 70	Do.
127 01	881 48	.....	56 43	11	1	9 50	July 1, 1878, to June 30, 1881.	381 03	Do.
992 50	20,890 00	.....	105 00	29	1	15 00	July 1, 1873, to June 30, 1876.	2,977 50	J. L. French.
693 25	18,801 00	.....	94 50	29	1	13 50	July 1, 1876, to Sept. 30, 1876.		
138 00	2,028 00	.....	75 00	10	1	10 00	July 1, 1873, to June 30, 1876.	414 00	Do.

12.5 miles.

55 miles.



*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Termini.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
Pa.	2468		Lewisburgh, Laurelton.	Lewisburgh Centre and Spruce Creek R. R., Pennsylvania R. R., lessees.	20.73	172	1,036 50	
	2471		Pollock, Karns City.	Parker and Karns City R. R.	10	205	500 00	
Conn.	5015		Hartford, Saybrook Point.	Hartford and Connecticut Valley R. R.	46.08		3,073 07	
N. H.	1001		Concord, Nashua	Concord R. R. Corporation.	36.28	7,806	7,289 74	907 00
Mass.	3014		Wakefield Junction (n. o.), Newburyport.	Boston and Maine R. R.	30.80	176	1,816 70	
	3029		Pittsfield, North Adams.	Boston and Albany R. R.	21.18	388	1,177 18	
	3062		Miller's Falls, South Vernon Junction (n. o.).	Central Vermont R. R.	11.11	2,715	2,944 54	
			South Vernon Junction (n. o.), Brattleborough.	do.	10.28			
N. Y.	6116		North Hoosac Junction (n. o.), State Line (n. o.).	Troy and Boston R. R.	5.50	2,660	757 13	
Pa.	8013		Pottsville, Shamokin.	Philadelphia and Reading R. R.	60	362	4,365 08	
Mass.	688		Shamokin, Herndon.	do.	21.03			
	644		Sterling Junction, Fitchburgh.	Boston, Clinton and Fitchburgh.	14	691	1,120 00	
	644		do.	do.	14	691	1,008 00	
	690		Fitchburgh, Shelburne Falls.	Vermont and Massachusetts.	69	2,684	13,920 00	
	646		Shelburne Falls, Hoosac Tunnel.	do.	18			
	646		Fitchburgh, Shelburne Falls.	do.	69	2,684	12,528 00	
	646		Shelburne Falls, Hoosac Tunnel.	do.	18			
	646		Fitchburgh, Shelburne Falls.	do.	69	2,684 87ms	13,823 37	
	646		Shelburne Falls, Hoosac Tunnel.	do.	18			
	646		Hoosac Tunnel, North Adams.	do.	7.78	4,100		
	646		Fitchburgh, Shelburne Falls.	do.	69	2,684 87ms		
	646		Shelburne Falls, Hoosac Tunnel.	do.	18		13,823 37	
	646		Hoosac Tunnel, North Adams.	do.	7.78	4,100		
	742		South Framingham, Lowell.	Boston, Clinton and Fitchburgh.	29	227	1,508 00	
	659		do.	do.	29	227	1,357 20	
	3001		Boston, Portsmouth.	Eastern	57.28	9,271	13,042 65	2,864
	3001		do.	do.	57.28	9,271	12,963 32	2,864
	3022		Greenfield, North Adams.	Fitchburgh	37.12	13,030	9,521 28	
	3022		do.	do.	37.12	7,259	7,236 17	
	3022		do.	do.	94.23	4,100	15,689 20	
	3021		Boston, Fitchburgh.	do.	49.60	5,299	9,061 92	}
	3021		Fitchburgh, Greenfield.	do.	56.11	4,100	9,342 31	
	3021		Boston, Fitchburgh.	do.	49.60	5,299	8,608 82	}
	3021		Fitchburgh, Greenfield.	do.	56.11	4,100	8,675 19	

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. P. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885).	Order of second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
207 30	1,350 80	.....	50 00	8	1	10 00	July 1, 1874, to June 30, 1876.	414 60	J. L. Routt.
100 00	600 00	.....	50 00	8	1	10 00	Oct. 1, 1874, to June 30, 1876.	175 00	Do.
288 00	3,361 07	.....	66 69	10	1	6 25	July 2, 1883, to June 30, 1885.	575 21	H. D. Lyman, acting.
544 20	8,196 74	25 00	200 03	34.8	1	15 00	July 1, 1881, to June 30, 1885.	2,176 80	Do.
308 00	1,624 70	.....	42 75	12	1	10 00	Sept. 4, 1882, to June 30, 1885.	869 59	R. A. Elmer.
211 80	1,388 08	.....	55 58	9.6	1	10 00	Apr. 20, 1882, to June 30, 1885.	677 29	Do.
.....	3,073 04	.....	137 06	.....	.....	.....	.....	.....	.....
128 50	.....	.....	.....	20	1	12 50	July 1, 1881, to June 30, 1885.	514 00	H. D. Lyman, acting.
58 41	815 54	.....	137 06	20	1	10 62	July 1, 1883, to June 30, 1885.	116 82	Do.
600 00	4,965 08	.....	53 87	12.10	1	10 00	Oct. 1, 1882, to June 30, 1885.	1,650 00	R. A. Elmer.
140 00	1,260 00	.....	80 00	12	1	10 00	July 1, 1873, to June 30, 1876.	546 00	J. L. Routt.
126 00	1,134 00	.....	72 00	12	1	9 00	July 1, 1876, to June 30, 1877.		J. L. French, acting.
690 00	14,610 00	.....	{ 160 00 } 160 00	{ 15 } 1	1	10 00	{ July 1, 1873, to June 30, 1876. } { July 1, 1876, to June 30, 1877. }	2,769 11	T. J. Brady.
621 00	13,149 00	.....	{ 144 00 } 144 00	{ 15 } 1	1	9 00	{ July 1, 1876, to July 16, 1876. }		
.....	14,444 37	.....	{ 144 00 } 144 00 166 50	{ 15 } 1	1	9 00	{ July 17, 1876, to June 14, 1877. }		
{ 621 00 } { 1,777 12 }	{ 16,221 49 }	.....	{ 144 00 } 144 00 166 50	{ 30 } 1	1	18 75	{ June 15, 1876, to June 30, 1877. }		
280 00	1,798 00	.....	52 00	14	1	10 00	July 1, 1873, to June 30, 1876.	1,131 00	John L. Routt.
261 00	1,618 20	.....	46 80	14	1	9 00	July 1, 1876, to June 30, 1877.		T. J. Brady.
572 80	16,479 45	50 00	227 70	29	1	10 00	July 1, 1877, to June 30, 1878.	1,145 60	H. D. Lyman, acting.
572 80	15,827 32	50 00	216 12	29	1	10 00	July 1, 1878, to June 30, 1879.		
696 00	10,217 28	.....	256 50	30	1	18 75	July 1, 1881, to Nov. 5, 1881.	4,815 83	John L. French
696 00	7,982 17	.....	194 94	30	1	18 75	Nov. 6, 1881, to June 30, 1885.		
2,709 00	18,398 40	.....	166 50	{ 16 } 30	{ 1 } 1	28 75	{ July 1, 1877, to Mar. 31, 1878. }	9,877 27	
3,039 16	21,443 39	.....	{ 182 70 } 166 50	{ 30 } 16	{ 1 } 1	28 75	{ Apr. 1, 1878, to June 30, 1878. }		
.....	.....	.....	{ 166 50 } 30	{ 16 } 1	{ 1 } 1	28 75	{ July 1, 1878, to June 30, 1881. }		
3,039 16	20,523 17	.....	{ 173 50 } 158 77	{ 30 } 16	{ 1 } 1	28 75	{ July 1, 1878, to June 30, 1881. }		

*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Terminal.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
Mass.		3022	Greenfield, North Adams.	Fitchburgh	37.12	4,100	6,180 48	
		3022	do	do	37.12	4,100	5,871 46	
	742	3034	Boston, East Thompson.	New York and New England.	53	3,186	8,001 30	
	742	3034	do	do	53	3,069	7,965 90	
	742	3034	do	do	53	3,069	7,567 61	
	607	3034	Boston, Southbridge.	Boston, Hartford and Erie.	70	969	6,860 00	
	607	3034	do	do	70	969	5,174 00	
	607	3035	Boston, Providence.	Boston and Providence.	44.19	3,520	6,959 92	
	607	3035	do	do	44.19	3,520	6,959 92	2,209 50
	607	3035	do	do	44.19	3,520	6,611 92	2,209 50
	607	3035	do	do	44	16,352	12,828 64	2,200 00
	605 (part)		Boston, Springfield.	Boston and Albany	101	37,442	61,105 00	
	605	do	do	do	101	37,442	54,944 50	
	605	do	Springfield, Albany.	do	102	17,778	36,618 00	
	605	do	do	do	102	17,778	32,956 20	
	(part)	3025	Boston, Springfield.	do	98.38	24,849	39,606 81	
	do		Springfield, Albany.	do	103.86	12,173	27,013 98	
	do	3025	Boston, Springfield.	do	98.38	24,849	39,606 81	
	do		Springfield, Albany.	do	103.86	12,173	27,013 98	9,838 00
	do	3025	Boston, Springfield.	do	98.38	24,849	37,683 47	
	do		Springfield, Albany.	do	103.86	12,173	25,663 28	9,838 00
	do	3025	Boston, Springfield.	do	98.63	38,364	84,998 55	9,863 00
	do		Springfield, Albany.	do	103.43			
	do	3025	Boston, Springfield.	do	98.63	38,986	107,803 05	9,863 00
	do		Springfield, Albany.	do	103.43			
	do	3025	Boston, Springfield.	do	98.63	38,986	107,803 05	9,863 00
	do		Springfield, Albany.	do	103.43			
	do	3025	Boston, Springfield.	do	98.63	38,986	107,803 05	14,794 50
	do		Springfield, Albany.	do	103.43			5,171 50
Vt....	412	401	Burlington, Rouse's Point.	Vermont Central and Vermont and Canada R. R.	55.50			
	(part)		Essex Junction, Saint Albans.		24.50	3,205	9,435 00	
		2001	Burlington, Rouse's Point.		57.10			
	(part)		Essex Junction, Saint Albans.	Central Vermont R. R.	24.50	3,516	8,543 87	1,225 00
		2002	Windsor, Essex Junction.		110.13			
	(part)		Windsor, White River Junction.		14.13	4,394	17,797 00	4,800 00
	461	403	Windsor, Burlington.	Vermont Central R. R.	119	3,734	21,182 00	
	406	2003	Bellows Falls, Burlington.	Central Vermont R. R.	120.27	2,097	16,344 69	
							15,527 46	
		2003	do		120.39			
	(part)		Rutland, Burlington.		67.20	3,308	17,602 22	
	481	405	Bellows Falls, Windsor.	Sullivan R. R.	25.00	4,772	4,875 00	
							4,387 50	
	405	2004	do	Central Vermont R. R.	26.34	2,972	3,935 19	
							3,738 44	

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. F. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885).	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
1,067 20	7,247 68	.....	166 50	16	1	28 75	Apr. 1, 1878, to June 30, 1878.	3,468 40	T. J. Brady.
1,067 20	8,938 66	.....	158 17	16	1	28 75	July 1, 1878, to June 30, 1881.		
477 00	8,538 30	.....	152 10	12 6	1	9 00	Jan. 1, 1877, to June 30, 1877.	2,358 50	Do.
530 00	8,495 90	.....	150 30	12 6	1	10 00	July 1, 1877, to June 30, 1878.		
530 00	8,097 61	.....	142 78	12 6	1	10 00	July 1, 1878, to June 30, 1881.	2,415 00	J. L. Rountt.
700 00	7,560 00	.....	98 00	12 10	1	10 00	July 1, 1873, to June 30, 1876.		
630 00	6,804 00	.....	88 20	12 10	1	9 00	July 1, 1876, to Dec. 31, 1876.	4,153 39	T. J. Brady.
441 90	7,401 82	.....	157 50	14 8	1	10 00	July 1, 1877, to Feb. 28, 1878.		
1,148 94	10,318 36	50 00	157 50	14 6	2	26 00	Mar. 1, 1878, to June 30, 1878.	75,827 53	J. L. French, acting.
1,148 94	9,970 37	50 00	149 63	14 6	2	26 00	July 1, 1878, to June 30, 1881.		
1,188 00	16,216 64	50 00	291 56	15	2	27 00	July 1, 1881, to Nov. 5, 1881.	H. D. Lyman, acting.	R. A. Elmer.
7,575 00	68,680 00	.....	605 00	30 5	4	75 00	July 1, 1873, to June 30, 1876.		
7,575 00	62,569 50	.....	544 50	30 5	4	75 00	July 1, 1876, to June 30, 1877.	T. J. Brady.	H. D. Lyman, acting.
3,825 00	40,443 00	.....	350 00	30 5	2	37 50	July 1, 1873, to June 30, 1876.		
3,825 00	36,781 20	.....	323 10	30 5	2	37 50	July 1, 1876, to June 30, 1877.	75,827 53	H. D. Lyman, acting.
7,133 55	77,448 44	.....	403 20	30 5	2	72 50	July 1, 1877, to Jan. 31, 1878.		
3,635 10	80,597 19	100 00	260 10	28 2	2	35 00	Feb. 1, 1878, to June 30, 1878.	H. D. Lyman, acting.	R. A. Elmer.
3,443 30	80,263 15	100 00	403 20	27 7	2	35 00	July 1, 1878, to June 30, 1881.		
3,635 10	101,933 65	100 00	260 10	28 2	2	35 00	July 1, 1881, to Nov. 5, 1881.	H. D. Lyman, acting.	R. A. Elmer.
3,452 05	124,738 15	100 00	383 04	27 7	2	35 00	Nov. 6, 1881, to Jan. 1, 1882.		
3,620 05	126,464 17	100 00	247 09	28 2	2	35 00	Jan. 2, 1882, to June 9, 1882.	1,053 00	J. L. French, acting.
3,452 05	133,031 12	50 00	535 52	28	2	35 00	June 10, 1882, to June 30, 1885.		
1,810 02	.....	.....	535 52	28	1	17 50	.....	673 40	J. L. French, acting.
367 50	9,802 50	.....	170 00	24	1	15 00	July 1, 1873, to April 30, 1875.		
345 15	10,114 02	50 00	149 63	20	1	10 62	Jan. 1, 1883, to June 30, 1885.	862 87	H. D. Lyman, acting.
176 62	22,773 62	50 00	161 60	20	1	10 62	July 1, 1881, to June 30, 1885.	706 48	Do.
1,395 60	22,577 00	.....	178 00	24	1	15 00	July 1, 1873, to April 30, 1875.	2,556 22	J. L. French, acting.
1,804 05	18,148 74	.....	135 00	24	1	15 00	July 1, 1877, to June 30, 1878.	7,216 20	T. J. Brady.
1,804 05	17,331 51	.....	129 11	24	1	15 00	July 1, 1878, to June 30, 1881.		
713 66	18,315 88	.....	146 21	17	1	10 62	Jan. 1, 1883, to June 30, 1885.	1,784 15	H. D. Lyman, acting.
250 00	5,125 00	.....	105 00	22	1	10	July 1, 1873, to June 30, 1876.	750 00	J. N. Tyner.
225 00	4,612 50	.....	175 50	22	1	9	July 1, 1876, to June 30, 1877.	225 00	Do.
263 40	4,198 50	.....	149 40	24	1	10	July 1, 1877, to June 30, 1878.	1,053 00	T. J. Brady.
263 40	4,001 84	.....	141 03	24	1	10	July 1, 1878, to June 30, 1881.		

*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Termini.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P.O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
Vt.....		2004	Bellows Falls, Windsor.	Sullivan County R. R.	26.32	4,284	4,230 67	
	487	407	Brattleborough, Bellows Falls.	Vermont Valley R. R.	24.00	4,808	4,680 00	
	407	2005	...do.....	Central Vermont R. R.	24.46	3,264	4,212 00	
		2005	...do.....	Vermont Valley R. R.	24.02	4,451	3,764 89	
	452	402	White River Junction, Derby Line.	Connecticut and Passumpsic Rivers R. R.	114.87	2,809	3,576 18	
	402	2010	...do.....	Connecticut and Passumpsic Rivers and Massachusetts Valley R. R.	114.30	1,843	3,902 04	
		2010	...do.....	...do.....	115.02	2,195	18,668 37	
	2010 (part)		White River Junction, Newport.	...do.....	105.30		10,799 74	
	2010 (part)		Wells River, Newport.	...do.....	65.10		14,607 54	
	2015 (part)		Rutland, Bennington.	Bennington and Rutland R. R.	57.60		13,877 16	
	2015 (part)		Rutland, North Bennington.	...do.....	52.50	2,537	15,046 91	
	2018		North Bennington, State Line (n. o.).	...do.....	1.99	2,805	15,046 91	
Mass -	638		Yarmouth Port, Wellfleet.	Cape Cod.....	31.00	1,172	278 34	
		3042	Yarmouth Port, Provincetown.	Old Colony.....	45.15	1,393	3,348 00	
		3042 (part)	Yarmouth Port, Wellfleet.	...do.....	31.07		4,835 56	
		3042 (part)	Wellfleet, Provincetown.	...do.....	14.08	1,393	4,835 56	
		3042 (part)	Yarmouth Port, Wellfleet.	...do.....	31.07			
		3042 (part)	Wellfleet, Provincetown.	...do.....	14.08	1,393	4,593 78	
		3035	Boston, Providence.	{ Boston and Providence R. R. Co.	44.00	8,622	9,217 12	2,200 00
		3038	Boston, South Baintree.	Old Colony R. R. Co.	11.36	6,831	2,156 24	
		3039	South Baintree Junction (n. o.), Newport.	...do.....	61.25	1,356	6,127 45	
		3039 (part)	South Baintree Junction (n. o.), Middleborough.	...do.....	23.09			
		3041	{ Middleborough, Hyannis.	{ ...do.....	45.29	1,838	5,747 30	
		3041	...do.....	...do.....	45.29	1,838	5,459 05	
		3041	Middleborough, Provincetown.	...do.....	89.30	1,891	10,625 25	
		3041 (part)	Middleborough, Wellfleet.	...do.....	71.94	1,891		
	656	3045	Mansfield South Framingham.	Boston, Clinton, Fitchburgh and New Bedford.	22.02	507	4,593 78	
	656	3048	...do.....	...do.....	22.02	507	1,486 35	
	657	3058	Winchendon, Peterborough.	Boston, Barre and Gardner.	16.37	261	1,412 03	
	657	3058	...do.....	...do.....	16.37	261	610 31	
							769 80	

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. P. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885).	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
329 00	4,559 67		160 74	20	1	12 50	July 1, 1881, to June 30, 1885.	1,316 00	H. D. Lyman, acting.
240 00	4,920 00		195 00	22	1	10 00	July 1, 1873, to June 30, 1876.	720 00	Jas. N. Tyner.
216 00	4,428 00		175 50	22	1	9 00	July 1, 1876 to June 30, 1877.	216 00	
244 60	4,008 90		153 90	23	1	10 00	July 1, 1877, to June 30, 1878.	978 40	{ T. J. Brady. J. L. French, acting.
244 00	3,820 78		146 21	23	1	10 00	July 1, 1877, to June 30, 1881.		
300 25	4,202 29		162 45	20	1	12 50	July 1, 1881, to June 30, 1885.	1,201 00	H. D. Lyman acting.
1,435 78	20,102 25		162 50	23	1	12 50	July 1, 1873 to June 30, 1876.	4,307 61	J. L. Rount.
1,292 29	18,092 03		146 25	23	1	11 25	July 1, 1876, to June 30, 1877.	1,292 29	
1,642 49	16,250 03		127 80	23	1	14 37	July 1, 1877, to June 30, 1878.	6,569 96	Jno. L. French, acting.
1,642 49	15,519 65		121 41	23	1	14 37	July 1, 1878, to June 30, 1881.		
1,316 25	16,363 16		130 82	21	1	12 50	July 1, 1881, to Aug. 31, 1881.	5,265 00	{ H. D. Lyman. R. A. Elmer.
1,216 25			130 82	21	1	12 50	Sept. 1, 1881, to June 20, 1885.		
600 98	10,973 14		130 82	15	1	9 37		2,337 16	
557 55	8,338 73		135 09	17	1	10 62	Jan. 1, 1883, to June 30, 1885.	1,393 87	{ H. D. Lyman, acting.
19 64	296 98		139 37	17	1	10 62	Jan. 1, 1883, to June 30, 1885.	49 10	Do.
310 00			108 00	12.6	2	10 00	July 1, 1873, to June 30, 1877.	1,240 00	J. L. French, acting.
451 50	5,287 06		107 10	14	1	10 00	July 1, 1877, to Nov. 30, 1877.	187 70	T. J. Brady
310 70	5,146 26		107 10	14	1	10 00	Dec. 1, 1877, to June 30, 1878.	181 52	
310 70	4,904 48		101 74	14	1	10 00	July 1, 1878, to June 30, 1881.	932 10	Do.
1,188 00	12,605 12	50 00	209 48	55 15	1	27 00	Nov. 6, 1881, to June 30, 1885.	4,338 78	{ H. D. Lyman acting.
142 00	2,298 24		189 81	20.6	1	12 50	July 1, 1881, to June 30, 1885.	568 00	
	6,416 07		104 04						
288 62				20.6	1	12 50	July 1, 1881, to June 30, 1885.	1,154 48	Do.
	6,200 20		126 00	14 10	1	10 00	July 1, 1877, to June 30, 1878.	1,811 00	
452 90	5,912 85		120 55	14 10	1	10 00	July 1, 1878, to June 30, 1881.		
	11,524 50		123 12						
899 25				20.6	1	12 50	July 1, 1881, to June 30, 1885.	3,597 00	Do.
{ 220 20	{ 1,706 55		67 50	14	1	10 00	July 1, 1877, to June 30, 1878.	880 80	
	{ 1,632 23		64 12				July 1, 1878, to June 30, 1881.		
{ 183 70	{ 974 01		49 50	14	1	10 00	July 1, 1877, to June 30, 1878.	654 80	
	{ 933 50		47 02				July 1, 1878, to June 30, 1881.		

*Statement showing the amounts paid to certain railroads for apartment postal cars, less*

State.	Old number of route.	New number of route.	Termini.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
Mass.	690	744	Miller's Falls, Brattleborough.	Central Vermont...	21.00	3,712	3,727 50	
	690	744	do	do	21.00	3,712	3,354 75	
	627	622	Lawrence, Manchester.	Manchester and Lawrence.	28.00	2,213	4,284 00	
	622	3063	do	do	27.06	1,747	3,336 49	
	1219		New York, Chatham Village.	New York and Harlem.	130.50	1,078	13,441 50	
	1219 (part)		New York, Pawling.	do	66	1,078		
	1219		New York, Chatham Village.	do	130.50	1,078	12,007 35	
	1219 (part)		New York, Pawling.	do	66	1,078		
	1234		Hicksville, Port Jefferson.	Long Island.	36.50	320	2,190 00	
	1234 (part)		Hicksville, Northport.	do	16.50	320		
	1234		Hicksville, Port Jefferson.	do	36.50	320	1,971 00	
	1234 (part)		Hicksville, Northport.	do	16.50	320		
	1234	6046	Hicksville, Port Jefferson.	do	36.50	319	1,938 15	
		6046 (part)	Hicksville, Northport.	do	16.50	319		
	1234	6046	Hicksville, Port Jefferson.	do	36.50	319	1,841 24	
	1234 (part)	6046 (part)	Hicksville, Northport.	do	16.50	319		
	1241		Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan Southern.	542	28,492		
	1241 (part)		Buffalo, N. Y., Cleveland, Ohio.	do	184.50	51,102	143,172 00	35,055 00
	1241 (part)		Cleveland, Ohio, Elyria, Ohio.	do	25.70	51,102	19,943 20	4,883 00
	1241 (part)		Elyria, Ohio, Millbury, Ohio.	do	79.30	2,215	12,132 90	1,189 50
	1241 (part)		Millbury, Ohio, Toledo, Ohio.	do	8.50	51,102	6,595 00	1,615 00
	1241 (part)		Toledo, Ohio, Elkhart, Ohio.	do	143	2,215	21,879 00	
	1241 (part)		Elkhart, Ohio, Chicago, Ill.	do	101	37,412	61,105 00	19,190 00
			From September 16, 1875, to June 30, 1876				264,828 10	61,932 50
			10 per cent. reduction under act of July 12, 1876				26,482 81	
			From July 1 to July 22, 1876				238,345 29	61,932 50
	1241		Buffalo, N. Y., Chicago, Ill.	Lake Shore and Michigan.	542			
	1241 (part)		Buffalo, N. Y., Elyria, Ohio.	do	210.20	36,164		24,173 00
	1241 (part)		Elyria, Ohio, Millbury, Ohio.	do	79.30	36,164	157,963 80	5,551 00
	1241 (part)		Millbury, Ohio, Toledo, Ohio.	do	8.50	36,164		977 50
	1241 (part)		Toledo, Ohio, Elkhart, Ohio.	do	143	8,619	31,531 50	3,575 00
	1241 (part)		Elkhart, Ohio, Chicago, Ill.	do	101	30,444	47,066 20	9,090 00
							236,587 50	43,366 50
	1241 (part)		Buffalo, N. Y., Chicago, Ill.	do	542	28,985		

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. P. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Pay per mile for apartment.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1889).	Order of Second Assistant Postmaster-General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.		Dollars.		Dollars.	
210 00	3,937 50		177 50	15	2	10 00	July 1, 1873, to June 30, 1876.	630 00	J. L. French, acting.
189 00	3,453 75		159 75	15	2	9 00	July 1, 1876, to June 30, 1877.	189 00	
280 00	4,564 00		153 00	17	1	10 00	July 1, 1873, to June 30, 1877.	1,200 00	J. L. Routt.
270 60	3,607 09		123 30	17	1	10 00	July 1, 1877, to June 30, 1878.	270 80	T. J. Brady.
	14,101 50		103 00						
660 00				13.5 19.9	2	10 00	June 15 to 30, 1876.	26 90	J. L. French, acting.
	12,757 35		92 70						
660 00				13.5 19.9	2	10 00	July 1, 1876, to June 30, 1877.	660 00	Do.
	2,353 00		60 00						
165 00				13	2	10 00	Aug. 1, 1875, to June 30, 1876.	151 00	J. N. Tyner.
	2,119 50								
148 50				13	2	9 00	July 1, 1876, to June 30, 1877.	148 50	
	2,103 15		53 10						
195 00				10 3	2	10 00	July 1, 1877, to June 30, 1878.	165 00	T. J. Brady.
	2,006 24		50 44						
165 00				10 3	2	10 00	July 1, 1878, to June 30, 1881.	395 00	Do.
4,381 87		190 00	776 00	38	1	23 75			
899 50		190 00	776 00	38 18	1 1	23 75 11 25			
2,329 43		15 00	153 00	38 18	1 1	23 75 5 62 1/2	Sept. 16, '75, to July 22, 1876.	14,284 48	
297 50		190 00	776 00	38 18	1 1	23 75 11 25			
6,613 75			153 00	38 30	1 1	23 75 22 50			
2,272 50		190 00	605 00	36	1	22 50			
16,794 55	343,535 15								
16,794 55	317,072 35								
4,729 50		115 00	530 10	36	1	22 50			
2,229 91		70 00	530 10	36 18	1 1	22 50 5 62 1/2			
286 87		115 00	530 10	36 18	1 1	22 50 11 25	July 23, 1876, to Dec. 31, 1876.	9,439 92	T. J. Brady
9,652 50		25 00	220 50	36	3	67 50			
4,545 00		90 00	468 20	36	2	45 00			
21,443 78	301,397 78								



Statement showing the amounts paid to certain railroads for apartment postal cars, less

State.	Old number of route.	New number of route.	Termini.	Title of company.	Length of route.	Average weight of mails per day.	Annual pay for transportation.	Annual pay for R. P. O. cars.
					Miles.	Pounds.	Dollars.	Dollars.
N. Y.	1241 (part)	(part)	Buffalo, Cleveland..	Lake Shore and Mich. Southern.	184.50	38,255	-----	32,581 00
	1241 (part)	(part)	Cleveland, Elyria...	do	25.70	38,255	164,043 00	
	1241 (part)	(part)	Elyria, Millbury...	do	79.30	38,255	-----	7,137 00
	1241 (part)	(part)	Millbury, Toledo...	do	8.50	38,255	-----	1,317 50
	1241 (part)	(part)	Toledo, Elkhart...	do	143	7,215	29,314 90	3,575 00
	1241 (part)	(part)	Elkhart, Chicago...	do	101	32,437	49,267 80	15,655 00
							243,425 70	60,265 50
	6052		Buffalo, Chicago...	do	542.00	30,292	-----	-----
	Part.		Buffalo, Cleveland...	do	184.50	46,567	136,020 42	50,448 00
	Part.		Cleveland, Elyria...	do	25.70	46,567	-----	-----
	Part.		Elyria, Millbury...	do	79.30	16,064	24,123 06	5,352 75
	Part.		Millbury, Toledo...	do	8.50	42,771	5,140 80	2,040 00
	Part.		Toledo, Elkhart...	do	143.00	11,368	35,907 30	11,082 50
	Part.		Elkhart, Chicago...	do	101.00	33,393	50,358 60	24,240 00
							251,550 18	93,163 25
	6052		Buffalo, Chicago...	do	542	30,292	-----	-----
	Part.		Buffalo, Cleveland...	do	184.50	46,567	129,220 45	50,448 00
	Part.		Cleveland, Elyria...	do	25.70	46,567	-----	-----
	Part.		Elyria, Millbury...	do	79.30	16,064	22,916 00	5,352 75
	Part.		Millbury, Toledo...	do	8.50	42,771	4,883 76	2,040 00
	Part.		Toledo, Elkhart...	do	143	11,368	34,112 65	11,082 50
	Part.		Elkhart, Chicago...	do	101	33,393	47,840 67	24,240 00
							238,974 43	93,163 25
			Additional for railway post-office cars from July 1, 1870, to June 30, 1880...					
	6052		Buffalo, Chicago...	Lake Shore and Mich. Southern.	542	47,848	-----	-----
	Part.		Buffalo, Cleveland...	do	184.50	60,648	181,158 76	49,815 00
	Part.		Cleveland, Elyria...	do	25.70	60,648	-----	6,329 00
	Part.		Elyria, Millbury...	do	79.30	27,328	32,477 31	10,705 50
	Part.		Millbury, Toledo...	do	8.50	63,601	6,773 31	2,295 00
	Part.		Toledo, Elkhart...	do	143	23,772	53,063 01	15,730 00
	Part.		Elkhart, Chicago...	do	101	51,531	67,271 65	27,270 00
							340,743 44	112,754 50
	6052		Buffalo, Chicago...	do	540.28	52,355	-----	-----
	Part.		Buffalo, Cleveland...	do	183.76	77,503	197,882 53	58,592 80
	Part.		Cleveland, Elyria...	do	25.50	77,503	-----	-----
	Part.		Elyria, Millbury...	do	79.30	15,934	22,781 30	5,947 50
	Part.		Millbury, Toledo...	do	8.00	72,254	7,113 60	2,240 00
	Part.		Toledo, Elkhart...	do	142.70	32,125	65,703 29	12,843 00
	Part.		Elkhart, Chicago...	do	101.02	55,866	72,121 20	28,285 60
							365,061 92	107,908 90
	6052		Buffalo, Chicago...	do	540	65,821	-----	-----
	Part.		Buffalo, Cleveland...	do	183.20	89,031	223,048 12	60,450 00
	Part.		Cleveland, Elyria...	do	25.50	89,031	-----	9,652 50
	Part.		Elyria, Millbury...	do	79.30	50,492	52,071 55	17,049 50
	Part.		Millbury, Toledo...	do	8	84,632	8,173 84	2,840 00
	Part.		Toledo, Elkhart...	do	142.70	37,830	71,425 18	19,978 00
	Part.		Elkhart, Chicago...	do	101.30	67,391	84,706 04	33,429 00
							442,424 73	142,805 00
	24001		Toledo, Detroit...	do	64.90	4,634	10,709 79	-----
Total amount allowed for cars less than 40 feet in length up to December								

than 40 feet in length, since the passage of the act of March 3, 1873, &c.—Continued.

Annual pay for apartment cars.	Total annual pay.	Cost per mile for R. P. O. cars.	Cost per mile for transportation.	Length of apartment paid for.	No. of lines paid for.	Period for which pay was allowed for apartment cars.	Total amount allowed for apartment cars (to June 30, 1885).	Order of Second Assistant Postmaster General.
Dollars.	Dollars.	Dollars.	Dollars.	Feet.	Dollars.		Dollars.	
289 12		{ 155 00	553 50	18	1 11 25	Jan. 1, 1877, to Dec. 31, 1877.	6,820 40	J. L. French, acting.
		{ 155 00	553 50					
445 66		90 00	553 50	18	1 5 62			
96 62		155 00	558 50	18	1 11 25			
3,217 50		25 00	204 30	36	1 22 50			
2,272 50		155 00	487 80	36	1 22 50			
6,320 40	310,011 60							
257 00		{ 240 00	647 10	18	1 10 00	Jan. 1, 1878, to June 30, 1878.	3,114 25	T. J. Brady.
		{ 240 00	647 10					
396 50		67 50	304 20	18	1 5 00			
85 00		240 00	604 80	18	1 10 00			
3,217 50		77 50	251 10	36	1 22 50			
2,272 50		240 00	498 60	36	1 22 50			
6,228 50	350,941 93							
257 00		{ 240 00	614 75	18	1 10 00	July 1, 1878, to June 30, 1880.	12,456 00	T. J. Brady.
		{ 240 00	614 75					
396 50		67 50	288 99	18	1 5 00			
85 00		240 00	574 56	18	1 10 00			
3,217 50		77 50	238 55	36	1 22 50			
2,272 50		240 00	478 67	36	1 22 60			
6,228 50	338,366 18							
	11,763 50							
	350,128 68							
138 46		270 00	861 84	17	1 5 31	July 1, 1880, to Jan. 8, 1882.	8,702 12	H. D. Lyman, acting.
		270 00	861 84					
		135 00	409 55					
90 27		270 00	796 86	17	1 10 62			
3,217 50		110 00	371 07	36	1 22 50			
2,272 50		270 00	666 05	36	1 22 50			
5,716 73	450,214 67							
270 81		280 00	945 63	17	1 10 62	Jan. 9, 1882, to Mar. 8, 1884.	13,551 48	R. A. Elmer.
		280 00	945 63					
421 08		75 00	287 28	17	1 5 31			
84 96		280 00	839 20	17	1 10 62			
3,210 75		90 00	490 85	36	1 22 50			
2,272 95		280 00	713 93	36	1 22 50			
6,280 55	479,831 37							
270 81		330 00	1,068 75	17	1 10 62	Mar. 9, 1884, to June 30, 1885.	8,229 53	G. M. Swaney, acting.
		355 00	1,068 75					
421 08		215 00	656 64	17	1 5 31			
84 96		355 00	1,021 73	17	1 10 62			
3,210 75		140 00	521 55	36	1 22 50			
2,279 25		330 00	836 19	36	1 22 50			
6,286 85	501,496 58							
1,460 25	12,170 04		165 02	36	1 22 50	Feb. 5, 1885, to Dec. 15, 1885.	1,250 61	Do.
1885...							979,930 67	

1<sup>st</sup> \$2,820 per annum additional from March 9, 1882, to March 8, 1884, for R. P. O. cars 40 and 60 feet, respectively.

Total amount allowed for apartment postal cars since the passage of the act of March 3, 1873, \$979,950.76.

**REPORT ON CHANGE OF BASIS OF PAY FOR MAIL TRANSPORTATION ON RAILROADS, AND PROPOSED BILL.**

SIR: In response to your request for information as to the feasibility of devising a new scheme for the adjustment of pay to railroads for mail transportation and postal car service, I beg to present the following report:

From the first transportation of mail on railways to the present time there has been great diversity of opinion as to the proper method of fixing the pay for this class of service. Notwithstanding this diversity of opinion there have been but two changes in the laws prescribing the methods of pay in the past fifty years. The first enactment, in 1838, gave the railroads 25 per cent. above what similar transportation would cost in post coaches. This, with the maximum limit of \$300 per mile, in 1839, was the law for the Department until 1845. In that year the roads were divided into three classes, the pay being limited to \$300, \$100, and \$50, respectively, for each class. This remained the rule of the Department for nearly thirty years. In 1873 the average daily weight of mails carried the whole length of the route both ways was made the basis of compensation, with additional allowances for railway post-office cars of 40 feet and over in length. The law of 1873 is still in force, supplemented by reductions ordered by Congress in 1876 and in 1878 of 10 and 5 percent., respectively, for transportation.

The present methods of determining the pay are presented in the following table (A):

**TABLE A.—Schedule of rates for railroad mail service.**

Pay per mile per annum of route's length.						
Average weight of mails whole distance per day.	Under act of March 3, 1873.	Under act of July 12, 1876.		Under act of June 17, 1878, (5 per cent. reduction. Land grant.)	Result of 10 and 5 per cent. reduction. (Non-land grant.)	Weight warranting allowance of \$1 per mile under act of March 3, 1873, at the several rates of pay.
		Section 1 (10 per cent. reduction.)	Section 13 (20 per cent. reduction.) Land grant.			
						<i>Pounds.</i>
200 pounds .....	\$50 00	\$45 00	\$36 00	\$34 20	\$42 75	.....
200+ 300= 500 pounds .....	75 00	67 50	54 00	51 30	64 13	12
500+ 500=1,000 pounds .....	100 00	90 00	72 00	68 40	85 50	20
1,000+ 500=1,500 pounds .....	125 00	112 50	90 00	85 50	106 88	20
1,500+ 500=2,000 pounds .....	150 00	135 00	108 00	102 60	128 25	20
2,000+1,500=3,500 pounds .....	175 00	157 50	126 00	119 70	149 63	60
3,500+1,500=5,000 pounds .....	200 00	180 00	144 00	136 80	171 00	60
5,000+2,000=7,000 pounds .....	225 00	202 50	162 00	153 90	192 38	60
For every additional 2,000 pounds	25 00	22 50	18 00	17 10	21 38	80

Railway post-office cars.		Per daily line.
40 feet .....		\$25 00
45 feet .....		30 00
50 feet .....		40 00
55-60 feet .....		50 00

When the present law was made the railway post-office system had been in operation but a few years, and had not reached that high state of efficiency to which it has since been brought. The method of gauging the pay by the weight of the mails carried over the whole line of road daily would evidently be fair and reasonable if no space were required for their distribution in transit. But the complete revolution in the system of handling the mails makes an amount of space necessary which cannot be estimated simply by the room required in which to transport the mails. This, on the face of it, would seem to demand that the method of gauging the pay should be by space rather than by weight. In the investigation, the results of which are here set forth, an attempt has been made to outline a scheme by which the pay may hereafter be gauged by the space required on any given railroad. By the present method of fixing the pay all the weights are taken on all trains out and in. These weights are combined and reduced to one expression, which is the average daily weight carried the whole length of the route in any given case. Evidently any scheme to fix the pay

by the space used must proceed in the same method, combining all the space on all trains out and in, including all railway postal cars and apartments, as well as allowing sufficient space for all closed mails. Thus we get in one expression the amount of space which daily passes over any mile of road. If now we could arrive at a fair and reasonable estimate of the value of 1 linear foot of car space, the problem would be solved, since we should need only to apply that rate to the number of linear feet found to be necessary, and that again to the number of miles of railroad in any given case.

Attempts have been made by various commissions to determine the value of a linear foot of car space, the Select Committee of the Senate on Transportation, through its subcommittee, in what is known as the Mitchell report, in June, 1874, recommending that pay be based on space, and that the space required be gauged by the average weight of the mail. They also gave it as their opinion that 8 mills per foot of car per mile run would afford ample remuneration to the railways. The majority report of the Hubbard commission recommend that space be made the basis of compensation, as "it is without doubt the only fair and reasonable basis upon which rates of compensation should be fixed." The minority report of the same commission also recommended that space be taken as the basis of compensation, the amount of space to be regulated by the Postmaster-General. The amount recommended to be paid per linear foot in these reports ranged from 5.8 mills to 8.5 mills. The bill found on page 106 of the report of the Postmaster-General for 1884, which contains in substance the recommendations of the committee appointed in 1883 (consisting of Mr. Elmer, Second Assistant Postmaster-General; Mr. Thompson, General Superintendent of Railway Mail Service; and Mr. Slater, Superintendent of Railway Adjustments), proposed to fix the rate of pay at 5 mills per linear foot per mile run, with additional allowances for speed. This was reduced to 4 mills by the Appropriation Committee of the House of Representatives, but was not adopted by the House. The great divergence that would result from an application of these rates of pay will be better appreciated when it is remembered that the pay of any given railway at 8 mills per mile run would be increased 60 per cent. over the pay at the rate of 5 mills.

It was not intended in this investigation to enter upon any extended research into the work of previous commissions, and thus much has been cited to show the difficulty of the problem.

An examination of the tables contained in the annual report of the Postmaster-General reveals at a glance some of the incongruities of the present method bearing upon the relation of space to weight. One road will be found carrying 200 pounds of mail daily in an apartment 8 feet long; another road, having the same weight, has three times the space, and on another road, with the same weight, no apartment is found. (*Vide Orders 439, 440, 441, Postmaster-General's Report, page 370, 1885.*) On one road 900 pounds of mail will be carried daily in 10 feet of space, while another road, with the same weight, has an apartment 37 feet long. (*Vide Orders 166 and 167, page 354, Postmaster-General's Report, 1885.*) This want of harmony ought to be corrected so far as it is possible, considering the diversity in the character of the distribution of the mails.

Another defect of the present system of adjusting the pay is to be found in the fact that there is no discrimination between service rendered in apartments less than 40 feet accompanied by clerks and closed mails in baggage-cars. The Department is frequently put to inconvenience in not being able to secure the space necessary, since it is plainly to the interest of the railroads to furnish the least possible space accommodation for the mails, in the absence of additional compensation. Again, there is no reason why 25 feet of interior car space used for mails and clerks should not receive a specific allowance as well as 40 feet, when the two apartments are used in the same manner and for the same purpose, frequently carrying the same weight of mails. In many instances the Department has been compelled to pay for apartments less than 40 feet in length. All such excrescences would be pruned away by any method which gauged pay on a space basis.

It is not meant that under a scheme which proposes to pay by the space used the weight of the mails shall no longer be taken into consideration, for manifestly there must be some way of arriving at a judgment as to the amount of space necessary on each particular road. This will best be reached by knowing the weight of mails going over the road and the character of the distribution required thereon. Four methods of taking the weights are suggested, as follows:

- (1) By taking the average daily weight both ways carried the whole distance, as at present.
- (2) By taking the greatest average weight carried either way over the line.
- (3) By taking the greatest weight at either terminus, or at any other point on the route.
- (4) By combining the greatest terminal weights, and, with their average as a basis, estimating the amount of space necessary.

Any one of these methods, if applied to the whole country, would enable us to reach a uniform result. In the computations that have been made, the average daily weight the whole distance both ways has been used in making the allotment of space. Experiments have been made with all these methods, but it was found impracticable to base a scheme on any one of them, except the first, without a complete and radical change in the present system of railway compensation, which, with the data at hand, it was not deemed advisable to undertake, unless the Department would be prepared to ignore the present weight, space, and pay, and past usage.

What has been attempted in this brief investigation was, simply, while retaining these data, to transfer the basis of adjustment from weight to space, at the same time incidentally reducing the aggregate cost of the service about 5 per cent. The advantage of this method of fixing the pay is that the Department will pay for the thing needed, namely, space. On almost every railway in the country The Post-Office asks not merely for transportation of the mails, but for room in which to distribute them whilst they are being transported. By adopting space gauged by weight as the exclusive basis of compensation, the Department will be in position to secure the required space in any given case and thus avoid those controversies growing out of the present complex method of adjusting pay by weight and space separately. One other result of gauging pay by space would be to check the annual increase in the cost of transportation by reason of the increase in the weight of the mails. An inspection of the last column in Table A shows that on roads carrying under 500 pounds of mail, \$1 per mile is added to the cost for every additional 12 pounds, and on all roads carrying over 500 and under 2,000 pounds, \$1 per mile is added to the cost for every additional 20 pounds, and that on roads carrying over 2,000 pounds and under 5,000, \$1 per mile is added to the cost for every additional 60 pounds of mail, and on all roads carrying over 5,000 pounds an increase of 80 pounds adds \$1 per mile to the cost of the service, less the deductions provided by law.

It results from the application of this weight-gauge, which is absolute, that the cost of transportation is annually keeping pace with the increase in the weight of the mails carried. But a little reflection must show that, having once fixed the space on any given road, there would be no need of an increase in the allotment until the amount of mails carried had very considerably increased beyond the original weight on which the space was gauged.

In illustration of what is meant by this, the fact may be cited that the adjustment of pay in the eastern section, recently made, has caused an increase in the cost of the service of over \$400,000, while the car space in that section has not been materially, if at all, increased.

Certainly no fraction of 100 pounds need ever be taken into consideration by a scheme which proposes to fix the pay on a space basis. It must be borne in mind, therefore, that in addition to the aggregate reduction of 5 per cent., which results from the application of the proposed scheme, there will follow a very considerable annual saving, owing to the fact that the space will likely remain unchanged on many roads for a long period, even though a very considerable addition may be made to the weight of the mails.

In making the transfer from the weight-gauge now in use to a space-gauge, the first question that meets us is as to the method by which we shall make the necessary

#### SPACE ALLOTMENT.

I have been guided by the present practice of the Department, and by the experience of those familiar with the subject of railway mail transportation, in deciding upon the amount of space necessary for the various weights of mail, in so far as any attempt has been made to fix the amounts absolutely. The appendix to the report of the committee appointed to devise a more complete system of gauging the rates to pay for carrying the mails on railroad routes, March, 1883, contains much valuable information on this point. For closed mails, evidently, all that is necessary is space sufficient to stow them. Those familiar with the handling of mails agree that an allowance of 6 linear inches for 200 pounds of mail, or less, would be ample; for 500 pounds, the equivalent of 1 linear foot of car space, and for each additional 500 pounds, 1 foot. For mails distributed in transit the space allowance, when the weight is as low as 200 pounds, must be merely nominal, and for the sake of a uniform scale this allowance has been placed at 5 feet. For a daily average of 500 pounds of mail 10 linear feet of car space will be sufficient. This is a smaller allowance than was made by the report of the last committee investigating this subject, which set down 13 feet as a proper allowance for 500 pounds of mail. But it must be considered that 500 pounds of mail represent the amount carried daily both ways over the road, and, therefore, that we are providing space for an amount of mail considerably less than 500 pounds. Also, an examination of the reports of the Postmaster-General will show that on 413 routes the mail is now carried in apartments of 12 feet in length and less, these mails ranging

from 5,000 pounds down to 25 pounds daily. Two hundred and sixty routes have apartments 10 feet and less, and 28 routes report apartments as small as 4, 5, and 6 feet. Hence, 10 feet were deemed sufficient for a daily average of 500 pounds.

The application of this scale, for a single daily line, to the weights now carried will allow in general an amount of space on roads carrying 5,000 pounds or less very nearly equal to what the Department now uses. As the scale is uniform and absolute, it causes many of the inequalities of the present method to disappear. Where the weights are the same, the maximum of space allotted is identical, though this maximum might not be required in every case by the Department, owing to the infrequency of offices on any given route or for other reasons.

The result of the application of this space-gauge is found to be as follows: 200 pounds, 5 feet; 500 pounds, 10 feet; 1,000 pounds, 15 feet; 2,000 pounds, 25 feet; 4,000 pounds, 40 feet; 5,000 pounds, 45 feet.

The above scale, as far it applies, is believed to be one that will furnish ample space in all ordinary cases for the proper handling of the mails. The only point of weakness in it is where the weights are small, ranging, for example, from 1,000 to 4,000 pounds daily, and where it is necessary to divide the space to meet the demand for two or more trips daily. Here we are confronted with a double difficulty. An equal division of the space set down to correspond with the number of trips evidently would not answer. There would not be room sufficient in which to make distribution. And even if this were possible, the fact that the company would receive no more pay for two trains daily than for one, would place the Department in the same embarrassment under which it now labors. There must be some additional space for two trips over what is necessary for one, though it need not be very greatly increased, and there ought to be some corresponding increase in the compensation. How such exceptional cases should be treated, both as to space and as to pay, will be discussed more fully when we come to the subject of the rate of pay per foot of car space per mile per annum.

In the practical application of the foregoing scale for space allotment, there might be roads on which it would be found absolutely necessary to have more space than their weights would strictly entitle them to. Such cases might occur through the shortness and importance of the route, or through the numerous offices on the route, or from other exceptional conditions. It becomes a question, therefore, whether any legislation fixing a scale for space allotment ought not to contain a saving clause allowing the Postmaster-General to ask at any time for such additional space, to be paid for at the uniform rate. In my judgment, this should be left to the discretion of the Department, on account of the varying conditions of the service.

I had at first intended making a fixed and absolute scale of allotment, that should apply without limit, and had carried the application of it up to a daily average weight of 200,000 pounds, but owing to the great difference found to exist in the service this was deemed impracticable and unwise. In my judgment, the best interests of the service demand that the further allotment of space beyond 5,000 pounds should be within the discretion of the Postmaster-General, the rate of pay only being fixed and absolute.

In illustration of the different conditions under which service is now performed, I may cite the fact that the offices on one route have an average distance of 12 miles between them (26,001). On another route, the average distance between offices is only 2.3 miles (4,001). The relation of space to weight cannot, therefore, be the same on both these routes.

A comparison of the space now in use, on fifty routes selected at random and the space that would be allotted by allowing 5 feet for each 1,000 pounds above 5,000, which it is thought would be ample in all ordinary cases, shows the following results:

Route.	Termini.	Average daily weight.	Space.	
			Present.	Proposed.
		Pounds.	Feet.	Feet.
21032	Columbus to Pittsburgh.....	61,656	340	325
23007	Chicago to Burlington.....	54,621	200	200
23035	Chicago to Milwaukee.....	43,947	229	240
6011	New York to Buffalo.....	99,901	440	515
8001	Philadelphia to Pittsburgh.....	91,679	455	475
21007	Elyria to Millbury.....	32,042	179	180
21045	Toledo to Elkhart.....	30,210	130	170
12002	Grafton to Parkersburgh.....	24,107	123	140
3091	Boston to Portland.....	23,499	120	135
21002	Pittsburgh to Chicago.....	23,000	80	135
11018	Washington to Alexandria.....	21,616	140	125
11002	Alexandria to Lynchburgh.....	21,338	140	125
11001	Washington to Richmond.....	19,326	150	115
21015	Columbus to Indianapolis.....	42,547	220	230
22002	Indianapolis to Terre Haute.....	40,874	236	220
22044	Terre Haute to East Saint Louis.....	38,301	236	210
25002	Milwaukee to La Crosse.....	35,167	200	195
26013	Minneapolis to La Crosse.....	28,360	180	160
21014	Columbus to Cincinnati.....	20,281	140	120
22009	Lafayette to Kankakee.....	20,239	90	120
20004	Cincinnati to Louisville, 22010.....	19,548	105	115
22010	Cincinnati to East Saint Louis.....	18,554	100	110
22003	Indianapolis to Cincinnati.....	18,154	130	110
20005	Louisville to Nashville.....	16,947	107	100
20017	Cincinnati Junction to Louisville and Nashville Junction.....	16,822	90	100
21042	Cleveland to Cincinnati.....	13,700	115	85
21019	Toledo to Quincy.....	11,242	98	75
23015	Chicago to Davenport.....	9,600	90	65
6	Portland to Bangor.....	15,122	80	95
11016	Lynchburgh to Danville Junction.....	14,964	100	90
11008	Richmond to Petersburg.....	14,840	100	90
11058	North Danville to Charlotte.....	14,436	100	90
11009	Petersburgh to Weldon.....	13,596	100	85
4002	Providence to Groton.....	12,702	87	80
10002	Baltimore to Sunbury.....	11,371	56	75
31010	Marshall to Texarkana.....	9,259	42	65
15001	Atlanta to Air Line Junction.....	9,595	98	65
23001	Chicago to Milwaukee.....	8,625	70	60
21006	Cleveland to Wellsville.....	8,374	21	60
15002	Atlanta to Chattanooga.....	8,067	140	60
21033	Columbus to Indianapolis.....	1,258	12	15
20003	La Grange to Lexington.....	1,243	11	15
21024	Hamilton to Indianapolis.....	905	10	10
24045	Manistee Junction to Manistee.....	901	20	20
24002	Monroe to Adrian.....	674	10	10
15011	Macon to Columbus.....	568	12	10
23055	Decatur to Indianapolis.....	560	20	10
15039	Smithville to Albany.....	541	10	10
24034	Walton to Traverse City.....	520	.....	10
21008	Bayard to New Philadelphia.....	500	14	10

In the foregoing table the space used for the closed mails is not included in the column giving the present space, and in the column giving the proposed space the amounts set down would be somewhat reduced in all cases where there were closed mails.

Before leaving this part of the question it may be well to notice that the scheme here proposed admits of more precise application by taking into account the intermediate weights. For instance, allotting 10 feet to 500 pounds, and 15 to 1,000 pounds, we might allot 11 feet for 600 pounds, 12 feet for 700 pounds, 13 feet for 800 pounds, 14 feet for 900 pounds, and so on for all intermediate weights. This elaboration of the scheme would in all probability be necessary, both on account of its nearer approach to fairness to the roads when we come to fix the pay, and because it more closely graduates the space to the weight. In practical application, the absolute weight and the pro rata space would produce the maximum of pay in any given case, the minimum being the pay and space of the grade next preceding. The Department would

pay for the space actually used, and would call for more when more was needed. After having fixed the method by which we shall make allotment of space, the next important question is, what shall be the

#### RATE OF PAY

per foot per mile on the space allotted? Now, in answering this question we come at once upon another fundamental question, which is: Shall the pay be per mile run or per mile of road? If nothing had gone before, and this complicated problem were approached for the first time, a decision in favor of a rate of pay based on the miles run would likely be favored. But as this method of pay would necessitate a departure from all the usages of the Department from the inception of the railway mail service, and would involve an investigation much more thorough and extended than had been attempted, all the computations and suggestions herewith submitted are based upon the old idea that the pay shall be per mile of road per annum.

Under either of these methods we still want to know the value of a linear foot of car space. In the one case we want to know what is the value of a linear foot of car space running 1 mile, without any reference to the number of miles run, that being contingent upon the length of the road and the number of trips. In the other case we want to know the value of a linear foot of car space running 1 mile, subject to the following conditions, viz:

This foot of space shall run over a mile of road and back again once a day for one year. The one method would give us, as the value of a linear foot of car space, some small fraction of a dollar, ranging between 4 and 13 mills, 4 mills being the least the Department would likely ever venture to suggest, and 13 mills the highest the railroads have ever demanded. The other method would give us some amount ranging between \$2 and \$6 as the value of a linear foot of car space for each mile of road.

On inspection of column 5, Table A, it will be seen that the lowest rate of pay at present is \$42.75 per mile. The next rate is \$64.13 for 500 pounds. The next rate is \$85.50 for 1,000 pounds. The next rate is \$128.25 for 2,000 pounds. The next rate is \$181.47 for 4,000 pounds, with allowances at varying rates for all intermediate weights. If we proceed to fix the minimum rate of pay at \$40 for all weights of 200 pounds and under, the space required being merely nominal, say 5 feet, and build up from that point, we get the following result, rating each additional foot of space at \$4 per mile of road per annum:

200 pounds, 5 feet, pay per mile .....	\$40
500 pounds, 10 feet, pay per mile .....	60
1,000 pounds, 15 feet, pay per mile .....	80
2,000 pounds, 25 feet, pay per mile .....	120
4,000 pounds, 40 feet, pay per mile .....	180
5,000 pounds, 45 feet, pay per mile .....	200

With only slight variation, the first two columns above coincide exactly with the recommendation of the last commission investigating this subject, as contained substantially in the Lyman bill, page 106, Postmaster General's Report, 1884. The last column coincides so nearly with column 5 of Table A, that we may say we have fallen upon an absolute and uniform rate of pay for all weights of 5,000 pounds and under, having fixed the minimum at \$40 per mile per annum. The rate for 5,000 pounds was obtained by adding the value of 45 feet of space, at the rate of the present railroad post-office pay for a 40-foot car, to \$171, the present transportation pay.

The next question to be decided is the rate of pay for each linear foot above 45 feet. Evidently we could not continue the rate of pay at \$4 per foot, indefinitely; nor should we be compelled to do so in an attempt to arrive at a fair and reasonable rate. The railroads themselves graduate the scale of pay downward as the volume of traffic increases.

For each additional foot of space, therefore, over 45 feet we have fixed the rate of pay at the maximum of \$2.70 per mile per annum. This gives the higher rate of pay to all roads for the first 5,000 pounds of mail carried, and gives a fair and reasonable rate for all over that amount. That this is a fair and reasonable rate, as compared with the present rates, may be shown by setting forth the manner in which we have arrived at it.

The present pay for the transportation of each additional 2,000 pounds of mail above 5,000 is \$21.38. Allowing 10 feet of space for each 2,000 pounds above 5,000, computing the present pay for railway post-office space at \$25 for 40 feet, or \$6.25 for 10 feet, and combining the transportation pay and railway post-office pay, we get \$27.63 for each 10 feet of car space, or \$2.76 for each foot.

From this it will be seen that the rate here prescribed, viz, \$2.70, falls but a little below the present pay. If now we compute the value of a linear foot of car space on the basis of the miles run, retaining the above amounts per mile of road, we get the following results; The space allotted to 200 pounds of mail is paid for at the rate



of \$8 per foot per annum, or 12.78 mills per mile run; the space allotted to 500 pounds of mail is paid for at the rate of \$6 per foot per annum, or 9.58 mills per mile run; the space allotted to 1,000 pounds of mail is paid for at the rate of \$5.33 per foot per annum, or 8.52 mills per mile run; the space allotted to 2,000 pounds of mail is paid at the rate of \$4.50 per foot per annum, or 7.66 mills per mile run; the space allotted to 4,000 pounds of mail is paid at the rate of \$4.50 per foot per annum, or 7.18 mills per mile run; the space allotted to 5,000 pounds of mail is paid for at the rate of \$4.44 per foot per annum, or 7.09 mills per mile run; and each additional foot of space is paid for at the rate of \$2.75 per foot per annum, or 4.40 mills per mile run.

These results, when tabulated, appear as follows:

Pounds.	Space.	Per mile.	Pay (six times a week).	
			Per foot per mile of road.	Per foot per mile run.
	Feet.			Mills.
200.....	5	\$40 00	\$8 00	12.78
500.....	10	60 00	6 00	9.58
1,000.....	15	80 00	5 33	8.52
2,000.....	25	120 00	4 80	7.66
4,000.....	40	180 00	4 50	7.18
5,000.....	45	200 00	4 44	7.09

The general result obtained by applying the foregoing scheme to all routes in the United States gives us an aggregate present pay of \$16,218,997 and an aggregate proposed pay of \$15,489,666, or an aggregate reduction of \$729,331, or about 4½ per cent. This computation was made at first on a basis of \$2.75 for each additional foot of space above 45. It was subsequently thought best to reduce this rate to \$2.70 per linear foot, which would make a reduction greater than that here shown.

The total cost of the transportation of the mails and railway post-office service, October 31, 1885, was \$17,130,827.80. Assuming that the rate of reduction would remain uniform for the amount of service not computed in these tables, viz, \$911,830, we should obtain a total reduction of \$770,363 on the basis of \$2.75, or about \$550,000 on the basis of \$2.70.

The widest divergence between the present rate of pay and that proposed in the foregoing scheme occurs in the case of some routes on which the weights are not great, but a large extra is allowed for railway post-office service. For example, route 38017, with a daily average weight of 1,859 pounds, receives at present \$18,352 for transportation. The proposed pay is \$16,929, making a reduction of \$1,423. But this route received, until recently, an additional compensation of \$25 for a 40-foot car, which increased the pay \$3,779, making the difference between the pay on June 30, 1885, and proposed pay \$5,202. Again, route 11021 has a daily average weight of 2,612 pounds, on which the present pay for transportation is \$32,804. This would be slightly increased by the proposed scheme, and would be \$33,092, with a space allotment of about 30 feet. But the extra allowance of \$25 per mile for a 40-foot car makes the total present pay \$38,799, so that instead of the slight increase in the pay there seems to be an unreasonably large reduction, amounting to \$5,707.

These and other like incongruities result not from any defect in the proposed scheme, but through the lack of uniformity in the present method of fixing the pay.

Still another irreconcilable difficulty occurs in the case where two routes are found to have practically the same weights and the same distances, but a very considerable difference in the pay. For instance, route 21006 and route 14005; their weights are 8300 pounds; their distances 101.29 and 102 miles, respectively. Any uniform method of fixing the pay ought to yield us practically the same sum for these two routes. Yet when we turn to the present pay we find that it is in the one case \$23,490 and in the other case \$27,648, an increase of over \$4,000. On routes 14004 and 23054 present the same anomaly, the weights and distances being practically the same, with a difference of over \$7,000 in the pay.

Another way of disclosing the want of uniformity in the existing methods might be the following: Treat the present pay column in the tables as absolute and uniform, and apply to it some fixed scale, as, for instance, the rate proposed in the present scheme. By noting the great inequalities in the resulting column, we are made aware of the pressing need for some new method of adjustment of pay. Assuming that on each route the present space is necessary, and that 45 feet of it shall be paid for at the rate of \$200 per mile, the problem is to determine at what rate we shall pay for the remaining space in order to produce in each case the present pay. Working out this problem with respect to a number of routes, we get (not burdening

our pages with the number and name of the routes) the following results, in the order indicated: \$3.39, \$2.85, \$3.18, \$4.28, \$3.02, \$5.06, \$3.25, \$7.05, \$3.14, \$6.21, \$2.66, \$2.63, \$2.32, \$5.10, \$2.41, \$2.40, \$2.32, \$2.19, \$2.45, \$5.77, \$2.88, \$3.58, \$3.05, \$3.12, \$2.77, \$2.62, \$2.93, \$2.74, \$3.81, \$4.69, \$2.46, \$4.41, \$3.08, \$2.81, \$3.37, \$2.36, \$2.55, \$2.33, \$1.70, \$1.66, \$1.88, \$2.32, \$2.13, \$0.98, \$0.90, \$1.37, \$1.37, \$1.22, \$0.64, \$1.06, \$1.53, \$1.52, \$0.99, \$0.76.

These several figures correspond to the one fixed expression in the proposed scheme represented by \$2.70. The average of these fifty-three routes gives \$2.79, and suggests that the rate proposed to be applied is not far from fair and reasonable.

The above rates of pay have all had relation to railway post-offices. It is proposed hereafter to discriminate in determining the amount of space required between mails carried in bulk, usually designated as closed mails, and the mails intended to be distributed in transit.

The closed mails are also to be rated at \$2.70 per linear foot, being the space allotted to 500 pounds. The effect of this discrimination will be to reduce somewhat the pay on those roads where large amounts of mail are carried in bulk. If the mails were not closed, it is presumed that about 5 feet for every 1,000 pounds would be allowed, or \$13.50, being five times \$2.70. If the mails were closed, about 2 feet for every 1,000 pounds would be sufficient, or \$5.40, being twice \$2.70. In other words, there would be a difference of \$8.10 per mile for every 1,000 pounds of mail, which by a new adjustment would be discovered to be closed. How radical a reduction this would involve may be seen in the case of a single road. For example, route 6011, New York to Buffalo, 442 miles. Supposing that 1,000 pounds of mail daily should be set down and computed as closed mails, we should have a reduction of \$8.10 for every mile of road, or \$3,580.20 on every 1,000 pounds of closed mails carried the whole length of the line. We may say, in passing, that the weights on this route, as at present given, are an average daily weight over the whole line outward of 74,000 pounds, and an average daily weight inward over the whole line of 25,000 pounds, making a total of 99,000 pounds daily over each mile of road. So long as we pay by weight solely it is necessary to combine these weights and base the pay upon the result, but manifestly on the space basis we need to know only the greatest weight carried at any point on the road, since the space sufficient for the greatest weight must be all that is necessary.

An attempt was made, in the course of this investigation, to devise a scheme which should rest the method of adjustment on the greatest weight found at any point on each route, and some experiments were also made with the average of the terminal weights; but there was such a lack of uniformity in the ratio that these several amounts bore to the average weight over the whole distance, that it was found impossible to prepare any such scheme without rejecting all existing data as to space and pay.

Calculations were made showing the ratio of the greatest weight to the present weight on fifty routes, taken consecutively as they appear in Table H of the Postmaster-General's Report for 1885; also the ratio of the average weight at the termini to the present weight on the same fifty routes. Whilst the greatest weight either way seems to be in the majority of cases about 70 per cent. of the average weight, taken both ways, yet the variations, on comparing particular routes, range from 59 to 95 per cent. A similar lack of uniformity occurs in the case of the average terminal weight. This is another illustration of the great difficulty attending the absolute allotment of space by weight.

I fully agree, therefore, with the report of the Postmaster-General in the fact "that nothing less than the most particular yet comprehensive and judicious inquiry into all the circumstances and elements which affect this subject is sufficient to justify an 'opinion of what rule would be prudent for the Government and fair to the owners of railroads.'" We also agree as to the desirability of causing such satisfactory and thorough examination to be made. As has been before intimated, this investigation does not claim to be complete and final.

The investigation was confined to the simple problem of retaining as nearly as possible the present facilities, and, with a slight decrease in the present pay, making the adjustment of this pay to hinge on the space used instead of on the weight carried. If no radically different scheme shall be inaugurated, it is still desirable that the Department should be authorized to make its adjustment of pay for the future on the space basis. Any recommendations, therefore, that are contained in this paper, and all the computations that have been made, based on the average daily weight, are to be understood in the light of the fact that we would urge a more thorough and complete investigation of this question, involving as it does the expenditure of nearly \$18,000,000, and with little prospect of any check to an annual increase as long as the adjustment is based upon weight. One good result of the adoption of a scheme like that herein proposed, pending a more thorough examination of the subject, would be that it would beyond question furnish a check to this annual increase in cost of the service. This would result in two ways: First, on a great many routes

the space could be held at a fixed amount for a long period; a reweighing would not necessarily show any need for increased space. Secondly, the reduction on account of closed mails would amount to something very considerable. Many of the routes as computed show an increase over the present pay, which would probably disappear altogether when the closed mails were allowed for, assuming that the space as determined by allowing 5 feet for each additional 1,000 pounds over 5,000 would be found to be sufficient. For example, route 10001 shows a proposed increase of nearly \$8,000 over the present pay, but the weight of the closed mails might be safely set down at 8,000 pounds, since in 1883 they were given at 6,000 pounds. This 8,000 pounds, by the proposed scheme, would be allotted a space of 16 feet, instead of 40 feet, as computed. This would make a decrease of \$6,059 by reason of the closed mails, bringing the present pay and the proposed very nearly together.

Under the present system of taking the weights, therefore, all the roads carrying the greatest volume of mails will, under a new adjustment, show some reduction over the results set down in Exhibit A by reason of the closed mails.

In all computations herewith submitted no discrimination has been attempted as between six and seven trips a week, nor between one and two or more trains on the same route.

It is recommended, however, that some discrimination be made in favor of those roads carrying any gross weight on two or more trains daily. Justice to the railroads would seem to demand this. There is increased accommodation to the public, and there is additional service performed which ought to be recognized by the Department, unless we would put a premium upon inefficiency. It is plain, however, that when any gross weight is subdivided we must require on each train a smaller space than that allotted for this weight when carried on one train. As the volume of mail is in no wise increased (the weight on which the space is gauged being the combined weight of two or more trains), it is thought that a slight increase in the annual pay would be sufficient, since in all such cases the number of trains is incidental, the Department simply using facilities already existing. In cases where the necessity might arise for special trains, under control of the Postmaster-General, performing service upon schedules fixed by him, it is manifest that a very considerable increase would be but fair and reasonable, the payments for such facilities to be made out of a special appropriation by Congress for that service. For such cases, where the number of trips is contingent upon the existing schedules of the railroads, we recommend that the additional space for any gross weight, up to and including 5,000 pounds, carried on two or more trains daily, as well as all space for weights above 5,000 pounds daily, be fixed by the Postmaster-General; this additional space to be paid for at the uniform rate of \$2.70 per linear foot per mile per annum.

In practical application this recommendation would work out as follows:

A road carrying 4,000 pounds would be allotted 40 feet, and be paid at the rate of \$180 per mile per annum for 1 round trip daily. For two or more trains daily the space might be increased to 50 feet, the additional 10 feet being paid for at the rate of \$2.70 per foot, making the pay per mile \$207. Whilst this difference would not be sufficient to pay for a train, if it were ordered by the Department, it is deemed sufficient when it is already running, no more weight being carried.

The result of the above modification is not shown in the calculations, but it is believed that the aggregate set forth will not be materially affected, since the increase caused by an additional allowance, if necessary, for space on roads having two or more trains daily, will nearly be balanced by the reduction caused by reason of closed mails.

#### RECOMMENDATIONS.

In conclusion, therefore, and with the understanding that the scheme herein proposed is provisional, though more simple and economical than the present method, having the additional recommendation that it can be made, in practical application, more uniform and absolute, I would suggest as follows:

(1) That the pay to the railroads for transportation of the mails shall henceforward be fixed on the basis of the space used, at a prescribed rate per linear foot of car per mile per annum.

(2) That the space on any route shall be determined by the needs of the service, the weight of the mails, the number of trips, and the frequency of offices being the chief factors.

(3) That in the adjustment of space by linear feet 200 pounds of mail, or less, shall be entitled to pay for space not to exceed 5 feet; from 200 to 500 pounds space, not to exceed 10 feet; from 500 to 1,000 pounds space, not to exceed 15 feet; from 1,000 to 2,000 pounds, space not to exceed 25 feet; from 2,000 to 4,000 pounds, space not to exceed 40 feet; from 4,000 to 5,000 pounds, space not to exceed 45 feet, the weight to be ascertained in such manner as the Postmaster-General shall direct, and no additional space shall be paid for unless it is found to be necessary.

(4) That the pay for linear feet of space shall be as follows:

For 5 feet of space, 1 round trip daily, at the rate of \$40 per mile per annum; for 10 feet of space, 1 round trip daily, \$60 per mile per annum; for 15 feet of space, 1 round trip daily, \$80 per mile per annum; for 25 feet of space, 1 round trip daily, \$120 per mile per annum; for 40 feet of space, 1 round trip daily, \$160 per mile per annum; for 45 feet of space, 1 round trip daily, \$200 per mile per annum, and for all space intermediate between these fixed grades, a pro rata rate of pay per mile per annum. The additional space above 45 feet shall be determined by the Department and shall be paid for at the uniform rate of \$2.70 per linear foot per mile per annum.

(5) That in all railway post-offices the weight of mails should not exceed double the weight allotted to the corresponding space, and for any gross weight carried on two or more trains daily, an increase of space may be ordered by the Postmaster-General, as the nature of the service may require, the additional space to be paid for at the uniform rate of \$2.70 per linear foot per mile per annum. In all these estimates a linear foot is to be understood as referring to an inside measurement, and the minimum car width should be fixed at 8 feet 6 inches or its equivalent in floor space; and the rates of pay herein recommended are to cover the entire cost of the service, furniture, fixtures in the car, transportation of postal clerks, and other officials designated by the Postmaster-General.

Respectfully submitted.

A. LEO KNOTT,  
*Second Assistant Postmaster-General.*

HON. WILLIAM F. VILAS,  
*Postmaster General.*

#### PROPOSED BILL FOR THE READJUSTMENT OF COMPENSATION FOR THE TRANSPORTATION OF THE MAILS ON RAILROAD ROUTES.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Postmaster-General is authorized and directed to readjust the compensation to be paid for the transportation of the mails on railroad routes upon the conditions and at the rates hereinafter mentioned, and which shall take effect July 1, 1890:

First. That the mails shall be carried upon any train at the request of the Postmaster-General, and railroad companies shall provide necessary depot-rooms, with heat and light for the same; shall transfer mails between trains at depots when required by the Postmaster-General, and shall transport free of charge the superintendent and assistant superintendents of the railway mail service, and post-office inspectors, upon the exhibition of their credentials, and railway postal clerks over the lines upon which they may be assigned to duty, and shall convey, without specific charge therefor, all mail bags, post-office blanks, and stationery supplies.

Second. That the compensation for carrying closed mails and for railway post-office service, the minimum car width in every case being hereby fixed at 8 feet and 6 inches, inside measurement, or its equivalent in floor space, shall not exceed the following rates, namely: For 5 linear feet of space, \$40; 10 feet, \$60; 15 feet, \$80; 25 feet, \$120; 40 feet, \$180; 45 feet, \$200. Additional space required may be paid for at a rate not exceeding \$2.70 per linear foot per mile per annum. And the adjustment of space by linear feet (inside measurement) on roads carrying 5,000 pounds daily and under shall be as follows: For a daily average of 25 to 500 pounds of mail, not to exceed 10 feet; from 500 to 1,000 pounds, not to exceed 15 feet; from 1,000 to 2,000 pounds, not to exceed 25 feet; from 2,000 to 4,000 pounds, not to exceed 40 feet; from 4,000 to 5,000 pounds, not to exceed 45 feet, such weights to be ascertained under rules and regulations made by the Postmaster-General, and in all railway post-offices the load shall not exceed double the greatest weight for the respective lengths as herein provided, and all space in addition to that herein prescribed shall be determined by the Postmaster-General, and shall be paid for at the uniform rate of \$2.70 per linear foot, and no additional space shall be required or paid for unless found to be necessary: *Provided*, That the pay for transportation of mails upon any railroad route for 6 round trips or more per week shall not be less than \$40 per mile per annum, the space in no case to be less than 10 feet when distribution is required, and at any post-office contiguous to the railroad route, and where the trains do not make regular stops, the Postmaster-General may require that the mails shall be exchanged directly with the railway post-offices at the nearest available point upon the track. The adjustment of rates prescribed by this act shall be for six round trips per week, or as much oftener as the trains may be run.

Third. That the Postmaster-General is authorized to make special contracts upon the most favorable terms in respect to cost, facilities, and schedules for the transportation of the through mails, or any portion of them, between points connected by two or more railroads whenever, in his opinion, it is deemed to the best interest of the service to do so: *Provided*, The rates paid shall not exceed \$2.70 per linear foot per mile per annum.

Fourth. All acts and parts of acts inconsistent or in conflict with the provisions of this act are hereby repealed; but nothing herein shall be construed to repeal or change existing law, in so far as it discriminates against land-grant or subsidy railroads in fixing relative rates of compensation to such roads for the transportation of the mails.

TABLE A.—*Inland mail service, June 30, 1886.—Cost, appropriations, estimates, rates of increase and decrease.*

Items.	Cost for 1885.	Cost for 1886.	Percentage of increase or decrease in cost for 1886 as to cost for 1885.		Appropriation for 1887.	Percentage of increase or decrease in appropriation for 1887 as to cost for 1886.		Estimate for 1888.	Percentage of increase or decrease in estimate for 1888 as to appropriation for 1887.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, star routes	\$5,414,894	\$5,352,181		1.16	\$5,350,000	9.30		\$5,500,000 00		5.98
Inland transportation, steamboat routes	563,092	440,419		20.71	575,000	28.80		490,000 00		14.78
Inland transportation, railroad routes	14,768,495	15,520,191	5.16		15,365,432	0.48		15,867,962 00	1.74	
Railway post-office car service	1,869,488	1,816,821		2.84	1,868,000		0.46	1,834,560 00	7.00	
Necessary and special facilities on trunk lines	250,000	251,726	0.69		201,000	15.60		203,987 53	1.71	
Railway post-office clerks	4,260,118	4,516,826	5.53		4,800,000	6.27		4,990,240 63	3.96	
Mail messenger service	879,217	834,860		5.05	900,000	7.80		900,000 00		
Mail locks and keys	23,962	19,898		16.55	20,000	0.02		23,000 00	15.00	
Mail bags and mail-bag catchers	245,965	268,138	9.00		260,000		3.03	275,000 00	5.77	
Miscellaneous items in the Office of the Second Assistant Postmaster-General	984	579		41.15	1,000	72.71		1,000 00		
Total					80,100,432			80,277,750 15	0.58	

NOTE.—In this table fines and deductions are not considered; the amounts actually disbursed appear in the report of the Auditor for the Post-Office Department.

B.—Table of inland mail service in operation June 30, 1886.

[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 route.	Length of routes and annual cost in each class of service.						Number of miles traveled per annum.				Total annual cost.	
		Star.		Steamboat.		Railroad.		Star service.	Steamboat.	Railroad.	Total.		
		Miles.	Dollars.	Miles.	Dollars.	Length.	Annual pay for transportation.						
						Miles.	Dollars.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	
Maine.....	5,155	3,611	89,792	334	5,594	1,190	14,151	158,823	70,409	1,517,881	3,568,539	254,119	
New Hampshire.....	2,025	1,214	34,764	76	2,650	745	81,718	87,360	15,080	1,435,782	3,589,461	124,787	
Vermont.....	2,334	1,468	39,683	80	12,034	808	165,647	108,060	15,080	1,439,861	2,327,963	148,243	
Massachusetts.....	3,559	1,165	78,822	83	12,168	1,014	337,585	34,059	371,644	5,439,019	6,488,957	462,640	
Rhode Island.....	1,824	816	33,740	202	12,168	245	29,493	33,083	163,064	2,991,353	3,006,894	57,242	
Connecticut.....	14,187	7,520	385,582	221	11,096	1,108	230,492	25,298	354,790	14,542,913	8,579,146	238,520	
New York.....	2,637	1,817	34,506	.....	.....	6,436	1,131,112	103,308	1,397,450	4,892,316	19,271,916	1,727,008	
New Jersey.....	13,637	9,011	269,152	.....	.....	1,096	284,351	38,638	302,979	5,547,323	5,118,141	1,377,485	
Pennsylvania.....	4,551	2,335	7,663	.....	.....	6,016	685,165	98,072	923,237	11,960,850	16,736,050	1,192,989	
Delaware.....	4,865	2,210	70,377	1,040	13,215	319	28,814	28,814	.....	11,371,009	497,381	38,477	
Maryland.....	1,370	857	155,809	697	35,222	1,206	319,520	58,451	323,232	3,453,831	5,082,019	470,878	
Virginia.....	6,885	6,134	70,774	88	6,500	2,846	401,220	471,944	201,150	3,453,767	7,972,190	660,045	
West Virginia.....	12,798	167	131,257	425	12,085	1,713	187,845	83,905	54,600	4,915,050	7,771,767	169,479	
North Carolina.....	5,523	3,492	59,022	51	1,582	1,440	157,394	170,360	19,804	1,486,071	4,604,286	314,330	
South Carolina.....	10,452	6,836	69,522	13	1,000	3,581	317,706	397,383	19,804	4,052,029	8,182,379	227,967	
Georgia.....	5,092	2,708	58,044	576	35,005	1,420	91,228	397,136	7,488	1,082,861	6,026,128	407,672	
Florida.....	11,416	8,760	14,392	435	7,500	2,231	297,131	247,528	169,792	1,336,410	5,132,273	194,917	
Alabama.....	8,849	5,895	96,115	476	5,009	2,458	234,653	247,528	79,292	2,462,188	5,108,213	307,424	
Mississippi.....	10,155	8,707	130,036	134	2,000	2,458	135,982	255,187	27,824	2,573,825	3,859,423	353,202	
Tennessee.....	16,086	8,207	125,958	274	21,880	2,531	334,956	148,091	97,820	1,571,041	4,414,228	290,117	
Kentucky.....	10,086	6,246	167,539	250	17,800	2,530	334,956	368,791	253,876	3,692,778	6,638,845	518,590	
Ohio.....	9,173	4,492	89,782	250	17,800	2,530	1,899,265	377,003	194,532	16,944,558	19,799,282	2,446,767	
Indiana.....	12,469	4,552	138,482	268	7,807	2,574	978,109	2,707,085	79,863	10,638,808	12,539,701	1,898,092	
Illinois.....	10,165	4,703	120,170	26	168	2,574	474,595	14,422	79,863	5,428,848	6,280,783	638,010	
Michigan.....	10,862	3,108	162,376	26	168	4,489	474,595	530,517	2,479	5,428,848	6,280,783	638,010	
Wisconsin.....	12,610	5,030	104,501	173	9,547	6,083	658,330	731,585	2,479	5,428,848	6,280,783	638,010	
Minnesota.....	10,862	3,108	162,376	26	168	4,489	474,595	530,517	2,479	5,428,848	6,280,783	638,010	
Iowa.....	12,610	5,030	104,501	173	9,547	6,083	658,330	731,585	2,479	5,428,848	6,280,783	638,010	
Missouri.....	10,862	3,108	162,376	26	168	4,489	474,595	530,517	2,479	5,428,848	6,280,783	638,010	
Arkansas.....	9,713	7,671	124,684	1,313	50,638	6,433	872,335	998,769	2,239,012	8,213,453	11,611,492	1,506,552	
Louisiana.....	5,803	3,898	76,784	590	57,004	996	75,413	75,413	250,016	975,558	2,801,220	204,801	

Texas	19,686	13,377	274,179	37	600	6,863	547,276	4,476,585	8,424	5,435,825	9,970,884	522,055
Indian Territory	2,803	2,736	47,974	...	...	76	2,661	737,964	...	54,473	792,437	50,635
Kansas	16,219	10,433	164,294	...	...	4,781	487,337	3,453,881	...	4,723,530	8,182,411	638,420
Nebraska	10,377	6,878	111,573	...	...	3,499	588,764	1,954,938	...	3,232,001	5,246,959	774,537
Dakota Territory	8,842	6,866	147,769	...	...	1,476	81,011	1,823,042	...	94,011	2,770,912	241,800
Montana Territory	8,349	8,269	101,098	...	...	80	5,839	1,062,581	...	53,064	1,120,645	104,965
Wyoming Territory	2,452	2,110	78,531	...	...	543	71,776	740,751	...	337,946	1,078,697	150,337
Colorado	6,239	3,706	132,890	...	...	2,523	265,080	1,049,158	...	2,388,127	3,437,285	397,960
New Mexico Territory	8,815	2,736	74,037	...	...	1,079	64,031	807,452	...	798,417	1,605,869	133,068
Arizona Territory	8,306	2,751	92,795	...	...	565	68,449	804,782	...	416,880	1,221,653	181,244
Utah Territory	8,428	2,211	77,908	...	...	1,217	113,847	823,870	...	885,680	1,734,550	191,747
Idaho Territory	2,605	2,535	113,583	...	...	70	4,010	1,019,208	...	43,674	1,063,883	116,538
Washington Territory	5,471	2,497	78,907	...	...	965	98,339	677,637	...	632,946	1,308,589	231,423
Oregon	5,781	4,618	124,012	...	...	873	103,974	1,238,089	...	640,976	2,027,031	243,073
Nevada	2,874	2,337	64,811	...	...	537	35,297	507,937	...	337,251	905,208	100,168
California	12,731	8,646	288,233	...	...	3,576	490,955	3,224,910	...	3,183,499	6,638,981	868,361
Alaska	240	240	1,000	...	...	...	...	5,760	...	...	5,760	1,000
Total	368,060	223,915	5,832,181	10,813	446,419	123,933	15,520,191	58,227,721	3,117,595	165,698,339	382,044,705	28,135,113
Railway postal clerks	...	...	...	...	...	...	...	...	...	...	...	519,526
Mail messengers	...	...	...	...	...	...	...	...	...	...	...	4,894,860
Aggregate	...	...	...	...	...	...	...	...	...	...	...	38,498,708



C.—Railroad service as in operation on the 30th of June, 1886.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per 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.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>MAINE.</b>										
1	Boundary Line (n. o.) and Presque Isle.	New Brunswick Rwy.	30.51	12	1,408 64	.....	1,408 64	46 17	.....	
2	Newport and Dexter.	Maine Central R. R.	14.92	12	752 71	.....	752 71	50 45	.....	
3	Farmington and Brunswick.	do	67.65	10.43	5,379 52	.....	5,379 52	79 52	.....	
4	Belfast and Burnham Village.	do	33.29	12	2,277 03	.....	2,277 03	68 40	.....	
5	Portland and Skowhegan.	do	102.93	11.19	11,068 64	.....	11,068 64	107 73	.....	
6	Portland and Bangor.	do	138	19.09	32,464 74	.....	32,464 74	278 73	.....	
7	Portland, Me., and Norton Mills, Vt.	Grand Trunk Rwy. Co. of Canada.	165.73	11.16	20,971 47	.....	20,971 47	126 54	.....	
8	Portland, Me., and Rochester, N. H.	Portland and Rochester R. R.	55	15	6,912 95	.....	6,912 95	125 69	.....	
9	Milo Junction and Katahdin Iron Works.	Bangor and Katahdin Iron Works Rwy.	18.9	6	807 97	.....	807 97	42 75	.....	
10	Portland, Me., and Fabyan House, N. H.	Portland and Ogdensburg R. R.	89.99	18.09	8,848 71	.....	8,848 71	98 33	.....	
11	Brunswick and Bath.	Maine Central R. R.	9.17	28	1,262 34	.....	1,262 34	137 66	.....	
12	Bangor and Vanceborough.	do	114.86	12	21,507 53	.....	21,507 53	187 25	.....	
13	Bangor and Bucksport.	do	20.55	12	1,458 43	.....	1,458 43	70 97	.....	
14	Oldtown and Greenville.	Bangor and Piscataquis R. R.	78.07	6	5,273 62	.....	5,273 62	67 55	.....	
15	Woolwich and Rockland.	Knox and Lincoln R. R.	49.11	12	5,374 59	.....	5,374 59	109 44	.....	
16	Houlton and New Brunswick (n. o.)	New Brunswick Rwy.	4	12	108 36	.....	108 36	49 59	.....	
17	Calais and Princeton.	Saint Croix and Penobscot R. R.	21.28	6	909 72	.....	909 72	42 75	.....	
18	Oakland and North Anson.	Somerset Rwy.	25.77	17.57	1,432 29	.....	1,432 29	55 58	.....	
19	Mechanic Falls and Gilbertville.	Rumford Falls and Buckfield R. R.	27.45	17.57	1,525 67	.....	1,525 67	55 58	.....	
20	Farmington and Phillips.	Sandy River R. R.	18.25	12	780 18	.....	780 18	42 75	.....	
21	Lewiston and South Auburn.	Grand Trunk Rwy. Co. of Canada.	5.97	9	255 21	.....	255 21	42 75	.....	
22	Bridgton Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R.	16.30	12	724 69	.....	724 69	44 46	.....	
23	Monson Junction (n. o.) and Monson.	Monson R. R.	6.16	12	263 34	.....	263 34	42 75	.....	
24	Bangor and Bar Harbor.	Maine Central R. R.	60.45	6	3,023 31	.....	3,023 31	71 82	.....	
25	Strong Station (n. o.) and Kingfield.	Franklin and Megalloway R. R.	15.19	6	649 37	.....	649 37	42 75	.....	
			1,179.50		142,151.03		10,671.50	138,822.53		

## NEW HAMPSHIRE.

✓ 1001	Concord and Nashua .....	Concord R. R. Corporation .....	36.28	40.99	8,809.50	907.00	9,716.50	942.82	25.00
✓ 1002	Concord and Portsmouth .....	do .....	59.10	10.14	4,653.52		4,653.52	78.06	
✓ 1003	Manchester and North Weare .....	do .....	19.93	12	852.86		852.86	42.75	
✓ 1004	Rockport and Pittsfield .....	do .....	20.35	12	1,113.55		1,113.55	54.73	
✓ 1005	vacant .....	do .....							
✓ 1006	Groton Junction (n. o.) and Concord .....	Boston and Lowell R. R. Corporation .....	145.88	20.3	21,329.11		21,329.11	146.21	
✓ 1007	Fabyan House N. H., and South Lunenburg, Vt. .....	do .....	24.26	18.01	1,700.86		1,700.86	70.11	
✓ 1008	Concord, N. H., and White River Junction, Vt. .....	do .....	69.76	23.22	13,062.56	1,744.00	14,806.56	187.25	25.00
✓ 1009	Concord and Claremont Junction (n. o.) .....	do .....	56.92	12.2	3,455.61		3,455.61	60.71	
✓ 1010	Contoosook and Peterborough .....	do .....	32.72	16.00	1,650.72		1,650.72	50.45	
✓ 1011	Nashua and Keene .....	do .....	55.81	13.06	4,771.75		4,771.75	85.50	
✓ 1012	Rochester, N. H., and Worcester, Mass. .....	Worcester, Nashua and Rochester R. R. .....	95.04	11.93	13,370.61		13,370.61	129.11	
✓ 1013	Dover and Alton Bay .....	Boston and Maine R. R. .....	28.42	15.85	1,822.57		1,822.57	64.13	
✓ 1014	Conway Junction (n. o.), Mo., and North Conway, N. H. .....	do .....	71.81	8.53	6,202.55		6,202.55	87.21	
✓ 1015	Wolfborough Junction and Wolfborough .....	do .....	12.14	12	518.98		518.98	42.75	
✓ 1016	Portsmouth and Dover .....	Boston and Maine R. R. .....	11.62	16.09	496.75		496.75	42.75	
✓ 1017	vacant .....	do .....							
✓ 1018	Whitefield Junction (n. o.) and Meadows .....	Whitefield and Jefferson R. R. .....	8.50	6	363.37		363.37	42.75	
✓ 1019	vacant .....	do .....							
✓ 1020	Franklin and Bristol .....	do .....							
✓ 1021	Rollinsford (n. o.) and Great Falls .....	Boston and Lowell R. R. Corporation .....	13.13	6	561.30		561.30	42.75	
✓ 1022	Plymouth and North Woodstock .....	Boston and Maine R. R. .....	2.08	24	121.45		121.45	45.32	
		Boston and Lowell R. R. Corporation .....	21.06	8.13	900.31		900.31	42.75	

## VERMONT.

✓ 2001	Readsborough, Vt., and Hoosac Tunnel Station (n. o.), Mass. .....	Deerfield River Company .....	785.49	6	84,717.93	2,651.00	87,368.93	42.75	
✓ 2002	Windsor, Vt., and Rouse's Point, N. Y. .....	Central Vermont R. R. .....	11.30		483.07		483.07	42.75	
✓ 2003	Bellevue Falls and Essex Junction .....	do .....	158.77	20.56	27,829.20	3,012.50	30,841.70	175.28	25.00
✓ 2004	Bellevue Falls and Windsor .....	Sullivan County R. R. .....	127.97	18.20	20,132.24		20,132.24	157.92	
✓ 2005	Brattleborough and Bellevue Falls .....	Vermont Valley R. R. Co. of 1871 .....	25.50	21	4,295.22		4,295.22	168.44	
✓ 2006	Saint Albans and Canada Line (n. o.) .....	Central Vermont R. R. .....	24.04	21	4,069.73		4,069.73	169.29	
✓ 2007	Saint Albans and Richmond .....	Missisquoi R. R., W. C. Smith and B. P. Cheney, trustees .....	17.33	18.50	1,609.25		1,609.25	92.34	
✓ 2008	Leicester Junction, Vt., and Addison Junction, N. Y. .....	Central Vermont R. R. .....	28.79	6	1,747.84		1,747.84	60.71	
✓ 2009	Richford and Newport .....	Southeastern Rwy., W. C. Van Horne, Wm. Farwell, and Wm. Budgett, trustees .....	15.63	6	668.18		668.18	42.75	
		do .....	31.57	12	2,726.38		2,726.38	86.36	

1902.  
Covered by route No.

R. R. O. \$25 per mile for  
139.16 miles.

C.—Railroad service as in operation on the 30th of June, 1898—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office earn.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
VERMONT—Continued.										
2010	White River Junction and Derby Line.	Connecticut and Passumpsic Rivers R. R.	115.29	22	16,500 25	16,500 25	16,500 25	148 64		
2011	South Lunenburg and Swanton	Boston and Lowell R. R. Corporation.	118.56	6.89	8,514 97	8,514 97	8,514 97	71 82		
2012	Wells River and Montpelier	Montpelier and Wells River R. R.	38.85	16.48	2,790 20	2,790 20	2,790 20	71 82		
2013	White River Junction and Woodstock.	Woodstock R. R.	14.44	12	642 00	642 00	642 00	44 46		
2014	Burlington and Cambridge Junction (n. o.).	Burlington and Lamotte R. R.	34.40	12	2,088 42	2,088 42	2,088 42	80 71		
2015	Rutland and Bennington	Bennington and Rutland Rwy.	57.82	20.51	8,948 22	8,948 22	8,948 22	154 76		
2016	Brattleborough and South Londonderry.	Central Vermont R. R.	36.40	6	1,898 62	1,898 62	1,898 62	52 16		
2017	Montpelier Junction (n. o.) and Montpelier	do	7.63	18	332 74	332 74	332 74	43 61		
2018	North Bennington and State Line (n. o.).	Bennington and Rutland Rwy.	2.02	24	319 52	319 52	319 52	153 18		
			866.31		105,647 05	3,012 50	108,659 55			
MASSACHUSETTS.										
2001	Boston, Mass., and Portland, Me.	Boston and Maine R. R.	109.35	42.78	40,202 52	10,935 00	51,137 52	367 65	100 00	
2002	Boston and East Saugus	do	10.74	24.93	24,409 13		459 13	42 75		
2003	Salem and Haverhill	do	33.69	28	1,397 39		1,397 39	70 97		
2004	Salem and Marblehead	do	3.99	18.78	170 57		170 57	42 75		
2005	Salem and Lawrence	do	22.53	18	654 00		654 00	42 75		
2006	Frammingham, Mass., and Valley Falls, R. R.	New York and New England R. R.	14.46	18	618 16		618 16	42 75		
2007	East Salisbury and Amesbury	Boston and Maine R. R.	4.40	21	238 01		238 01	53 01		
2008	Wenham Depot and Essex	do	5.45	12	232 98		232 98	42 75		
2009	Wynn and Northbrook	do	6.38	16.16	430 96		430 96	67 55		
2010	Wickfield and Feelsbury	do	2.09	12	345 84		345 84	42 75		
2011	Boston, Mass., and Portland, Me.	do	116.33	34.45	19,395 70		19,395 70	166 78		
2012	Boston and Medford	do	6.31	24	227 00		227 00	42 75		
2013	Georgetown and Haverhill	do	7.31	16.07	312 50		312 50	42 75		

Station	30.80	21	2,254.72	2,254.72	19,927.50	138,580.68	574.06	150.00	For 88.03 miles to Springfield. For 102.66 miles rest. dne.
Waldfield Junction (n. o.) and Newburyport.	30.80	21	2,254.72	2,254.72	19,927.50	138,580.68	574.06	150.00	
Newton Junction, N. H., and Morris, Mass.	4.85	18	207.83	207.83			42.75		
Boston, Mass., Nashua, N. H.	38.85	62.71	10,500.94	996.25			271.04	25.00	
Lowell and Lawrence	14.08	31	601.92	601.92			42.75		
Wilmington and Woburn	2.88	20	113.95	113.95			42.75		
Somerville Station (n. o.) and North Braintree	18.70	21.43	842.17	842.17			42.75		
Ayer and Lowell	17.03	18	1,266.86	1,266.86			74.89		
Boston and Greenfield	105.40	37.51	19,736.15	19,736.15			187.35		
Greenfield and North Adams	87.83	20	6,093.63	6,093.63			160.74		
South Acton and Hudson	8.83	27	392.58	392.58			44.46		
Ayer, Mass., and Greenfield, N. H.	23.96	12	1,556.92	1,556.92			64.98		
Boston, Mass., and Albany, N. Y.	201.29	34.49	115,653.18	10,927.50			574.06		
Grafton Depot (n. o.) and Milbury	4.46	13	190.66	190.66			42.75		
Attitude Station (n. o.) and Newton Lower Falls	2.09	21	89.84	89.84			42.75		
South Framingham and Milford	12.38	24	771.50	771.50			62.43		
Pittsfield and North Adams	21.41	31	1,812.35	1,812.35			84.05		
Palmer and Winchendon	50.18	14.88	2,789.00	2,789.00			55.58		
North Brookfield and East Brookfield	4.32	27	193.23	193.23			42.75		
Natick and Saxtonville	3.94	13	168.43	168.43			42.75		
Cook Street Station (n. o.) and Bell, N. Y.	22.64	12.06	1,006.57	1,006.57			44.46		
North Grafton Station (n. o.) and Grafton	8	80	128.25	128.25			42.75		
Boston, Mass., and Providence, R. I.	44	54.81	10,608.84	2,200.00			241.11	50.00	
Boston and Dedham	9.75	24.39	583.54	583.54			59.55		
Canton Junction (n. o.) and Stoughton	4.16	24	177.84	177.84			42.75		
Boston and South Braintree	11.38	134.72	2,476.82	2,476.82			218.08		
South Braintree Junction (n. o.), Mass., and Newport, R. I.	61.25	22.74	7,803.25	7,803.25			127.40		
South Abington and Bridgewater	8.13	10.18	347.55	347.55			42.75		
Middleborough and Provincetown	86.30	12	11,805.84	11,805.84			136.80		
Attleborough and Middleborough	22	14.73	940.50	940.50			42.75		
South Braintree and Fall River	35.17	83.22	2,766.47	2,766.47			78.66		
Buzzard's Bay and Wood's Holl	17.63	12	1,143.43	1,143.43			64.18		
South Braintree and Plymouth	26.52	19.21	1,836.77	1,836.77			69.28		
Sterling Junction and Pratt's Junction	4.83	18	260.19	260.19			53.87		
Yarmouth Junction (n. o.), and Hyannis	3.54	13	151.83	151.83			42.75		
South Framingham and Lowell	22.44	13	8,574.81	8,574.81			121.41		
Fairhaven and West Wareham	15.59	13	786.51	786.51			50.45		

For 98.63 miles to  
Springfield.  
For 102.66 miles res-  
due.

C.—Railroad service as in operation on the 30th of June, 1886—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for railway post- office cars. Dollars.	Total annual pay.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
MASSACHUSETTS—Continued.										
30051	New Bedford and Fitchburg	Old Colony R. R.	93.64	23.92	9,287 21	9,287 21	9,287 21	99 18	.....	
30052	East Thompson, Conn., and South- bridge, Mass.	New York and New England R. R.	18	13.02	846 54	846 54	846 54	47 03	.....	
30053	Greenfield and Turner's Falls	Fitchburg R. R.	4.87	10.79	216 52	216 52	216 52	44 46	.....	
30054	New Bedford and Fall River	Old Colony R. R.	14.85	18	634 83	634 83	634 83	42 75	.....	
30055	Fitchburg, Mass., and Bellows Falls, Vt.	Cheshire R. R.	64.60	18	9,500 07	9,500 07	9,500 07	147 06	.....	
30056	South Vernon Junction (n.o.), Mass., and Keene, N. H.	Connecticut River R. R.	24.93	12	1,677 73	1,677 73	1,677 73	70 11	.....	
30057	Warrenton and Winchendon	Fitchburg R. R.	37.07	16.31	3,382 01	3,382 01	3,382 01	89 78	.....	
30058	Winchendon, Mass., and Peter- borough, N. H.	Cheshire R. R.	16.58	9.59	708 79	708 79	708 79	42 75	.....	
30059	Millford and Bellingham	Millford and Woonsocket R. R.	4.03	24	210 75	210 75	210 75	42 75	.....	
30060	Millford and Ashland	do	11.85	12	500 58	500 58	500 58	42 75	.....	
30061	Attleborough and North Attle- borough	Boston and Providence R. R.	4.08	18	268 02	268 02	268 02	65 84	.....	
30062	Brattleborough, Vt., and New Lon- don, Conn.	Central Vermont R. R.	121.39	21.69	13,389 31	13,389 31	13,389 31	110 30	.....	
30063	Lawrence, Mass., and Manchester, N. H.	Manchester & Lawrence R. R.	27.07	18	2,314 48	2,314 48	2,314 48	85 50	.....	
30064	Brattle Junction (n.o.) and King- ston Station (n.o.)	Old Colony R. R.	32.20	21.03	1,872 10	1,872 10	1,872 10	58 14	.....	
30065	Atlantic and West Quincy	do	3.87	16	156 89	156 89	156 89	42 75	.....	
30066	Spencer and South Spencer (n.o.)	Spencer R. R.	2.18	24	95 06	95 06	95 06	43 61	.....	
30067	Springfield and South Vernon Junc- tion (n.o.)	Connecticut River R. R.	51.88	36.3	9,609 91	9,609 91	9,609 91	186 39	.....	
30068	Springfield and Athol	Boston and Albany R. R.	47.89	6	2,743 61	2,743 61	2,743 61	57 29	.....	
30069	Holyoke and Westfield	New Haven and Northamp- ton Company.	11.20	12	478 80	478 80	478 80	42 75	.....	
30070	Ashburnham Depot and Ashburn- ham	Fitchburg R. R.	2.62	21	112 00	112 00	112 00	42 75	.....	
30071	Van Dusen and State line	Housatonic R. R.	11.12	9.36	475 38	475 38	475 38	42 75	.....	
30072	Boston and Waltham	Fitchburg R. R.	11.05	20.41	473 38	473 38	473 38	42 75	.....	
30073	Revere and Deaham	Boston and Providence R. R.	2.22	26.39	132 86	132 86	132 86	59 85	.....	
30074	Boston and Cook Street Station (n.o.)	Boston and Albany R. R.	9.14	35.75	679 02	679 02	679 02	74 39	.....	
30075	Bellingham and Franklin	Millford and Woonsocket R. R.	5.37	33	229 56	229 56	229 56	42 75	.....	

✓ 3076 ✓ 3077	North Abington and Hanover ..... Old Colony House Station (n. o.) and Hall.	Hanover Branch R. R. .... Nantasket Beach R. R. ....	8.28 7.75	13.12 12	353.97 331.81	337,585.42	34,058.75	353.97 331.81	42.75 42.75	
			1,003.94							
RHODE ISLAND.										
✓ 4001	Providence, R. I., and Worcester, Mass.	Providence and Worcester R. R.	43.92	35.85	5,031.91			5,031.91	114.57	
✓ 4002	Providence, R. I., and Groton, Conn.	New York, Providence and Boston R. R.	61.8	43.05	15,640.34	3,090.00		18,730.34	253.08	50.00
✓ 4003	Providence, R. I., and Willimantic, Conn.	New York and New England R. R.	58.61	19.25	4,000.00			4,000.00	79.52	
✓ 4004	Providence and Bristol	Providence, Warren and Bris- tol R. R.	15.35	21	1,063.14			1,063.14	60.26	
✓ 4005	Warren, R. I., and Fall River, Mass.	Fall River, Warren and Provi- dence R. R.	9.14	18	445.48			445.48	48.74	
✓ 4006	Providence and Pascoag	Providence and Springfield R. R.	23.17	12	1,024.44			1,024.44	70.11	
✓ 4007	Kingston Depot (n. o.) and Narra- gansett Pier	Narragansett Pier R. R. ....	9.15	15.6	453.74			453.74	49.59	
✓ 4008	New York, Providence and Amherst and Hope	New York, Providence and Boston R. R.	10.62	12	490.32			490.32	46.17	
✓ 4009	Wood River Junction (n. o.) and Hope Valley	Wood River Branch R. R. ....	5.93	18	253.50			253.50	42.75	
✓ 4010	Amherst and Warwick	New York, Providence and Boston R. R.	77	12	329.17			329.17	42.75	
			245.39		20,592.70	3,090.00		33,082.70		
CONNECTICUT.										
✓ 5001	Norwich, Conn., and Worcester, Mass.	New York and New England R. R.	59.68	24.83	5,868.33			5,868.33	98.33	
✓ 5002	New Britain and Berlin Junction (n. o.)	New York, New Haven and Hartford R. R.	3	18	128.25			128.25	42.75	
✓ 5003	Middletown and Berlin Depot (n. o.)	.....do	10.90	24	408.06			408.06	45.32	
✓ 5004	New Haven and New London	.....do	51.73	34	13,326.10	2,559.00		15,915.10	257.36	50.00
✓ 5005	New York, N. Y., and Springfield, Mass.	.....do	136	80.33	109,885.28	22,708.50		132,593.78	897.98	190.00
✓ 5006	Waterbury and Watertown	Naugatuck R. R.	6.42	12	285.43			285.43	44.46	140.00
✓ 5007	Boston, Mass., and Hopewell Junc- tion, N. Y.	New York and New England R. R.	214.94	17.81	36,754.74			36,754.74	171.00	
✓ 5008	Vernon and Melrose	.....do	13.15	11.06	502.10			502.10	42.75	
✓ 5009	New Haven, Conn., and Williams- burgh, Mass.	New Haven and Northampton Company	85.52	19.08	9,213.06			9,213.06	107.73	
✓ 5010	Bridgport and Winsted	Naugatuck R. R.	62.29	21.63	7,562.62			7,562.62	121.41	

For 73.37 miles to New  
Haven.  
For 62.63 miles residue.

Covered by route No.  
8062.

C.—Railroad service as in operation on the 30th of June, 1886—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per 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.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
CONNECTICUT—Continued.										
5012	Bridgeport, Conn., and Pittsfield, Mass.	Housatonic R. R.	110.55	12.84	12,382.70	.....	12,382.70	112.61	.....	
5013	South Norwalk and Danbury	Danbury and Norwalk R. R.	23.5	31	2,441.65	.....	2,441.65	103.46	.....	
5014	New Haven and Williamantic	New York, New Haven and Hartford R. R.	54.66	15.84	8,131.76	.....	8,131.76	148.77	.....	
5015	Hartford and Saybrook Point.	Hartford and Connecticut Valley R. R.	46.99	19.65	5,950.67	.....	5,950.67	129.11	.....	
5016	Hartford, Conn., and Springfield, Mass.	New York and New England R. R.	32.5	12	2,090.63	.....	2,090.63	64.13	.....	
5017	New Haven and Ansonia	New Haven and Derby R. R.	13.27	24	884.97	.....	884.97	66.69	.....	
5018	Hartford, Conn., and Rhinecliff, N. Y.	Hartford and Connecticut Western R. R.	116.75	13	9,943.13	.....	9,943.13	89.78	.....	
5019	Litchfield and Hawleyville	Shepaug R. R.	32.98	12	1,635.47	.....	1,635.47	49.59	.....	
5020	Turnersville and Colchester	New York, New Haven and Hartford R. R.	4.2	18	179.55	.....	179.55	42.75	.....	
5021	Farmington Station (n. o.) and New Hartford.	New Haven and Northampton Company.	14.57	18	810.89	.....	810.89	56.43	.....	
5022	Danbury and Brookfield Junction (n. o.)	Housatonic R. R.	6.3	18	269.32	.....	269.32	42.75	.....	
5023	Branchville and Ridgefield	Danbury and Norwalk R. R.	4.36	18	186.39	.....	186.39	42.75	.....	
5024	Redford and Hawleyville	do	6.08	6	291.11	.....	291.11	47.88	.....	
5025	Windoor Locks and Sulfield	New York, New Haven and Hartford R. R.	4.9	24	299.47	.....	299.47	42.75	.....	
NEW YORK.										
6001	New York and Dunkirk	New York, Lake Erie and Western R. R.	1,108.48	23.50	114,340.63	229,491.74	254,789.24	248.81	80.00	For 231.18 miles to Hollandville.
6002	Tallman and Sparkill	do	13.11	7.17	560.45	.....	560.45	42.75	40.00	For 128.39 miles residue.
6003	Buffalo and Suspension Bridge	do	25.69	22	2,767.58	.....	2,767.58	107.73	.....	
6004	Newburgh and Greycourt (n. o.)	do	19.09	20.83	1,387.46	.....	1,387.46	79.63	.....	
6005	Rochester and Corning	do	94.97	22.61	11,043.11	.....	11,043.11	116.98	.....	
6006	Danville and Attica	do	65.18	12.70	5,740.40	.....	5,740.40	88.07	.....	
6007	Dresden and Penn Yan.	Fall Brook Coal Company	6.28	6	298.47	.....	298.47	42.75	.....	

**For 291.6 miles to Syracuse,  
Cuba.  
For 150.5 miles residue.**

6008	Buffalo and Hornellsville	New York, Lake Erie and Western R. R.	92.35	28.14	16,502.94	16,502.94	178.70
6009	Goshen and Montgomery	do	10.65	12	701.19	701.19	65.84
6010	Goshen and Fine Island	do	12.09	12	516.84	516.84	42.75
6011	New York and Buffalo	New York Central and Hudson River R. R.	442	90.23	683,783.26	157,520.00	681,185.03
6012	Troy and Schenectady	do	23.12	18	1,645.50	1,645.50	74.39
6013	Syracuse and Rochester	do	104	26.6	16,908.40	4,160.00	20,968.40
6014	Cannadagua and Tonawanda	do	94.42	6	3,910.55	3,910.55	45.82
6015	Tonawanda and Lockport Junction	do	12.16	24	1,029.84	1,029.84	84.65
6016	Buffalo and Lewiston	do	29.48	82.5	5,270.29	5,270.29	212.90
6017	New York (154th street) and Brewster's Station	New York City and Northern R. R.	54.62	6	3,035.77	3,035.77	55.58
6018	Rochester and Niagara Falls	New York Central and Hudson River R. R.	74.33	29.5	11,747.18	11,747.18	153.90
6019	Dunkirk, N. Y., and Titusville, Pa.	Dunkirk, Allegheny Valley and Pittsburgh R. R.	91.28	12	6,243.55	6,243.55	68.40
6020	Albany Junction (n. o.) and Troy	Delaware and Hudson Canal Company.	5.81	30	536.46	536.46	92.34
6021	Rochester and Charlotte	New York Central and Hudson River R. R.	9.04	24	633.79	633.79	70.11
6022	New York and Chatham	do	180.96	18.13	18,775.16	18,775.16	106.17
6023	Golden's bridge and Mahopac	do	7.5	320	320.62	320.62	42.75
6024	Eagle Bridge, N. Y., and Rutland, Vt.	Delaware and Hudson Canal Company.	62.88	13.67	5,063.66	5,063.66	80.37
6025	Schenectady and Ballston	do	15.20	31	649.80	649.80	42.75
6026	Albany and Moseley	do	188.75	18.87	31,953.48	31,953.48	109.29
6027	Cobleskill and Cherry Valley	do	22.86	12	996.92	996.92	43.61
6028	Albany and Binghamton	do	143.23	22.79	18,491.13	18,491.13	129.11
6029	Plattsburgh and A. Sable Forks	do	23.52	6	1,005.48	1,005.48	42.75
6030	Quaker street and Schenectady	do	15.46	18	660.91	660.91	42.75
6031	Niueveh Junction (n. o.), N. Y., and Jefferson Junction (n. o.), Pa.	do	21.7	6	1,001.68	1,001.68	46.17
6032	Fort Edward and Lake George	do	15.96	17.5	927.33	927.33	58.14
6033	West Chazy and Rome's Point	do	14.78	12	2,236.80	2,236.80	151.84
6034	Oswego and Richland	Rome, Watertown and Ogdensburg R. R.	28.02	30.33	2,530.83	2,530.83	87.21
6035	Watertown and Cape Vincent	do	25.77	12	1,388.22	1,388.22	58.87
6036	Rome and Ogdensburg	do	142.27	18.81	18,732.69	18,732.69	131.67
6037	Syracuse and Palisaki	do	38.61	15	2,806.17	2,806.17	73.66
6038	Oswego and Suspension Bridge	do	161.13	13	14,213.77	14,213.77	94.05
6039	Watertown and Sackett's Harbor	Utica and Black River R. R.	12.52	12	635.23	635.23	42.75
6040	Chenango Forks and Norwich	Delaware, Lackawanna and Western R. R.	30.31	12.5	2,617.57	2,617.57	96.86
6041	Utica and Norwich	do	58.99	25.63	5,170.08	5,170.08	95.76
6042	Oswego and Ithaca	do	35.11	12	2,491.52	2,491.52	98.40
6043	Richfield Junction (n. o.) and Richfield Springs	do	22.06	15	1,414.70	1,414.70	64.13
6044	Minerva and Locust Valley	Long Island R. R.	10.66	12	483.11	483.11	45.23
6045	Long Island City and Greenport	do	94.23	31.99	10,503.86	10,503.86	110.30



C.—Railroad service as in operation on the 30th of June, 1895—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per 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.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
6046	New York—Continued.	Hicksville and Port Jefferson	33.95	12	2,467 48		2,467 48	72 68		
6047		Conesus Lake Junction (n. o.) and Lakeville.	1.90	12	81 22		81 22	42 75		
6048		Owego and Cornwall Station (n. o.)	274.20	11	19,693 04		19,693 04	71 82		
6049		Wellsville, N. Y., and Eldred, Pa.	33.18	6	1,758 87		1,758 87	53 01		
6050		Walton and Delhi	17.29	9	783 58		783 58	45 32		
6051		Clinton and Rome	13.19	12	563 87		563 87	42 75		
6052		Moira and Saint Regis Falls	12.43	12	531 38		531 38	42 75		
6053		Rouse's Point and Ogdensburg	119.16	12	12,124 53		12,124 53	101 75		
6054		Chatham, N. Y., and Bennington, Vt.	57.60	12.85	3,053 37		3,053 37	53 01		
6055		Schoharie and Middleburgh	5.93	18	254 36		254 36	42 75		
6056		Schoharie Junction (n. o.) and Schoharie.	4.50	18	250 11		250 11	55 58		
6057		Utica and Randolphville	31.30	13.8	2,221 30		2,221 36	70 97		
6058		Buffalo, N. Y., and Emporium, Pa.	121.37	12.34	12,867 64		12,867 64	106 02		
6059		Oran and Nunda Junction (n. o.)	70.33	17.15	3,066 60		3,066 60	42 75		
6060		Skaneateles Junction (n. o.) and Skaneateles.	5.18	21	243 61		243 61	47 03		
6061		Buffalo, N. Y., and Corry, Pa.	94.12	19	9,254 81		9,254 81	98 33		
6062		Vacant								Covered by route No. 7052.
6063		Canandaigua and Elmira	69.99	18	9,335 26		9,335 26	132 38		
6064		Syracuse and Oswego	33.62	19.94	4,781 62		4,781 62	134 24		

Covered by route No.  
5018.

6065	Syracuse and Binghamton.....	80.8	10.58	9,886.59	0,886.59	123.12
6066	Rouse's Point and Canada Line (n. o.).....	1.71	12.5	236.85	236.85	138.51
6067	Troy, N. Y., and North Adams, Mass. Stapleton and Rotterdam.....	48.15	27.42	9,180.76	9,180.76	190.67
6068	Hudson and Chatham.....	13.95	18	655.06	655.06	47.03
6069	Silver Springs and Perry.....	17.96	18	767.79	767.79	42.75
6070	Syracuse and Earlville.....	7.31	15	312.50	312.50	42.75
6071	Loyons, N. Y., and Sayre, Pa.....	44.3	18	2,348.34	2,348.34	53.01
6072	Rondont and Hobart.....	92.58	10.77	7,282.34	7,282.34	78.68
6073	Vail's Gate Junction (n. o.) and Newburgh Junction (n. o.).....	78.36	12	7,369.75	7,369.75	94.65
6074	Elmira and Cortland.....	12.6	21.48	571.03	571.03	45.32
6075	Freenville and Auburn.....	70.91	7.21	5,820.29	5,820.29	82.08
6076	Saratoga Springs and Schuylers ville.....	39.46	6	1,694.01	1,694.01	42.75
6077	Port Jervis and Monticello.....	13.02	12	550.60	550.60	42.75
6078	Poughkeepsie and Boston Corner.....	24.7	6	1,055.92	1,055.92	42.75
6079	Canastota and Cortland.....	38.11	8	1,629.20	1,629.20	42.75
6080	Fonda and Northville.....	40.27	10.23	4,044.08	4,044.08	82.08
6081	Johnsonville and Greenwich.....	27.03	14.23	2,056.98	2,056.98	76.10
6082	Montgomery and Kingston.....	15.34	18	655.78	655.78	42.75
6083	Sayre, Pa., and North Fair Haven, N. Y.....	34.12	6	2,013.08	2,013.08	59.00
6084	Dutchess Junction and Millerton.....	118.11	17.28	8,786.20	8,786.20	74.39
6085	Cooperstown and Cooperstown Junction (n. o.).....	57.99	6.4	3,520.57	3,520.57	60.71
6086	Utica and Watertown.....	16.5	27.4	831.00	831.00	56.43
6087	Canastota and Ogdensburg.....	91.77	27.68	13,024.01	13,024.01	141.93
6088	Cayuga and Ithaca.....	60.77	12	6,398.91	6,398.91	101.31
6089	Saratoga Springs and North Creek.....	38.97	6	2,232.50	2,232.50	57.29
6090	Beaumont and Jamestown.....	33.5	10.47	1,432.12	1,432.12	42.75
6091	Madison and Pine Bush.....	69.24	13.6	5,150.76	5,150.76	74.39
6092	Long Island City and Sag Harbor.....	13.74	6	587.68	587.68	42.75
6093	Saratoga Springs and Whitestone.....	100.15	17.23	9,076.50	9,076.50	90.63
6094	Bath and Hammondsport.....	11.39	34.68	757.59	757.59	69.09
6095	Vacant.....	58.72	6	4,618.50	4,618.50	76.95
6096	.....	9.4	18	442.08	442.08	47.03

C.—Railroad service as in operation on the 30th of June, 1886—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per 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 office cars. Dollars.	Remarks.
-6008	New York—Continued. Whitehall and Castleton	Delaware and Hudson Canal Company.	14.35	15.5	1,177 84	.....	1,177 84	82 08	.....	
-6009	Crown Point and Hammondville.	Crown Point Iron Co.'s R. R.	11.95	6	510 86	.....	510 86	43 75	.....	
-6100	Valley Stream and Fair Rockaway.	Long Island R. R.	5.25	12	224 43	.....	224 43	43 75	.....	
-6101	Silvery Plains and New Berlin	New York, Ontario and Western Rwy.	25.08	6	1,072 17	.....	1,072 17	43 75	.....	
-6102	Rochester and Salamanca.	Rochester and Pittsburgh R. R.	102.23	18	7,752 05	.....	7,752 05	70 97	.....	
-6103	Corning and Geneva.	Full Brook Coal Company.	57.76	10.73	5,086 92	.....	5,086 92	88 07	.....	
-6104	Vacant.	Chateaugay R. R.	34.67	12	1,482 14	.....	1,482 14	42 75	.....	
-6105	Plattsburgh and Lyon Mountain	New York Central and Hudson River R. R.	7.5	60	1,410 75	.....	1,410 75	188 10	.....	
-6106	Albany and Troy	Boston, Hoosac Tunnel and Western Rwy.	20.77	12	1,811 35	.....	1,811 35	87 21	.....	
-6107	Mechanicville and Eagle Bridge.	Tonawanda Valley and Cuba R. R.	60.04	12	2,566 71	.....	2,566 71	42 75	.....	
-6108	Attica and Cuba	New York, New Haven and Hartford R. R.	12.13	30	1,617 89	.....	1,617 89	133 38	.....	
-6109	New Rochelle and Harlem River (n. o.)	Rome, Watertown and Ogdensburg R. R.	25.48	18	2,244 02	.....	2,244 02	88 07	.....	
-6110	De Kalb Junction and Norwood	Long Island R. R.	2.8	18	119 70	.....	119 70	42 75	.....	
-6111	Mineola and Hempstead	do.	21.21	12	997 50	.....	997 50	47 03	.....	
-6112	Stewart Junction (n. o.) and Babylon	New York, Ontario and Western Rwy.	8.55	12	387 48	.....	387 48	45 32	.....	
-6113	Summitville and Ellenville	Clove Branch R. R.	8.1	6	346 27	.....	346 27	42 75	.....	
-6114	Clove Branch Junction and Clove Valley.	Utica and Black River R. R.	16.25	12	708 66	.....	708 66	43 61	.....	
-6115	Theresa Junction (n. o.) and Clayton	Troy and Boston R. R.	3.04	24	797 22	.....	797 22	133 18	.....	
-6116	Hoosac Junction (n. o.) and State Line (n. o.)	Long Island R. R.	5.5	6	235 12	.....	235 12	42 75	.....	
-6117	Major Junction (n. o.) and Eastport Junction (n. o.)	Stony Clove and Catskill Mountain R. R.	15.11	6	800 97	.....	800 97	53 01	.....	
-6118	Phoenicia and Hunter	Herkimer, Newport and Potsdam and North Gauge Rwy.	17.06	12	743 98	.....	743 98	43 61	.....	
-6119	Herkimer and Poland									

	Whitestone Junction (n. o.) and Thomaston.	Long Island R. R.	7. 07	13. 3	350 80	350 80	350 80	49 59
-1120	Whitestone Junction (n. o.) and Thomaston.	Long Island R. R.	7. 07	13. 3	350 80	350 80	350 80	49 59
-1121	McDonoughville and Schuyler Junction (n. o.).	Boston, Hoosac Tunnel and Western Rwy.	15. 18	12	648 94	648 94	648 94	43 75
-1122	Addison, N. Y., and Galeton, Pa.	Addison and Northern Penn- sylvania Rwy.	47. 24	9. 42	3, 191 06	3, 191 06	3, 191 06	67 55
-1123	Rochester and Hinsdale	Buffalo, New York and Phila- delphia R. R.	100. 02	6	5, 302 06	5, 302 06	5, 302 06	53 01
-1124	Brooklyn and Jamaica	Long Island R. R.	9. 18	22. 86	375 00	375 00	375 00	40 85
-1125	Hopewell Junction and Wicopee Junction (n. o.).	New York and New England R. R.	11. 23	6	168 45	168 45	168 45	15 00
-1126	Buffalo (Erie street), and Black Rock (n. o.) (N. Y. C. and H. R. R. R. station).	Grand Trunk Railway Com- pany of Canada.	4. 59	6	106 32	106 32	106 32	43 75
-1127	Bradford Junction (n. o.), N. Y., and Punksutawney, Pa.	Rochester and Pittsburgh R. R.	120. 94	6	6, 204 22	6, 204 22	6, 204 22	51 80
-1128	Hay's Corners and Willard	Geneva, Ithaca and Sayre R. R.	5. 75	16	245 81	245 81	245 81	42 75
-1129	New York (foot 42d street) and Albany.	New York Central and Hud- son River R. R.	142. 27	23. 05	14, 596 90	14, 596 90	14, 596 90	102 60
-1130	Buffalo (Exchange Street station) and Ashford Junction (n. o.).	Rochester and Pittsburgh R. R.	49. 28	6	2, 865 13	2, 865 13	2, 865 13	58 14
-1131	Kaaterskill Junction (n. o.) and Kaaterskill.	Kaaterskill R. R.	7. 4	12	316 35	316 35	316 35	42 75
					1, 134, 111 67	168, 308 40	1, 327, 420 07	
					10, 937 20		10, 937 20	147 92
					698 19		698 19	43 61
					8, 539 82		8, 539 82	170 15
					143, 148 56	38, 628 25	181, 771 81	1, 574 91
					4, 460 14		4, 460 14	53 79
					3, 269 79		3, 269 79	64 98
					633 55		633 55	42 75
					6, 028 77		6, 028 77	98 92
					532 66		532 66	42 75
					865 94		865 94	42 75
					287 28		287 28	42 75
					421 94		421 94	42 75
					12, 244 28		12, 244 28	145 85
					690 63		690 63	42 75
					4, 478 28		4, 478 28	75 24
					132 52		132 52	42 75
					1, 931 25		1, 931 25	67 55
					1, 134, 111 67	168, 308 40	1, 327, 420 07	
					10, 937 20		10, 937 20	147 92
					698 19		698 19	43 61
					8, 539 82		8, 539 82	170 15
					143, 148 56	38, 628 25	181, 771 81	1, 574 91
					4, 460 14		4, 460 14	53 79
					3, 269 79		3, 269 79	64 98
					633 55		633 55	42 75
					6, 028 77		6, 028 77	98 92
					532 66		532 66	42 75
					865 94		865 94	42 75
					287 28		287 28	42 75
					421 94		421 94	42 75
					12, 244 28		12, 244 28	145 85
					690 63		690 63	42 75
					4, 478 28		4, 478 28	75 24
					132 52		132 52	42 75
					1, 931 25		1, 931 25	67 55

C.—Retiroad service as in operation on the 30th of June, 1888—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per 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.	Remarks.
<b>NEW JERSEY—Continued.</b>										
7018	Easton, Pa., and Motuchen Station (n. o.), N. J.	Lahigh Valley R. R.	54.20	29	7,646 53	7,646 53	7,646 53	141 08	.....	
7019	Newfield and Atlantic City	West Jersey R. R.	34.71	11.01	1,483 85	.....	1,483 85	42 75	.....	
7020	Pleasantville and Somers Point	do	7.31	6	312 50	.....	312 50	43 75	.....	
7021	Elmer and Salem	do	17.35	16.78	756 63	.....	756 63	43 61	.....	
7022	Woodbury and Riddletown Junction (n. o.)	do	22.21	16.81	1,082 51	.....	1,082 51	48 74	.....	
7023	Jamesburgh and Sea Girt (n. o.)	Pennsylvania R. R.	27.43	14.48	1,735 49	.....	1,735 49	63 27	.....	
7024	Jersey City, N. J., and Stony Point, N. Y.	New Jersey and New York R. R.	42.32	18	2,315 75	.....	2,315 75	54 72	.....	
7025	Waterloo and Franklin Furnace	Delaware, Lackawanna and Western R. R.	23.49	18.23	1,225 23	.....	1,225 23	52 16	.....	
7026	Highlands and Whiting	Philadelphia and Reading R. R.	42.22	16.07	2,599 06	.....	2,599 06	61 56	.....	
7027	Newark and Mount Clair	Delaware, Lackawanna and Western R. R.	6.60	12	355 54	.....	355 54	53 87	.....	
7028	Hoboken and Denville	do	34.30	25.86	4,809 54	.....	4,809 54	140 22	.....	
7029	Whiting and Ateson	Philadelphia and Reading R. R.	24.47	9	1,046 09	.....	1,046 09	42 75	.....	
7030	Newark and Paterson	New York, Lake Erie and Western R. R.	12.90	12	551 47	.....	551 47	12 90	.....	
7031	Ateson and Bridgeton	Philadelphia and Reading R. R.	37.81	9	1,616 37	.....	1,616 37	42 75	.....	
7032	Whiting and Beach Haven	Tuckerton R. R.	37.29	12	1,447 57	.....	1,447 57	48 74	.....	Pay not fixed on 7.50 miles.
7033	Bridgeton and Port Norris	Cumberland and Maurice River R. R.	21.30	32	965 31	.....	965 31	45 32	.....	
7034	Jersey City, N. J., and Greenwood Lake, N. Y.	New York and Greenwood Lake Rwy.	51.46	10.33	2,375 90	.....	2,375 90	46 17	.....	
7035	Ateson Junction (n. o.) and Glassboro, N. J.	Williamstown and Delaware River R. R.	17.71	12	757 10	.....	757 10	42 75	.....	
7036	Summit and Bernardsville	Delaware, Lackawanna and Western R. R.	14.68	12	627 57	.....	627 57	42 75	.....	
7037	Jersey City, N. J., Middletown, N. Y.	New York, Susquehanna and Western R. R.	83.40	15.40	6,878 40	.....	6,878 40	77 81	.....	
7038	Railway and Perth Amboy	Pennsylvania R. R.	7.58	27	460 18	.....	460 18	60 71	.....	
7039	Woodbury and Penn's Grove	Delaware River R. R.	20.97	15	806 46	.....	806 46	42 75	.....	
7040	High Bridge and Rockaway	Philadelphia and Reading R. R.	30.76	6	1,314 99	.....	1,314 99	43 75	.....	

Station	West Jersey R. R.	31.76	21.18	7,000 06	7,000 06	86 86
Camden and Cape May	Freehold and New York Rwy.	14.09	30.24	781 87	781 87	53 16
Freehold	Philadelphia and Reading R.R.	4.25	12	182 97	182 97	42 75
Freehold	Camden and Atlantic R. R.	6.57	6	207 96	207 96	42 75
Freehold	Pennsylvania R. R.	18.63	12	1,073 13	1,073 13	78 60
Freehold	Delaware, Lackawanna and Western R. R.	9.47	15	272 31	272 31	42 75
Freehold	Philadelphia and Reading R.R.	22.34	16 17	950 70	950 70	42 75
Freehold	West Jersey R. R.	20.20	18	1,623 47	1,623 47	80 37
Freehold	Lehigh and Hudson River Rwy.	63.36	6 97	2,925 33	2,925 33	46 17
Freehold	Pennsylvania R. R.	8.44	39	197 07	197 07	57 29
Freehold	do	28.89	8.02	1,235 04	1,235 04	42 75
Freehold	New York, Lake Erie and Western R. R.	9.98	12.60	1,965 26	1,965 26	136 80
Freehold	New York, Susquehanna and Western R. R.	47.85	6	2,045 58	2,045 58	42 75
Freehold	do	3.16	8	135 09	135 09	42 75
Freehold	West Jersey R. R.	5.06	13	217 17	217 17	42 75
Freehold	Anglo-Saxon R. R.	5.25	12	224 43	224 43	42 75
Freehold	Pennsylvania R. R.	18.75	12	801 56	801 56	42 75
Freehold	do	3.04	12	129 90	129 90	42 75
Freehold	do	1,006.46		38,628 25	302,978 82	
Freehold	Pennsylvania R. R.	332.90	70.13	387,120 71	97,047 50	1,000 97
Freehold	Philadelphia and Reading R.R.	93.1	35.85	13,850 48	13,850 48	148 77
Freehold	Philadelphia, Wilmington and Baltimore R. R.	27.81	35.41	3,376 41	3,376 41	121 41
Freehold	Philadelphia and Reading R.R.	56.01	46.88	9,025 87	9,025 87	171 86
Freehold	do	16.21	18	1,053 32	1,053 32	64 98
Freehold	Pennsylvania R. R.	24.5	24.5	7,949 92	1,024 00	194 09
Freehold	Philadelphia and Reading R.R.	16.03	7.32	651 46	651 46	38 48
Freehold	Philadelphia, Wilmington and Baltimore R. R.	58.74	15.16	4,871 89	4,871 89	82 84
Freehold	New York, Lake Erie and Western R. R.	24.94	12	1,407 36	1,407 36	56 43
Freehold	Lehigh Valley R. R.	205.67	28.49	30,582 64	30,582 64	148 77
Freehold	do	46.89	15	2,565 82	2,565 82	54 72

Covered by route No. 7052.

Covered by route No. 7022.

C.—Railroad service as in operation on the 30th of June, 1898—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	PENNSYLVANIA—Continued.									
8012	Hazle Creek Bridge (n. o.) and Antietam.	Lehigh Valley R. R.	8.52	6	364 23	.....	364 23	42 75	.....	
8013	Pottsville and Herndon.	Philadelphia and Reading R. R.	78.06	10.37	5,139 47	.....	5,139 47	65 84	.....	
8014	Port Clinton and Williamsport.	do.	122.07	9.3	6,079 67	.....	6,079 67	54 73	.....	
8015	Sunbury and Sugarloaf.	Pennsylvania R. R.	44.41	6	2,012 66	.....	2,012 66	45 32	.....	
8016	Penn. Haven and Sugarloaf.	Lehigh Valley R. R.	23.6	20.63	1,654 59	.....	1,654 59	70 11	.....	
8017	Seranton and Northumberland.	Delaware, Lackawanna and Western R. R.	10.48	24	8,394 86	.....	8,394 86	104 31	.....	
8018	Seranton and Carbondale.	Delaware and Hudson Canal Company.	17.45	24	1,402 45	.....	1,402 45	80 87	.....	
8019	Binghamton, N. Y., and Washington, N. J.	Delaware, Lackawanna and Western R. R.	140.5	22.41	19,220 40	.....	19,220 40	136 80	.....	
8020	Elmira, N. Y., and Horryville, Pa.	New York, Lake Erie and Western R. R.	64.94	10.55	4,368 69	.....	4,368 69	67 55	.....	
8021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy.	78.81	18	11,253 27	.....	11,253 27	142 79	.....	
8022	Williamsport and Erie.	Pennsylvania R. R.	248.75	13.56	25,310 31	.....	25,310 31	101 75	.....	
8023	Sunbury and Mount Carmel.	Northern Central Rwy.	27.47	18	1,244 94	.....	1,244 94	45 32	.....	
8024	Bradford, Pa., and Carleton, N. Y.	New York, Lake Erie and Western R. R.	11.58	26	920 84	.....	920 84	79 52	.....	
8025	Irvine and Corry.	Buffalo, New York and Philadelphia R. R.	95.13	21.31	8,378 09	.....	8,378 09	88 07	.....	
8026	Strasburgh and Leaman Place.	Strasburgh R. R., Isaac Phœbe, lessee.	5.25	6	224 43	.....	224 43	42 75	.....	
8027	Lancaster and Middletown.	Pennsylvania R. R.	39.08	23.23	2,542 83	.....	2,542 83	82 08	.....	
8028	Harrisburg and Auburn.	Philadelphia and Reading R. R.	59.05	10.82	2,524 38	.....	2,524 38	42 75	.....	
8029	Stewartstown and New Freedom.	Stewartstown R. R.	7.65	12	2,327 03	.....	2,327 03	42 75	.....	
8030	Harrisburg, Pa., and Martinsburg, W. Va.	Cumberland Valley R. R.	94.87	23.44	11,924 21	.....	11,924 21	125 69	.....	
8031	Calumet and Sinking Spring.	Reading and Columbia R. R.	29.73	15.53	2,309 90	.....	2,309 90	58 14	.....	
8032	Columbia, Pa., and Frederick, Md.	Pennsylvania R. R.	69.8	17.52	4,562 71	.....	4,562 71	65 84	.....	
8033	Berlin Junction (n. o.) and East Berlin.	Berlin Branch R. R.	7.23	6	4,309 08	.....	4,309 08	42 75	.....	
8034	Huntingdon and Mount Dallas Station (n. o.).	Huntingdon and Broad Top Mountain R. R. and Coal Company.	45.15	12	3,204 29	.....	3,204 29	70 97	.....	
8035	Tyrone and Curwinstville.	Pennsylvania R. R.	47.48	18	3,613 22	.....	3,613 22	70 10	.....	

8035	Altoona and Henrietta.	37.92	15.28	1, 599.58	57.29
8036	Crescent and Eckburg.	11.59	11.59	1, 135.11	46.17
8037	Tronzo and Rock Bottom.	53.25	12	8, 826.61	69.25
8038	Pittsburgh and Allegheny.	57.84	12	5, 104.28	75.24
8039	Pittsburg, Pa., and Wheeling, W. Va.	70.41	22.05	4, 695.64	66.69
8040					
8041	Pittsburgh and Oil City.	182.61	19	18, 255.09	137.65
8042	Branch Junction and Indiana.	19.25	13.75	1, 382.53	71.82
8043	Meadville and Oil City.	30.67	18	2, 445.52	66.69
8044					
8045	Erie and Homewood.	112.95	12	11, 106.37	98.33
8046	Oil City, Pa., and Ashtabula, Ohio.	88.46	10.78	5, 748.13	64.98
8047					
8048	Bethlehem and Bangor.	32.3	12	1, 376.55	42.75
8049	Downtown and New Holland.	28.29	18	1, 402.90	49.59
8048	West Chester and Phoenixville.	18.43	14.73	1, 787.88	42.75
8049	Lewistown Junction (n. o.) and Milroy.	12.64	12	553.18	43.75
8050	Pottsville and Frackville.	11.55	13.55	493.76	42.75
8051	Greenville and Butler.	58.25	13.9	3, 287.04	56.43
8052	Carlisle and Pine Grove Furnace.	18.97	10.91	1, 086.76	57.29
8053	Fresport and Butler.	21.99	12	1, 428.91	64.98
8054	Wilmington, Del., and Reading, Pa.	71.9	9	8, 258.50	45.32
8055	Pittsburgh and Washington.	23.9	24	2, 192.90	95.76
8056	Packtown Junction (n. o.) Emonas.	37.38	7.73	1, 917.59	51.80
8057	Pottstown and Barto's.	13.22	11.25	565.15	42.75
8058	Jeddo and Freeland.	2.47	18	105.69	42.75
8059	Lebanon and Tower City.	43.15	9.78	1, 881.77	43.61
8060	Towards and Bernice.	23.68	12	1, 012.32	42.75
8061	Schenckkill Haven and Glen Carbon.	13.64	10.12	583.11	42.75
8062	Topcon and Kutztown.	5.06	24	216.31	42.75
8063	Pittsburgh, Pa., and Cumberland, Md.	148.58	18.63	21, 741.45	145.85
8064	Carbondale and Susquehanna.	38.51	6	1, 756.61	44.46
8065	Corning, N. Y., and Antrim, Pa.	51	15.23	5, 276.46	103.46
8066	Phoenixville and Ucheland.	11.28	10.04	482.22	42.75
8067	Lewistown and Bellefonte.	66.22	11.15	8, 227.66	48.74
8068	Bloomfield and Titusville.	10.49	6	448.44	42.75
8069	Towards and Barclay.	17.85	6	763.08	42.75
8070	Rockwood and Johnstown.	45.09	18	2, 043.47	45.32
8071	South Penn Junction (n. o.) and Richmond Furnace.	18.38	9.49	977.72	50.45
8072	Mount Dallas Station (n. o.), Pa., and Cumberland, Md.	45.29	12	2, 594.66	57.29
8073	Allentown and Harrisburg.	90.40	30.69	12, 135.29	134.24
8074	Conshohocken and Flourtown.	7.19	6	807.87	43.75
8075	Lancaster and Doylestown.	10.71	30	714.34	66.69



C.—Railroad service as in operation on the 30th of June, 1888.—Continued.

Number of route.	State and terminus.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>PENNSYLVANIA.—Continued.</b>										
8076	Red Bank Furnace and Driftwood.	Allegheny Valley R. R.	108.91	10.02	7,424 42	7,424 42	7,424 42	67 55		
8077	Chambersburg and Wayneborough.	Mont Alto R. R.	23.43	12	1,141 97	1,141 97	1,141 97	48 74		
8078	Tunkhannock and Montrose.	Montrose Rwy.	20.11	6	1,244 45	1,244 45	1,244 45	42 75		
8079	Wilkes Barre and Scranton.	Philadelphia and Reading R. R.	10.32	12	853 82	853 82	853 82	42 75		
8080	Mechanicsburgh and Dillsburgh.	Cumberland Valley R. R.	8.84	18	415 74	415 74	415 74	47 03		
8081	Pittsburgh and West Brownsville.	Pennsylvania R. R.	54.42	18	4,513 59	4,513 59	4,513 59	82 94		
8082	Valley Junction (n. o.), Pa., and Ebbwvale, Md.	Bachman Valley R. R.	12.84	9.36	757 56	757 56	757 56	59 00		
8083	Bellefonte and Snow Shoe.	Pennsylvania R. R.	21.83	12	933 23	933 23	933 23	42 75		
8084	Hollidaysburgh and Williamsburgh.	do	14.28	12	617 16	617 16	617 16	45 82		
8085	Mount Union and Robertsdale.	East Broad Top R. R. and Coal Co.	36.06	10.29	1,255 06	1,255 06	1,255 06	42 75		
8086	Mount Jewett and Gallery.	Pittsburgh and Western R. R.	139.11	8.90	7,255 97	7,255 97	7,255 97	52 16		
8087	Bellwood and Irvona.	Bella Gap R. R.	23.62	12	1,095 25	1,095 25	1,095 25	42 75		
8088	Alaska (n. o.) and Mount Carmel.	Philadelphia and Reading R. R.	1.90	12	81 22	81 22	81 22	42 75		
8089	Reading and Stratton.	do	44.13	6	1,896 55	1,896 55	1,896 55	42 75		
8090	Berlin and Garrett.	Baltimore and Ohio R. R.	8.43	6	390 38	390 38	390 38	42 75		
8091	Larabee and Clermont.	Bethlehem, New York and Philadelphia R. R.	22.30	8.51	1,067 72	1,067 72	1,067 72	47 88		
8092	York and Peach Bottom.	York and Peach Bottom Rwy.	40.59	6	2,012 85	2,012 85	2,012 85	49 59		
8093	Lawsonham and Sligo.	Allegheny Valley R. R.	16.70	6	401 27	401 27	401 27	42 75		
8094	Oxford and Peter's Creek.	Peach Bottom R. R.	19.12	8.35	817 38	817 38	817 38	42 75		
8095	Pittsburgh and Castle Shannon.	Pittsburgh and Castle Shannon R. R.	6.02	6	257 35	257 35	257 35	42 75		
8096	New Castle and Stoneborough.	Buffalo, New York and Philadelphia R. R.	35.33	12	1,842 81	1,842 81	1,842 81	52 16		
8097	White Haven and Ulysses Leshig.	Philadelphia and Reading R. R.	8.80	12	376 20	376 20	376 20	42 75		
8098	Norristown and Lancaster.	Stony Creek R. R.	10.90	9	461 70	461 70	461 70	42 75		
8099	Ocean Mills and Honey.	Pennsylvania R. R.	9.04	12.2	396 46	396 46	396 46	42 75		
8100	Tamques and March Chumk.	Philadelphia and Reading R. R.	16.32	15.75	711 71	711 71	711 71	43 61		
8101	Wilkes Barre and Wanamie.	do	12.46	6	532 66	532 66	532 66	42 75		
8102	Hanover Junction and Gettysburgh.	Hanover Junction, Hanover and Gettysburg R. R.	29.93	16.79	2,124 13	2,124 13	2,124 13	70 97		
8103	Jenkintown, Pa., and Boundbrook, N. J.	Philadelphia and Reading R. R.	49.27	15.12	2,443 29	2,443 29	2,443 29	49 59		

	44.72	18.09	3,441.20	76.95
Pennsylvania R. R.	12.73	6	544.20	42.75
Tionesta Valley R. R.				
Northern Central Rwy.	21.04	10.26	935.43	885.48
Meadville and Lineville	21.10	14.34	920.17	44.46
Lewistown Junction (n. o.) and Se-	44.60	6.18	1,908.65	42.75
lin's Grove Junction (n. o.)				
Abrington Station (n. o.) and Brady-	9.83	12	420.23	42.75
ville				
Catawasa Junction (n. o.) and	21.65	15.04	925.53	42.75
Somerset				
Manor Station and Claridge	4.31	12	184.25	42.75
Jersey Shore and Ouzzan	116.01	6	1,000.00	8.63
Beech Creek, Clearfield and				
Southwestern R. R.				
Pennsylvania R. R.	25.61	12	1,094.82	42.75
Waynesburg and Washing-	29.73	12	1,906.58	64.13
ton R. R.				
Bangor and Portland Rwy.	4.57	6		
Delaware and Hudson Canal	17.48	12	747.27	42.75
Co.				
Philadelphia, Newtown and	23.28	18	1,214.28	53.16
New York R. R.				
Ligonier Valley R. R.	10.80	12	461.70	42.75
Philadelphia and Reading	6.92	15	295.83	42.75
R. R.				
Buffalo, New York and Phila-	23.68	14.10	1,013.82	42.75
delphia R. R.				
do	8.97	6	388.46	42.75
Pittsburgh and Lake Erie	65.83	28.45	9,908.09	156.48
R. R.				
Pennsylvania R. R.	39.62	6	1,727.82	43.61
Pittsburgh and Western R. R.	61.03	13.45	4,278.81	70.11
Harrisburgh and Potomac	28.62	11.32	1,233.05	42.75
R. R.				
Montour R. R.	11	12	470.25	42.75
Montour Junction (n. o.) and In-				
perial				
Portland and Nazareth	25.54	13.93	1,091.83	42.75
Irwin and Blackburn	8.53	6	364.66	42.75
Dagneseconda and Dagna Mines	6.01	12	256.92	42.75
Ladenburgh and Pomeroy	18.54	6	792.58	42.75
Bradford and Smithport	25.18	6	1,141.70	43.61
Pennsylvania R. R.				
Bradford, Bortell and Kinzua				
R. R.				
do	14.25	6	792.01	55.58
Lehigh Valley R. R.	6.33	13	266.33	43.75
do	1.20	6	51.30	42.75
New York, Lake Erie and	3.76	6	160.74	42.75
Western R. R.				
Reading and Columbia R. R.	23.50	14.31	1,024.88	43.61

C.—Railroad service as in operation on the 30th of June, 1898—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—Continued.										
8138	Saxton and Dudley .....	Huntingdon and Broad Top Mountain R. R. and Coal Co.	6.18	6	264 19	.....	264 19	42 75	.....	
8139	Lawrenceville and Harrison Valley .....	Fall Brook Coal Co. ....	32.42	8.35	1,385 95	.....	1,385 95	42 75	.....	
8140	Hollidaysburg Junction (n. o.) and Newry .....	Pennsylvania R. R. ....	3.06	12	130 81	.....	130 81	42 75	.....	
8141	Broad Ford and Mount Pleasant .....	Baltimore and Ohio R. R. ....	10.38	6	443 74	.....	443 74	42 75	.....	
8142	Vacant .....	.....	.....	.....	.....	.....	.....	.....	.....	
8143	Vacant .....	.....	.....	.....	.....	.....	.....	.....	.....	
8144	Port Alleghe and Condersport .....	Condersport and Port Alleghe R. R. ....	17.57	12	751 11	.....	751 11	42 75	.....	
8145	Mercersburg Junction (n. o.) and Mercersburg .....	Cumberland Valley R. R. ....	2.64	12	142 21	.....	142 21	53 87	.....	
8146	West Brownsville and Uniontown .....	Pennsylvania R. R. ....	18.80	9	803 70	.....	803 70	42 75	.....	
8147	Clarion Junction (n. o.) and Clarion .....	Pittsburgh and Westmoreland R. R. ....	6.42	18	274 45	.....	274 45	42 75	.....	
8148	North Charlestown and Cherry Grove .....	Warren and Farnsworth Valley R. R. ....	10.47	12	447 59	.....	447 59	42 75	.....	
8149	Lebanon and Cornwall .....	Cornwall R. R. ....	6.25	12	267 18	.....	267 18	42 75	.....	
8150	Williamsport and Stokesdale Junction (n. o.) .....	Fall Brook Coal Co. ....	78.52	12	8,042 11	.....	8,042 11	76 85	.....	
8151	Youngwood Station (n. o.) and United Branchion and Hilliard .....	Pennsylvania R. R. ....	8.84	6	377 91	.....	377 91	42 75	.....	
8152	Sunbury and Lewisburg .....	Shenandoah and Allegheny R. R. ....	10.47	6	447 59	.....	447 59	42 75	.....	
8153	Cornwall and Conowingo .....	Philadelphia and Reading R. R. ....	9.35	7.81	390 71	.....	390 71	42 75	.....	
8154	Hunter's Run and Gettysburg .....	Gettysburg Valley R. R. ....	16.98	6	725 04	.....	725 04	42 75	.....	
8155	New Castle Junction (n. o.) and New Castle .....	Gettysburg and Harrisburg R. R. ....	22.79	12	1,578 43	.....	1,578 43	69 26	.....	
8156	Springfield Junction (n. o.) and Mines Park Place and Mahanoy City .....	Pittsburgh and Lake Erie R. R. ....	3.05	29.5	166 89	.....	166 89	54 72	.....	
8157	Pittsburgh and New Haven .....	Pennsylvania R. R. ....	8.20	6	350 55	.....	350 55	42 75	.....	
8158	Philadelphia and Chestnut Hill Railroad Station (n. o.) .....	Lehigh Valley R. R. ....	3.27	9	173 34	.....	173 34	53 01	.....	
8159	Holmesburg Junction (n. o.) and Buxton Railroad Station (n. o.) .....	Pittsburgh and Lake Erie R. R. ....	39.51	6	3,002 27	.....	3,002 27	50 45	.....	
8160	Springfield Station (n. o.) and Saint Peter .....	Pennsylvania R. R. ....	11.86	37	780 86	.....	780 86	65 84	.....	
8161	.....	.....	4.04	12	172 71	.....	172 71	42 75	.....	
8162	.....	Wilmington and Northern R. R. ....	7.00	12	290 25	.....	290 25	42 75	.....	

Line	Locality	6	148 64 1,000 00	828,168 12	98,071 50	148 64 1,000 00	928,286 63	48 75 28 70
8501	Roaring Spring and Ore Hill, Warren, Pa., and Salamanca, N. Y.	2.34 42.19		6,016.15				
8502	Delaware.							
8503	Wilmington and Delaware.	97.12	14,780 69				14,780 69	152 19
8504	Delmar, Del., and Crisfield, Md.	38.23	4,118 51				4,118 51	107 73
8505	Clayton, Del., and Oxford, Md.	54.7	3,460 86				3,460 86	63 37
8506	Georgetown and Lewes.	16.02	664 85				664 85	42 75
8507	Wilmington, Del., and Landenburgh, Pa.	10.48	893 77				893 77	42 75
8508	Harrington, Del., and Franklin City, Va.	80.3	4,894 01				4,894 01	54 73
8509	Newark and Delaware City.	12.65	543 07				543 07	43 75
8510	MARYLAND.	318.53	28,813 76				28,813 76	
10001	Bay View (n. o.), Md., and Philadelphia, Pa.	91.8	68,128 45		9,180 00		77,308 45	742 14
10002	Baltimore, Md., and Sunbury, Pa.	133.01	83,923 28		3,450 25		87,373 53	238 55
10003	Baltimore, Md., and Belaire, Ohio.	390.29	187,186 94		39,115 80		226,302 74	351 41
10004	Araby and Frederick.	3.85	290 06				290 06	67 55
10005	Waverton and Hagerstown.	24.56	1,365 04				1,365 04	55 58
10006	Baltimore and Williamsport.	58.14	14,015 70		2,165 00		16,180 70	150 48
10007	Annapolis and Annapolis Junction.	21.08	1,128 95				1,128 95	67 55
10008	Cambridge, Md., and Seaford, Del.	33.64	1,725 73				1,725 73	51 80
10009	Salisbury and Ocean City.	31.05	1,327 88				1,327 88	42 75
10010	Townsend, Del., and Centerville, Md.	35.26	1,929 43				1,929 43	54 73
10011	Cumberland, Md., and Piedmont, W. Va.	33.79	1,968 61				1,968 61	59 00
10012	Clayton, Del., and Chestertown, Md.	31.11	2,048 28				2,048 28	65 84
10013	Bay View (n. o.), Md., and Washington, D. C.	45.4	83,304 98		4,540 00		87,844 98	783 59
10014	Bowling and Popo's Creek.	40.01	2,263 79				2,263 79	46 17
10015	Peninsula Junction, Md., and Cape Charles, Va.	73.32	4,708 04				4,708 04	91 49
10016	Yacator.							

C.—Railroad service as in operation on the 30th of June, 1898—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per 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.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>MARYLAND—Continued.</b>										
10017	Baltimore, Md., and Harper's Ferry, W. Va.	Baltimore and Ohio R. R.	81.13	10.28	0,242 95	.....	.....	76 95	.....	
10018	Lake Roland and Stevenson.	Northern Central Rwy.	5.51	6	212 02	.....	212 02	38 48	.....	
10019	Emmitsburg and Rocky Ridge.	Emmitsburg R. R.	6.94	18	296 08	.....	296 08	42 75	.....	
10020	Valley Junction (n. o.), Pa., and Glyndon, Md.	Baltimore and Hanover R. R.	20.32	12	1,546 35	.....	1,546 35	76 10	.....	
10021	Begument, Md., and Chambersburg, Pa.	Western Maryland R. R.	21.93	12	937 50	.....	937 50	42 75	.....	
10022	Vacant.									
10023	Perryville and Port Deposit.	Pennsylvania R. R.	4.49	12	222 05	.....	222 05	49 59	.....	
10024	Baltimore, Md., and Delta, Pa.	Maryland Central R. R.	45.08	12	2,416 19	.....	2,416 19	53 01	.....	
10025	Brandywine and Mebaneville.	Southern Maryland R. R.	20.3	6	885 28	.....	885 28	43 61	.....	
10026	Saint Agnes Station (n. o.) and Catonsville.	Baltimore and Potomac R. R.	3.93	12	168 00	.....	168 00	42 75	.....	
			1,395.54		319,530 27	58,450 85	377,981 12			
<b>VIRGINIA.</b>										
11001	Washington, D. C., and Richmond, Va.	Richmond, Fredericksburgh and Potomac R. R.	115.90	20	37,567 39	13,908 00	51,465 39	324 05	120 00	
11002	Alexandria and Lynchburgh.	Virginia Midland Rwy.	168.40	18.50	57,477 88	17,472 00	74,949 88	345 42	105 00	
11003	Manassas and Strasburgh.	do.	62.93	6	4,089 19	.....	4,089 19	64 98	.....	
11004	Alexandria and Round Hill.	Washington, Ohio and Western R. R.	56.63	12	3,376 51	.....	3,376 51	66 98	.....	
11005	Newport News, Va., and Huntingdon, W. Va.	Chesapeake and Ohio Rwy.	496.18	19.02	58,970 89	.....	58,970 89	116 55	.....	
11006	Richmond and North Danville.	Richmond and Danville R. R.	140.71	14	17,445 22	.....	17,445 22	123 98	.....	
11007	Richmond and West Point.	do.	38.72	10	3,284 48	.....	3,284 48	59 00	.....	
11008	Richmond and Petersburg.	Richmond and Petersburg R. R.	23.39	32	6,439 61	1,871 20	8,310 81	276 17	80 00	
11009	Petersburgh, Va., and Weldon, N. C.	Petersburgh R. R.	64.00	17	10,799 36	5,130 00	15,929 36	262 49	80 00	
11010	Petersburgh and City Point.	Norfolk and Western R. R.	10.47	6	417 59	.....	417 59	42 75	.....	
11011	Petersburgh and Norfolk.	do.	82.18	13	7,709 70	.....	7,709 70	94 91	.....	
11012	Petersburgh and Lynchburgh.	do.	128.70	7	9,780 24	.....	9,780 24	78 65	.....	

[illegible]

O.—Railroad service as in operation on the 30th of June, 1898—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per 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 office cars. Dollars.	Remarks.
<b>WEST VIRGINIA—Continued.</b>										
12008	Winifrede Junction (n. o.) and Winifrede.	Winifrede R. R.	4.54	7	194 08	.....	194 08	42 75	.....	
12009	Shaw and Davis	West Virginia Central and Pittsburgh Rwy.	43.75	12	1,955 80	.....	1,955 80	42 75	.....	
12010	Charleston, W. Va., and C. H. V. and V. Junction (n. o.), Ohio.	Ohio Central R. R.	53.70	6.20	2,807 69	.....	2,807 69	47 03	.....	
12011	Weston and Buckhannon.	Weston and Buckhannon R. R.	14.29	12	724 25	.....	724 25	44 46	.....	
12012	Grafton and Philippi.	Grafton and Greenbrier R. R.	24.00	6	1,026 00	.....	1,026 00	42 75	.....	
12013	Wheeling and Parkersburg.	Ohio River R. R.	93.27	12	6,150 89	.....	6,150 89	65 84	.....	
12014	Green Spring and Romney.	Baltimore and Ohio R. R.	16.64	12	711 36	.....	711 36	42 75	.....	
12015	Benwood Junction (n. o.) and Wheeling.	do	4.00	50	584 84	.....	584 84	146 21	.....	
12016	Blue Stone Junction (n. o.) and Iramwell.	Norfolk and Western R. R.	2.64	6	.....	.....	.....	.....	.....	No pay fixed.
12017	Morgantown and Fairmont.	Baltimore and Ohio R. R.	25.95	12	1,170 05	.....	1,170 05	45 82	.....	
<b>NORTH CAROLINA.</b>										
13001	Raleigh and Weldon.	Raleigh and Gaston R. R.	97.78	12	9,865 02	.....	9,865 02	100 89	.....	
13002	Weldon and Wilmington.	Wilmington and Weldon R. R.	162.97	17.5	38,592 41	.....	51,487 01	237 60	80 00	
13003	Wilmington and Charlotte.	Carolina Central R. R.	188.52	6	12,089 78	.....	12,089 78	64 13	.....	
13004	Goldborough and Greensborough.	Richmond and Danville R. R.	129.89	7	11,771 92	.....	11,771 92	90 63	.....	
13005	Goldborough and Morehead City.	Atlantic and North Carolina R. R.	94.95	6	6,001 42	.....	6,031 42	64 13	.....	
13006	Salisbury and Warm Springs.	Western North Carolina R. R.	132.25	7	19,478 88	.....	19,478 88	106 88	.....	
13007	Charlotte, N. C., and Augusta, Ga.	Charlotte, Columbia and An- gusta R. R.	192.56	10.09	24,861 42	.....	24,861 42	129 11	.....	
13008	Charlotte and Shelby.	Carolina Central R. R.	55.53	6	3,181 31	.....	3,181 31	57 29	.....	
13009	Charlotte and Statesville.	Charlotte, Columbia and An- gusta R. R.	45.71	6	2,696 80	.....	2,696 80	59 46	.....	
13010	Raleigh and Hamlet.	Raleigh and Augusta Air Line R. R.	98.90	6	7,732 27	.....	7,732 27	78 06	.....	
13011	Beaufortville, S. C., and Greensbor- ough, N. C.	Cape Fear and Yadkin Valley R. R.	155.84	6	8,102 51	.....	8,102 51	52 16	.....	

Station	Miles	Pay between Newton and Hickory, 9.25 miles, at \$14.03 per mile.	Pay not fixed on 65.62 miles.	Station	Miles	Pay between Newton and Hickory, 9.25 miles, at \$14.03 per mile.	Pay not fixed on 65.62 miles.
Greensborough and Winston	13012	29.98	13	Richmond and Danville R. R.	75 34	2,265 69	59 00
Jameville and Washington	13013	22.57	6	Jameville and Washington R. R.	42 75	904 86	57 29
Oxford and Henderson	13014	14.29	6	Oxford and Henderson R. R.	42 75	607 05	59 00
Rocky Mount and Tarborough	13015	17.80	7	William Blissett, lessee.	59 00	1,050 30	57 29
Asheville Junction (n. e.) and Jarrett	13016	93.85	7	A. H. Williams, lessee.	59 00	1,017 29	57 29
Alma and "Mainview"	13017	12.88	6	Wilmington and Weldon R. R.	42 75	550 62	42 75
University Station and Chapel Hill	13018	11.16	6	Alma and Little Rock R. R.	42 75	477 09	42 75
Halifax and Scotland Neck	13019	21.00	6	Richmond and Danville R. R.	42 75	897 75	42 75
Tarborough and Williamston	13020	33.67	7	Wilmington and Weldon R. R.	42 75	1,439 38	42 75
Smithfield and Goldsborough	13021	22.65	6	Albemarle and Raleigh R. R.	42 75	968 28	42 75
Danville, Mocksville and Southwestern Junction (n. e.) and Leaksville	13022	7.97	6	Wilmington and Weldon R. R.	42 75	340 71	42 75
Hickory and Lenoir	13023	20.51	6	Danville, Mocksville and Southwestern R. R.	42 75	876 80	42 75
Chadbourn and Mount Tabor	13024	13.23	6	Chester and Lenoir Narrow Gauge R. R.	42 75	569 85	42 75
Louisburgh and Franklinton	13025	10.40	6	Wilmington, Chadbourne and Conwayboro R. R.	42 75	444 60	42 75
SOUTH CAROLINA.							
Columbia and Greenville	14001	144.32	6	Columbia and Greenville R. R.	76 19	10,982 75	189 81
Florence, S. C., and Wilmington, N. C.	14002	83.00 } 14	14	Wilmington, Columbia and Augusta R. R.	80 00	45,433 33	80 00
Columbia and Charleston	14003	131.50	15	South Carolina Rwy	105 17	13,859 85	105 17
Charleston, S. C., and Savannah, Ga.	14004	115.00	14	Charleston and Savannah Rwy	65 00	29,793 35	194 08
Florence and Florence	14005	102.00	14	Northeastern R. R.	65 00	27,643 13	206 08
Florence and Cheraw	14006	40.82	7	Cheraw and Darlington R. R.	51 80	2,094 46	51 80
Chester, S. C., and Hickory, N. C.	14007	85.92	6	Charlotte, Columbia and Augusta R. R.	51 80	4,052 18	51 80
Alston to Spartanburgh	14008	68.39	6	Columbia and Greenville R. R.	47 03	3,216 38	47 03
Hodges and Abbeville	14009	11.93	6	do	42 75	510 00	42 75
Port Royal, S. C., and Augusta, Ga.	14010	110.77	14	Port Royal and Augusta R. R.	54 72	6,041 33	54 72
Spartanburgh, S. C., and Henderson, N. C.	14011	50.75	6	Asheville and Spartanburgh R. R.	44 46	2,256 34	44 46
Newberry and Laurens	14012	31.78	6	Laurens Rwy	43 61	1,385 92	43 61
Chester and Lancaster	14013	20.47	6	Charlotte, Columbia and Augusta R. R.	43 75	1,259 84	43 75
Cheraw, S. C., and Wadesborough, N. C.	14014	26.02	7	Cheraw and Salisbury R. R.	50 45	1,312 70	50 45
Lanes and Sumter	14015	40.00	7	Central R. R. Co. of S. C.	43 75	1,710 00	43 75
Belton and Walhalla	14016	43.92	6	Columbia and Greenville R. R.	59 85	2,628 61	59 85
Branchville, S. C., and Augusta, Ga.	14017	78.43	21	South Carolina Rwy	76 19	5,816 32	76 19
Kingsville and Camden	14018	30.25	12	do	65 78	1,679 22	65 78



O.—Railroad service as in operation on the 30th of June, 1896—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
	<b>SOUTH CAROLINA—Continued.</b>									
14019	Blackville and Barnwell	Barnwell R. R.	9.64	12	\$412 11	\$412 11	\$412 11	\$42 75		
14020	Laurens and Georgetown	Georgetown and Laurens R. R.	39.20	7	\$1,675 80	\$1,675 80	\$1,675 80	\$42 75		
14021	Greenwood and Spartanburg	Greenwood, Laurens and Spartanburg R. R.	66.20	7	\$3,622 46	\$3,622 46	\$3,622 46	\$54 73		
14022	Vance's Ferry and Rumphtown	Etawville R. R.	23.65	6						No pay fixed.
			1,479.72		\$144,477 67	\$22,905 00	\$167,382 67			
	<b>GEORGIA.</b>									
15001	Atlanta, Ga., and Air Line Junction (n. o.) N. C.	Richmond and Danville R. R.	263.03	14	\$58,806 91	\$21,442 40	\$80,339 31	\$219 74	\$80 00	
15002	Atlanta, Ga., and Chattanooga, Tenn.	Western and Atlantic R. R.	138.47	21	\$28,177 26	\$12,462 30	\$40,639 56	\$203 49	\$90 00	
15003	Atlanta and West Point	Atlanta and West Point R. R.	87.36	14	\$17,254 47	\$4,368 00	\$21,622 47	\$197 61	\$50 00	
15004	Augusta and Atlanta	Georgia R. R.	171.59	21	\$23,766 93		\$23,766 93	\$138 51		
15005	Augusta and Augusta	Central R. R. and Banking Co.	54.51	14	\$3,635 27		\$3,635 27	\$68 69		
15006	Washington and Barrett	Georgia R. R.	18.58	7	\$794 20		\$794 20	\$42 75		
15007	Union Point and Athens	do.	40.48	21	\$2,319 00		\$2,319 00	\$57 29		
15008	Kingston and Rome	Rome R. R.	20.23	16	\$1,037 80		\$1,037 80	\$53 16		
15009	Savannah, Ga., and Jacksonville, Fla.	Savannah, Florida and Western Rwy.	171.50	14	\$33,725 47	\$11,147 50	\$44,872 97	\$196 65	\$65 00	
15010	Savannah and Macon	Central R. R. and Banking Co.	190.53	13	\$24,707 77		\$24,707 77	\$129 96		
15011	Macon and Columbus	Southeastern R. R.	101.04	7	\$6,738 35		\$6,738 35	\$66 69		
15012	Macon and Atlanta	Central R. R. and Banking Co.	103.53	14	\$17,754 93		\$17,754 93	\$171 09		
15013	Rome and Brunswick	East Tennessee, Virginia and Georgia R. R.	350.80	7	\$24,100 39		\$24,100 39	\$70 97		Pay between Ansted and Atlanta, 18.31 miles, at \$30.78 per mile.
15014	Gordon and Eatonton	Central R. R. and Banking Co.	28.53	6	\$1,647 15		\$1,647 15	\$42 75		
15015	Tenille and Wrentham	Wrightsville and Tenille R. R.	146.50	6	\$7,055 37		\$7,055 37	\$42 75		
15016	Macon, Ga., and Macon, Ala.	Southeastern R. R.	144.57	7	\$12,607 94		\$12,607 94	\$87 21		
15017	Fort Valley and Perry	do.	112.88	6	\$549 76		\$549 76	\$42 75		
15018	Waycross and Albany	Savannah, Florida and Western Rwy.	163.11	12.40	\$14,365 09		\$14,365 09	\$88 07		
15019	Barnesville and Thomaston	Central R. R. and Banking Co.	16.53	12	\$706 65		\$706 65	\$42 75		

15020	Cartersville, Ga., and Broken Arrow, Ala.	East and West R. E. Co. of Alabama	110.08	6	4,705 07	43 75	4,705 07																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		</
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C.—Railroad service as in operation on the 30th of June, 1886—Continued.

Number of route.	State and termin.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for railway post-office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
<b>FLORIDA.</b>										
10001	Fernandina and Cedar Keys	Florida Railway and Navigation Company.	155.15	6.92	10,824 81	.....	10,824 81	69 77	.....	All land grant.
10002	Lake City and River Junction	.....do	155.87	7	9,381 81	.....	9,381 81	60 19	.....	Do.
10003	Pensacola and Flomaton	Louisville and Nashville R. R.	44.84	14	3,097 99	.....	3,097 99	60 00	.....	Do.
10004	West Teoc (n. o.) and Saint Augustine.	Saint John's Rwy.	18.50	6	790 87	.....	790 87	42 75	.....	Do.
10005	Pensacola and Millview	Pensacola and Perdido R. R.	10.25	7	433 18	.....	433 18	42 75	.....	Do.
10006	Jacksonville and Lake City	Florida Railway and Navigation Company.	60.32	7	4,125 88	.....	4,125 88	68 40	.....	Do.
10007	Sanford and Tampa	South Florida R. R.	116.39	7.01	9,851 34	.....	9,851 34	85 50	.....	Do.
10008	Astor and Leesburgh	Saint John's and Lake Eustis Rwy.	56.75	6	2,814 23	.....	2,814 23	49 59	.....	Do.
10009	Hart's Road and Jacksonville	Florida Railway and Navigation Company.	23.27	13	994 79	.....	994 79	42 75	.....	Do.
10010	Sanford and Oviedo	Sanford and Indian River R. R.	17.63	6	783 08	.....	783 08	42 75	.....	Do.
10011	Waldo and Wildwood	Florida Railway and Navigation Company.	72.50	6	6,357 18	.....	6,357 18	83 61	.....	Do.
10012	Wildwood and Tavares	Florida Southern Rwy.	21.95	7.22	2,590 00	.....	2,590 00	52 16	.....	Do.
10013	Palatka and Gainesville	Florida Railway and Navigation Company.	49.77	3	655 16	.....	655 16	29 93	.....	Do.
10014	Talahassee and Saint Mark's	Florida Southern Rwy.	21.89	3	7,379 50	.....	7,379 50	85 50	.....	Do.
10015	Rockelle and Fort Mason	Pensacola and Atlantic R. R.	88.31	6	11,350 09	.....	11,350 09	70 40	.....	Do.
10016	Jacksonville and River Junction	Jacksonville, Saint Augustine and Halifax River Rwy.	161.52	7	2,234 12	.....	2,234 12	60 71	.....	Do.
10017	Jacksonville and Saint Augustine	Florida Southern Rwy.	30.80	14	175 70	.....	175 70	42 75	.....	Do.
10018	Meenopy Junction (n. o.) and Meenopy	Florida Southern Rwy.	4.11	6	7,977 88	.....	7,977 88	141 93	.....	Do.
10019	Jacksonville and Sanford	Jacksonville, Tampa and Key West Rwy.	124.18	13	289 33	.....	289 33	84 20	.....	Do.
10020	Wildwood and Panasoffkee	Florida Railway and Navigation Company.	8.46	6	226 57	.....	226 57	42 75	.....	Do.
10021	De Land Landing (n. o.) and De Land	Jacksonville, Tampa and Key West Rwy.	5.30	6	749 40	.....	749 40	42 75	.....	Do.
10022	Wahpetta and Bartow	South Florida R. R.	17.53	6	2,225 77	.....	2,225 77	67 55	.....	Do.
10023	Tavares and Orlando.	Tavares, Orlando and Atlantic R. R.	32.95	6	2,957 34	.....	2,957 34	72 68	.....	Do.
10024	Leesburgh and Brooksville	Florida Southern Rwy.	40.69	6	.....	.....	.....	.....	.....	Do.

18024	18025	18026	18027	18028	18029	18030	18031	18032	18033	18034	18035	18036	18037	18038	18039	18040	18041	18042	18043	18044	18045	18046	18047	18048	18049	18050	18051	18052	18053	18054	18055	18056	18057	18058	18059	18060	18061	18062	18063	18064	18065	18066	18067	18068	18069	18070	18071	18072	18073	18074	18075	18076	18077	18078	18079	18080	18081	18082	18083	18084	18085	18086	18087	18088	18089	18090	18091	18092	18093	18094	18095	18096	18097	18098	18099	18100	18101	18102	18103	18104	18105	18106	18107	18108	18109	18110	18111	18112	18113	18114	18115	18116	18117	18118	18119	18120	18121	18122	18123	18124	18125	18126	18127	18128	18129	18130	18131	18132	18133	18134	18135	18136	18137	18138	18139	18140	18141	18142	18143	18144	18145	18146	18147	18148	18149	18150	18151	18152	18153	18154	18155	18156	18157	18158	18159	18160	18161	18162	18163	18164	18165	18166	18167	18168	18169	18170	18171	18172	18173	18174	18175	18176	18177	18178	18179	18180	18181	18182	18183	18184	18185	18186	18187	18188	18189	18190	18191	18192	18193	18194	18195	18196	18197	18198	18199	18200	18201	18202	18203	18204	18205	18206	18207	18208	18209	18210	18211	18212	18213	18214	18215	18216	18217	18218	18219	18220	18221	18222	18223	18224	18225	18226	18227	18228	18229	18230	18231	18232	18233	18234	18235	18236	18237	18238	18239	18240	18241	18242	18243	18244	18245	18246	18247	18248	18249	18250	18251	18252	18253	18254	18255	18256	18257	18258	18259	18260	18261	18262	18263	18264	18265	18266	18267	18268	18269	18270	18271	18272	18273	18274	18275	18276	18277	18278	18279	18280	18281	18282	18283	18284	18285	18286	18287	18288	18289	18290	18291	18292	18293	18294	18295	18296	18297	18298	18299	18300	18301	18302	18303	18304	18305	18306	18307	18308	18309	18310	18311	18312	18313	18314	18315	18316	18317	18318	18319	18320	18321	18322	18323	18324	18325	18326	18327	18328	18329	18330	18331	18332	18333	18334	18335	18336	18337	18338	18339	18340	18341	18342	18343	18344	18345	18346	18347	18348	18349	18350	18351	18352	18353	18354	18355	18356	18357	18358	18359	18360	18361	18362	18363	18364	18365	18366	18367	18368	18369	18370	18371	18372	18373	18374	18375	18376	18377	18378	18379	18380	18381	18382	18383	18384	18385	18386	18387	18388	18389	18390	18391	18392	18393	18394	18395	18396	18397	18398	18399	18400	18401	18402	18403	18404	18405	18406	18407	18408	18409	18410	18411	18412	18413	18414	18415	18416	18417	18418	18419	18420	18421	18422	18423	18424	18425	18426	18427	18428	18429	18430	18431	18
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O.—Railroad service as in operation on the 30th of June, 1898—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for railway post- office care. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post- office care. Dollars.	Remarks.
<b>MISSISSIPPI.</b>										
18001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R.	550.80	14	583,535.59	10,524.00	105,059.59	180.74	30.00	
18002	Memphis, Tenn., and Grondola, Miss.	Mississippi and Tennessee R. R.	102.84	7	7,933.07		7,933.07	77.81		
18003	Vicksburg and Jackson	Vicksburg and Meridian R. R.	45.48	7	13,105.70		13,105.70	107.73		Not land grant.
18004	Jackson and Meridian		93.91	7	39,343.91		39,343.91	86.10		Land grant.
18005	Mobile, Ala., and Cairo, Ill.	Mobile and Ohio R. R.	493.89	7	3,274.64		3,274.64	79.34		All land grant.
18006	Columbus, Miss., and York, Ala.	Georgia Pacific Rwy.	76.60	6	422.37		422.37	42.75		
18007	Vacant.									
18008	Madison and Aberdeen	Mobile and Ohio R. R.	9.60	7	1,095.48		1,095.48	44.46		
18009	Middleton, Tenn., and Ripley, Miss.	Ship Island, Ripley and Kentucky R. R.	25.12	7	7,573.41		7,573.41	62.42		
18010	Lexington and Aberdeen	Illinois Central R. R.	121.33	7.32	10,033.51		10,033.51	100.89		
18011	Natchez and Jackson	Natchez, Jackson and Columbus R. R.	99.45	7	938.22		938.22	42.75		
18012	Greenville and Arcola	Georgia Pacific Rwy.	21.00	6	614.70		614.70	29.93		
18013	Vacant.									
18014	Stoneville and Johnsonville.	Mobile and Ohio R. R.	20.64	3	700.10		700.10	53.87		
18015	Artesia and Columbus	do	14.11	7	535.57		535.57	46.17		
18016	Artesia and Starkville	do	11.60	7	13,591.58		13,591.58	69.26		
18017	Meridian, Miss., and New Orleans, La.	New Orleans and Northwest-ern R. R.	196.34	6						
18018	Vacant.									
18019	Jackson and Yazoo City	Illinois Central R. R.	46.18	6	1,974.19		1,974.19	42.75		
18020	Memphis, Tenn., and New Orleans, La.	Louisville, New Orleans and Texas Rwy.	453.60	7	41,201.02		41,201.02	90.63		
18021	Leland, Miss., and Arkansas City, Ark.	do	24.16	7	1,611.23		1,611.23	66.69		
18022	Memphis, Tenn., and Holly Springs, Miss.	Memphis, Birmingham and Atlantic R. R.	45.87	6	2,000.39		2,000.39	43.61		
<b>TENNESSEE.</b>										
18001	Nashville and Lebanon	Nashville, Chattanooga and Saint Louis Rwy.	2,457.92		234,062.74	16,524.00	251,186.74			
			31.62	12	1,886.47		1,886.47	59.86		

19002	19003	19004	19005	19006	19007	19008	19009	19010	19011	19012	19013	19014	19015	19016	19017	19018	19019	19020	19021	19022	19023	20001	20002	20003	20004	20005	20006	20007	20008	20009	20010	20011		
Bristol and Chattanooga	Rogersville and Bull's Gap	Nashville and Chattanooga	Fayetteville and Decherd	Nashville, Tenn., and Decatur, Ala.	Nashville, Tenn., and Hickman, Ky.	Knoxville and Jellico	Morrisstown, Tenn., and Warm Springs, N. C.	Tracy City and Cowan	Ooltewah, Tenn., and Cohutta, Ga.	Imman, Tenn., and Bridgeport, Ala.	Tullahoma and Sparta	Knoxville and Maryville	Columbia and Fayetteville	Dickson and Centerville	Columbia and Saint Joseph	Johnson City, Tenn., and Cranberry, N. C.	Moscow and Somerville	Wartrace and Shelbyville	Spring City and Bulta	Huntsville and Oliver Springs	Lyles and Warner	Elkton and Guthrie	Corydon and Lexington	La Grange and Lexington	Cincinnati, Ohio, and Louisville, Ky.	Louisville, Ky., and Nashville, Tenn.	Barstow Junction and Baytown	Lebanon Junction, Ky., and Jellico, Tenn.	Bowling Green, Ky., and Memphis, Tenn.	Louisville, Ky., and Memphis, Tenn.	Elizabethtown and Cecilin	Glasgow Junction and Glasgow		
East Tennessee, Virginia and Georgia R. R.	Rogersville and Jefferson R. R.	Nashville, Chattanooga and Saint Louis Rwy.	do	Louisville and Nashville R. R.	Nashville, Chattanooga and Saint Louis Rwy.	East Tennessee, Virginia and Georgia R. R.	do	Tennessee Coal and R. R. Co.	East Tennessee, Virginia and Georgia R. R.	Nashville, Chattanooga and Saint Louis Rwy.	do	Knoxville and Augusta R. R.	Nashville, Chattanooga and Saint Louis Rwy.	Nashville and Tusculum R. R.	Nashville and Florence R. R.	East Tennessee and Western N. C.	Memphis and Charleston R. R.	Nashville, Chattanooga and Saint Louis Rwy.	Tennessee Central R. R.	Walden's Ridge R. R.	Warner Iron Company	Louisville and Nashville R. R.	Kentucky Central R. R.	Louisville and Nashville R. R.	do	do	do	do	do	Chesapeake, Ohio and South-western R. R.	do	Louisville and Nashville R. R.		
242.17	16.42	151.00	40.41	122.72	176.11	68.12	49.59	26.25	11.85	24.84	62.07	18.45	48.87	34.59	56.74	33.89	13.49	8.36	8.19	18.06	1.50	11.95	88.86	67.44	110.10	185.00	17.93	176.97	261.15	386.40	6.37	21.00		
15.18	6	20	6	14	17.01	7	7	7	6	6	6	6	6	6	6	6	6	15	6	6	6	6.54	18	19	25.31	23.3	14	14	14	9.9	12	6		
45,346 83	701 95	25,176 23	1,727 52	18,047 19	17,890 46	5,144 79	3,858 59	865 68	820 73	1,061 90	3,078 03	788 73	2,089 19	1,478 72	2,425 63	1,444 95	576 69	385 98	350 13	772 06	64 12	135,982 07	510 80	13,270 96	6,458 05	35,866 18	55,204 00	766 50	16,811 48	52,424 73	32,296 83	272 81	563 11	
12,108 50	701 95	25,176 23	1,727 52	18,047 19	17,890 46	5,144 79	3,858 59	865 68	820 73	1,061 90	3,078 03	788 73	2,089 19	1,478 72	2,425 63	1,444 95	576 69	385 98	350 13	772 06	64 12	12,108 50	510 80	13,270 96	6,458 05	35,866 18	11,100 00	766 50	16,811 48	60,319 23	32,296 83	272 81	563 11	
157 25	42 75	160 78	42 75	42 75	105 17	77 81	77 81	42 75	69 26	42 75	49 59	42 75	42 75	42 75	42 75	42 75	42 75	46 17	42 75	42 75	42 75	42 75	42 75	42 75	42 75	95 76	325 76	298 40	42 75	98 83	199 22	82 94	272 81	53 01
50 09	42 75	160 78	42 75	42 75	105 17	77 81	77 81	42 75	69 26	42 75	49 59	42 75	42 75	42 75	42 75	42 75	42 75	46 17	42 75	42 75	42 75	42 75	42 75	42 75	42 75	95 76	325 76	298 40	42 75	98 83	199 22	82 94	272 81	53 01

R. P. O. cars on 109 miles only.

H. Ex. 1, pt. 4—18

C.—Railroad service as in operation on the 30th of June, 1896—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for railway post- office care. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post- office care. Dollars.	Remarks.
KENTUCKY—Continued.										
20012	Anchorage and Shelbyville	Louisville and Nashville R. R.	18.48	12	1,027 11	.....	1,027 11	55 58	.....	
20013	Wilford and Greencup	Eastern Kentucky R. R.	34.31	7.45	1,409 75	.....	1,409 75	42 75	.....	
20014	Owensborough and Adairville	Owensborough and Nashville R. R.	85.40	0.95	5,288 00	.....	5,288 00	61 50	.....	
20015	Mayville and Paris	Kentucky Central R. R.	50.17	12	3,774 79	.....	3,774 79	75 24	.....	
20016	Lexington, Ky., and Huntington, W. Va.	Chesapeake and Ohio Rwy.	140.29	13	13,785 86	.....	13,785 86	98 33	.....	
20017	Cincinnati Junction (n. o.) and Sax	Louisville and Nashville R. R.	4.50	17	1,335 10	.....	1,005 10	296 09	60 00	
20018	Richmond and Lexington	Kentucky Central R. R.	26.62	0	1,565 50	.....	1,565 50	42 75	.....	
20019	Johnson's Junction and Hills- borough	Cincinnati and Southeastern R. R.	10.00	0.81	722 47	.....	722 47	42 75	.....	
20020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy.	338.29	16.84	56,675 55	.....	56,675 55	107 58	.....	
20021	Hartsville and Harrodsburg	Southwestern R. R.	5.44	18	251 16	.....	251 16	46 17	.....	
20022	June Station and Cornwell	Coal Road Construction Co.	18.75	0	801 56	.....	801 56	42 75	.....	
20023	Louisville and Prospect	Louisville and Nashville R. R.	11.00	6	470 25	.....	470 25	42 75	.....	
20024	Lebanon and Greensburg	do	31.80	6	1,468 20	.....	1,468 20	46 17	.....	
20025	Evansville, Ind., and Nashville, Tenn.	do	157.92	12.15	20,674 82	.....	20,674 82	131 07	.....	
20026	Shelbyville and Bloomfield	do	27.75	12	1,186 31	.....	1,186 31	42 75	.....	
20027	Station and Richmond	Chattanooga Rwy.	50.30	9.73	2,368 43	.....	2,368 43	47 03	.....	
20028	King's Mountain Station and Yo- semite.	Cincinnati and Green River Rwy.	11.42	6	488 20	.....	488 20	42 75	.....	
20029	Midway and Versailles	Versailles and Midway Rwy.	7.54	21	337 00	.....	337 00	44 46	.....	
20030	Richmond Junction (n. o.) and Rich- mond.	Kentucky Central R. R.	81.31	6	1,701 43	.....	1,701 43	49 59	.....	
20031	Madisonville and Providence	Louisville and Nashville R. R.	10.70	0	713 92	.....	713 92	42 75	.....	
20032	Paris and Richmond	Kentucky Central R. R.	40.44	12.42	2,688 90	.....	2,688 90	65 81	.....	
20033	Dodge and Clay City	Kentucky Union Rwy.	14.75	6	620 50	.....	620 50	42 75	.....	
20034	Henderson and Morgantown	Ohio Valley Rwy.	23.00	6	1,068 75	.....	1,068 75	42 75	.....	
			2,510.17		334,985 63	25,804 50	360,790 13			

Line	Station	105.47	20.54	23.297 84	4, 218 80	27, 516 14	194 04	40 00
21001	Stellars and Newark	33					82 84	
21002	Newark and Columbus	488.20	80	170, 134 51	23, 410 00	163, 544 51	867 58	50 00
21003	Pittsburgh, Pa., and Chicago, Ill.	84.80	21.05	16, 130 23		16, 130 23	170 15	
21004	Hudson and Columbus	145.15	15.07	11, 417 49		11, 417 49	78 66	
21005	Cleveland, Ohio, and Sharpsville, Pa.	84.87	24.07	12, 984 54		12, 984 54	153 90	
21006	Cleveland and Wellsville	101.29	19.9	20, 957 91		20, 957 91	206 91	
21007	Elmira and Millbury	74.90	27.28	34, 453 25	10, 498 00	44, 839 25	459 99	140 00
21008	Bayard and New Philadelphia	32.41	6	2, 078 45		2, 078 45	64 13	
21009	Cleveland and Sherrodsdale	106.24	13.98	6, 015 97		6, 015 97	55 58	
21010	Sandusky and Chicago	28		92 34			92 34	
21011	Chicago and Newark	88.79	17.45	19, 515 10	8, 551 60	23, 066 70	190 87	40 00
21012	Xenia and Dayton	16.77	19	1, 605 89		1, 605 89	85 76	
21013	Springfield and Sandusky	131.35	13.17	11, 567 99		11, 567 99	98 07	
21014	Columbus and Delaware	23.51	20	8, 293 59		8, 293 59	129 11	
21015	Columbus and Cincinnati	120.06	28.18	40, 133 91	12, 005 00	52, 138 91	334 81	100 00
21016	Columbus, Ohio, and Indianapolis, Ind.	188.55	20.07	107, 850 60	32, 996 25	140, 846 85	572 00	175 00
21017	Indianapolis, Ind.	204.07	21.31	34, 816 26	5, 101 75	41, 918 01	180 41	25 00
21018	Blanchester and Hillsborough	21	12	1, 274 91		1, 274 91	60 71	
21019	Portsmouth and Hamden Junction	56	12	2, 968 56		2, 968 56	53 01	
21020	Toledo, Ohio, and Quincy, Ill.	473.99	14.14	112, 662 58	23, 855 60	136, 518 28	237 69	40 00
21021	Sandusky, Ohio, and Bloomington, Ill.	379.88	9.66	25, 011 29		25, 011 29	65 84	
21022	Cary and Findlay	16	6	684 00		684 00	42 75	
21023	Dayton, Ohio, and Union City, Ind.	47.82	12	2, 630 04		2, 630 04	55 58	
21024	Dayton and Toledo	142.61	19.55	22, 558 04	158 18	22, 558 04	158 18	
21025	Hamilton, Ohio, and Indianapolis, Ind.	96.83	15.6	8, 109 19		8, 109 19	81 23	
21026	Hamilton, Ohio, and Richmond, Ind.	45.06	19	5, 008 41		5, 008 41	111 15	
21027	Cincinnati and Dayton	56.38	37.28	10, 509 66		10, 509 66	175 99	
21028	Xenia and Springfield	18.99	21	906 94		906 94	45 23	
21029	Cincinnati, Ohio, and Parkersburg, W. Va.	195.15	30	74, 083 84	15, 613 00	89, 696 84	379 63	50 00

R. P. O. cars between  
La Fayette and De-  
catur, 122.40 miles,  
at \$80 per mile.

R. P. O. cars between  
La Fayette and De-  
catur, 122.40 miles,  
at \$80 per mile.



C.—Railroad service as in operation on the 30th of June, 1888—Continued.

Number of routes.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
OHIO—Continued.										
21029	Morrow and Dresden .....	Cincinnati and Muskingum Valley Rwy.	148.73	12	11,190 44	.....	11,190 44	75 24	.....	
21030	Dayton, Ohio, and Richmond, Ind. ....	Pittsburgh, Cincinnati and Saint Louis Rwy.	42.13	12 5	3,602 11	.....	3,602 11	85 50	.....	
21031	Harrison, Ohio, and Hazerstown, Ind. ....	White Water R. R. ....	63.08	8 4	3,505 98	.....	3,505 98	55 58	.....	
21032	Columbus, Ohio, and Pittsburgh, Pa. ....	Pittsburgh, Cincinnati and Saint Louis Rwy.	193.75	33 5	150,415 87	53,281 25	203,697 12	776 34	275 00	
21033	Columbus, Ohio, and Indianapolis, Ind. ....	Indiana, Bloomington and Western Rwy.	185.06	19 50	17,778 80	.....	17,778 80	95 76	.....	
21034	Salamanca, N. Y., and Dayton, Ohio. ....	New York, Lake Erie and Western R. R.	389.21	20 9	49,916 18	.....	49,916 18	128 25	.....	
21035	Youngstown, Ohio, and Mahoningtown, Pa. ....	Pennsylvania Company .....	18.40	9	786 00	.....	786 00	42 75	.....	
21036	Columbus and Athens .....	Columbus, Hocking Valley and Toledo Rwy.	77.44	18	7,018 38	.....	7,018 38	90 63	.....	
21037	Niles and New Lisbon .....	New York, Lake Erie and Western R. R.	34.85	12	1,758 18	.....	1,758 18	50 45	.....	
21038	Newark and Shawneetown .....	Baltimore and Ohio R. R. ....	43.67	12	2,314 94	.....	2,314 94	53 01	.....	
21039	Delphos and Dayton .....	Toledo, Cincinnati and Saint Louis R. R. (operated by purchasers).	93.35	6	5,906 25	.....	5,906 25	63 27	.....	
21040	Marietta and Zear Station .....	Cleveland and Marietta R. R.	105.72	9 54	7,633 72	.....	7,633 72	72 68	.....	
21041	Lorain and Bridgeport .....	Cleveland, Lorain and Wheeling R. R.	158.41	9 84	12,325 88	.....	12,325 88	77 81	.....	
21042	Cleveland and Gallon .....	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	80.00	27 63	64,625 32	14,230 00	78,855 32	284 20	75 00	
21043	Mansfield and Toledo .....	Pennsylvania Company .....	104.60	12	5,144 80	.....	5,144 80	50 00	50 00	
21044	Atwater and Youngstown .....	do.	60.36	7 01	2,683 60	.....	2,683 60	44 46	.....	
21045	Toledo, Ohio, and Elkhart, Ind. ....	Lake Shore and Michigan Southern Rwy.	134.26	23 84	59,118 70	25,569 40	84,688 10	440 33	100 00	
21046	Painesville and Youngstown .....	Painesville and Youngstown R. R.	62.43	6	2,829 32	.....	2,829 32	45 32	.....	
21047	Chicago, Ohio, and Chicago, Ill. ....	Baltimore and Ohio R. R. ....	271	20	45,877 50	10,840 00	56,717 50	169 29	40 00	
21048	Morgan Junction and Cumberland, Md. ....	Cincinnati, Wheeling and New York R. R.	17.70	9 53	756 67	.....	756 67	42 75	.....	

No.	Location	15.08	17.50	1,121.80	1,121.80	74.89
21049	Maricopa, Ohio, and Parkersburgh, W. Va.					
21050	Deebley and McComb.....	10.28	6	439 47	439 47	42 75
21051	Columbus and Coal Grove.....	182	13	16,845 36	16,845 36	123 98
21052	Cincinnati and Portsmouth.....	108	7.92	6,888 16	6,883 16	63 87
21053	Cincinnati and Toledo.....	128.44	18	9,545 98	9,545 98	76 10
21054	Dayton and Ironton.....	166.19	6	7,232 87	7,232 87	42 75
21055	Toledo and Thurston.....	148.68	6.78	8,185 76	8,185 76	54 75
21056	Saint Clairsville and Steel.....	7.28	12	311 22	311 22	43 75
21057	Jeffersville and Chayeville Junction (n. o.).....	28	6	1,197 00	1,197 00	42 75
21058	Wilson and Springfield.....	118.89	7.35	5,591 39	5,591 39	47 08
21059	Junction with Cincinnati, Hamilton and Dayton R. R. (n. o.) and Mount Healthy.....	7.08	12	802 67	802 67	43 75
21060	Columbus and Georgetown.....	42.17	13	2,849 58	2,849 58	67 55
21061	Toledo and Delphos.....	74.69	6	4,725 63	4,725 63	63 27
21062	Andover and Youngstown.....	38.84	12	2,656 65	2,656 65	68 40
21063	Bellaire and Zanesville.....	112.57	8.29	5,101 67	5,101 67	45 33
21064	Dayton and Dods.....	24.15	6	1,527 97	1,527 97	68 37
21065	Delphos, Ohio, and Kokomo, Ind.....	108.02	6	4,987 28	4,987 28	46 17
21066	Hillsborough and Sardula.....	18.59	6	887 81	887 81	45 53
21067	Alliance and Phalanx Station (n. o.).....	24.10	12	1,115 77	1,115 77	42 75
21068	Columbus and Corning.....	66.05	13	4,291 92	4,291 92	64 96
21069	Thurston and Redfield.....	33.76	6	1,443 23	1,443 23	42 75
21070	Tontogany and Bowling Green.....	5.94	18	253 93	253 93	43 75
21071	Valley Junction and Harrison.....	7.40	12	518 81	518 81	70 11
21072	Edison and Mount Gilead.....	2.40	18	102 60	102 60	43 75
21073	Cleveland and Zear Station.....	76.12	10.92	5,552 40	5,552 40	73 68
21074	Logan and Pomeroy.....	83.71	12	6,799 76	6,799 76	81 23
21075	Cecil and West Manchester.....	97.67	6	3,534 13	3,534 13	43 75
21076	Akron, Ohio, and Mahoningtown, Pa.....	78.10	6	4,607 90	4,607 90	59 00
21077	Nelsonville and New Straitsville.....	19.94	13	853 43	853 43	42 75
21078	Cincinnati and Dods.....	36.20	10.92	2,631 01	2,631 01	72 68

No pay fixed on 15 miles.

**No pay fixed on 15 miles.**

C.—Railroad service as in operation on the 30th of June, 1888—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per 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.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
Ohio—Continued.										
21079	Solon and Chagrin Falls	Chagrin Falls and Southern R. R.	6.68	18	270 31	270 31	270 31	44 46		
21080	Toledo and Bowerston	Wheeling and Lake Erie R. R.	171.68	6.40	9,414 90	9,414 90	9,414 90	60 71		No pay fixed on 16.00 miles.
21081	Delphos and Carey	Eastern and Western Air Line Rwy.	56.60	6	2,419 65		2,419 65	42 75		
21082	Saint Mary's and Minster	Lake Erie and Western Rwy.	10.06	6	430 06		430 06	42 75		
21083	Means and Cadiz	Pittsburgh, Cincinnati and Saint Louis Rwy.	8.11	15	395 28		395 28	48 74		
21084	Logan and New Straitsville.	Columbus, Hocking Valley and Toledo Rwy.	13.30	12	664 01		664 01	49 59		
21085	New Richmond Junction (n. o.) and New Richmond.	Cincinnati and Eastern Rwy.	14.66	6	626 71		626 71	42 75		
21086	Alliance and Niles	Alliance, Niles and Ashtabula R. R.	27.93	6	1,194 00		1,194 00	42 75		
21087	Huron and Norwalk	Wheeling and Lake Erie R. R.	13.67	12	584 39		584 39	42 75		
21088	Corning and Cincinnati, Hocking Valley and Toledo Junction (n. o.)	Ohio Central R. R.	56.87	12	2,528 44		2,528 44	44 46		
21089	Cleveland, Ohio, and Chicago, Ill.	New York, Chicago and Saint Louis Rwy.	339.07	6.33	23,483 98		23,483 98	69 26		
21090	Marion, Ohio, and Chicago Junction (n. o.) Ind.	Chicago and Atlantic R. R.	249.95	6	13,892 22		13,892 22	55 58		
21091	Toledo and Findlay	Toledo, Columbus and South-cin Rwy.	44.72	6	1,911 78		1,911 78	42 75		
21092	Canton and Coshocton	Cleveland and Canton R. R.	54.73	6	2,714 06		2,714 06	49 59		
21093	New Galilee, Pa., and Rogers, Ohio	New York, Pittsburgh and Chicago Rwy.	14.11	6	693 20		693 20	42 75		
21094	Columbus and Midland City	Columbus and Cincinnati Mid-land R. R.	72.73	12	4,166 70		4,166 70	57 29		
21095	Buffalo, N. Y., and Cleveland, Ohio.	Lake Shore and Michigan Southern Rwy.	183.29	37.41	462,104 40	142,805 00	604,969 40	855 86	330 00	
	Cleveland and Elyria		25.50							
	Elyria and Millbury		79.39							
	Millbury and Toledo		8.00							
	Toledo, Ohio, and Elkhart, Ind.		142.70							
	Elkhart, Ind., and Chicago, Ill.		101.30					855 86	330 00	

21094	Marietta and Big Run	24.60	6	1,051.65	1,051.65	42.75
21097	Saint Clairsville and Barton	4.35	6	186.96	186.96	42.75
21098	Ashabula and Harbor	4.00	6	171.00	171.00	42.75
INDIANA.						
22001	Indianapolis and Vincennes	112.21	9.64	8,489.84	8,489.84	71.82
22002	Indianapolis and Terre Haute	74.59	26	41,215.08	13,018.25	554.04
22003	Indianapolis, Ind., and Cincinnati, Ohio	111.40	33.05	34,669.91	10,026.00	311.22
22004	Indianapolis and Michigan City	161.62	16.54	13,128.39		81.23
22005	Indianapolis and La Fayette	64.79	21.68	22,435.48	4,211.85	346.28
22006	Columbus and Madison	45.75	12	8,520.46		76.95
22007	New Albany and Indianapolis	114.04	26.03	17,648.83		154.76
22008	Louisville Junction (n. o.) and Michigan City	293.63	11.15	24,603.25		53.79
22009	Richmond, Ind., and Chicago, Ill.	225.16	14.09	21,176.29		94.05
22010	Cincinnati, Ohio, and East Saint Louis, Ill.	338.20	20.4	106,702.10	23,674.00	315.50
22011	Cambridge City and Columbus	63.58	6	2,935.48		46.17
22012	Evansville and Terre Haute	109.71	17.03	14,727.47		134.24
22013	Terre Haute and South Bend	186.49	6	10,842.52		58.14
22014	State Line (n. o.) and Logansport	61.19	12	6,644.62		108.69
22015	North Vernon and Rushville	45.50	6	1,945.12		42.75
22016	Fairland and Martinsville	38.35	6	1,639.46		42.75
22017	Breedford, Ohio, and Logansport, Ind.	114.29	6	7,426.56		64.98
22018	Indianapolis, Ind., and Peoria, Ill.	213.02	15.09	29,505.40		138.51
22019	Louisville, Ky., and North Vernon, Ind.	54.86	27	8,021.08		146.21
22020	Fort Wayne and Connersville	109.54	7.35	6,375.54		57.29
22021	Richmond and Fort Wayne	92.73	12	6,501.80		70.11
22022	Anderson, Ind., and Benton Harbor, Mich.	164.68	7.06	10,700.90		64.98

# REPORT OF THE POSTMASTER-GENERAL.

C.—Railroad service as in operation on the 30th of June, 1898—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for railway post-office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post-office cars. Dollars.	Remarks.
INDIANA—Continued.										
22021	Oakland City, Ind., and Mount Vernon, Ill.	Louisville, Evansville and Saint Louis Rwy.	88.56	13	4,619 28	.....	4,619 28	52 16	.....	
22024	Terre Haute, Ind., and Danville, Ill.	Chicago and Eastern Illinois R. R.	56.48	19	6,229 74	.....	6,229 74	110 30	.....	
22025	Indianapolis and Terre Haute.....	Indianapolis and Saint Louis Rwy.	73.29	19.78	7,707 00	1,832 25	9,540 15	105 17	25 00	
22026	Washington and Evansville.....	Evansville and Indianapolis R. R.	57.70	6	2,466 67	.....	2,466 67	42 75	.....	
22027	Detroit, Mich., and Logansport, Ind.	Wabash, Saint Louis and Pacific Rwy.	204.36	11.46	13,279 31	.....	13,279 31	64 08	.....	
22028	Fair Oaks and Attica.....	Chicago and Great Southern Rwy.	56.34	6	2,408 53	.....	2,408 53	42 75	.....	
22029	La Fayette, Ind., and Kankakee, Ill.	Cincinnati, La Fayette and Chicago R. R.	72.75	14.8	24,238 48	4,728 75	28,967 23	333 45	65 00	
22030	Terre Haute and Worthington.....	Terre Haute and Southeastern R. R.	40.98	6	1,821 97	.....	1,821 97	44 46	.....	
22031	Attica and Yeldo.....	Chicago and Great Southern Rwy.	21.32	6	911 43	.....	911 43	42 75	.....	
22032	Evansville and Jasper.....	Louisville, Evansville and Saint Louis Rwy.	55.13	18	3,670 62	.....	3,670 62	66 09	.....	
22033	Frankfort and Kokomo.....	Toledo, Cincinnati and Saint Louis R. R.	25.70	6	1,098 67	.....	1,098 67	42 75	.....	
22034	Rockport and Rockport Junction (n. o.).	Louisville, Evansville and Saint Louis Rwy.	16.20	18	775 65	.....	775 65	47 88	.....	
22035	New Salisbury and Corydon.....	Louisville, New Albany and Corydon R. R.	8.30	6	358 67	.....	358 67	42 75	.....	
22036	Switz City and Bedford.....	Bedford and Bloomfield R. R.	41.47	6	1,772 84	.....	1,772 84	42 75	.....	
22037	Anderson and Noblesville.....	Midland Rwy.	13.06	6	853 29	.....	853 29	42 75	.....	
22038	Indianapolis, Ind., and Chicago, Ill.	Louisville, New Albany and Chicago Rwy.	184.08	9.35	13,123 55	.....	13,123 55	76 10	.....	Pay between Hammond and Chicago, 20.70 miles, at \$63.35 per mile.
22039	Fort Branch and Mount Vernon.....	Evansville and Terre Haute R. R.	38.75	7.05	1,616 56	.....	1,616 56	42 75	.....	
22040	Covington and Snoddy's Mills.....	Chicago and Eastern Illinois R. R.	9.49	8	405 09	.....	405 09	42 75	.....	

12	313 78	.....	313 78	43 75	.....
7.34	.....	.....	.....	.....	.....
24.89	1,191 73	.....	1,191 73	47 88	.....
190.13	18,045 23	4,753 35	22,798 43	94 91	25 90
166.69	87,792 28	29,170 75	116,963 03	526 68	175 00
2.43	134 61	.....	134 61	54 72	.....
245.03	10,475 03	.....	10,475 03	43 75	.....
14.91	637 40	.....	637 40	43 75	.....
93.55	7,319 91	.....	7,319 91	78 58	.....
295.90	1,149 97	.....	1,149 97	42 75	.....
31.12	1,350 38	.....	1,350 38	42 75	.....
4,681.10	616,570 20	91,414 60	707,984 80	.....	.....
85.37	17,853 30	2,134 25	20,017 55	209 43	25 00
121.39	30,757 69	4,855 60	25,613 29	171 00	40 00
17.88	91,201 46	23,286 80	119,488 26	167 58	65 00
44.13	1,924 50	.....	1,924 50	43 61	.....
245.52	32,327 61	.....	32,327 61	131 67	.....
38.49	3,697 45	.....	3,697 45	43 75	.....
208.00	144,426 60	45,645 00	198,071 60	701 10	285 00
63.94	4,154 82	.....	4,154 82	64 98	.....
53.23	5,953 05	.....	5,953 05	94 91	.....
101.69	23,336 62	6,970 85	29,907 47	230 85	65 00
6	3,663 18	.....	3,663 18	50 45	.....
60.68	5,759 13	.....	5,759 13	94 91	.....

{ 273.83 miles land grant, Cedar Rapids to Union Pacific Transfer (n.o.) R. P. O. \$45 for 216.32 miles; \$50 for 232.43 miles; and \$75 for 21.40 miles.

{ R. P. O. \$205 per mile for 27 miles; \$240 for 126 miles; and \$200 for 43 miles.

278.83 miles land grant, Cedar Rapids to Union Pacific Transfer (n.o.). R. P. O. \$63 for 216.32 miles; \$50 for 252.43 miles; and \$75 for 21.40 miles.

R. P. O. \$265 per mile for 37 miles; \$240 for 126 miles; and \$200 for 48 miles.

C.—Railroad service as in operation on the 30th of June, 1886—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office care, railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care, railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
23013	ILLINOIS—Continued.									
23013	Mendota and Fulton .....	Chicago, Burlington and Quincy R. R. ....	64.70	6	2,765 92	.....	2,765 92	42 75	.....	
23014	Rock Falls and Shabbona .....	do .....	46.25	6	1,977 18	.....	1,977 18	42 75	.....	
23015	Chicago, Ill., and Davenport, Iowa .....	Chicago, Rock Island and Pacific Rwy. ....	182.92	22.28	40,194 84	11,889 80	52,084 64	219 74	65 00	
23016	Bureau and Peoria .....	do .....	47.69	12	4,825 27	.....	4,825 27	103 60	.....	
23017	Chicago and East Saint Louis .....	Chicago and Alton R. R. ....	281.17	17.74	66,115 50	15,434 33	81,550 83	235 13	55 00	
23018	Bloomington and Reedhouse .....	do .....	111.27	10.40	13,319 02	.....	13,319 02	119 70	.....	
23019	Washington and Dwight .....	do .....	70.12	6	3,117 53	.....	3,117 53	44 46	.....	
23020	Chicago and Cairo .....	Illinois Central R. R. ....	305.53	13.49	61,000 95	19,072 30	80,079 25	166 80	{ 115 00 50 00 25 00	{ All land grant. R. P. O. \$115 per mile for 53.87 miles; \$50 for 106.23 miles; and \$25 for 113.43 miles.
23021	Dubuque, Iowa, and Centralia, Ill. ....	do .....	{ 69.56 12.51 263.07	{ 12.55 ..... .....	42,258 94	4,834 15	47,093 09	122 44	{ 65 00 25 00	{ All land grant. R. P. O. \$65 per mile for 69.56 miles; \$25 for 12.51 miles.
23022	Joliet and Lake Station .....	Michigan Central R. R. ....	45.67	6	1,952 39	.....	1,952 39	42 75	.....	
23023	Decatur and East Saint Louis .....	Wabash, Saint Louis and Pacific Rwy. ....	113.44	19	27,095 94	4,537 60	27,253 54	240 07	40 00	
23024	Peoria, Ill., and Evansville, Ind. ....	Peoria, Decatur and Evansville Rwy. ....	219.81	6	13,884 44	.....	13,884 44	55 58	.....	
23025	Hannibal, Mo., and Bluffs, Ill. ....	Wabash, Saint Louis and Pacific Rwy. ....	50.01	19	5,644 12	.....	5,644 12	112 86	.....	
23026	Vacant .....	Toledo, Peoria and Western R. R. (Philip Henry Brown, John Patton, and Robert Martin, trustees). ....	228.87	10.94	27,004 37	.....	27,004 37	117 99	.....	
23027	State Line (n. o.), Ill., and Warsaw, Ill. ....	do .....	.....	.....	.....	.....	.....	.....	.....	
23028	Junction and Mound City .....	Mound City R. R. ....	2.94	6	125 68	.....	125 68	42 75	.....	
23029	Champaign and Havana .....	Anthony J. Thomas, receiver of the Havana Division of the Wabash, Saint Louis and Pacific Rwy. ....	101.07	6	5,617 47	.....	5,617 47	65 58	.....	

		121.65	14.01	15,498 21	15,498 21	127 40	
23030	East Saint Louis and El Dorado						
23031	Belleville and O'Fallon Depot	7.84	6	813 78	813 78	42 75	
23032	East Saint Louis, Ill., and Evansville, Ind.	161.83	13	18,936 78	18,936 78	86 86	
23033	Beardstown and Shawneetown	229.08	12	12,926 08	12,926 08	54 43	
23034	Springfield and Ghann	112.72	4.59	6,890 78	6,890 78	54 43	
23035	Chicago, Ill., and Milwaukee, Wis.	86.18	35.54	60,547 15	60,525 65	586 53	175 00
23036	Aurora and Foreston	81.57	12	13,390 53	15,429 78	164 16	25 00
23037	Vincennes and Saint Francisville	10.17	6	478 29	478 29	47 03	
23038	Peoria and Jacksonville	84.52	12	6,070 22	6,070 22	71 82	
23039	Carbondale and Grand Tower	25.39	9	1,085 42	1,085 42	42 75	
23040	Peoria and Rock Island	91.60	12	7,284 02	7,284 02	79 52	
23041	Quincy, Ill., and Hannibal, Mo.	112.72	18	1,573 70	1,573 70	79 52	
23042	Chicago and Danville	124.06	16	14,213 35	14,213 55	114 57	
23043	Streator and Fairbury	31.98	6	1,504 01	1,504 01	47 03	
23044	Danville and Sidell	22.76	6	1,015 74	1,015 74	42 75	
23045	Marion and Harrison Station (n. o.)	27.20	10.12	1,162 79	1,162 79	42 75	
23046	Jacksonville and Centralia	112.05	7.95	5,632 92	5,632 92	50 45	
23047	Chester and Tamaroa	41.76	10.53	2,927 79	2,927 79	70 11	
23048	Terre Haute, Ind., and Peoria, Ill.	177.96	6	7,912 10	7,912 10	44 45	
23049	Springfield and Havana	43.10	7.39	2,865 27	2,865 27	49 59	
23050	Danville and Cairo	258.85	6	16,219 83	16,219 83	62 42	
23051	Joliet and Pekin	115.79	6	5,940 02	5,940 02	51 30	
23052	Conland and Sycamore	5.24	21	250 89	250 89	47 88	
23053	East Saint Louis and Cairo	153.60	8.14	10,900 99	10,900 99	70 97	
23054	Chicago and Launk Junction (n. o.)	113.55	18	22,513 08	23,254 58	191 52	35 00
23055	Decatur, Ill., and Indianapolis, Ind.	153.89	10.57	10,263 92	10,263 92	66 69	



C.—Railroad service as in operation on the 30th of June, 1898—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per 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.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
23056	ILLINOIS—Continued.									
23056	Geneva and Aurora .....	Chicago and Northwestern Rwy.	10.62	30	490 32	.....	490 32	46 17	.....	
23057	Rochelle and Rockford .....	Chicago and Iowa R. R. ....	27.76	6	1,186 74	.....	1,186 74	42 75	.....	
23058	West Lebanon, Ind., and Leroy, Ill. ....	H. L. Shepherd, receiver of the Havana, Rantoul and Eastern R. R.	76.67	6	3,277 64	.....	3,277 64	42 75	.....	
23059	Rock Island and Cable .....	Rock Island and Mercer County R. R.	27.28	6	1,166 22	.....	1,166 22	42 75	.....	
23060	Greenfield and Kampsville .....	Litchfield, Carrollton and Western R. R.	22.90	11	978 97	.....	978 97	42 75	.....	
23061	Alton Junction (n. o.) and Chicago and Alton Junction (s. o.) .....	Indianapolis and Saint Louis Rwy.	4.15	6	177 41	.....	177 41	42 75	.....	
23062	Kankakee and Bloomington .....	Illinois Central R. R. ....	87.13	6.79	3,734 80	.....	3,734 80	42 75	.....	
23063	Shunway and Ellingham .....	Wabash, Saint Louis and Pacific Rwy.	8.75	6	441 43	.....	441 43	50 45	.....	
23064	Kempton and Kankakee Junction (n. o.) .....	Illinois Central R. R. ....	43.01	6	1,839 96	.....	1,839 96	42 75	.....	
23065	Salary and Champaign .....	Wabash, Saint Louis and Pacific Rwy.	12.20	12	521 55	.....	521 55	42 75	.....	
23066	Chicago and Alton .....	do.	215.99	6	16,806 18	.....	16,806 18	77 81	.....	
23067	Havana and Galesburg .....	Fulton County Narrow Gauge Rwy.	60.41	6.87	2,911 58	.....	2,911 58	47 88	.....	
23068	Peoria, Ill., and Oskaloosa, Iowa .....	Central Iowa Rwy. ....	190.82	6	9,136 46	.....	9,136 46	47 88	.....	
23069	Kankakee and Seneca .....	Kankakee and Seneca R. R. ....	43.31	6	1,800 05	.....	1,800 05	42 75	.....	
23070	Galva and Gladstone .....	Chicago, Burlington and Quincy R. R.	75.17	18.56	4,627 46	.....	4,627 46	61 56	.....	
23071	Aurora and Turner .....	do.	12.56	12.13	590 94	.....	590 94	42 75	.....	
23072	Ellettswood and Buda .....	do.	45.37	9	2,249 89	.....	2,249 89	49 59	.....	
23073	Varna and Lacon .....	Chicago and Alton R. R. ....	10.60	12	433 15	.....	433 15	42 75	.....	
23074	Maysville and Pittsfield .....	Wabash, Saint Louis and Pacific Rwy.	6.86	19	346 08	.....	346 08	50 45	.....	
23075	La Harpe, Ill., and Burlington, Iowa .....	Toledo, Peoria and Western R. R. (Philip Henry Brown, John Paton, and Robert C. Martin, trustees).	20.11	12	859 70	.....	859 70	42 75	.....	

23077	White Heath and Decatur.....	Anthony J. Thomas, receiver of the Havana Division of the Wabash, Saint Louis and Pacific Rwy.	30.63	6	1,361 80	.....	1,361 80	44 46	.....
23078	McLeansborough and Shawneetown.....	Leavelle and Nashville R. R.	41.22	6	1,763 15	.....	1,763 15	43 75	.....
23079	Fall Creek, Ill., and Louisiana, Mo.....	Chicago, Burlington and Quin- cy R. R.	31.46	6	1,432 50	.....	1,432 50	46 17	.....
23080	Wellington and Chasna Park.....	Chicago and Eastern Illinois R. R.	12.89	6	551 04	.....	551 04	43 75	.....
23081	Clayton, Ill., and Keokuk, Iowa.....	Wabash, Saint Louis and Pacific Rwy.	43.03	12	3,020 33	.....	3,020 33	70 11	.....
23082	Streator, Ill., and North Judson, Ind.....	Indiana, Illinois and Iowa R. R.	110.50	6	6,708 45	.....	6,708 45	60 71	.....
23083	Bates and Grafton.....	Wabash, Saint Louis and Pacific Rwy.	71.93	6	3,505 86	.....	3,505 86	49 74	.....
23084	Sterling and Barstow.....	Chicago, Burlington and Quin- cy R. R.	40.53	6	1,801 96	.....	1,801 96	44 46	.....
23085	Murphyborough and Pinckneyville.....	Saint Louis Coal R. R.	23.21	6	992 22	.....	992 22	42 75	.....
23086	Buckingham and Clarke City.....	Illinois Central R. R.	9.59	6	327 97	.....	327 97	34 20	.....
23087	Caladonia and Spring Valley.....	Chicago and Northwestern Rwy.	85.74	6	3,665 88	.....	3,665 88	42 75	.....
23088	East Saint Louis and Belleville.....	Illinois and Saint Louis R. R. and Coal Co.	15.00	6	641 25	.....	641 25	42 75	.....
			7,877.74		978,106 18	166,323 95	1,144,520 13		
MICHIGAN.									
24001	Toledo, Ohio, and Detroit, Mich.....	Lake Shore and Michigan Southern Rwy.	64.90	22	10,709 79	.....	10,709 79	185 02	.....
24002	Monroe and Adrian.....	do	34.90	14 15	2,478 85	.....	2,478 85	70 97	.....
24003	Adrian and Jackson.....	do	37.41	12	4,418 61	.....	4,418 61	92 20	.....
24004	White Pigeon and Grand Rapids.....	do	96.32	12	11,364 70	.....	11,364 70	117 49	.....
24005	Jonesville and Lansing.....	do	61.04	7 71	8,214 08	.....	8,214 08	52 67	.....
24006	Detroit, Mich., and Chicago, Ill.....	Michigan Central R. R.	283.10	34 94	64,241 13	18,531 50	102,872 63	298 83	65 00
24007	Kalamazoo and South Haven.....	do	46.18	12	8,820 03	.....	8,820 03	71 32	.....
24008	Jackson and Niles.....	do	104.30	4 7	8,115 58	.....	8,115 58	77 83	.....
24009	Jackson and Bay City.....	do	56.95	12 78	10,207 31	.....	10,207 31	169 76	Land grant Landing to Bay City, 77.86 m.
24010	Jackson and Grand Rapids.....	do	77.86	25	11,905 35	.....	11,905 35	123 09	.....
24011	Slocum Junction (n. o.) and Grosse Isle.....	do	94.72	6	100 89	.....	100 89	42 75	.....
24012	Niles and South Bend.....	do	12.43	9	531 38	.....	531 38	43 75	.....
24013	Detroit and Mackinaw City.....	do	108.00	12 36	31,806 74	.....	31,806 74	100 55	Land grant Bay City to Mackinaw City, 182.22 m.
24014	Saginaw and Caro.....	do	34.04	14 50	1,629 83	.....	1,629 83	47 88	.....
24015	Monroe and Ludington.....	Flint and Pere Marquette R. R.	171.00	16 87	30,173 06	.....	30,173 06	109 44	Land grant Flint to Ludington, 171.06 m.
24016	Ionia and Big Rapids.....	Detroit, Lansing and North- ern R. R.	68.09	10 44	5,472 39	.....	5,472 39	86 37	.....
24017	Detroit and Howard City.....	do	100.72	17 28	20,750 55	.....	20,750 55	129 11	.....

C.—Railroad service as in operation on the 30th of June, 1898—Continued.

Number of route.	State and termin.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
24018	MICHIGAN—Continued. Fort Wayne, Ind., and Mackinaw City, Mich.	Grand Rapids and Indiana R. R.	368.90	15.91	36,434.38	.....	36,434.38	96.45	.....	Land grant Fort Wayne to Potosky 323.48 m.
24019	Toledo, Ohio, and Allegan, Mich.	Michigan and Ohio R. R.	156.92	6.67	6,125.11	.....	6,125.11	12.82	.....	Toledo to Dundee, 23 miles, for which 12.82 per mile is paid.
24020	Toledo, Ohio, and South Lyon, Mich.	Toledo, Ann Arbor and Grand Trunk Rwy.	66.51	10.51	3,259.67	.....	3,259.67	53.87	.....	
24021	Grand Rapids, Mich., and La Crosse, Ind.	Chicago and West Michigan Rwy.	154.54	15.64	18,631.34	.....	18,631.34	120.56	.....	
24022	Big Rapids and Holland	.....do.....	91.00	14.48	7,080.71	.....	7,080.71	77.81	.....	
24023	Allegan and Holland	.....do.....	34.61	6	1,264.03	.....	1,264.03	51.30	.....	
24024	Ypsilanti and Hillsdale	Lake Shore and Michigan Southern Rwy.	62.14	6	3,294.04	.....	3,294.04	53.01	.....	
24025	Zion and East Saginaw	Port Huron and Northwestern Rwy.	78.85	12	3,640.50	.....	3,640.50	46.17	.....	
24026	Grand Rapids and Baldwin	Chicago and West Michigan Rwy.	73.98	9.78	4,744.33	.....	4,744.33	64.13	.....	
24027	Detroit and Grand Haven	Detroit, Grand Haven and Milwaukee Rwy.	189.06	22.69	26,995.87	.....	26,995.87	143.79	.....	
24028	Detroit and Fort Gratiot	Chicago, Detroit and Canada Grand Trunk Junction R. R.	60.84	18.93	8,114.83	.....	8,114.83	133.38	.....	
24029	Jackson, Mich., and Fort Wayne, Ind.	Lake Shore and Michigan Southern Rwy.	98.39	12.76	6,898.12	.....	6,898.12	70.11	.....	
24030	East Saginaw and Ithaca	Saginaw Valley and Saint Louis R. R.	45.98	12.94	2,987.78	.....	2,987.78	64.98	.....	
24031	Fort Howard and Ishpeming	Chicago and Northwestern Rwy.	179.45	8.69	19,394.95	.....	19,394.95	108.08	.....	All land grant.
24032	Powers and Crystal Falls	.....do.....	57.95	14	3,220.86	.....	3,220.86	55.58	.....	
24033	Lenox and Jackson	Michigan Air Line Rwy.	106.58	7.76	5,832.05	.....	5,832.05	54.72	.....	
24034	Walton and Traverse City	Traverse City R. R.	26.27	11	1,707.02	.....	1,707.02	64.98	.....	
24035	Toledo, Ohio, and Detroit, Mich.	Michigan Central R. R.	99.20	26	10,439.16	.....	10,439.16	175.28	.....	
24036	Trenton, Mich., and Fayette, Ohio	Lake Shore and Michigan Southern Rwy.	68.40	7.57	3,099.88	.....	3,099.88	45.32	.....	
24037	Saint Clair and Richmond	Michigan Midland and Canada R. R.	16.00	12	766.08	.....	766.08	47.88	.....	

[illegible]

C.—Railroad service as in operation on the 30th of June, 1890.—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
MICHIGAN—Continued.										
24006	Cadillac and Lake City .....	Wellington W. Cumer, owner and manager of the Cadillac and Northwestern R. R.	Miles. 13.65	12	Dollars. 583 53	Dollars. 18,531 50	Dollars. 583 53	Dollars. 42 75	Dollars.	
24067	Houghton and Calumet .....	Mineral Range R. R. ....	15.52	12	782 98		782 98	50 45		
			5,112		492,004 52		510,536 02			
WISCONSIN.										
25001	Milwaukee, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and Saint Paul Rwy.	196.64	14.26	26,733 20		26,733 20	135 95		
25002	Milwaukee and La Crosse .....	.....do.....	93.08	22.73	97,656 65	32,019 50	129,676 15	493 34	(175 00	R. P. O., \$175 per mile. Milwaukee to Port- age, 93.08 miles. R. P. O., \$150 per mile; thence residue, 104.87 miles.
25003	Milwaukee and Berlin .....	.....do.....	97.48	12	10,055 28		10,055 28	103 46		
25004	Milton Junction and Shullsburg .....	.....do.....	75.29	11.39	6,566 04		6,566 04	87 21		
25005	Watertown and Madison .....	.....do.....	39	12	1,767 48		1,767 48	45 32		
25006	Horicon and Portage .....	.....do.....	50.98	6	3,399 85		3,399 85	66 69		
25007	Rush Lake and Winneconne .....	.....do.....	14.42	6	616 45		616 45	42 75		
25008	Oshkosh and Ripon .....	.....do.....	20.69	12	1,346 08		1,346 08	64 13		
							185 54	( 80 00		60 miles land grant, Fond du Lac to Fort Howard. R. P. O., pay \$80 per mile, Chicago to Harvard, 62.70 miles; \$40; thence residue, 180 miles.
25009	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy.	242.70	17.43	42,581 29	12,216 00	54,797 29	148 43	40 00	
25010	Caledonia, Ill., and Winona Junction (in co.) Wis.	.....do.....	180.52	17.18	38,080 25	7,580 80	45,661 05	200 93	40 00	
25011	Kenosha, Wis., and Rockford, Ill.	.....do.....	72.40	11.40	9,532 90	592 00	10,124 90	131 67	40 00	R. P. O. 14.80 miles, Harvard to Caledonia.



C.—Railroad service as in operation on the 30th of June, 1886—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
WISCONSIN—Continued.										
25039	Maze Manie and Prairie du Sac.	Chicago, Milwaukee and Saint Paul Rwy.	10.45	12	446 73	.....	440 73	42 75	.....	
25040	Hilbert and Appleton.	Chicago, Milwaukee and Northern R. R. Rwy.	21.83	12	1,362 62	.....	1,362 62	62 42	.....	
25041	Elkhorst and Eagle.	Chicago, Milwaukee and Saint Paul Rwy.	17.56	6	750 69	.....	750 69	42 75	.....	
25042	Lancaster Junction (n. o.) and Lancaster.	Chicago and Northwestern Rwy.	12.31	12	915 74	.....	915 74	74 30	.....	
25043	Ipswich and Portville.	do.	4.36	12	186 39	.....	186 39	42 75	.....	
25044	Broadhead and Albany.	Chicago, Milwaukee and Saint Paul Rwy.	7.60	15	324 00	.....	324 00	42 75	.....	
25045	Monroe and Rhineland.	Milwaukee, Lake Shore and Western Rwy.	14.76	6	630 99	.....	630 99	42 75	.....	
25046	Oshkosh and Hortonville.	do.	23.77	6	1,016 16	.....	1,016 16	42 75	.....	
25047	Wausau, Mumb., and Eau Claire.	Chicago, Milwaukee and Saint Paul Rwy.	49.58	6	2,119 54	.....	2,119 54	42 75	.....	
25048	Eau Claire and Chicago Junction (n. o.).	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	79.11	7.75	3,991 09	.....	3,991 09	50 45	.....	
25049	Mantowoc and Wausau.	Milwaukee, Lake Shore and Western Rwy.	133.61	10.96	9,595 87	.....	9,595 87	71 82	.....	
25050	Eland, Wis., and Watersmeet, Mich.	do.	105.68	6	4,970 13	.....	4,970 13	47 03	.....	
25051	Superior Junction (n. o.), Wis., and Duluth, Minn.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	62.00	6	3,591 89	.....	3,591 89	49 94	.....	
25052	Afton and Janesville.	Chicago and Northwestern Rwy.	6.64	15	283 86	.....	283 86	62 42	.....	
25053	Red Cedar Junction (n. o.), and Menominee.	Chicago, Milwaukee and Saint Paul Rwy.	16.46	6	703 66	.....	703 66	42 75	.....	
25054	Trempealeau and Galesville.	Chicago and Northwestern Rwy.	8.23	12	351 83	.....	351 83	42 75	.....	
25055	Brandon and Marquette.	Chicago, Milwaukee and Saint Paul Rwy.	11.78	6	503 59	.....	503 59	42 75	.....	
25056	Dexterville Junction (n. o.) and Vesper.	Wisconsin, Pittsfield and Superior Rwy.	20.29	6	867 39	.....	867 39	42 75	.....	
25057	Menominee, Mich., and Chippewa, Wis.	Milwaukee and Northern R. R. Rwy.	22.79	6	1,013 24	.....	1,013 24	41 46	.....	
25058	Clintonville and Oconto.	Milwaukee, Lake Shore and Western Rwy.	56.75	3	2,717 19	.....	2,717 19	47 88	.....	

Land grant Superior Junction to Superior, 62 miles.

[illegible]



C.—*Railroad service as in operation on the 30th of June, 1886—Continued.*

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per 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.	Remarks.
MINNESOTA—Continued.										
20023	La Crosse, Wis., and Flandreau, Dak.	Chicago, Milwaukee and Saint Paul Rwy.	302.87	6	27,694 79	.....	27,694 79	88 24	.....	Land grant La Crosse to Africa, 302.87 miles.
20024	Mankato and Wells	do	8.70	6	1,730 32	.....	1,730 32	110 30	.....	
20025	Saint Paul, Minn., and Sioux City, Iowa.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	270.11	13	30,484 61	6,752 75	37,237 36	45 32	25 00	
20026	Vacant.	.....	.....	.....	.....	.....	.....	112 86	.....	Land grant.
20027	Stillwater and Stillwater Junction.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	3.90	40	165 30	.....	165 30	42 41	.....	Covered by 20025.
20028	Heon Lake and Pipestone.	do	55.34	6	2,374 33	.....	2,374 33	42 75	.....	Land grant.
20029	Lake Crystal and Estmore.	do	44.90	12	1,905 13	.....	1,905 13	44 46	.....	
20030	Lovemo and Boon.	do	28.29	6	1,209 40	.....	1,209 40	43 75	.....	
20031	Tacy, Minn., and Pierre, Dak.	Chicago and Northwestern Rwy.	255.71	7	29,853 87	.....	29,853 87	117 14	.....	
20032	Heon and Preston.	Chicago, Milwaukee and Saint Paul Rwy.	57.72	6	2,517 17	.....	2,517 17	43 61	.....	
20033	Wyoming and Taylor's Falls.	Saint Paul and Duluth R. R.	20.77	6	958 05	.....	958 05	46 17	.....	
20034	Morris and Brown's Valley.	Saint Paul, Minneapolis and Manitoba Rwy.	47.29	6	2,021 65	.....	2,021 65	42 75	.....	
20035	Junction (n. o.) and Boundary Line (n. o.).	do	2.63	6	284 25	.....	284 25	108 08	.....	
20036	Junction and Choptoe.	Saint Paul and Duluth R. R.	6.69	6	235 09	.....	235 09	42 75	.....	
20037	Minneapolis and Cologne.	Chicago, Milwaukee and Saint Paul Rwy.	38.17	6	3,828 81	.....	3,828 81	115 43	.....	
20038	Minneapolis and Birch County.	Minneapolis and Saint Louis Rwy.	102.58	6	4,560 71	.....	4,560 71	44 46	.....	
20039	Crookston, Minn., and Devil's Lake, Dak.	Saint Paul, Minneapolis and Manitoba Rwy.	114.34	6	7,919 18	.....	7,919 18	60 26	.....	
20040	Minneapolis and Saint Cloud.	do	64.81	13	11,692 37	.....	11,692 37	180 41	.....	
20041	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	
20042	Wadena, Minn., and Milnor, Dak.	Northern Pacific R. R.	118.86	6	5,081 26	.....	5,081 26	42 75	.....	
20043	Fergus Falls and Pelican Rapids.	Saint Paul, Minneapolis and Manitoba Rwy.	22.76	6	972 99	.....	972 99	42 75	.....	
20044	Mendota and Minneapolis.	Chicago, Milwaukee and Saint Paul Rwy.	10.06	12	412 87	.....	412 87	41 04	.....	Land grant.
20045	Haeflaga and Stillwater.	do	26.12	13	1,139 09	.....	1,139 09	43 61	.....	
20046	Little Falls and Morris.	Northern Pacific R. R.	88.37	6	4,684 40	.....	4,684 40	53 01	.....	

Station	Distance	Rate	Notes
Sault Centre and Eagle Bend	37.34	0	Sault Paul, Minneapolis and Manitoba Rwy.
Waterville and Red Wing	66.70	6	Minneapolis and Saint Louis Rwy.
Saint Cloud and Hinckley	63.04	6	Sault Paul, Minneapolis and Manitoba Rwy.
Crookston and Saint Hilaire	28.73	3	do
Juneau City, Minn., and Grantsburg, Wis.	17.34	6	Saint Paul and Duluth R. R.
Meerhead and Halstad	34.31	3	Sault Paul, Minneapolis and Manitoba Rwy.
Birch Cooley, Minn., and Watertown, Dak.	123.30	6	Wisconsin, Minnesota and Pacific Rwy.
Two Harbors and Tower	60.00	6	Duluth and Iron Range R. R.
Saint Paul and Lyle	109.78	13.70	Minnesota and Northwestern R. R.
IOWA.			
Burlington, Iowa, and Albert Lea, Minn.	253.42	14.32	Burlington, Cedar Rapids and Northern Rwy.
Cedar Rapids and Decorah	122.29	6	do
Cedar Rapids, Iowa, and Watertown, Dak.	300.80	6	do
Muscatoine and What Cheer	76.58	6	do
Burlington and Union Pacific Transfer (n. o.)	273.00	18.62	Chicago, Burlington and Quincy R. R.
Chariton, Iowa, and Grant City, Mo.	94.68	11.17	do
Creston, Iowa, and Hopkins, Mo.	44.30	13	do
Burlington, Iowa, and Carrollton, Mo.	220.57	6	Chicago, Burlington and Kansas City Rwy.
Villisca, Iowa, and Burlington Junction, Mo.	37.68	3	Chicago, Burlington and Quincy R. R.
Albia, Iowa, and Lyle, Minn.	198.78	12.34	Central Iowa Rwy.
Keokuk and Burlington	43	12	Chicago, Burlington and Quincy R. R.
Clinton, Iowa, and La Crosse, Wis.	170.46	11.54	Chicago, Milwaukee and Saint Paul Rwy.
Stanwood and Tipton	8.97	12	Chicago and Northwestern Rwy.
Davenport and Union Pacific Transfer (n. o.)	53.95	16.86	Chicago, Rock Island and Pacific Rwy.

**Pay based on service of  
not less than 6 round  
trips per week.**

Service to Vinton,  
23.14 miles, at \$23.94  
per mile.

{ 275 miles land grant,  
Burlington to Pa-  
cific Junction.

Pay not fixed on 28.57 miles, extension Mason City to Lyle.

10.78 miles land grant,  
from near Dubuque  
south to Cote des  
Morts Creek. R.P.  
O. 96.60 miles, Sa-  
bulna to McGregor.

**All land grant.**

## C.—Railroad service as in operation on the 30th of June, 1886—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for railway post- office cars. Dollars.	Total annual pay.	Cost per mile for transportation. Dollars.	Cost per mile for office cars. Dollars.	Remarks.
<b>Iowa—Continued.</b>										
27015	Des Moines and Indianola	Chicago, Rock Island and Pacific Rwy.	22.43	13.61	1,457 50	.....	1,457 50	64 98	.....	
27016	Washington and Knoxville	.....	78.61	6	4,704 81	.....	4,704 81	59 85	.....	
27017	Davenport, Iowa and Leavenworth, Kans., and branch—Cameron to Kansas City.	.....	{ 336.06 54.98 }	{ 13 8.46 }	43,143 37	.....	43,143 37	{ 127 40 5 99 }	.....	
27018	Davenport and Maquoketa	Chicago, Milwaukee and Saint Paul Rwy.	43.91	8.46	1,877 15	.....	1,877 15	42 75	.....	
27019	Keokuk and Des Moines	Chicago, Rock Island and Pacific Rwy.	163.11	12	11,854 83	.....	11,854 83	72 68	.....	
27020	Farmy and Cedar Rapids	Chicago, Milwaukee and Saint Paul Rwy.	57.57	8.47	3,601 43	.....	3,601 43	63 27	.....	
27021	Dubuque and Sioux City	Illinois Central R. R.	327.59	12.43	36,971 81	.....	36,971 81	112 86	.....	All land grant.
27022	Waterloo and Monona	.....	80.79	12	6,078 64	.....	6,078 64	75 24	.....	
27023	Bentley and Elkader	Chicago, Milwaukee and Saint Paul Rwy.	16.99	6	726 32	.....	726 32	42 75	.....	
27024	Clinton and Ames	Chicago and Northwestern Rwy.	{ 69.39 2.60 }	{ 6 6 }	3,066 42	.....	3,066 42	{ 51 30 41 01 }	.....	{ 2.6 miles land grant, Clinton to Lyons.
27025	Calmar, Iowa, and Running Water, Dak.	Chicago Milwaukee and Saint Paul Rwy.	{ 210.66 140.71 }	{ 6 6 }	38,871 47	.....	38,871 47	{ 100 55 125 69 }	.....	{ Land grant, Calmar to Sheldon Junction, 210.66 miles.
27026	Conover and Decorah	.....	9.37	12	584 87	.....	584 87	62 42	.....	
27027	Davenport and Calmar	.....	165.70	10.27	13,743 16	.....	13,743 16	82 94	.....	
27028	Savanna, Ill., and Union Pacific Transfer (n. o.), Iowa.	.....	251.18	12	41,137 22	.....	41,205 72	117 14	25 00	R. P. O., Savanna to Sabula, 2.74 miles.
27029	Missouri Valley and Sioux City	Sioux City and Pacific R. R.	76.18	13.48	10,531 69	.....	12,456 19	138 51	25 00	
27030	Des Moines and Jewell	Chicago and Northwestern Rwy.	59.93	14.15	4,509 13	.....	4,509 13	75 24	.....	
27031	Des Moines and Tama	Des Moines and Fort Dodge R. R.	82.50	12	6,137 18	.....	6,137 18	74 39	.....	
27032	Grinnell and Montezuma	Central Iowa Rwy.	17.49	6	747 70	.....	747 70	42 75	.....	
27033	Albia and Des Moines	Chicago, Burlington and Quincy R. R.	68.88	13	9,187 21	.....	9,187 21	133 38	.....	
27034	Elk Point, Dak., and Sioux Falls, Dak.	Chicago, Milwaukee and Saint Paul Rwy.	70.36	6	5,534 51	.....	5,534 51	78 06	.....	

			52.93	8.94	2,262.75		2,262.75	42.75	
27035	Burlington and Washington	Burlington and Northwestern Rwy.	17.91	12	765.65		765.65	42.75	
27036	Newton and Monroe	Chicago, Rock Island and Pacific Rwy.	9.47	6	404.84		404.84	42.75	
27037	Judd and Lehigh	Crooked Creek Rwy. and Coal Company.	60.33	12	3,507.59		3,507.59	58.14	
27038	Maple River and Mapleton	Chicago and Northwestern Rwy.	58.01	6	2,728.21		2,728.21	47.08	
27039	Turkey River and West Union	Chicago, Milwaukee and Saint Paul Rwy.	23	6	983.25		983.25	42.75	
27040	Waukon Junction and Waukon	do	50.34	12	2,539.65		2,539.65	50.45	
27041	Creston and Cumberland	Chicago, Burlington and Quincy R. R.	33.71	12	1,585.38		1,585.38	47.08	
27042	Charlton and Indianapolis	do	22.22	6	949.90		949.90	42.75	
27043	Hastings and Sidney	do	25.93	12	1,241.53		1,241.53	47.88	
27044	Atlantic and Audubon	Chicago, Rock Island and Pacific Rwy.	14.21	12	619.70		619.70	43.61	
27045	Avoca and Harlan	do	114.22	6	5,762.40		5,762.40	50.45	
27046	Des Moines and Fond du Lac	Wabash, Saint Louis and Pacific Rwy.	90.94	6	4,820.72		4,820.72	53.01	
27047	Cedar Rapids and Ottumwa	Chicago, Milwaukee and Saint Paul Rwy.	23.87	6	999.07		999.07	42.75	
27048	Elmira (n. o.) and Riverside	Burlington, Cedar Rapids and Northern Rwy.	62.90	6	2,688.97		2,688.97	42.75	
27049	Belle Plaine and Muchachinock	Chicago and Northwestern Rwy.	14.17	12	639.99		639.99	44.46	
27050	Wall Lake and Sao City	do	65.89	6	4,168.86		4,168.86	63.27	
27051	Summer and Hampton	Dubuque and Dakota R. R.	164.70	6, 10	12,533.67		12,533.67	76.10	
27052	Tama City, Iowa and Elmore, Minn.	Chicago and Northwestern Rwy.	362.9	6	1,551.40		1,551.40	42.75	
27053	Bellevue and Cascade	Chicago, Milwaukee and Saint Paul Rwy.	15.20	12	649.80		649.80	42.75	
27054	Atlantic and Griswold	Chicago, Rock Island and Pacific Rwy.	18.86	6	807.12		807.12	42.75	
27055	Red Oak and Griswold	Chicago, Burlington and Quincy R. R.	107.40	6	5,825.96		5,825.96	49.59	
27056	Des Moines and Cedar Falls	Wisconsin, Iowa and Nebraska Rwy.	33.09	6	1,414.60		1,414.60	42.75	
27057	Dows and Garner	Burlington, Cedar Rapids and Northern Rwy.	16.25	6	694.69		694.69	42.75	
27058	Hastings and Carson	Chicago, Burlington and Quincy R. R.	15.05	12	643.89		643.89	42.75	
27059	Menlo and Guthrie Centre	Chicago, Rock Island and Pacific Rwy.	68.81	6	2,920.25		2,920.25	42.75	
27060	Albia and Des Moines	Wabash, Saint Louis and Pacific Rwy.	44.76	6	2,986.71		2,986.71	64.18	
27061	Bethany June (n. o.) and Albany	Chicago, Burlington and Quincy R. R.	5.97	12	216.74		216.74	42.75	
27062	Mount Zion and Keosauqua	Chicago, Rock Island and Pacific Rwy.	17.80	6	760.95		760.95	42.75	
27063	Avoca and Carson	do							

## C.—Railroad service as in operation on the 30th of June, 1886.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
	Iowa.—Continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
27064	Fort Madison and Birmingham....	Fort Madison and North-western Rwy.	41.69	6	1,782 24	.....	1,782 24	42 75	.....	
27065	Thornburgh and Montezuma.....	Burlington, Cedar Rapids and Northern Rwy.	16.29	6	766 12	.....	766 12	47 03	.....	
27066	Jewell and Lake City.....	Chicago and Northwestern Rwy.	58.69	6	2,910 44	.....	2,910 44	49 50	.....	
27067	Humboldt and Shenandoah.....	Humboldt and Shenandoah R. R.	113.31	6	5,910 25	.....	5,910 25	52 16	.....	
27068	Newburgh and State Centre.....	Central Iowa Rwy.	26.98	6	1,153 39	.....	1,153 39	42 75	.....	
27069	Hudson and Waterloo.....	Wisconsin, Iowa and Nebraska Rwy.	9.19	6	392 87	.....	392 87	43 75	.....	
27070	Eagle Grove, Iowa, and Iroquois, Ark.	Chicago and Northwestern Rwy.	271.43	6	22,278 97	.....	22,278 97	82 08	.....	
27071	Curroll and Kirkman.....	do	35.01	8.98	1,496 68	.....	1,496 68	43 75	.....	
27072	Clinton and Elmira (n. o.).....	Burlington, Cedar Rapids and Northern Rwy.	60.61	6	3,150 19	.....	3,150 19	43 32	.....	
27073	{ Pacific Junction, Iowa, and Platts- mouth, Neb.	Chicago, Burlington and Quincy R. R.	{ 3.30 3.50	{ 35 35	1,044 00	172 25	1,216 25	{ 134 00 167 58	{ 25 25	{ Land grant, Pacific Junction to East Plattsmonth (n. o.), 3.30 miles.
27074	Red Oak and Eastport.....	do	50.74	7	3,730 91	.....	3,730 91	73 53	.....	
27075	Vacant.....	Chicago, Rock Island and Pacific Rwy.	27.72	12	1,659 04	.....	1,659 04	59 85	.....	
27076	Somersett and Winterset.....	do	32.23	6	2,838 50	.....	2,838 50	88 07	.....	
27077	California, Iowa, and Fremont, Neb.	St. Louis City and Pacific R. R.	22.82	6	975 55	.....	975 55	43 75	.....	
27078	Hampton and Belmond.....	Central Iowa Rwy.	30.33	6	1,681 36	.....	1,681 36	42 75	.....	
27079	Marshalltown and Story City.....	do	17.99	6	769 07	.....	769 07	42 75	.....	
27080	Manning and Audubon.....	Chicago and Northwestern Rwy.	43.30	6	1,851 07	.....	1,851 07	42 75	.....	
27081	Des Moines and Boone.....	Saint Louis, Des Moines and Northern Rwy.	71.41	6	3,174 88	.....	3,174 88	44 46	.....	
27082	Winfield and Okla. la. ....	Burlington and Western Rwy.	18.23	6	1,013 22	.....	1,013 22	53 58	.....	
27083	Clarinda and Northborough.....	Chicago, Burlington and Quincy R. R.	117.37	6	5,017 56	.....	5,017 56	42 75	.....	
27084	Des Moines, Iowa, and Calmesville, Mo.	Quincy R. R., Osceola and Southern R. R.	.....	.....	.....	.....	.....	.....	.....	

			18.79	6	803.27	803.27	42.75	
27085	Lake Park and Worthington .....	Burlington, Cedar Rapids and Northern Rwy.						
27086	Vacant.	Des Moines and Fort Dodge R. R.	54.98	6	2,350.39	2,350.39	42.75	
27087	Tara and Ruthven.....	Chicago, Iowa and Dakota Rwy.	21.49	7.53	918.69	918.69	42.75	
27088	Eldora Junction (n. o.) and Iowa Falls.	Chicago and Northwestern Rwy.	58.40	6	3,146.00	3,146.00	53.87	
27089	Sac City and Kingsley.....	Chicago, Rock Island and Pacific Rwy.	12.73	12	635.77	635.77	53.87	
27090	Wilton Junction and Muscatine....	Central Iowa Rwy.	31.66	7.10	1,438.96	1,438.96	42.75	Pay not fixed.
27091	New Sharon and Newton.....	Chicago, Burlington and Quincy R. R.	14.57	6				
27092	Indianola and Avon Junction (n. o.).	Centerville, Moravia and Albia R. R.	24.56	6	1,049.94	1,049.94	42.75	
27093	Reley (n. o.) and Albia.....		7,411.24		687,357.38	79,407.00		
MISSOURI.								
28001	Saint Louis, Mo., and Atchison, Kan.	Missouri Pacific Rwy. ....	{ 37 } { 294.20 }	{ 16.03 }	139,256.81	30,732.50	{ 344.08 } { 430.07 }	{ \$7 miles land grant, Saint Louis to Pacific Junction. }
28002	Saint Louis and Bismarck .....	St. Louis, Iron Mountain and Southern Rwy.	75.28	30.30	21,497.71	4,893.20	285.57	65.00
28003	Saint Louis, Mo., and Vinita, Ind. T.	St. Louis and San Francisco Rwy.	360.81	10.97	46,161.20	7,180.00	53,331.20	127.91
28004	Saint Louis and Kansas City .....	Wabash, St. Louis and Pacific Rwy.	277.20	23.51	53,327.73	13,860.00	67,187.73	192.38
28005	Quincy, Ill., and Saint Joseph Mo.	Hannibal and St. Joseph R. R.	207.79	14	32,680.52	11,148.15	43,827.67	157.32
28006	Kansas City, Mo., and Union Pacific Transfer (n. o.), Iowa.	Kansas City, St. Joseph and Council Bluffs R. R.	201.40	16.88	34,612.00		34,612.00	171.96
28007	Moberly, Mo., and Ottumwa, Iowa.	Wabash, St. Louis and Pacific Rwy.	131.30	13	13,359.77		13,359.77	101.75
28008	Versailles and Booneville .....	Missouri Pacific Rwy. ....	44.69	9.48	2,063.34		2,063.34	46.17
28009	Centralia and Columbia.....	Wabash, St. Louis and Pacific Rwy.	22.22	13	1,348.97		1,348.97	60.71
28010	Kansas City and Cameron .....	Hannibal and St. Joseph R. R.	54.98	27	10,435.75	3,573.70	14,009.45	189.81
28011	Sedalia, Mo., and Denison, Tex.	Missouri Pacific Rwy. ....	{ 23.70 } { 407.76 }	{ 14 }	30,339.20	10,798.50	100,175.70	{ 107.58 } { 209.48 }
28012	Saint Joseph and Henry .....	Wabash, St. Louis and Pacific Rwy.	73.47	7	5,465.43		5,465.43	74.39
28013	Brunswick, Mo., and Council Bluffs, Iowa.	do.	224.42	13	30,126.14		30,126.14	134.24
28014	Hannibal and Sedalia.....	Missouri Pacific Rwy. ....	142.63	16.93	20,863.93	3,565.75	24,419.68	146.21
28015	Keokuk and Humeaton .....	Thomas Thatcher, receiver of the Missouri, Iowa and Nebraska Rwy.	132.10	7	7,342.12		7,342.12	55.58

\* For 283.45 miles; Saint Louis to Kansas City.

† For 47.75 miles; Kansas City to Atchison.

‡ For 287.20 miles; Saint Louis to Pierre City.

C.—Railroad service as in operation on the 30th of June, 1886—Continued.

Number of route.	State and terminus.	Corporate title of company carrying the mail.	Distance.	Number of trips per 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 office cars, railway post-office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
28016	Missouri—Continued.	Kansas City, Clinton and Springfield Rwy.	26.54	6	1,134 59	.....	1,134 59	42 75	.....	
28017	Mo., and Springfield, Tenn.	Kansas City, Springfield and Memphis R. R.	285.37	7	20,740 69	.....	20,740 69	72 08	.....	
28018	Mo., and Saint Peter's, Mo.	Saint Louis, Keokuk and Northwestern Rwy.	188.37	14.26	26,877 28	.....	26,877 28	141 93	.....	
28019	Mo., and Trenton, Mo.	Theodore Gilman and Charles H. Ball, trustees for the Quincy, Missouri and Pacific R. Co.	137.59	6	9,294 20	.....	9,294 20	67 55	.....	
28020	Pierce City, Mo., and Halstead, Kans.	Saint Louis and San Francisco R. Co.	219.28	7	25,937 87	.....	25,937 87	112 01	.....	34.39 miles Wichita to Halstead, at \$68.45 per mile.
28021	Mexico and Cedar City, Mo.	Chicago and Alton R. R.	24.39	6	2,414 59	.....	2,414 59	47 88	.....	
28022	East Saint Louis, Ill., and Kansas City, Mo.	do	69.70	21	36,963 65	.....	36,963 65	119 70	.....	
28023	Cuba Junction (n. o.) and Salem	Saint Louis, Salem and Little Rock R. R.	40.45	12	2,282 60	.....	2,282 60	56 43	.....	
28024	Holden, Mo., and Paola, Kans.	Missouri Pacific Rwy.	54.19	6	4,795 91	.....	4,795 91	87 91	.....	
28025	Salisbury and Glasgow.	Wabash Saint Louis and Pacific Rwy.	15.61	6	667 33	.....	667 33	42 75	.....	
28026	Bismarck, Mo., and Texarkana, Ark.	Saint Louis, Iron Mountain and Southern Rwy.	323.92	14	89,936 34	.....	89,936 34	205 89	.....	323.92 miles land grant, Poplar Bluff to Texarkana.
28027	Calco, Ill., and Poplar Bluff, Mo.	do	90.28	6	4,076 64	.....	4,076 64	257 86	.....	
28028	Saint Joseph and Hopkins.	Kansas City, Saint Joseph and Cornell Rwy.	74.50	13	4,246 72	.....	4,246 72	54 72	.....	
28029	Hannibal and Gilmore	Saint Louis and Hannibal Rwy.	50.13	8.05	6,981 41	.....	6,981 41	70 97	.....	
28030	Saint Joseph, Mo., and Archison, Mo.	Hannibal and Saint Joseph R. R.	85.69	14	1,881 78	.....	1,881 78	86 36	.....	
28031	Saint Louis and Florissant	Saint Louis Cable and Western Rwy.	21.79	6	807 25	.....	807 25	42 75	.....	
28032	Archison, Kans., and Edgerton Junction, Mo.	Chicago, Rock Island and Pacific Rwy.	16.31	13	2,619 05	.....	2,619 05	90 63	.....	
28033	Independence and Sedalia	Missouri Pacific Rwy.	29.45	6.77	4,599 99	.....	4,599 99	52 16	.....	
28034	Bismarck, Mo., and Columbus, Ky.	Saint Louis, Iron Mountain and Southern Rwy.	88.19	13	10,369 44	.....	10,369 44	85 50	.....	

No.	Name of the road.	Length, miles.	Capital stock, \$.	Surplus, \$.	Total, \$.	Assets, \$.	Liabilities, \$.	Net worth, \$.
28035	Neelyville and Doniphan.	20.00	858.84	588.84	1,447.68	1,447.68	0.00	1,447.68
28036	Fort Scott, Kane, and Springfield, Mo.	102.72	1,883.20	11,883.20	12,766.40	12,766.40	0.00	12,766.40
28037	Saint Joseph and Albany.	51.19	2,757.00	2,757.00	5,514.00	5,514.00	0.00	5,514.00
28038	North Springfield and Bolivar.	39.42	2,089.65	2,089.65	4,179.30	4,179.30	0.00	4,179.30
28039	Pierce City, Mo., and Fort Smith, Ark.	139.88	11,362.45	11,362.45	22,724.90	22,724.90	0.00	22,724.90
28040	Pleasant Hill and Joplin.	133.70	10,631.83	10,631.83	21,263.66	21,263.66	0.00	21,263.66
28041	Weytown, Kans., and Carbon County, Mo.	24.05	1,028.14	1,028.14	2,056.28	2,056.28	0.00	2,056.28
28042	Sedalia and Warsaw.	43.18	1,845.94	1,845.94	3,691.88	3,691.88	0.00	3,691.88
28043	Summitville and Bonvue Terre.	13.20	564.30	564.30	1,128.60	1,128.60	0.00	1,128.60
28044	Bigelow and Burlington Junction.	32.11	1,619.95	1,619.95	3,239.90	3,239.90	0.00	3,239.90
28045	Cape Girardeau and Wappapello.	52.01	2,268.15	2,268.15	4,536.30	4,536.30	0.00	4,536.30
28046	Corning and Northborough.	28.02	1,509.44	1,509.44	3,018.88	3,018.88	0.00	3,018.88
28047	Jefferson City and Bagnell.	45.54	1,946.83	1,946.83	3,893.66	3,893.66	0.00	3,893.66
28048	Allenville and Jackson.	16.00	722.47	722.47	1,444.94	1,444.94	0.00	1,444.94
28049	Mineral Point and Potosi.	4.44	189.81	189.81	379.62	379.62	0.00	379.62
28050	Palmyra and Hannibal.	15.93	740.90	740.90	1,481.80	1,481.80	0.00	1,481.80
28051	Bird's Point, Mo., and Texarkana, Ark.	419.05	27,590.25	27,590.25	55,180.50	55,180.50	0.00	55,180.50
28052	Paw Paw and New Madrid.	6.14	262.48	262.48	524.96	524.96	0.00	524.96
28053	North Springfield and Chadwick.	34.79	1,576.03	1,576.03	3,152.06	3,152.06	0.00	3,152.06
28054	Oronogo, Mo., and Galena, Kans.	21.00	10.38	897.75	908.13	908.13	0.00	908.13
28055	Clinton and Osceola.	27.39	1,170.92	1,170.92	2,341.84	2,341.84	0.00	2,341.84
28056	Raymore Junction (n. o.), and Ash Grove.	126.29	6	25,000.00	25,006.00	25,006.00	0.00	25,006.00
28057	Altamont (n. o.) and Rushville.	65.91	6	25,000.00	25,006.00	25,006.00	0.00	25,006.00
28058	Union Depot, Saint Louis, Mo., and terminal of all railroads at East Saint Louis, Ill.	6	25,000.00	25,000.00	50,000.00	50,000.00	0.00	50,000.00
28059	Arkansas.	872, 025 12	118, 754 55	990, 779 67	1,009, 534 22	1,009, 534 22	0.00	1,009, 534 22
28060	Memphis, Tenn., and Little Rock, Ark.	135.00	15, 144 30	15, 144 30	30, 288 60	30, 288 60	0.00	30, 288 60
28061	Galena and Clarendon.	48 20	2, 431 09	2, 431 09	4, 862 18	4, 862 18	0.00	4, 862 18
28062	Little Rock and Fort Smith.	168 00	12, 232 99	12, 232 99	24, 465 98	24, 465 98	0.00	24, 465 98
28063	Little Rock and Fort Smith.	168 00	12, 232 99	12, 232 99	24, 465 98	24, 465 98	0.00	24, 465 98

## All land grant

**Pay not fixed.**

**Id.**

**All land grant. 0.85  
mile, at \$39.76 per  
mile.**



C.—Railroad service as in operation on the 30th of June, 1896.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for railway post- office cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for railway post- office cars. Dollars.	Remarks.
<b>ARKANSAS—Continued.</b>										
29004	Trippo and Warren .....	Little Rock, Mississippi River and Texas Rwy.	49.25	6	2,484 65	.....	2,484 65	50 45	.....	
29005	Malvern and Hot Springs .....	Hot Springs R. R.	25.90	14	1,793 83	.....	1,793 83	69 96	.....	
29006	Brinkley and Newport .....	Batesville and Brinkley R. R.	59.56	6	2,546 17	.....	2,546 17	43 75	.....	
29007	Little Rock and Arkansas City .....	Little Rock, Mississippi River and Texas Rwy.	114.09	6.37	7,706 77	.....	7,706 77	67 55	.....	
29008	Forest City and Helena .....	Saint Louis, Iron Mountain and Southern Rwy.	43.90	6	1,876 72	.....	1,876 72	43 75	.....	
29009	Nashville and Hope .....	Arkansas and Louisiana Rwy.	27.34	9.71	1,309 04	.....	1,309 04	47 88	.....	
29010	Gurdon and Camden .....	Saint Louis, Iron Mountain and Southern Rwy.	34.28	6	1,404 95	.....	1,404 95	43 61	.....	
29011	Searcy and Kennett .....	Searcy and West Point R. R.	4.76	14	293 40	.....	293 40	43 75	.....	
29012	Knobel and Forest City .....	Saint Louis, Iron Mountain and Southern Rwy.	97.62	7	5,067 89	.....	5,067 89	51 30	.....	
29013	Seligman, Mo., and Eureka Springs, Ark. ....	Eureka Springs Rwy. ....	19.26	14	1,070 47	.....	1,070 47	55 58	.....	
29014	New port and Batesville .....	Saint Louis, Iron Mountain and Southern Rwy.	29.60	6	1,746 40	.....	1,746 40	59 00	.....	
29015	McNol and Magnolia .....	Texas and Saint Louis Rwy.	7.17	14	306 51	.....	306 51	43 75	.....	
29016	Varner and Cummins .....	Varner Branch Rwy., Urqu- hart & Green, Leases.	3.28	6	225 72	.....	225 72	42 76	.....	
29017	Smithton and Okolona .....	Southwestern Arkansas and Indian Territory R. R.	14.58	6	623 29	.....	623 29	42 75	.....	
29018	Rogers and Bentonville .....	Bentonville R. R. ....	7.05	13	307 45	.....	307 45	43 61	.....	
<b>LOUISIANA.</b>			890.84		58,572 33		58,572 33			
30001	Manassah Junction (n. o.) and Man- assah .....	Manassah Rwy. and Transpor- tation Company.	1.98	7	84 64	.....	84 64	42 75	.....	
30002	New Orleans and Cheneyville .....	Texas and Pacific Rwy. ....	172.30	14	13,112 03	.....	13,112 03	76 10	.....	
30003	New Orleans and Morgan City, Morgan City and Cheneyville .....	Morgan's Louisiana and Texas R. R. and Steamship Com- pany.	83.52 } 129.84 }	14 }	25,166 85	.....	25,166 85	103 96 }	129 96 }	Land grant. Not land grant.
30004	Schriever and Houma .....	do .....	16.85	7	677 58	.....	677 58	42 75	.....	

No.	Locality	Notes	Acres	Value	Remarks
30005	Vidalia and Troyville	Natches, Red River and Texas R. R.	25.60	0	No pay fixed.
30006	Clinton and Fort Hudson	Louisville, New Orleans and Texas R. R.	21.83	0	
30007	Bayou Sara and Woodville	West Feliciana R. R.	26.21	3	
30008	Vicksburg, Miss., and Shreveport, La.	Victoria Shreveport and Pacific R. R.	172.60	0	All land grant.
30009	Schriever and Thibodeaux	Morgan's Louisiana and Texas R. R. and Steamship Company.	6.36	7	
30010	La Fayette, La., and Orange, Tex.	Louisiana Western R. R.	113.15	0	
30011	Shreveport and Cheneyville	Texas and Pacific Railway	137.25	7	
30012	Cades and Saint Martinsville	Morgan's Louisiana and Texas R. R. and Steamship Company.	6.90	14	
30013	Baton Rouge Junction (n. o.) and Baton Rouge.	Texas and Pacific Rwy.	8.72	21	
30014	Vacant.				
30015	Baldwin Station (n. o.) and Louisiana	Morgan's Louisiana and Texas R. R. and Steamship Company.	15.25	7	
30016	Shreveport and Logansport	Shreveport and Houston Rwy.	41.72	0	No pay fixed.
TEXAS.					
31001	Houston and Galveston	Galveston, Houston and Henderson R. R.	50.90	20	
31002	Houston and San Antonio	Galveston, Harrisburgh and San Antonio Rwy.	218.01	7	
31003	Houston and Denison	Houston and Texas Central R. R.	338.70	13	
31004	Hempstead and Austin	do	115.22	13	
31005	Bremont and Albany	do	231.04	9.9	
31006	Longview and Houston	International and Great Northern R. R.	230.23	9.45	
31007	Palestine and Laredo	do	414.54	8.98	
31008	Houston and Columbia	do	51.25	3	
31009	Shreveport, La., and State Line (n. o.), Tex.	Texas and Pacific Rwy.	19.30	11.22	
31010	State Line (n. o.) and El Paso	do	815.17	14	
31011	Texas, Ark., and Marshall, Tex.	Whitesborough, Tex., and Texas, Ark.	72.26	14	
31012	Houston and Orange	Texas and New Orleans R. R.	106.24	7	
31013	Jefferson and McKinney	Missouri Pacific Rwy.	152.54	6	
31014	Columbus and La Grange	Galveston, Harrisburgh and San Antonio Rwy.	31.61	0	
31015	Henderson and Overton	International and Great Northern R. R.	16.57	7	
31016	Corpus Christi and Laredo	Texas Mexican Rwy.	161.75	7	

C.—Railroad service as in operation on the 30th of June, 1898—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Number of trips per week.	Annual pay for transportation. Dollars.	Annual pay for office care, railway post. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for office care, railway post. Dollars.	Remarks.
TEXAS—Continued.										
31017	Denison and Mincola.....	Missouri Pacific Rwy.....	102.84	7	9,144.63	.....	9,144.63	88.92	.....	This adjustment is based on service not less than six round trips per week.
31018	Brownsville and Isabel.....	Rio Grande R. R.....	23.24	7	993.51	.....	993.51	42.75	.....	
31019	Indianola and Cuero.....	Gulf Western Texas and Pacific Rwy.....	66.74	6	2,853.13	.....	2,853.13	42.75	.....	
31020	Houston and Sealy.....	Texas Western Rwy.....	52.20	3	2,231.55	.....	2,231.55	42.75	.....	
31021	Waxahachie and Garrett (n. o.)....	Central Texas and Northwestern Rwy.....	12.03	12	599.04	.....	599.04	49.59	.....	No pay fixed on 52.45 miles.
31022	Denison and Gainesville.....	Missouri Pacific Rwy.....	40.51	14	5,507.33	.....	5,507.33	135.95	.....	
31023	Houston, Tex., and Logansport, La..	Houston East and West Texas Rwy.....	192.70	6	7,795.09	.....	7,795.09	55.68	.....	
31024	Navasota and Conroe.....	Gulf, Colorado and Santa Fé Rwy.....	44.87	7	1,918.18	.....	1,918.18	42.75	.....	
31025	Toxarcha, Ark., and Gatesville, Tex.	Texas and Saint Louis Rwy.....	304.42	7	19,592.45	.....	19,592.45	64.13	.....	193.30 miles between Temple and Fort Worth, at \$65.84 per mile; formerly route 31035.
31026	Georgetown and Round Rock.....	International and Great Northern R. R.....	10.22	10.50	655.40	.....	655.40	64.13	.....	
31027	Galveston and Fort Worth.....	Gulf, Colorado and Santa Fé Rwy.....	346.70	7	25,067.51	.....	25,067.51	76.10	.....	
31028	Whitestown and Taylor.....	Missouri Pacific Rwy.....	234.42	8.07	29,263.89	.....	29,263.89	124.83	.....	
31029	Belmont and Rockland.....	Sabine and East Texas Rwy.....	75.85	6	3,242.58	.....	3,242.58	42.75	.....	
31030	Dallas and Denton.....	Dallas and Wichita Rwy.....	37.65	7	1,618.08	.....	1,618.08	42.75	.....	
31031	Dallas and Knip.....	Texas Trunk Rwy.....	47.12	6	2,014.37	.....	2,014.37	42.75	.....	
31032	Mincola and Troup.....	International and Great Northern R. R.....	44.14	7	4,531.94	.....	4,531.94	101.75	.....	
31033	San Antonio and Floresville.....	San Antonio and Aransas Pass Rwy.....	33.50	6	1,432.12	.....	1,432.12	42.75	.....	
31034	Phelps and Huntsville.....	International and Great Northern R. R.....	8.51	14	363.80	.....	363.80	42.75	.....	
31035	Dallas and Cleburne.....	Gulf, Colorado and Santa Fé Rwy.....	55.05	6	2,353.38	.....	2,353.38	42.75	.....	

31036	Rosenberg and Victoria.....	New York, Texas and Mexican Rwy.	91 85	7	6, 233 54	.....	6, 233 54	68 40	.....	33.27 miles between White Falls and Harold at \$22.94 per mile.
31037	Fort Worth and Harold.....	Fort Worth and Denver City Rwy.	148 71	7	9, 965 17	.....	9, 965 17	62 43	.....	
31038	Austin and Burnet.....	Austin and Northwestern R. R., W. B. Islam, owner.	60 95	6	3, 491 82	.....	3, 491 82	57 29	.....	
31039	San Antonio and El Paso.....	Galveston, Harrisburgh and San Antonio Rwy.	634 28	6	50, 977 08	.....	50, 977 08	80 37	.....	
31040	Harwood and Gonzales.....	do	12 62	6	679 83	.....	679 83	53 37	.....	
31041	Temple Junction (n. o.) and Belton.....	Missouri Pacific Rwy.	7 17	14	304 51	.....	304 51	42 75	.....	
31042	Guide and Roberts.....	Houston and Texas Central R. R.	53 07	6	2, 225 86	.....	2, 225 86	46 75	.....	
31043	Spofford and Eagle Pass.....	Galveston, Harrisburgh and San Antonio Rwy.	33 47	7	1, 430 84	.....	1, 430 84	42 75	.....	61.32 miles at \$43.61 per mile.
31044	Tyler and Lufkin.....	Kansas and Gulf Short Line R. R.	29 43	7	3, 875 86	.....	3, 875 86	42 75	.....	
31045	Beaumont and Sabine Pass.....	Texas and New Orleans R. R.	30 30	3	906 87	.....	906 87	29 93	.....	
31046	Trinity and Colmesneil.....	Missouri Pacific Rwy.	60 73	3	1, 997 22	.....	1, 997 22	29 93	.....	
31047	Houston and Alvin.....	Gulf, Colorado and Santa Fe Rwy.	24 68	6	1, 223 88	.....	1, 223 88	49 59	.....	
31048	Longview and Easton.....	Galveston, Sabine and Saint Louis Rwy.	13 77	6	538 66	.....	538 66	42 75	.....	
31049	Temple and Coleman.....	Gulf, Colorado and Santa Fe Rwy.	100 18	7	9, 512 79	.....	9, 512 79	76 10	.....	73.89 miles at \$70.11 per mile; no pay fixed on 23.36 miles.
31050	Somerville (n. o.) and Navasota.....	do	27 20	7	1, 162 80	.....	1, 162 80	42 75	.....	
			6, 391 73		547, 276 06	.....	547, 276 06		.....	
32001	Atoka and Lehigh.....	Missouri Pacific Rwy.	8 05	6	344 13	.....	344 13	42 75	.....	All land grant.
32002	Vinita and Red Fork.....	Saint Louis and San Francisco Rwy.	67 74	7	2, 316 70	.....	2, 316 70	34 20	.....	
			75 79		2, 660 83	.....	2, 660 83		.....	
33001	Kansas City, Mo., and Denver, Colo.	Union Pacific Rwy.	630 22	6	114, 879 68	.....	114, 879 68	179 33	.....	
33002	Lawrence and Leavenworth.....	do	33 03	7	2, 347 43	.....	2, 347 43	72 65	.....	
33003	Atchison and Waterville.....	Central Branch Union Pacific R. R.	100 40	7	13, 734 72	.....	13, 734 72	136 86	.....	
33004	Lawrence and Coffeyville.....	Southern Kansas Rwy.	141 57	6	10, 555 45	.....	10, 555 45	74 66	.....	Land grant.
33005	Cherryville and Humeville.....	do	131 19	6	10, 768 07	.....	10, 768 07	83 08	.....	
33006	Kansas City, Mo., and Ottawa, Kans.	do	56 93	6	7, 788 49	.....	7, 788 49	129 96	.....	
33007	Saint Joseph, Mo., and Grand Island, Nebr.	Saint Joseph and Grand Island R. R.	226 50	7	15, 264 71	.....	15, 264 71	58 53	.....	Land grant, Saint Joseph to Hastings, 238.50 miles.
33008	Kansas City, Mo., and Webb City, Mo.	Kansas City, Fort Scott and Gulf R. R.	26 38	10.79	10, 564 24	.....	10, 564 24	73 53	.....	
			181 79			.....		107 73	.....	

C.—Railroad service as in operation on the 30th of June, 1898—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
	KANSAS—Continued.									
33009	Junction City and Parsons.....	Missouri Pacific Rwy.....	Miles. 157.50	0	Dollars. 9,826 78	Dollars. 2,409 50	Dollars. 9,826 78	Dollars. 62 25	Dollars. 50 00	Land grant to West State Line (n. o.) 479.41 miles. R. P. O. service Topoka to Pueblo only, 568.19 miles.
33010	Atchison, Kans., and South Pueblo, Colo.....	Atchison, Topeka and Santa Fe R. R.	{ 470.41 150.09 }	{ 26.81 }	112,975 50		141,385 00	{ 171 69 214 61 }		
33011	Newton and Arkansas City.....	do.....	78.56	8 07	6,112 75		6,112 75	77 81		
33012	Atchison, Kans., and Columbus, Nebr.....	Burlington and Missouri River R. R. (in Nebraska).	221.36	8 64	24,982 68		24,982 68	112 86		
33013	Leavenworth and Miltonvale.....	Kansas Central R. R.....	167.01	0	9,762 29		9,762 29	58 14		
33014	Lawrence and Cardonville.....	Union Pacific Rwy.....	32.96	6	1,409 64		1,409 64	43 75		
33015	Junction City and Concordia.....	Junction City and Fort Kearney Rwy.....	73.19	9 70	5,194 29		5,194 29	70 97		
33016	Topeka, Kans., and Kansas City, Mo.....	Atchison, Topeka and Santa Fe R. R.	67.58	14	17,218 70	3,379 00	20,597 70	254 79	50 00	
33017	Florence and Douglas.....	do.....	54.58	6	3,079 94		3,079 94	56 43		
33018	Vacant.....	Southern Kansas Rwy.....	45.95	6	2,850 33		2,850 33	60 71		
33019	Ottawa and Burlington.....	Saint Louis and San Francisco Rwy.....	33.69	7	1,653 69		1,653 69	42 75		
33020	Guard, Kans., and Joplin, Mo.....	Central Branch Union Pacific R. R.	20.62	6 6	2,369 64		2,369 64	112 01		
33021	Waterville and Washington.....	do.....	42.05	7	5,500 98		5,500 98	130 82		
33022	Greenleaf and Concordia.....	Atchison, Topeka and Santa Fe R. R.	70.59	6	3,863 96		3,863 96	50 45		
33023	Emporia and Howard.....	do.....	73.94	7	3,856 72		3,856 72	52 16		
33024	Cherryvale and Arcadia.....	Kansas City, Fort Scott and Gulf R. R.	57.83	7	3,164 45		3,164 45	54 72		
33025	Solomon City and Beloit.....	Solomon R. R.	138.54	7	12,675 02		12,675 02	91 49		
33026	Concordia and Lenora.....	Central Branch Union Pacific R. R.								
33027	Yuma (n. o.) and Warwick.....	do.....	30.86	6	1,319 26		1,319 26	42 75		
33028	Salina and McPherson.....	Salina and Southwestern Rwy.	37.07	7	1,584 74		1,584 74	42 75		
33029	Downs and Alton.....	Central Branch Union Pacific R. R.	24.08	6	1,060 12		1,060 12	43 61		

[illegible]

H. Ex. 1, pt. 4—20

C.—Railroad service as in operation on the 30th of June, 1886—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per 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.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
34009	NEBRASKA—Continued.	Hastings, Nebr., and Denver, Colo.	76.01	14	51,422.96	4,656.25	56,079.21	132.63	\$25.00	No R. F. O. McCook to Denver, 255.88 miles. Pay not fixed on 192.87 miles.
34010		Fremont, Nebr., and Buffalo Gap, Dak.	270.88	6	24,114.01	.....	24,114.01	89.78	{ 50.00	
34011		York and Central City	42.01	6	2,601.65	.....	2,801.65	66.69	.....	
34012		Columbia and Norfolk	56.74	7.00	2,255.90	.....	2,255.90	44.46	.....	
34013		Lincoln, Nebr., and Marysville, Kans.	78.27	6	3,346.04	.....	3,346.04	42.75	.....	
34014		Valparaiso and Lincoln	26.30	6	867.82	.....	867.82	42.75	.....	
34015		Grand Island and North Loup	56.09	6	2,441.98	.....	2,441.98	48.74	.....	
34016		Beatrice and Red Cloud	126.84	12.44	15,601.65	.....	15,601.65	129.11	.....	
34017		Dorance and Atchison	34.22	6	1,462.90	.....	1,462.90	42.75	.....	
34018		Norfolk Junction (n. o.) and Croigh-ton.	42.50	6	1,810.87	.....	1,810.87	42.75	.....	
34019		Nebraska City and Beatrice	67.76	6	3,476.08	.....	3,476.08	51.30	.....	
34020		Wymore and Table Rock	40.42	13	5,183.86	.....	5,183.86	128.25	.....	
34021		Emerson and Norfolk	46.67	6	1,995.14	.....	1,995.14	42.75	.....	
34022		Wakarusa and Hartington	33.80	6	1,444.95	.....	1,444.95	42.75	.....	Covered by 34009.
34023		Vacant	11.83	12	505.73	.....	505.73	42.75	.....	
34024		Chester and Hebron	36.81	6	1,817.12	.....	1,817.12	42.75	.....	
34025		Genoa and Cedar Rapids	.....	6	1,014.88	.....	1,014.88	42.75	.....	
34026		De Witt and Tobias	23.74	6	1,014.88	.....	1,014.88	42.75	.....	
34027		Anrona and Grand Island	19.92	6	1,396.59	.....	1,396.59	70.11	.....	
34028		Odell, Nebr., and Concordia, Kans.	72.79	6	3,609.65	.....	3,609.65	49.59	.....	
34029		Hastings and Oxford	106.11	7	15,423.88	.....	15,423.88	145.85	25.00	Formerly part of 34009.
34030		Kearney and Kearney	24.68	7	1,223.83	.....	1,223.83	49.59	.....	
34031		Holdrege and Elwood	28.87	6	1,234.19	.....	1,234.19	42.75	.....	
34032	Kans.	Republican City, Nebr., and Oberlin, Kans.	78.67	6	5,583.20	.....	5,583.20	70.97	.....	

[illegible]



C.—Railroad service as in operation on the 30th of June, 1886—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips	Annual pay for transportation.	Annual pay for office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
38001	COLORADO.									
38002	Denver and El Moro.	Denver and Rio Grande Rwy.	298.90	15	28,657 71	138 51	28,657 71	47 03	.....	
38003	Brighton and Boulder.	Denver and Boulder Valley R. R.	27.69	6	1,302 26	.....	1,302 26	.....	.....	
38004	Denver and Fort Collins.	Colorado Central R. R.	91.01	13	8,170 88	.....	8,170 88	89 78	.....	
38005	Cuchara, Colo., and Espanola, N. Mex.	Denver and Rio Grande Rwy.	290.82	7	15,796 50	.....	15,796 50	78 06	.....	
38006	Denver and Leadville.	Denver, South Park and Pacific R. R.	151.98	11.40	12,474 51	.....	12,474 51	82 08	.....	
38007	La Junta, Colo., and Deming, N. Mex.	Atchison, Topeka and Santa Fe R. R.	578.71	7	80,063 46	.....	80,063 46	133 90	.....	
38008	Denver, Colo., and Cheyenne, Wyo.	Denver Pacific Rwy. and Telegraph Co.	106.86	10.73	13,431 23	.....	13,431 23	125 69	.....	
38009	Vacant.									
38010	Poncho Springs and Monarch.	Denver and Rio Grande Rwy.	15.92	6	680 58	.....	680 58	42 75	.....	
38011	Cannon City and West Cliff.	do	31.20	6	1,027 39	.....	1,027 39	52 16	.....	
38012	Alamosa and Del Norte.	do	31.82	7	1,659 73	.....	1,659 73	52 16	.....	
38013	Salida and State Line (n. o.).	do	244.30	7.70	23,811 93	.....	23,811 93	97 47	.....	
38014	Vacant.									
38015	Schwander's Station (n. o.) and Cass.	Denver, South Park and Pacific R. R.	83.72	6.82	4,653 15	.....	4,653 15	55 58	.....	
38016	Mears and Villa Grove.	Denver and Rio Grande Rwy.	19.08	7	815 68	.....	815 68	42 75	.....	
38017	Combs and Crested Butte.	do	28.40	7	1,214 10	.....	1,214 10	42 75	.....	
38018	Julesburg and La Salle.	Colorado Central R. R.	151.16	7	18,352 33	.....	18,352 33	121 41	.....	
38019	Medina and Red Cliff.	Denver and Rio Grande Rwy.	27.00	7	1,154 25	.....	1,154 25	42 75	.....	
38020	South Pueblo and Leadville.	do	158.92	14.5	21,333 42	.....	21,333 42	134 24	.....	
38021	Golden and Silver Plume.	Colorado Central R. R.	39.53	12.3	3,211 02	.....	3,211 02	81 23	.....	
38022	Parks Creek and Central City.	do	11.29	13	570 18	.....	570 18	51 30	.....	
38023	Bear Creek Junction (n. o.) and Morrison.	Denver, South Park and Pacific R. R.	9.74	6.50	416 38	.....	416 38	42 75	.....	
38024	Denver and Pueblo.	Denver and New Orleans R. R.	125.98	8.21	8,186 18	.....	8,186 18	64 98	.....	
38025	Gare and London.	Denver, South Park and Pacific R. R.	15.75	14	673 31	.....	673 31	42 75	.....	
38026	Maunton Junction (n. o.) and Colorado Springs.	Denver and New Orleans R. R.	9.64	17.50	412 11	.....	412 11	42 75	.....	
38027	Dickey Station (n. o.) and Dillon.	Denver, South Park and Pacific R. R.	2.78	7	118 85	.....	118 85	42 75	.....	

[illegible]

C.—Railroad service as in operation on the 30th of June, 1886—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Number of trips per week.	Annual pay for transportation.	Annual pay for office-care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office care.	Remarks.	
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
UTAH—Continued.											
41005	Salt Lake City and Stockton.....	Utah and Nevada Rwy.....	40.50	6	1,731 37	.....	1,731 37	42 75	.....	Pay not fixed on 3.00 miles.	
41006	Bingham Junction (n. o.) and Alta.....	Denver and Rio Grande Western Rwy.	18.40	7	786 60	.....	786 60	42 75	.....		
41007	Vacant.	Echo and Park City R. R. ....	28.45	14	1,302 18	.....	1,302 18	47 88	.....		
41008	Echo City and Park City.....	Denver and Rio Grande Western Rwy.	17.30	6	739 57	.....	739 57	42 75	.....		
41009	Colton and Schofield.....	San Pete Valley Rwy.....	30.92	6	1,386 12	.....	1,386 12	51 30	.....		
41010	Nephi and Chester.....	Salt Lake and Western Rwy..	54.20	6	2,317 04	.....	2,317 04	42 75	.....	Land grant.	
41011	Lehi Junction (n. o.) and Silver City..		1,216.80		113,846 81	.....	113,846 81				
42001	Shoshone and Ketchikan.....	Oregon Short Line Rwy.....	69.99	6	4,009 72	.....	4,009 72	57 29	.....		
IDAHO.											
WASHINGTON TERRITORY.											
43001	Portland, Oreg., and Tacoma, Wash. Ter.	Northern Pacific R. R. ....	145.50	7	15,824 58	.....	15,824 58	108 76	.....		
43002	Seattle and Newcastle.....	Columbia and Puget Sound R. R.	20.28	6	866 97	.....	866 97	42 75	.....		
43003	Olympia and Tenino.....	Olympia and Chehalis Valley R. R.	16.65	6	741 02	.....	741 02	46 17	.....		
43004	Walla Walla and Wallula.....	Walla Walla and Columbia River R. R.	32.10	6	3,156 39	.....	3,156 39	98 83	.....		
43005	Tacoma and Carbonado.....	Northern Pacific R. R. ....	34.83	6	2,144 13	.....	2,144 13	61 56	.....	Pay not fixed on 28.12 miles. Compensation based on a service of not less than six round trips per week.	
43006	Palouse Junction (n. o.), Wash. Ter., and Moscow, Idaho.	Columbia and Palouse R. R. ...	117.30	3	3,812 44	.....	3,812 44	42 75	.....		
43007	Vacant.	Oregon Railway and Navigation Co.	40.00	7	4,001 00	.....	4,001 00	100 04	.....		
43008	Walla Walla and Dayton.....										

			417.03	7	66,462 07	66,462 07	159 37	Land grant.
43009	Wallula, Wash. Ter., and Missoula, Mont.	Northern Pacific R. R.	31.10	7	1,320 52	42 75		
43010	Bellefleur Junction (n. o.) and Riparia, Wash.	Oregon Railway and Navigation Co.	90.16	6				Land grant. Pay not fixed.
43011	Pasco Junction (n. o.) and North Yakima.	Northern Pacific R. R.	13.50	6				Do.
43012	Black River Junction (n. o.) and Black River Junction (n. o.)	Puget Sound Shore R. R.	7.50	6				
43013	Stuck Junction (n. o.) and Puyallup Junction (n. o.)	Northern Pacific and Puget Sound Shore R. R.	965.35		98,338 72			
OREGON.								
44001	Portland and Ashland	Oregon and California R. R.	342.60	7.41	37,758 43	112 86		Pay not fixed on 8.13 miles.
44002	Portland and Corvallis	do	87.85	6	5,271 17	53 87		
44003	Umatilla and Huntington	Oregon Railway and Navigation Co.	217.84	7	22,722 89	104 31		
44004	Vacant.	do	214.80	7	40,221 30	187 25		
44005	Portland, Oreg., and Wallula, Wash. Ter.	do	873.18		105,973 79			
NEVADA.								
45001	Virginia City and Reno	Virginia and Truckee R. R.	52.61	7	6,117 49	116 28		
45002	Paisado and Eureka	Eureka and Paisado R. R.	90.85	7	5,826 21	64 13		
45003	Battle Mountain and Austin	Nevada Central Rwy.	94.10	7	4,022 77	43 75		
45004	Mountain House, Nev., and Keeler, Cal.	Carson and Colorado R. R.	293.00	7	19,039 14	64 06		
45005	Vacant.	do	6.81	14	291 12	42 75		Covered by 45004. Formerly part of 45004.
45006	Belleville Junction (n. o.) and Camdenton.	Carson and Colorado R. R.	537.37		35,296 73			
CALIFORNIA.								
46001	San Francisco, Cal., and Ogden City, Utah.	Central Pacific R. R.	50.41	9.68	276,651 11	331 74	{ 75 00	Land grant. Pay not fixed on 38.43 miles. R. P. O. only on 151.74 miles. Formerly part of 46011.
46002	San Francisco and Soledad	Southern Pacific R. R.	783.62	12.51	11,050 80	77 30	{ 50 00	
46003	Roseville and Bayles	Central Pacific R. R.	190.16	8.81	3,793 50	138 51	25 00	
46004	Petaluma and Lakeville	San Francisco and North Pacific R. R.	7.02	5	300 10	42 75		
46005	Sacramento and Shingle Springs	Sacramento and Placerville R. R.	43.75	2.73	2,750 96	64 43		
46006	Suisun City and Napa Junction	California Pacific R. R.	13.01	7	656 35	50 45		
46007	Woodland and Grafton	do	9.54	6	420 06	42 75		

## C.—Railroad service as in operation on the 30th of June, 1886—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Number of trips per 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.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
40008	CALIFORNIA—Continued.									
40009	Vallejo Junction (n. o.) and Calistoga	California Pacific R. R.	43.87	12.71	3,075.72	70.11	3,075.72	70.11	70.11	
40010	Marysville and Oroville	Northern California R. R.	27.50	7	1,199.27	43.61	1,199.27	43.61	43.61	
40011	Lathrop and Goshen (n. o.)	Central Pacific R. R.	146.35	9.35	21,307.83	8,658.75	25,050.58	146.21	25.00	
40012	San Francisco and Cloverdale	San Francisco and North Pacific R. R.	84.05	10.80	7,772.08		7,772.08	91.49		
40013	Stockton and Milton	Stockton and Copperopolis R. R.	30.69	8.99	2,109.00		2,109.00	70.11		
40014	San Pedro and Los Angeles	Southern Pacific R. R.	20.20	7	1,120.05		1,120.05	42.75		
40015	Goshen, Cal. (n. o.), and Yuma, Ariz.	do	490.33	7	54,000.04	6,040.50	60,040.54	110.13	25.00	Land grant. R. P. O. Goshen to Los Angeles, 241.62 miles.
40016	Elmira and Madison	Vaca Valley and Clear Lake R. R.	30.07	7	1,285.49		1,285.49	42.75		
40017	San Francisco and Austin	North Pacific R. R.	79.25	9.30	5,105.42		5,105.42	59.00		
40018	Los Angeles and Santa Ana	Central Pacific R. R. Co. (des. sec. Los Angeles and San Diego R. R.).	35.23	7	2,461.73		2,461.73	81.23		
40019	Visalia and Goshen (n. o.)	Visalia R. R.	7.33	14	332.19		332.19	45.32		
40020	Colfax and Nevada City	Nevada County Narrow Gauge R. R.	23.09	14	1,569.21		1,569.21	69.26		
40021	Los Angeles and Santa Monica	Los Angeles and Independence R. R.	19.50	7	833.62		833.62	42.75		
40022	Santa Cruz and Pajaro	Santa Cruz R. R.	22.20	7	949.05		949.05	42.75		
40023	Davisville and Tehama	Central Pacific R. R. Co. (des. sec. Northern Rwy.).	111.67	6.89	6,970.44		6,970.44	62.42		
40024	Galt and Ione	Amador Branch Rwy.	27.79	7	1,829.69		1,829.69	65.84		
40025	West Oakland Station (n. o.) and Berkeley.	Central Pacific R. R. Co. (des. sec. Berkeley Branch R. R.).	5.78	7	247.09		247.09	42.75		
40026	San Francisco (n. o.) and San Quentin	North Pacific Coast R. R.	6.25	19.7	267.18		267.18	42.75		
40027	San Francisco and Alameda	Central Pacific R. R.	11.62	28	566.36		566.36	46.74		
40028	Fulton and Guerneville	San Francisco and North Pacific R. R.	16.09	6	687.84		687.84	42.75		
40029	San Francisco and Sacramento	Central Pacific R. R.	140.05	10.59	15,920.48		15,920.48	113.72		
40030	Niles and San José	do	18.37	11	463.94		463.94	47.03		
40031	Monterey and Castroville	Monterey R. R.	16.57	7	708.36		708.36	42.75		Formerly part of 40016.

46031	San Francisco and Santa Cruz	83.15	13	5,971.83	1,555.75	5,971.83	71.23	25.00	
46032	Port Costa and Lathrop	62.23	14.07	9,151.54		10,707.29	147.06		
									Land grant.
46033	Vacant								
46034	Gilroy and Tree Pines	20.20	7	690.84		690.84	24.20		
46035	Peters and Oakdale	19.13	6	817.80		817.80	42.75		
46036	Vacant								Covered by routes 46016 and 46023.
46037	National City and Waterman								
46038	Gothen (n. e.) and Lemoore	123.00	7	14,792.00		14,792.00	60.71		
46039	San Francisco and Glen Ellen	85.54					82.06		
		21.20	7	725.04		725.04	24.20		Land grant.
		46.35	6	955.46		955.46	42.75		Pay allowed on 22.25 miles only.
46040	San Luis Obispo and Los Alamos	51.30	6	2,422.87		2,422.87	44.02		
46041	San Luis Obispo and Port Harford	11.80	6	504.45		504.45	42.75		
46042	Mojave and Needles	240.46	7	8,716.67		8,716.67	96.25		Land grant.
46043	Lodi and Burson	22.90	6	1,272.78		1,272.78	55.58		
									Pay not fixed.
46044	Eureka and Hydeville	28.45	6						Do.
46045	Felton and Boulder Creek	8.14	12	347.98		347.98	42.75		
46046	Los Angeles and Pasadena	11.81	6						Pay not fixed. Lap over part of 46014.
46047	Colton and Los Angeles	58.58	6						
		2,575.86		490,955.42	98,010.25	544,965.67			

## D.—Steamboat service in operation on the 30th of June, 1895.

No. of route.	State and terminl.	Name of contractor.	Annual pay.	Length of route.	No. of trips per week.	Remarks.
<b>MAINE.</b>						
88	Portland to Conist's Island.....	Horace B. Townsend.....	\$145 00	Miles. 9	6	From May 24 to December 31, 1895.
90	Middle Dam to Errol, N. H.....	Charles A. J. Farrar.....	350 00	15	6	From June 1 to September 30.
91	Andover to Upper Dam.....	do.....	50 00	24	6	Do.
92	Bent's to Indian Rock.....	Fred. C. Barker.....	275 00	15	6	From June 16 to September 30.
93	Bangely to Indian Rock.....	Frank C. Hwey.....	200 00	8	6	From June 1 to September 30.
94	Greenville to Kinco.....	Lemuel Nichols.....	470 00	20	.....	Six times a week from May 16 to November 15, and three times a week (" * ") from November 16 to May 15.
95	Chebeague Island to Portland.....	George F. West.....	600 00	15	6	Twelve times a week 2½ months and six times a week 5½ months.
96	{ Bath to Boothbay.....	{ Eastern Steamboat Co.....	{ 1,000 00	{ 15½	{	{ Six times a week 4 months.
97	Vinal Haven to Rockland.....	Moses Webster.....	1,024 00	15	12	From June 1 to September 30.
98	Portland to Eastport.....	Frank W. Aiken.....	950 00	180	1	From October 1 to May 31.
100	Eastport to Lubec.....	J. E. Pigg.....	490 00	8	6	
			5,594 00	334½		
<b>NEW HAMPSHIRE.</b>						
1098	Lakeside to Wentworth's Location.....	Charles A. J. Farrar.....	350 00	17	6	From June 1 to September 30.
1099	Weir's Bridge to Wolf borough.....	Winnipegsee Steamboat Co.....	700 00	29	6	From June 1 to October 20.
1100	Alton Bay to Centre Harbor.....	Boston and Maine R. R. Co.....	1,600 00	{ 10 20 }	{ 6 3 }	{ From June 21 to October 31.
			2,050 00	76		
<b>MASSACHUSETTS.</b>						
2094	Wood's Holl to Nantucket.....	Nantucket and Cape Cod Steamboat Co.....	7,875 00	37	13	From May 1 to October 31.
2095	New Bedford to Nantucket.....	George A. Bourne.....	350 00	6	13	From November 1 to April 30.
2099	New Bedford to Nantucket.....	Samuel C. Hart.....	1,268 50	15	1	From June 13 to September 14.
2100	New Bedford to Edgartown.....	{ New Bedford Vineyard and Nantucket Steamboat Co.....	2,500 00	31	13	From September 15 to June 14.
			12,093 50	80		The year round on 31 miles. From June 20 to September 10 on 25 miles.

4005	RHODE ISLAND.	Watch Hill to Railroad Station (n. o.), at Stonington, Conn.	Henry L. Ripley.....	165 00	5	12	From July 1 to September 20.
		{Block Island to Newport.....	{George W. Conley and Martin V. Ball...}	2, 965 00	{ 30	{ 3	From June 16 to September 15 (3 months).
		{Newport to Providence.....	{Newport and Wickford R. R. and Steam-boat Co.}	8, 947 56	{ 30	{ 25	From June 16 to June 15 (9 months).
		Newport to Wickford Junction (n. o.).		12, 107 56	18	18	From June 1 to September 31.
4009							From November 1 to May 31.
6979	NEW YORK.	Canandaigua to Naples.....	James McKechnie.....	500 00	204	6	From April 1 to December 10 of each year.
		Penn Yan to Hammondsport.....	Crooked Lake Navigation Co.....	189 00	24	6	From March 15 to December 15 of each year.
		Sag Harbor to New London.....	Elina F. Morgan.....	2, 000 00	40	6	From March 15 to November 30 of each year.
		Brooklyn to Jersey City.....	Brooklyn Annex Co.....	2, 000 00	3	36	From June 1 to October 20 of each year, pay being \$275 per month.
6983		Lake George to Fort Ticonderoga....	Champlain Transportation Co.....	1, 283 33	434	0	
6984		Geneva to Watkins.....	Seneca Lake Steam Navigation Co.....	2, 313 54	434	6	
6985		Plattsburgh to Burlington.....	Champlain Transportation Co.....	1, 050 00	25	0	During season of navigation.
7520		Mayville to Jamestown.....	Buffalo, New York and Philadelphia R. R. Co.	750 00	214	12	From July 1 to August 31 of each year.
10083	MARYLAND.	Baltimore to Salisbury.....	Maryland Steamboat Co.....	900 00	150	.....	Two months once a week, 10 months three times a week.
		Washington to Colonial Beach.....	J. R. Colegrove.....	429 00	684	.....	Three times a week 4 months in each year, June 1 to September 30.
		Baltimore to Queensdown.....	Chester River Steamboat Co.....	350 00	33	3	Six times a week to Tolchester Beach by steamboat (25 miles), and six times a week the residue in backs from June 1 to September 15 in each year.
		Baltimore to Chestertown.....	William C. Eliason.....	400 00	304	.....	Six times a week to Crisfield, 115 miles, and twice a week the residue of route from May 1 to December 31, and twice a week to Crisfield, 115 miles, and once a week the residue of route from January 1 to April 30 in each year.
10085		Baltimore to Wilson's Wharf (n. o.)..	Eastern Shore Steamboat Co.....	3, 000 00	2384	.....	
10086		Baltimore to St. Michael's.....	H. C. Dodson.....	936 00	632	3	
10087		Washington to Glymont.....	Thomas A. Adams.....	2, 130 00	304	6	
10088		Baltimore to Benedict.....	Henry Williams.....	1, 800 00	1174	2	
10089		Baltimore to Freeport.....	Maryland Steamboat Co.....	1, 800 00	2234	3	
10100		Baltimore to Cambridge.....	Choptank Steamboat Co.....	1, 470 00	874	4	
				13, 215 00	1, 0453		



## D.—Steamboat service in operation on the 30th of June, 1886—Continued.

No. of route.	State and terminl.	Name of contractor.	Annual pay.	Length of route.	No. of trips per week.	Remarks.
	VIRGINIA.			Miles.		
11094	Norfolk to Cape Charles .....	New York, Philadelphia and Norfolk R. Co.	\$10,971 62	38	7	
11095	Newport News to Norfolk .....	J. B. Colegrove .....	2,200 00	14	14	
11096	Franklin City to Chincoteague Island .....	Old Dominion Steamship Co. ....	750 00	7	6	
11097	Norfolk to Baltimore .....	Baltimore Steam Packet Co. ....	12,000 00	184	6	
11098	Norfolk to Richmond .....	Virginia Steamboat Co. ....	3,500 00	135½	3	
11100	Fredericksburgh to Baltimore .....	Henry Williams .....	5,800 00	239	.....	Twice a week to Tappahannock, 82½ miles, and three times a week the residue.
	WEST VIRGINIA.					
	Parkersburgh to Pomeroy .....	George B. McClintock .....	35,221 62	607½		
12100	Parkersburgh to Pomeroy .....	George B. McClintock .....	6,500 00	87½	6	
	NORTH CAROLINA.					
13004	Edenton to Williamson .....	John D. Biggs .....	3,000 00	51	6	
13005	Elizabeth City to Fairfield .....	Morris K. King .....	2,750 00	169	2	
13007	Edenton to Franklin .....	J. H. Bogart .....	3,500 00	97	3	
13008	Plymouth to Wintour .....	Charles T. Harden .....	883 00	28	6	
13009	Wilmington to Southville .....	John W. Harper .....	1,100 00	28	6	
13100	Wilmington to Fayetteville .....	Thomas J. Green .....	1,450 00	112	2	
	SOUTH CAROLINA.					
14009	Charleston to Moultrieville .....	William M. Baird .....	12,633 00	425		
14100	Charleston to Edisto Island .....	Carl Berlin .....	962 00	7½	14	
			600 00	43	2	
			1,562 00	50½		
15100	Brunswick to Saint Simon's Mills .....	Urbanus Dart .....	1,000 00	12	6	
	GEORGIA.					
16078	Saint Mark's to Saint Teresa .....	William P. Slusser and C. H. Blackwell .....	200 00	40	2	\$75 per month from June 7 to October 2, 1886.
16080	Palatka to Drayton Island .....	George W. Beach and John W. Miller .....	2,000 00	40	6	

16085	Jacksonville to Orange Dale.....	J. B. Colegrove.....	1, 650 00	354	6
16087	Fernandina to Oakwell, Ga.....	John Richardson.....	2, 000 00	18	6
16091	Tampa Bay to Key West.....	J. D. Emerson.....	22, 565 74	240	3
16096	Chattahoochee to Apalachicola.....	C. D. Owens.....	5, 500 00	144	3
16097	Jacksonville to Fort George.....	J. B. Colegrove.....	1, 599 00	234	6
			35, 804 74	575½	
ALABAMA.					
17098	Mobile to Demopolis.....	Frank S. Stone.....	2, 875 00	254	1
17099	Mobile to Point Clear.....	Peter Burke.....	2, 875 00	26	7
17100	Bama, Ga., to Gadsden.....	John J. Seay.....	2, 750 00	185	3
			7, 500 00	435	
MISSISSIPPI.					
18008	English Lookout, La., to Gainesville.....	John Pottavant and J. A. Favre.....	1, 500 00	244	6
18009	Vicksburg to Faisonis.....	E. C. Carroll.....	2, 000 00	180	1
18100	Vicksburg to Greenwood.....	do.....	2, 400 00	205½	1
			5, 900 00	470	
TENNESSEE.					
19097	Johnsonville to Waterloo, Ala.....	E. O. Hopkins.....	3, 000 00	133½	3
KENTUCKY.					
20097	Louisville to Evansville, Ind.....	William W. Hite.....	10, 000 00	187	6
20099	Evansville, Ind., to Paducah.....	William H. Caldwell.....	10, 879 57	137	6
20100	Paducah to Cairo, Ill.....	do.....	1, 000 00	50	6
			21, 879 57	374	
OHIO.					
21147	McConnellsville to Marietta.....	Francis A. Porter.....	3, 000 00	47½	6
21148	Zanesville to McConnellsville.....	James K. Jones and Elias M. Stambery.....	3, 500 00	39½	12
21149	Portsmouth to Cincinnati.....	C. P., B. S. and P. P. Co.....	9, 000 00	65½	3
21150	Gallipolis to Huntington, W. Va.....	William Boy.....	2, 400 00	62½	6
			17, 900 00	249½	

May 1 to October 31.  
November 1 to April 30.

## D.—Steamboat service in operation on the 30th June, 1886—Continued.

No. of route.	State and terminl.	Name of contractor.	Annual pay.	Length of route.	No. of trips per week.	Remarks.
	MICHIGAN.					
24001	Charlevoix to East Jordan.....	M. J. Stockman and John Mason.....	\$322 00	16	6	\$3 per round trip from May 17, 1886, to November 13, 1886.
24002	Grand Haven to Milwaukee, Wis.....	Detroit, Grand Haven and Milwaukee Key Co.....	1,330 00	85	6	\$10 per round trip from June 1, 1886, to October 31, 1886.
24003	Macinaw City to Mackinac Island.....	James B. Colgrove.....	2,460 00	12	6	\$10 per round trip during season of navigation.
24004	Manitowish to Milwaukee.....	Flint and Pere Marquette R. R. Co.....	1,392 50	135	6	
24005	Harbor Springs to Saint James.....	Charles W. Cuskey.....	2,392 00	49	3	\$22 per round trip from April 1 to November 30.
	MINNESOTA.					
25005	Duluth to Harbors.....	Ira F. Holt.....	7,598 50	285	6	\$3.83 per round trip from opening of navigation, May 5, 1886, to June 30, 1886.
25006	Calumet, Ill., to Elmot, Ark.....	John A. Scudder.....	167 67	26	3	
	MISSOURI.					
26003	Terreha, Miss., to Jacksonport.....	Edward C. Postal.....	1,950 00	262	1	
26004	Month Saint Francis River to Cut Off.....	Otho K. Joplin.....	708 00	50	1	
26005	Arkansas City to Vicksburg, Miss.....	J. A. Scudder.....	20,000 00	1984	3	
26006	Memphis, Tenn., to Arkansas City.....	John D. Adams.....	16,090 00	2524	2	
26007	Memphis, Tenn., to Prior's Point, Miss.....	James Lee, Jr.....	10,000 00	173	3	
26008	Memphis, Tenn., to Cold Dust, Tenn.....	James Lee, sr.....	8,000 00	1064	2	
	LOUISIANA.					
30000	Troyville to Toulova.....	Thomas H. Hall.....	50,658 00	1,1504	3	
30001	Natchez to Vicksburg, Miss.....	James G. Stewart.....	3,000 00	60	3	
30002	Natchez, Miss., to Bayou Sara.....	do.....	11,750 00	100	3	
30003	Lake Charles to Cameron.....	John Miller.....	12,850 00	110	3	
30004	Union Rouge to Bayou Sara.....	James G. Stewart.....	4,000 00	35	3	
30005	New Orleans to Vicksburg, Miss.....	Thomas P. Leathers.....	8,350 00	37	6	
30006	New Orleans to Port Vincent.....	Milton B. Muncy.....	1,000 00	408	1	
30007	New Orleans to Port Eads.....	Red River and Coast Line Co.....	3,854 35	101	2	
30008	New Orleans to Port Eads.....	Red River and Coast Line Co.....	12,000 00	79	3	
30009	New Orleans to Port Eads.....	Red River and Coast Line Co.....	57,604 35	37	1	
30010	New Orleans to Port Eads.....	Red River and Coast Line Co.....	57,604 35	999	1	

TEXAS.		Leon F. Allison	600 00	27	3
31100	Houston, Lynchburg				
WASHINGTON TERRITORY.					
43006	Coeur d'Alene to Markham	H. N. Warren	724 00	15	2
43007	Tacoma to Tacoma	John A. Williams	970 00	23	2
43008	Tacoma to Tacoma	W. R. Ballard	400 00	14	2
43009	Seattle to Hubbard	Charles O. Poole	348 00	11	2
43010	Danion to Houghton	George H. Emerson	990 00	12	2
43011	Mukluco to Mount Vernon	W. A. Metwin	2,500 00	60	2
43012	Port Townsend to Neah Bay	L. B. Hastings and James Morgan	6,803 65	102	2
43013	Port Townsend to Sitka, Alaska	Charles Goodall	18,102 06	1,340	2
43014	Port Townsend to Semiahmoo	James Gilmore and Harry Lott	5,202 96	140	2
43015	Seattle to Sehome	James C. Brittain	8,944 66	177	1
43016	Tacoma to Port Townsend	Oregon Rwy. and Nav. Co.	29,700 00	177	2
43017			74,186 33	2,002	6
OREGON.					
44008	Myrtle Point to Bandon	Olaf Reed	600 00	39	2
44009	Portland to The Dalles	Oregon Rwy. and Nav. Co.	7,487 00	111	6
44100	Portland to Astoria	do	5,000 00	82	6
				20	2
			13,087 00	290	
CALIFORNIA.					
46002	San Francisco to Stockton	California Steam Nav. Co.	2,000 00	125	6
46003	Eureka to Arcata	George W. B. Yocum	1,200 00	8	12
46004	San Francisco to Eureka	Charles Goodall	6,500 00	216	6
46005	Tahoe to Tahoe	W. W. Lapham	5,463 21	40	6
46006	San Francisco to Sacramento	Central Pacific R. Co.	6,000 00	119	6
			21,163 21	509	

Once a month.

Six months.

E.—Table showing the increase and decrease in mail transportation and cost during the year ended June 30, 1886.

States and Territories.	STAR SERVICE.				STEAMBOAT.				RAILROAD.				Total number of miles traveled per annum.		Total annual cost.	
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.					
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.		
	Miles.	Miles.			Miles.				Miles.				Miles.	Miles.		
Maine	9		\$1,766		79		\$2,717		23		\$10,294		242,184	42,137	\$11,245	
New Hampshire	28		553		23		125		55		14,298		862,020		13,868	\$1,405
Vermont	60		2,897		10		600		11		1,502		235,548		16,458	
Massachusetts	66		8,968		8		715		46				281,970			
Rhode Island	12		\$1,372						58		7,672		378,822		9,759	
Connecticut	18		1,501						4		59,690		2,390,428		41,191	
New York	1,301		67,341		15		917		600				1,520,091		39,341	
New Jersey	44		2,676						34		36,665		3,774,998		105,129	
Pennsylvania	161		19,765						168		4,277		96,398		5,315	
Delaware	4		1,038		218		42		7		55,088		656,556		67,627	
Maryland	179		12,497						4		45,767		1,123,595		60,504	
Virginia	161		23,777						42		11,048		248,205		21,765	
West Virginia	475		12,117		238		\$8,950		71		3,757		167,849		9,544	
North Carolina	438		8,389				1,300		133		3,467		123,887		10,520	
South Carolina	87		14,277						242		15,362		159,579		8,502	
Georgia	223		5,035				38,229		5				37,091		23,971	
Florida	19		1,104		253				281		45,801		309,949		3,401	
Alabama	366		4,149		92				12		11		84,215		50,366	
Mississippi	274		4,565		153		3,143		59		9,903		110,418		12,889	
Tennessee	368		10,021		4		14,719		571		587,588		2,483,719		2,908	
Kentucky	400		7,724				211		2				53,566		592,641	
Ohio	82		5,264								1,191		235,412		15,509	
Indiana	50		2,918						108		9,679		200,494		8,941	
Illinois	153		5,830		30		2,840		68				40,183		2,867	
Michigan	128		1,644						112		2,454		142,643		34,353	
Wisconsin	86		1,413		26		168		104		35,116		106,025		14,473	
Minnesota	38		931						110		13,922		307,679		52,943	
Iowa	115				90				45		49,450		13,188		14,316	
Missouri	187		531						153		2,412		95,475		1,778	
Arkansas	245		8,460		25		4,967		271		21,412		143,498		24,164	
Louisiana	25		4,050		324		20,296		4		1,672		465,523		1,879	
Texas	8		2,237				27,138		206						4,538	
Indian Territory	3		19,634													
Kansas	8		1,523													
Agassiz	174		6,210													

[illegible]

H. Ex. 1, pt. 4—21

TABLE F.—Division of Inspection, Contract Bureau.—Deductions, fines, and remissions, year ending June 30, 1886.

States and Territories.	STAR ROUTES.				RAILROAD ROUTES.				STEAMBOAT ROUTES.				TOTALS FOR THE YEAR.			
	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.	Deductions.	Remissions.	Fines.	Remissions.
Alabama.....	\$2,348 30	\$97 32	\$280 00	...	\$1,173 78	\$110 77	\$110 00	\$10 00	...	...	\$10 00	...	\$1,421 98	\$298 09	\$400 00	\$10 00
Alaska.....	263 02	41 66	49 70	...	170 01	...	211 00	100 00	...	...	...	...	283 33	4 66	260 70	100 00
Arkansas.....	1,983 02	30 30	37 00	...	977 02	...	100 00	...	\$259 47	...	...	...	4,053 95	318 97	360 70	...
Arizona Territory.....	913 10	231 53	27 00	...	877 74	...	...	...	...	...	...	...	1,180 21	221 55	377 00	...
California.....	3,917 00	62 66	37 00	...	9,000 74	688 88	1 00	...	28 18	...	5 00	...	10,823 91	62 56	324 00	36 00
Colorado.....	4,389 09	42 80	69 06	...	9,000 74	688 88	1 00	...	...	...	...	...	10,823 91	62 56	324 00	36 00
Connecticut.....	24 07	1 00	5 00	...	341 82	...	...	...	...	...	...	...	18,553 70	731 78	67 08	...
Dakota Territory.....	1,063 25	23 52	87 26	...	5,784 60	1,119 80	78 60	18 26	...	...	...	...	6,897 85	1,145 93	163 86	18 26
Delaware.....	23 46	...	5 00	...	...	...	2 00	...	...	...	...	...	25 46	...	7 00	...
Dist. of Columbia.....	732 42	...	...	...	397 75	88 31	...	...	...	...	...	...	8,151 72	322 62	503 00	...
Florida.....	1,241 61	16 95	163 34	20 00	2,507 06	580 26	2,704 50	...	2,091 55	216 96	60 00	...	3,748 67	397 78	2,874 04	20 00
Georgia.....	271 21	15 58	9 00	...	5,300 72	374 35	4,333 75	67 50	...	...	...	...	5,871 13	15 58	9 00	...
Illino Territory.....	478 84	7 02	28 00	7 00	5,300 72	374 35	4,333 75	67 50	...	...	...	...	5,871 13	15 58	9 00	...
Illinois.....	235 83	6 37	42 70	...	2,823 62	532 83	4,490 08	100 77	...	...	...	...	5,871 13	15 58	9 00	...
Indiana.....	1,213 86	12 96	...	...	19 28	...	...	...	...	...	...	...	1,233 14	12 96	...	...
Indian Territory.....	2,008 45	54 00	63 00	13 00	9,604 40	546 45	303 00	...	...	...	...	...	11,572 82	600 45	366 99	13 00
Iowa.....	4,776 55	147 85	45 80	...	11,232 10	447 95	861 25	6 00	1,625 23	85 03	180 48	\$0 40	16,099 25	595 55	927 13	6 00
Kansas.....	443 12	49 48	80 51	2 00	448 44	271 80	2,467 00	...	677 11	154 53	4 60	...	4,416 29	400 01	2,727 99	2 40
Kentucky.....	1,041 08	104 61	208 85	3 33	509 30	45 83	3 00	...	72 75	11 96	...	...	2,167 55	304 90	2,715 85	3 33
Louisiana.....	867 63	4 82	69 64	5 00	37 31	55 84	...	...	1,708 79	...	8 00	...	2,707 69	10 72	69 64	5 00
Maine.....	307 14	...	70 05	...	584 11	...	...	...	...	...	...	...	2,610 01	55 84	78 05	...
Maryland.....	128 69	...	7 00	...	211 57	...	2 00	...	...	...	...	...	2,049 03	9 00	...	...
Massachusetts.....	729 10	23 31	107 34	3 48	505 22	80 71	824 71	147 15	3 92	...	13 00	...	1,238 24	106 62	945 05	150 63
Michigan.....	883 83	42 04	174 10	...	3,639 80	316 20	1,261 50	...	...	...	...	...	4,423 63	338 24	1,335 66	...
Minnesota.....	1,544 25	31 03	173 57	...	1,318 28	74 05	225 90	...	551 06	...	60 00	...	3,414 19	105 98	4,459 66	...
Mississippi.....	495 25	97 42	295 35	2 50	5,929 35	878 87	5,674 25	...	1,330 66	...	...	...	7,755 24	976 29	5,969 60	2 50
Missouri.....	347 08	4 61	18 00	...	12 66	...	...	...	...	...	...	...	339 74	4 61	18 00	...
Montana Territory.....	1,877 10	77 27	100 00	...	3,569 31	1,451 93	9 00	...	...	...	...	...	5,576 41	1,229 22	409 00	...
Nebraska.....	810 00	277 41	264 64	...	10,548 52	277 52	...	...	57 87	49 18	...	...	11,358 52	554 82	264 64	...
Nevada.....	169 35	...	...	5 00	2 86	...	3 00	...	...	...	...	...	330 08	14 75	11 00	5 00
New Hampshire.....	104 74	11 52	39 00	1 00	530 38	3 23	3 00	...	...	...	...	...	4,692 08	...	39 00	...
New Jersey.....	3,189 87	...	321 30	272 22	3,449 08	190 62	1,699 50	...	300 23	...	...	...	4,292 49	207 14	2,430 80	272 22
New Mexico Ter.....	16 52	2 26	74 00	52 00	61 80	62	...	...	12 80	...	...	...	2,665 54	2 88	74 00	52 00
New York.....	2,091 44	56 83	77 52	...	7,177 36	2,144 73	12,063 30	3,471 66	8 69	...	...	...	8,447 97	2,210 55	12,120 82	3,471 66
North Carolina.....	444 55	916 80	351 55	150 00	3,418 81	103 40	...	...	11,648 75	211 59	...	...	15,512 11	1,231 55	351 55	150 00
Ohio.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oregon.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Pennsylvania.....	904 25	34 35	720 48	53 52	2,097 12	114 64	3,556 50	162 50	151 48	4,091 87	149 33	4,276 98	215 03
Rhode Island.....	10 27		212 86		203 99		65 50	8 00		425 74	2 60	277 85	8 00
South Carolina.....	608 41	2 00	17 00		81 07		190 75		140 89	690 08	118 80	207 75	
Tennessee.....	2,037 04	44 64	82 35		666 59	74 16	924 70	292 00		2,844 82	1,702 06	1,007 05	292 00
Texas.....	3,778 42	705 00	8 00		3,513 98	997 66				7,232 88	1,157 94	8 00	
Utah Territory.....	104 24		4 00		170 66	157 94	6 50			274 90	2 82	10 50	6 50
Vermont.....	135 39	2 82	97 00	5 00	8 36	225 84	174 75	103 00	2,788 78	5,688 40	457 80	271 75	108 00
Virginia.....	1,947 99	30 83	70 00		851 65	49 08	8 50		243 06	5,802 42	49 05	129 39	25 00
Washington Ter.....	85 22		77 02	10 00	4,974 14	2 45			176 29	1,406 72	87 65	185 52	10 00
West Virginia.....	1,184 70	24 83	35 00	1 00	45 73	40 95	231 00			1,105 95	151 89	206 00	1 00
Wisconsin.....	662 46	110 94	5 00		443 49					6,495 94		5 00	
Wyoming Territory.....	373 84				6,122 10								
Total.....	56,029 60	3,504 76	5,985 52	640 05	119,942 61	12,257 52	42,209 63	4,183 84	27,945 62	1,208 85	399 77	48,594 92	4,868 79

## RECAPITULATION.

	Deductions.	Remissions on deductions.	Fines.	Remissions on fines.
Railroads.....	\$119,942 61	\$12,257 52	\$42,209 63	\$4,183 84
Steamboats.....	27,945 62	1,208 85	399 77	25 40
Star routes.....	56,029 60	3,504 76	5,985 52	640 05
Mail messengers.....	2,316 12		3,572 11	112 98
Postal clerks.....				
Total.....	206,253 95	16,971 13	52,467 03	4,971 73
Net.....	189,282 82		47,495 81	



H.—Table showing the readjustment of the rates of pay per mile on railroad routes in States and Territories, the readjustment of the rates based upon returns of the weight of the mails, the speed with which they are the acts of March 3, 1873, July 12, 1876, and June 17, 1878.

[Abbreviations: r. p. o., railway post-office;

Order.	State.	Number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route. Miles.	Average weight of mails whole distance per day. Lbs.	Miles per hour.	Size, &c., of mail-car or apartment.	Time per week.
1	Conn.	5005	New York, N. Y., Springfield, Mass.	New York, New Haven and Hartford R. R.	136	64,611	30	<i>Feet and inches.</i> r. p. o., 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l.; 44 by 8.6, 1 l.; 34.8 by 8.6, 1 l.; 16.4 by 6.10, 1 l., New York to New Haven, 73.37 m.; 55 by 8.8, 1 l.; 54.6 by 8.8, 1 l.; 44.10 by 8.6, 1 l.; 34.8 by 8.6, 1 l., New Haven to Springfield 62.63 m.	80.26
2	Mass.	3025	Boston, Mass., Albany, N. Y.	Boston and Albany R. R.	201.29	42,810	27	r. p. o., 55.9 by 8.8 (av.), 3 l. to Springfield, 98.63 m., 1 l. residue, 102.66 m.; apt. 28 by 8 (av.), 2 l. to Spring- field, 1 l. res.; closed mails carried in bag- gage car in charge of r. p. o. clerk between Boston and Spring- field.	24.49
3	Nebr.	34001	Union Pacific Trans- fer (u. o.), Iowa, Og- den City, Utah.	Union Pacific Rwy.....	1,034.24	27,325	22	r. p. o., 60 by 8.1, 1 l.; 50.8 by 9.3, 1 l. (40 ft. auth.), to North Platte, 293.03 m.; apt., 24.9 by 8.10, 1 l., to Valley, 37.01 m.; 50.8 by 9.3 not auth. r. p. o., 55.1 by 9.5, 1 l.; 53.1 by 9.5 (40 ft. auth.), 1 l. addl. to Port Costa, 32.17 m., and 1 l. addl. between Sacramento and Davisville, 13.23 m. r. p. o., 40 by —, 2 l....	9.58
4	Cal.	46001	San Francisco, Cal., Ogden City, Utah.	Central Pacific R. R.....	834.17	21,862	20	r. p. o., 55.1 by 9.5, 1 l.; 53.1 by 9.5 (40 ft. auth.), 1 l. addl. to Port Costa, 32.17 m., and 1 l. addl. between Sacramento and Davisville, 13.23 m. r. p. o., 40 by —, 2 l....	9.76
5	Kans.	33016	Topeka, Kans., Kan- sas City, Mo.	Atchison, Topeka and Santa Fé R. R.	66.88	18,512	28	r. p. o., 42.7 by 8.10 (av.), 1 l.; 34.8 by 6.7 (av.), 1 l.; apt. 28 by 9.6, 1 l.; 14.2 by 7.1 l.; 8 by 7.1 l. between Lowell and Nashua, 14.17 m.	14
6	Mass.	3016	Boston, Mass., Nashua, N. H.	Boston and Lowell R. R. Corporation.	39.85	14,363	26	r. p. o., 42.7 by 8.10 (av.), 1 l.; 34.8 by 6.7 (av.), 1 l.; apt. 28 by 9.6, 1 l.; 14.2 by 7.1 l.; 8 by 7.1 l. between Lowell and Nashua, 14.17 m.	60.71
7	Conn.	5004	New Haven, New Lon- don.	New York, New Haven and Hartford R. R.	51.78	13,108	30	r. p. o., 55 by 8.8, 1 l.; apt. 13.4 by 6.2 (av.), 2 l.	34
8	N. H.	1001	Concord, Nashua.....	Concord R. R. Corpora- tion.	36.28	11,733	28	r. p. o., 42.7 by 8.10 (av.), 1 l.; 34.8 by 6.7 (av.), 1 l.; apt. 28 by 9.6, 1 l.; 14.2 by 7.1 l.; 8 by 7.1 l. between Lowell and Nashua, 14.17 m.	40.99
9	Kans.	33010	Atchison, Kans., South Pueblo, Colo.	Atchison, Topeka and Santa Fé R. R.	620.45	11,653	29	r. p. o., 40 by —, 2 l., Topeka to South Pueblo, 569.75 m.; apt., 13.4 by 9.4, 1 l., Atchison to Topeka, 50.70 m.	16.03
10	Mass.	3035	Boston, Mass., Provi- dence, R. I.	Boston and Providence R. R.	44	11,597	29	r. p. o., 55 by 8.8, 1 l.; apt., 14.0 by 6 (av.), 2 l.	56.81
11	Tex.	31010	Texarkana, Ark., Mar- shall, Tex.	Texas and Pacific Rwy.	69.70	10,345	23	21.4 by 9.2, 2 l.....	14
12	Mass.	3038	Boston, South Brain- tree.	Old Colony R. R. ....	11.36	9,471	....	20.6 by 9.2, 2 l.....	134.72

*lines in which the contract term expired June 30, 1886, and also in other States and on certain new routes; conveyed, the accommodations for mails and agents, and the number of trips per week, in accordance with*

*spt., apartment; l., line or lines; m., miles.]*

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
607 98	152 50	673 74	109 08	109,885 28	17,608 49	91,352 40	23,025 28	July 1, '85	Weighted 30 days from Feb. 11, 1885. 62.63 m., r. p. o. at \$102.50 per m.; formerly 62.36 m., r. p. o., at \$135.45 per m. .41 m. increase.
574 56	150 00	533 52	185 00	115,653 18	19,927 50	107,808 00	25,228 07	July 1, '85	Weighted 30 days from Feb. 11, 1885. 102.66 m. between Springfield and Albany, r. p. o. at \$50 per m.; formerly 103.43 m., r. p. o. at \$67.50 per m. .77 m. decrease.
409 55	75 00	373 64	75 00	423,572 99	59,087 75	386,378 65	61,064 50	July 1, '86	Weighted 80 days from Apr. 1, 1886. r. p. o. on 741.21 m., at \$50 per m.; formerly 740.81 m., r. p. o., at \$50 per m. 16 m. increase.
350 55	60 00	331 74	50 00	292,418 29	42,843 50	276,681 11	42,961 75	July 1, '86	Weighted 30 days from Apr. 1, 1886. r. p. o. on 45.40 m., at \$75 per m.; formerly 50.41 m., at \$75 per m. .14 m. increase.
314 64	50 00	254 79	50 00	21,043 12	3,344 00	17,218 70	3,379 00	July 1, '86	Weighted 80 days from Apr. 1, 1886. .70 m. decrease.
271 04	25 00	194 94	50 00	10,800 94	996 25	7,610 24	1,989 50	July 1, '85	Weighted 30 days from Feb. 11, 1885. .06 m. increase. Formerly \$184.63 per m. for 14.27 m. for transportation.
257 38	50 00	227 43	75 00	13,326 10	2,589 00	11,760 40	3,878 25	July 1, '85	Weighted 80 days from Feb. 11, 1885. .07 m. increase.
242 82	25 00	200 93	40 00	8,809 50	907 00	7,289 74	1,451 20	July 1, '85	Weighted 80 days from Feb. 11 and Aug. 5, 1885.
241 97	50 00	214 61	50 00	127,362 44	28,487 50	112,975 50	28,409 50	July 1, '86	Weighted 30 days from April 1, 1886. 476.41 m. between Atchison and State line (n. o.), land grant, at \$193.57 per m. Formerly same points \$171.69 per m. .05 m. decrease. r. p. o. between Topeka and South Pueblo.
241 11	50 00	209 48	77 00	10,608 84	2,200 00	9,161 73	3,388 00	July 1, '85	Weighted 30 days from Feb. 11, 1885. .19 m. decrease.
227 43	.....	216 32	.....	15,851 87	.....	15,031 28	.....	July 1, '86	Weighted 30 days from April 1, 1896. 2.56 m. decrease.
218 02	.....	189 81	12 50	2,476 82	.....	2,156 24	142 00	July 1, '85	Weighted 30 days from Feb. 11, 1885.

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

Order.	State.	Number of route.	Terminal.	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.
					Miles.	Lbs.		Feet and inches.	
13	Nebr.	34002	Plattsmouth, Hastings	Burlington and Missouri River R. R. (in Nebraska).	152.35	7,641	23	r. p. o., 39.2 by 2.2 1 l. to Orepolis 4.47 m.; 2 l. residue 147.88 m.	14.58
14	Oreg.	44005	Portland, Oreg., Wal-lula, Wash. Ter.	Oregon Rwy. and Navigation Company.	214.70	7,144	19	24 by 9, 1 l.	7
15	N. Y.	6007	Troy, N. Y., North Adams, Mass.	Troy and Boston R. R.	48.15	6,909	27	r. p. o., 30.11 by 8.5 (av.) 1 l.; apt. 16.11 by 8.6 (av.), 1 l.; apt. 17.9 by 6.8 1 l. to Hoosac June. (n. o.) 25.33 m.	27.42
16	Me.	12	Bangor, Vanceborough	Maine Central R. R.	114.86	6,599	21	r. p. o., 40 by 9, 1 l.; 20 by 9, 1 l.	12
17	N. H.	1008	Concord, N. H., White River Junction, Vt.	Boston and Lowell R. R. Corporation.	69.76	6,579	26	r. p. o., 42.7 by 8.10 (av.), 1 l.; 34.8 by 6.7 (av.), 1 l.	23.22
18	Mass.	3021	Boston, Greenfield	Fitchburgh R. R.	105.4	8,568	25	30.11 by 8.5 (av.), 1 l.; 16.11 by 8.6 (av.), 1 l.; 23.11 by 6.10, 1 l. between Boston and Fitchburgh, 49.6 m.; 8.9 by 6.5, 1 l. bet. Boston and Ayers, 36.7 m.	37.51
19	Mass.	3067	Springfield, South Vernon Junction (n. o.).	Connecticut River R. R.	51.88	6,514	25	23.5 by 6.8 (av.), 2 l.	36.30
20	Kans.	33001	Kansas City, Mo., Denver, Colo.	Union Pacific Rwy.	641.02	5,801	30	25.2 by 9, 2 l. to Ellis, 303.69 m.; 1 l. residue, 337.33 m.	10.94
21	Vt.	2002	Windsor, Vt., Rouse's Point, N. Y.	Central Vermont R. R.	168.77	5,453	25	r. p. o., 42.7 by 8.10 (av.), 1 l.; 34.8 by 6.5, 1 l. between White River Junction and St. Albans, 120.50 m.; apt., 26.6 by 6.5 (av.), 2 l. 11 by 6.10 (av.), 17 by 7.2, 1 l. between Windsor and White River Junction, 14.13 m.; 22.5 by 7 (av.), 1 l. between Essex Junction and St. Albans, 24.5 m.; 13.1 by 6.10, 1 l. between St. Albans and Rouse's Point, 24.14 m.	20.56
22	Cal.	40032	Port Costa, Lathrop	Central Pacific R. R. Co. (leasee San Pablo R. R.).	62.23	5,068	27	r. p. o., 55.1 by 9.5, 1 l. (40 ft. anth.); apt., 21.10 by 9.5, 1 l.	10
23	Cal.	40010	Lathrop, Gosben	Central Pacific R. R.	146.35	5,007	27	r. p. o., 55.1 by 9.5 (40 ft. anth.), 1 l.; apt. 21.10 by 9.5, 1 l.	13
24	N. J.	7003	Elizabethport, Bay-head June. (n. o.).	Philadelphia and Reading R. R.	50.19	4,999	25	19.7 by 7.9 (av.), 3 l. to Point Pleasant 49.1 m. No apt. res. 1.09 m.	39.65
25	Vt.	2005	Brattleborough, Bellows Falls.	Vermont Valley R. R. Co. of 1871.	24.01	4,919	29	23.5 by 6.7 (av.), 2 l.	21
26	Vt.	2004	Bellows Falls, Windsor.	Sullivan County R. R.	25.5	4,861	28	23.5 by 6.7 (av.), 2 l.	21
27	Mass.	3011	Boston, Mass., Portland, Me.	Boston and Maine R. R.	116.33	4,739	22	25.5 by 9.1 (av.), 2 l.; 12 by 8.0, 2 l. Boston to Wakefield Junction, 9.5 m.; 10 by 6.9, 1 l. to Lowell, 26 m.	34.45
28	Kans.	33006	Kansas City, Mo., Ottawa, Kans.	Southern Kansas Rwy.	58.80	4,648	21	22 by 8.10, 2 l.	13
29	Nebr.	34029	Hastings, Oxford	Republican Valley R. R.	106.26	4,566	18	r. p. o., 39.2 by 9.2, 1 l.	11.62
30	Colo.	32006	La Junta, Colo., Deming, N. Mex.	Atchison Topeka and Santa Fé R. R.	579.05	4,546	21	21.3 by 9.3, 1 l.	7
31	Tex.	31003	Houston, Denison	Houston and Texas Central Rwy.	337.09	4,393	25	22 by 9, 1 l.	14

States and Territories in which the contract term expired June 30, 1886, &amp;c.—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
199 22	50 00	155 61	50 00	30,351 16	7,505 75	23,725 85	7,489 75	July 1, '86	Weighted 30 days from Apr. 1, 1886, r. p. o. on 4.47 m. at \$25 per m.; formerly 4.59 m. at \$25 per m. .12 m. increase.
193 23	.....	187 25	.....	41,498 07	.....	40,221 30	.....	July 1, '86	Weighted 30 days from Apr. 1, 1886, .40 m. decrease.
190 67	.....	203 75	18 75	9,180 76	.....	9,794 26	901 31	July 1, '85	Weighted 30 days from Feb. 11, 1885, .31 m. decrease.
187 25	25 00	167 58	37 50	21,507 53	2,871 50	19,107 47	4,275 75	July 1, '85	Weighted 30 days from Feb. 11, 1885, .84 m. increase.
187 25	25 00	169 29	40 62	13,062 56	1,744 00	11,789 35	2,828 77	July 1, '85	Weighted 30 days from Feb. 11 and Aug. 5, 1885, .12 m. increase.
187 25	.....	206 06	18 75	19,736 15	.....	21,782 00	1,982 06	July 1, '85	Weighted 30 days from Feb. 11, 1885, .31 m. decrease.
186 39	.....	183 83	12 50	9,669 91	.....	9,731 96	661 75	July 1, '85	Weighted 30 days from Feb. 11, 1885, 1.06 m. decrease.
179 55	.....	179 55	.....	115,095 14	.....	114,879 68	.....	July 1, '86	Weighted 30 days from Apr. 1, 1886, 1.20 m. increase.
175 28	25 00	161 60	50 00	27,829 20	3,012 50	17,797 00	4,976 62	July 1, '85	Weighted 30 days from Feb. 11 and Aug. 5, 1885, .09 m. increase. Covers portion of Route 2001. Formerly \$12.50 per m. for r. p. o. on 14.13 m. r. p. o. on 120.50 m. only, between White River Junction and St. Albans.
171 00	25 00	147 06	25 00	10,641 33	1,555 75	9,151 54	1,555 75	July 1, '86	Weighted 30 days from Apr. 1, 1886.
171 00	25 00	146 21	25 00	25,025 85	3,658 75	21,297 83	3,658 75	July 1, '86	Weighted 30 days from Apr. 1, 1886.
170 15	.....	118 85	.....	8,539 82	.....	5,942 50	.....	July 1, '85	Weighted 30 days from Feb. 11 and Aug. 5, 1885, .19 m. increase.
169 29	.....	162 45	12 50	4,069 73	.....	3,902 04	300 25	July 1, '85	Weighted 30 days from Feb. 11, 1885, .02 m. increase.
164 44	.....	160 74	12 50	4,295 22	.....	4,230 67	329 00	July 1, '85	Weighted 30 days from Feb. 11, 1885, .82 m. decrease.
166 73	.....	162 45	41 25	19,395 70	.....	18,897 80	3,730 31	July 1, '85	Weighted 30 days from Feb. 11, 1885. Formerly \$41.25 per m. for r. p. o. for 9.5 m., \$31.25 for 106.83 m.
165 87	.....	129 06	.....	9,753 15	.....	7,788 49	.....	July 1, '86	Weighted 30 days from Apr. 1, 1886, 1.13 m. decrease.
164 16	25 00	145 85	25 00	17,443 64	2,656 50	15,423 08	2,652 75	July 1, '86	Weighted 30 days from Apr. 1, 1886, .15 m. increase.
164 16	.....	153 90	.....	95,056 84	.....	89,063 46	.....	July 1, '86	Weighted 30 days from Apr. 1, 1886, .34 m. increase.
161 60	.....	158 18	.....	54,473 74	.....	53,675 56	.....	July 1, '86	Weighted 30 days from Apr. 19, 1886, 1.61 m. decrease.

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

Order.	State.	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.
					Miles.	Lbs.		Feet and inches.	
32	Mass.	3022	Greenfield, North Adams.	Fitchburg R. R.	37.35	4,362	28	30.11 by 8.5 (av.), 1 l.; 16.11 by 8.6 (av.) 1 l.	19
33	Tex.	31009	Shreveport, La., El Paso, Tex.	Texas and Pacific Rwy	834.72	4,211	20	21.4 by 9.2, 1 l. to Marshall, 39.8 m.; 2 l. thence to Longview Junction, 22.9 m.; 1 l. thence to Dallas, 124.3 m.; 2 l. thence to Fort Worth, 31.9 m.; 1 l. residue, 615.82 m.	10.63
34	Ariz.	40001	Yuma, Ariz., Deming, N. Mex.	Central Pacific R. R. Co. (lessee Southern Pacific R. R. of Arizona).	467.18	4,208	24	r. p. o., 55.1 by 9.5, 1 l. (not auth.).	7
35	N. Y.	6116	Hoosac Junction (n. o.), State line (n. o.).	Troy and Boston R. R.	5.04	4,137	24	20.10 by 6.10, 2 l.	24
36	Vt.	2018	North Bennington, State line (n. o.).	Bennington and Rutland Rwy.	2.02	4,129	20	22.5 by 7 (av.), 1 l., 1.85 m.; 17.9 by 6.8, 1 l.	24
37	Vt.	2003	Bellevue Falls, Essex Junction.	Central Vermont R. R.	127.97	4,099	21	23.2 by 6.11 (av.), 1 l. to Rutland, 52.69 m.; 2 l. thence to Burlington, 67.2 m.; 3 l. residue, 8.08 m.	18.2
38	Nebr.	34004	Omaha, Orecopolis Junction (n. o.).	Omaha and Southwestern R. R.	16.60	4,087	25	r. p. o., 39.2 by 9.2, 1 l.	27
39	Tex.	31030	Dallas, Denton.	Missouri, Kansas and Texas Rwy.	38.07	4,078	20	10.6 by 7.4, 2 l.	21
40	Tex.	31028	Whitesborough, Taylor.	.....do.....	234.05	4,003	20	22 by 9.6, 1 l., Whitesborough to Denton, 36.15 m.; no apt. between Denton and Fort Worth, 35.39 m.; 1 l. between Fort Worth and Taylor, 162.69 m.	12.91
41	Vt.	2015	Rutland, Bennington.	Bennington and Rutland Rwy.	57.82	3,892	21	22.5 by 7, 2 l. to North Bennington, 52.82 m.; 17.9 by 6.8, 1 l., 57.82 m.	20.51
42	Wash. Ter.	43009	Wallula, Wash. Ter., Missoula, Mont.	Northern Pacific R. R.	419.51	7,068	20	24 by 9, 1 l.	7
43	Tex.	31022	Denison, Gainesville.	Missouri, Kansas and Texas Rwy.	40.81	3,852	20	22 by 9.6, 1 l. between Denison and Whitesborough, 25.38 m.; no apt. residue, 15.43 m.	14
44	Nebr.	34020	Wymore, Table Rock.	Republican Valley R. R.	40.87	3,627	25	8.3 by 7.4, 1 l.	13
45	Wyo.	37001	Granzer, Wyo., Huntington, Oreg.	Oregon Short Line Rwy.	541.34	3,538	24	50.8 by 9.3, 60.8 by 8.1, 1 l. (not auth.).	7
46	Nebr.	34009	Hastings, Nebr., Denver, Colo.	Republican Valley R. R.	387.37	3,479	25	r. p. o., 39.2 by 9.2, 1 l. to Oxford, 77.88 m.; 2 l. thence to McCook, 54.10 m.; no r. p. o. residue, 255.39 m.; apt., 11 by 7.1, 1 l. between McCook and Denver, 255.39 m.	12.59
47	N. H.	1006	Groveton Junction (n. o.), Concord.	Boston and Lowell R. R. Corporation.	145.88	3,263	22	apt., 28 by 9.6, 1 l. between Lancaster and Concord, 136.18 m.; 10 by 6.11 between Plymouth and Concord, 51.48 m.; 15.7 by 6.9, 1 l. between Woodsville and Concord, 93.38 m.	29.3
48	Kans.	33003	Atchison, Waterville.	Central Branch Union Pacific R. R.	100.20	3,138	22	22.6 by 9.1, 1 l.	7

States and Territories in which the contract term expired June 30, 1886, &amp;c.—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
160 74		194 94	18 75	6,003 63		7,236 17	696 00	July 1, '85	Weighted 30 days from Feb. 11, 1885. .25 m. increase.
159 03		88 07		125,012 87		69,553 02		July 1, '86	Weighted 30 days from Apr. 1, 1886. 19.30 m. between Shreveport and State line (n. o.) land grant, at \$127.22 per m.; 91.50 m. between Sierra Blanca and El Paso, lap service, at \$81.23 per m.; 19.30 m., formerly at \$70.45 per m.; 91.50 m., formerly at \$48.74 per m.
159 03		137 66		74,205 63		64,289 97		July 1, '86	Weighted 30 days from Apr. 1, 1886. .16 m. increase.
158 18		137 66	10 62	797 22		757 13	58 41	July 1, '85	Weighted 30 days from Feb. 11, 1885. .46 m. decrease.
158 18		139 37	10 62	319 52		277 34	19 64	July 1, '85	Weighted 30 days from Feb. 11, 1885. .03 m. increase.
157 32		146 21	10 62	20,132 24		17,062 22	713 66	July 1, '85	Weighted 30 days from Feb. 11 and Aug. 5, 1885. .01 m. decrease. Covers portion of Route 2001. Formerly \$10.62 per m. for r. p. o. on 67.2 m.
157 32	25 00	136 80	25 00	2,611 51	415 00	2,270 88	415 00	July 1, '86	Weighted 30 days from Apr. 1, 1886. .22 m. increase.
157 32		42 75		5,989 17		1,618 08		July 1, '86	Weighted 30 days from Apr. 1, 1886. .22 m. increase.
156 47		124 83		36,621 80		29,263 89		July 1, '86	Weighted 30 days from Apr. 1, 1886. .38 m. decrease.
154 76		135 09	10 62	8,948 22		7,781 18	557 85	July 1, '85	Weighted 30 days from Feb. 11, 1885. .22 m. increase. Formerly \$10.62 per m. for r. p. o. for 52.5 m.
153 90		159 37		64,562 58		66,462 07		July 1, '86	Weighted 30 days from Apr. 1, 1886. 2.48 m. increase. Land grant.
153 90		135 95		6,280 65		4,191 16		July 1, '86	Weighted 30 days from Apr. 1, 1886. .30 m. increase.
151 24		128 25		6,185 26		5,183 86		July 1, '86	Weighted 30 days from Apr. 1, 1886. .45 m. increase.
149 63		132 23		81,000 70		71,775 59		July 1, '86	Weighted 30 days from Apr. 1, 1886. .24 m. decrease.
148 77	50 00	132 53	50 00	57,629 03	4,652 00	51,422 96	4,656 25	July 1, '86	Weighted 30 days from Apr. 1, 1886. r. p. o. on 77.88 m., at \$25 per m. Formerly 78.91 m., at \$25 per m. .64 m. decrease.
146 21		105 17	9 37	21,329 11		18,298 58	880 87	July 1, '85	Weighted 30 days from Feb. 11, and July 15, 1885. Extended to cover route 1005. 94.91 m., formerly at \$134.24 per mile.
143 64		136 80		14,401 31		13,734 42		July 1, '86	Weighted 30 days from Apr. 1, 1886. .14 m. decrease.

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

Order.	State.	Number of route.	Terminal.	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.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>	
49	Vt....	2010	White River Junction, Derby Line.	Connecticut and Passumpsic Rivers R. R.	115.29	3,128	24	21.11 by 6.10 (av.), 11; 17 by 7.1 (av.), 1 l. to Newport, 105.15 m.; no apt. res., 10.14 m.	22
50	Nebr...	34016	Beatrice, Red Cloud ..	Republican Valley R. R.	120.25	3,020	26	25.8 by 8.11, 1 l. to Wyomere, 12.03 m.; 2 l. thence to Odell, 9 m.; 1 l. res., 99.22 m.	14.14
51	Tex...	31006	Longview, Houston...	International and Great Northern R. R.	233.45	2,978	24	23.8 by 9.5, 1 l. ....	7
52	Colo...	38001	Denver, El Moro.....	Denver and Rio Grande Rwy.	206.94	2,975	22	13.8 by 7.6, 2 l. to South Pueblo, 120.14 m.; 1 l. thence to Chacharas, 49.70 m.; no apt. res., 37.10 m.	16.28
53	La....	30003	New Orleans, Chenyville.	Morgan's La. and Texas R. R. and Steamship Co.	210.14	2,814	20	18 by 9, 2 l. to La Fayette, 144 m.; 1 l. residue, 68.14 m.	11.95
54	Kans...	33022	Greenleaf, Concordia...	Central Branch Union Pacific R. R.	43.19	2,735	22	22.6 by 9.1, 1 l. ....	7
55	Colo...	38019	South Pueblo, Leadville.	Denver and Rio Grande Rwy.	161.32	2,714	26	19.8 by 7.5, 1 l. ....	14.29
56	La....	30010	La Fayette, La., Orange, Tex.	Louisiana Western R. R.	113.25	2,714	26	22.7 by 9.1, 1 l. ....	7
57	Texas...	31012	Houston, Orange.....	Texas and New Orleans R. R.	106.33	2,710	26	22.7 by 9.1, 1 l. ....	7
58	Mass...	3041	Middleborough, Provincetown.	Old Colony R. R. ....	86.30	2,627	23	20.6 by 9.2, 2 l., to Wellfleet, 71.94 m.	12
59	Nebr...	34010	Fremont, Nebr., Buffalo Gap, Dak.	Fremont, Elkhorn and Missouri Valley R. R.	461.42	2,490	25	24 by 9.3, 1 l. to Chadron, 405.64 m.; no apt. res., 55.78 m.	6.46
60	Kans...	33012	Atchison, Kans., Columbus, Nebr.	Burlington and Missouri River R. R. (in Nebraska).	220.48	2,455	24	19.8 by 8.9, 1 l. ....	8.62
61	Cal....	46022	Davisville, Tehama...	Central Pacific R. R. Co. (desce Northern Rwy.).	111.64	2,448	29	r. p. o., 55.1 by 9.5, 1 l. (40 feet auth.).	7.59
62	Oreg...	44003	Umatilla, Huntington.	Oregon Rwy. and Navigation Co.	218.04	2,393	16	24.10 by 9.1, 1 l. ....	7
63	Texas...	31001	Houston, Galveston...	International and Great Northern R. R.	51.40	2,388	25	23 by 8.10, 2 l. ....	21
64	Kans...	33008	Kansas City, Mo., Webb City, Mo.	Kansas City, Fort Scott and Gulf R. R.	181.71	2,333	23	25 by 9, 2 l. to Fort Scott, Kans., 98.80 m.; 1 l. thence to Joplin, Mo., 75.80 m.; no apt. res., 7.11 m.	10.70
65	Utah...	41003	Ogden City, Utah, Butte City, Mont.	Utah and Northern Rwy.	405.82	2,289	22	r. p. o., 40 by 7.5, 1 l. (not auth.) apt., 18 by 7.7, 1 l. between Silver Bow and Butte City, 7.96 m.	7.11
66	Ky....	30025	Evansville, Ind., Nashville, Tenn.	Louisville and Nashville R. R.	157.02	2,253	25	20.5 by 9.1, 1 l. ....	12.15
67	Conn...	5015	Hartford, Saybrook Point.	Hartford and Connecticut Valley R. R.	46.09	2,079	25	10.9 by 6.10 (av.), 2 l. between Hartford and Saybrook Junction (n. o.), 44.25 m.	19.65
68	Dak...	35002	Mason, Chamberlain...	Chicago, Milwaukee and St. Paul Rwy.	111.65	2,061	22	22 by 9.8, 1 l. ....	12
69	N. M...	36005	Deming, N. Mex., El Paso, Tex.	Central Pacific R. R. Co. (desce Southern Pacific R. R. of New Mexico).	88.70	2,058	28	no apt. ....	7

States and Territories in which the contract term expired June 30, 1886, *fo.*—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
143 04		130 82	12 50	16,560 25		15,046 91	1,926 23	July 1, '85	Weighed 30 days from Feb. 11 and Aug. 5, 1885. .27 m. increase. Formerly \$12.50 per m. for r. p. o. for 105.3 m.; \$9.37 per m. for 85.1 m.
142 79		129 11		17,170 49		15,601 65		July 1, '86	Weighed 30 days from Apr. 1, 1886. .59 m. decrease.
141 93		146 21		33,133 55		34,539 18		July 1, '86	Weighed 30 days from Apr. 1, 1886. .278 m. decrease.
141 93		138 51		29,370 99		28,857 71		July 1, '86	Weighed 30 days from Apr. 1, 1886. .04 m. increase.
139 37		129 96		26,958 66		25,166 85		July 1, '86	Weighed 30 days from Feb. 15, 1886. 83.52 m., between New Orleans and Morgan City, land-grant, at \$111.49 per m. Formerly \$103.96 per m. .22 m. decrease.
138 51		130 82		5,982 24		5,500 98		July 1, '86	Weighed 30 days from Apr. 1, 1886. 1.14 m. increase.
137 66		134 24		22,207 31		21,333 42		July 1, '86	Weighed 30 days from Apr. 1, 1886. 2.40 m. increase.
137 66		114 57		15,589 99		12,963 59		July 1, '86	Weighed 30 days from Feb. 15, 1886. .10 m. increase.
137 66		118 85		14,637 38		12,626 62		July 1, '86	Weighed 30 days from Feb. 15, 1886. .09 m. increase.
136 80		123 12	12 50	11,805 84		10,625 25	899 25	July 1, '85	Weighed 30 days from Feb. 11, 1885.
135 09		89 78		62,333 22		24,114 01		July 1, '86	Weighed 30 days from Apr. 1, 1886. 136.61 m., ext. Valentine to Chadron from Aug. 15, 1885; 55.76 m., ext. Chadron to Buffalo Gap from Jan. 1, 1886. .46 m. increase.
134 24		112 86		20,597 23		24,982 68		July 1, '86	Weighed 30 days from Apr. 1, 1886. .85 m. decrease.
134 24 25 00	62 42			14,986 55	2,791 00	6,970 44		July 1, '86	Weighed 30 days from Apr. 1, 1886. .03 m. decrease. r. p. o. formerly covered by parts of routes 46003 and 46001. Pay for r. p. o. from Sept. 11, 1886.
133 38		104 31		29,082 17		22,722 89		July 1, '86	Weighed 30 days from Apr. 1, 1886. .20 m. increase.
133 38		141 08		6,855 73		7,180 97		July 1, '86	Weighed 30 days from Apr. 1, 1886. .50 m. increase.
132 53		107 73		24,082 02		19,584 24		July 1, '86	Weighed 30 days from Apr. 1, 1886. .08 m. decrease.
131 67		124 83		53,442 21		62,087 81		July 1, '86	Weighed 30 days from Apr. 1, 1886. 11.39 m. decrease.
131 67		91 49		20,660 34		13,319 11		Feb. 15, '86	Weighed 30 days from Feb. 15, 1886. 12.20 m. from July 15 to Dec. 31, 1885; 11.33 m. from Jan. 1, 1886.
129 11	66 60	6 25		5,950 67		3,073 07	288 00	July 1, '85	Weighed 30 days from Feb. 11, 1885. .01 m. increase.
129 11		62 42		14,415 13		6,983 54		July 1, '86	Weighed 30 days from Apr. 1, 1886. .23 m. decrease.
128 25		42 75		11,375 77		3,792 78		July 1, '86	Weighed 30 days from Apr. 1, 1886. .02 m. decrease.



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

Order.	State.	Number of route.	Terminal.	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.
					Miles.	Lbs.		Feet and inches.	
70	Tex.	31007	Palestine, Laredo.....	International and Great Northern R. R.	415.80	2,036	17	22.2 by 9.2, 1 l. to Taylor, 144.95 m.; 2 l. thence to San Antonio, 116.50 m.; 1 l. residue, 154.35 m.	8.96
71	Mass.	3039	South Braintree Junction (n. o.), Mass., Newport, R. I.	Old Colony R. R.	61.25	1,983	24	20.6 by 9.2, 2 l. to Middleborough, 23.09 m.; no apt. residue.	22.24
72	Neb.	34006	Crete, Beatrice.....	Omaha and Southwestern R. R.	30.57	1,939	24	25.8 by 8.11, 1 l.	15.5
73	Cal.	46028	San Francisco, Sacramento City.	Central Pacific R. R.	139.84	1,904	23	17.10 by 8.11, 1 l.	11.50
74	Cal.	46014	Goshen, Cal., Yuma, Ariz.	Southern Pacific R. R.	491.72	3,880	22	r. p. o. 55.1 by 9.5, 1 l. bet. Goshen and Los Angeles, 242.74 m. (40 ft. auth.); apt. 21.10 by 9.5, 1 l. to Tulare, 10.48 m.	7.27
75	Texas.	31002	Houston, San Antonio	Galveston, Harrisburg, and San Antonio Rwy.	218.01	1,882	23	24 by 9, 1 l.	7
76	Conn.	5011	Bridgeport, Winsted..	Naugatuck R. R.	62.29	1,857	22	16 by 6, 2 l.	21.63
77	Kans.	33021	Waterville, Washington.	Central Branch Union Pacific R. R.	20.69	1,805	18	22.6 by 9, 1 l. to Greeleaf, 13.11 m.; no apt. residue.	8.83
78	Cal.	46011	San Francisco, Cloverdale.	San Francisco and North Pacific R. R.	84.95	1,754	28	10.3 by 8.11, 1 l.	13
79	Kans.	33005	Cherry Vale, Hunnewell.	Southern Kansas Rwy.	131.53	1,691	20	22 by 8.10, 2 l. to Independence, 9.81 m.; 1 l. thence to Wellington, 103.60 m.; no apt. res., 18.12 m.	7.30
80	Iowa.	27010	Albia, Iowa, Lyle, Minn.	Central Iowa Rwy.	198.78	1,689	25	22.2 by 9.5, 1 line to Mason City, 169.65 m.	14.74
81	Wash. Ter.	43001	Portland, Tacoma...	Northern Pacific R. R.	146.66	3,023	21	22.6 by 9, 1 l.	7
82	Colo.	38007	Denver, Colo., Cheyenne, Wyo.	Union Pacific Rwy.	107.39	1,615	25	24.1 by 9.3, 2 l. to Greeley, 52.25 m.; 1 l. residue, 55.14 m.	14.73
83	Kans.	33004	Lawrence, Coffeyville	Southern Kansas Rwy.	141.87	2,740	20	20 by 10 (av.), 1 l. to Ottawa, 27.39 m.; 2 l. thence to Cherry Vale, 97.80 m.; no apt. res., 16.68 m.	10.82
84	Mass.	3062	Brattleborough, Vt., New London, Conn.	Central Vermont R. R.	121.39	1,587	25	26.6 by 6.5, 1 l.; 21.11 by 6.9, 1 l.; 17 by 8, 1 l.; 10.6 by 6.5, 1 l. to South Vernon Junction (n. o.), 10.29 m.; 10.6 by 6.5, 1 l. thence to Palmer, 45.80 m.; 10.8 by 6.5, 1 l. res., 65.30 m.	21.69
85	N. Y.	0045	Long Island City, Greenport.	Long Island R. R.	95.23	1,582	27	17.10 by 8.10, 1 l.	21.99
86	Oreg.	44001	Portland, Ashland...	Oregon and California R. R.	342.58	1,560	16	20.5 by 8.10, 1 l.	7.41
87	Colo.	38012	Salida, State Line (n. o.)	Denver and Rio Grande Rwy.	244.51	1,558	19	19.8 by 7.5, 1 l.	7.40
88	Dak.	35017	Mitchell, Ashton.....	Chicago, Milwaukee and Saint Paul Rwy.	96.10	1,554	27	21.4 by 9.1, 1 l.	7
89	Me.	5	Portland, Skowhegan..	Maine Central R. R.	102.93	1,521	24	r. p. o. 42.2 by 9, 1 l. (25 feet auth.).	11.19
90	N. Mex.	39003	Albuquerque, N. Mex., Needles, Cal.	Atlantic and Pacific R. R.	574.86	2,428	22	23.10 by 9.3, 1 l.	7
91	Kans.	33026	Concordia, Lenora...	Central Branch Union Pacific R. R.	138.70	1,516	22	22.6 by 9.1, 1 l.	7
92	Colo.	38003	Denver, Fort Collins.	Colorado Central R. R.	92.61	1,496	23	13.8 by 8.11, 2 l. to Golden, 16.09 m.; 1 l. residue, 76.32 m.	12.68

States and Territories in which the contract term expired June 30, 1866, &c.—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
128 25		136 80		58,326 35		56,769 07		July 1, '86	Weighed 30 days from Apr. 1, 1886. 1.26 m. increase.
127 40		100 04	12 50	7,803 25		6,127 45	288 62	July 1, '85	Weighed 30 days from Feb. 11, 1885.
124 83		96 62		3,816 05		2,962 36		July 1, '86	Weighed 30 days from Apr. 1, 1886. .09 m. decrease.
123 98		113 72		17,337 36		15,926 48		July 1, '86	Weighed 30 days from Apr. 1, 1886. .21 m. decrease.
123 80	25 00	110 13	25 00	60,874 93	6,068 50	54,000 04	6,040 50	July 1, '86	Weighed 30 days from Apr. 1, 1886. 1.39 m. increase. Land grant.
123 12		90 62		26,841 39		21,064 12		July 1, '86	Weighed 30 days from Apr. 1, 1886.
121 41		99 18		7,562 62		6,152 13		July 1, '85	Weighed 30 days from Feb. 11, 1885. .26 m. increase.
119 70		112 01		2,476 59		2,309 64		July 1, '86	Weighed 30 days from Apr. 1, 1886. .07 m. increase.
117 14		91 49		9,951 04		7,772 08		July 1, '86	Weighed 30 days from Apr. 1, 1886.
114 57		82 08		15,069 39		10,768 07		July 1, '86	Weighed 30 days from Apr. 1, 1886. .34 m. increase.
114 57		94 91		22,774 22		16,154 63		May 10, '86	Weighed 30 days from May 10, 1886. 28.7 m. ext. from Mason City to Lyle from Mar. 15, 1886.
114 23		108 76		16,752 97		15,824 58		July 1, '86	Weighed 30 days from Apr. 1, 1886. 1.16 m. increase. Land grant.
111 15		125 69		11,936 39		13,431 23		July 1, '86	Weighed 30 days from Apr. 1, 1886. .53 m. increase.
110 80		74 56		15,719 19		10,555 45		July 1, '86	Weighed 30 days from Apr. 1, 1886. All land grant. .30 m. increase.
110 30		137 66	12 50	13,389 31		7,345 15	128 50	July 1, '85	Weighed 30 days from Feb. 11 and Aug. 5, 1885. Covers routes 3061 and 5009.
110 20		96 62		10,503 86		9,388 56		July 1, '85	Weighed 30 days from Feb. 11, and Aug. 25, 1885. 1.94 m. decrease.
109 44		112 86		37,491 95		37,758 43		July 1, '86	Weighed 30 days from Apr. 1, 1886. 8.15 m. ext. Phoenix to Ashland from June 10, 1884. .11 m. decrease.
108 59		97 47		26,551 34		23,811 92		July 1, '86	Weighed 30 days from Apr. 1, 1886. .21 m. increase.
108 59		68 40		10,435 40		6,558 19		July 1, '86	Weighed 30 days from Apr. 1, 1886. .22 m. increase.
107 73		74 39	15 62	11,088 64		7,629 43	1,601 98	July 1, '85	Weighed 30 days from Feb. 11, 1885. .37 m. increase.
107 39		57 45		61,734 21		33,016 51		July 1, '86	Weighed 30 days from Apr. 1, 1886. .16 m. increase. Land grant.
106 88		91 49		14,824 25		12,675 02		July 1, '86	Weighed 30 days from Apr. 1, 1886. .16 m. increase.
106 02		89 78		9,818 51		8,170 88		July 1, '86	Weighed 30 days from Apr. 1, 1886. 1.60 m. increase.

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

Order.	State.	Number of route.	Terminal.	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.
					Miles.	Lbs.		Feet and inches.	
93	La	30902	New Orleans, Cheneyville.	Texas and Pacific Rwy.	171.54	1,436	18	20.6 by 7.2, 1 l.	14
94	Tex	31027	Galveston, Fort Worth.	Gulf, Colorado and Santa Fé Rwy.	346.87	1,414	26	20.6 by 9, 1 l.	7.58
95	Cal	46003	Roseville, Bayles	Central Pacific R. R.	190.46	1,323	24	r. p. o. 55.1 by 9.5, 1 l. Tehama to Bayles, 85.33 m. (40 ft. auth. betw. Tehama and Redding, 46.74 m.); apt. 20.6 by 8.6, 1 l. to Tehama, 105.13 m.	8.25
96	Dak	35005	Fargo, Neche	St. Paul, Minneapolis and Manitoba Rwy.	157.84	1,322	24	22 by 9.4, 1 l.	6
97	Me	10	Portland, E. A. Bryan House.	Portland and Ogdensburg R. R.	89.99	1,319	23	13 by 6.8, 1 l.; 10 by 6.6, 1 l. to Bartlett, 69.75 m.	18.09
98	Cal	46042	Mojave, Needles	Atlantic and Pacific R. R.	240.72	1,873	22	23.10 by 9.3, 1 l.	7
99	Tex	31011	Whiteborough, Tex., Texarkana, La.	Texas and Pacific Rwy.	173.74	1,294	20	21.4 by 9.2, 1 l.	7
100	Kans	33040	Atchison, Kans., Omaha, Nebr.	Missouri Pacific Rwy.	165.76	1,285	24	20.6 by 7.3, 1 l.	13
101	Nebr.	34003	Omaha, Covington	Chicago, St. Paul, Minneapolis and Omaha Rwy.	121.74	1,260	23	11.9 by 9.4, 1 l. to Emerson, 94.30 m.; 2 l. residue, 27.44 m.	10.74
102	Kans.	33007	St. Joseph, Mo., Grand Island, Nebr.	St. Joseph and Grand Island R. R.	252.89	1,251	25	20 by 7.6, 1 l.	13
103	Nebr.	34027	Aurora, Grand Island.	Republican Valley R. R.	19.96	1,231	18	21 by 8.9, 1 l.	6
104	Tex	31039	San Antonio, El Paso	Galveston, Harrisburg and San Antonio Rwy.	634.28	1,218	23	24 by 9, 1 l. between San Antonio and Del Rio, 170 m.; no apt. residue.	7
105	Dak	35008	Egan, Woonsocket	Chicago, Milwaukee and St. Paul Rwy.	85.30	1,204	26	21.1 by 9.3, 1 l.	6
106	Kans	33011	Newton, Arkansas City	Atchison, Topeka and Santa Fé R. R.	78.81	1,201	20	21.3 by 9.3, 1 l.	8.41
107	Vt	2006	St. Albans, Canada, Line (n. o.).	Central Vermont R. R.	17.33	1,178	31	no apt.	18.5
108	La	30911	Shreveport, Cheneyville.	Texas and Pacific Rwy.	156.57	1,161	18	20.6 by 7.2, 1 l.	14
109	Kans	33015	Junction City, Concordia.	Junction City and Fort Kearney Rwy.	70.77	1,156	20	13.3 by 9, 1 l.	12.36
110	Wash	43004	Walla Walla, Wallula.	Walla Walla and Columbia River R. R.	32.06	1,156	20	21.8 by 8.10, 1 l.	7
111	Nev	45001	Virginia City, Reno	Virginia and Truckee R. R.	63.08	1,152	20	18.11 by 8.5, 1 l.	7
112	N. Y.	6093	Long Island City, Sag Harbor.	Long Island R. R.	100.15	1,121	20	14.5 by 6.8, 2 l. to Babylon, 36.14 m.; 1 l. residue, 64.01 m.	17.93
113	Miss	18019	Memphis, Tenn., New Orleans, La.	Louisville, New Orleans and Texas Rwy.	455.60	1,120	23	15.6 by 8.9, 1 l.	7
114	N. Mex	35001	Rincon, N. Mex., El Paso, Tex.	Atchison, Topeka and Santa Fé R. R.	77.30	1,101	23	21.3 by 9.3, 1 l.	7
115	Cal	46002	San Francisco, Soledad	Southern Pacific R. R.	142.98	1,622	26	17 by 9.0, 1 l.	12
116	Colo	38005	Denver, Leadville.	Denver, South Park and Pacific R. R.	150.74	1,073	15	15.3 by 7.7, 1 l.	11.61
117	Utah	41002	State Line (n. o.), Ogden City.	Denver and Rio Grande Western Rwy.	512.85	1,070	23	19.8 by 7.5, 1 l.	7
118	Minn	26055	St. Paul, Lyle	Minnesota and Northwestern R. R.	109.76	1,021	29	19.5 by 7.6, 1 l.	13.7

States and Territories in which the contract term expired June 30, 1886, &amp;c.—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dolla.	Dollars.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.		
103 46		76 19		17,747 52		13,112 03		July 1, '86	Weighed 30 days from Feb. 15, 1886. 76 m. decrease.
102 60		76 10		35,583 80		25,067 51		July 1, '86	Weighed 30 days from Apr. 1, 1886. 123.30 m. between Temple and Fort Worth, at \$65.84 per m.; formerly route 31033. .17 m. increase.
90 18	25 00	133 51	25 00	18,889 82	1,168 50	21,017 50	3,793 50	July 1, '86	Weighed 30 days from Apr. 1, 1886. 33.42 m. ext. from Redding to Bayles from Sept. 15, 1884. Formerly r. p. o. on 151.74 m. .30 m. increase.
99 18		141 93		15,654 57		22,466 09		July 1, '86	Weighed 30 days from Apr. 1, 1886. 45 m. decrease.
98 23		80 37		8,848 71		9,166 19		July 1, '85	Weighed 30 days from Feb. 11, 1885, and Aug. 5, 1885. 23.25 m. decrease. Route curtailed and covered by route 1007.
97 81		36 25		23,544 82		8,716 67		July 1, '86	Weighed 30 days from Apr. 1, 1886. 26 m. increase. Land grant.
97 47		96 62		10,934 43		16,779 99		July 1, '86	Weighed 30 days from Apr. 1, 1886. .07 m. increase.
97 47		64 98		16,156 62		10,743 14		July 1, '86	Weighed 30 days from Apr. 1, 1886. .13 m. increase.
96 62		67 55		11,762 51		8,586 95		July 1, '86	Weighed 30 days from Apr. 1, 1886. 5.38 m. decrease.
95 76		73 53		19,851 71		15,264 71		July 1, '86	Weighed 30 days from Apr. 1, 1886. 227.82 m., between St. Joseph and Hastings, land grant, at \$76.60 per m. Formerly 226.6 m., land grant, at \$58.83 per m. .01 m. increase.
94 91		70 11		1,894 40		1,396 50		July 1, '86	Weighed 30 days from Apr. 1, 1886. .04 m. increase.
94 05		80 37		59,654 03		50,977 08		July 1, '86	Weighed 30 days from Apr. 1, 1886.
94 05		73 53		8,022 46		6,213 28		July 1, '86	Weighed 30 days from Apr. 1, 1886. .80 m. increase.
94 05		77 81		7,412 08		6,112 75		July 1, '86	Weighed 30 days from Apr. 1, 1886. .25 m. increase.
92 34		61 56		1,600 25		1,046 51		July 1, '85	Weighed 30 days from Feb. 11 and Aug. 5, 1885. .01 m. increase.
92 34		67 55		14,457 67		10,622 23		July 1, '86	Weighed 30 days from Feb. 15, 1886. .68 m. decrease.
91 49		70 97		6,474 74		5,194 29		July 1, '86	Weighed 30 days from Apr. 1, 1886. 2.42 m. decrease.
91 49		98 33		2,933 16		3,156 39		July 1, '86	Weighed 30 days from Apr. 1, 1886. .04 m. decrease.
91 49		116 28		4,856 28		6,117 49		July 1, '86	Weighed 30 days from Apr. 1, 1886. .47 m. increase.
90 63		78 66		9,076 59		7,840 04		July 1, '85	Weighed 30 days from Feb. 11 and Aug. 25, 1885. .48 m. increase.
90 63				41,291 02				Oct. 7, '85	Weighed 30 days from Oct. 7, 1885. 96.62 m. from Sept. 8, 1884; 89.40 m. from Mar. 20, 1884; 123.55 m. from Jan. 1, 1885; 140.02 m. from Nov. 24, 1884.
89 78		42 75		6,931 01		3,310 98		July 1, '86	Weighed 30 days from Apr. 1, 1886. 25 m. decrease.
89 60		77 30		12,811 00		11,050 80		July 1, '86	Weighed 80 days from Apr. 1, 1886. .02 m. increase. Land grant.
88 07		82 08		13,275 67		12,474 51		July 1, '86	Weighed 30 days from Apr. 1, 1886. 1.24 m. decrease.
88 07		97 47		27,638 12		30,346 30		July 1, '86	Weighed 30 days from Apr. 1, 1886. 2.48 m. increase.
86 36				9,480 60				Oct. 20, '85	Weighed 30 days from Apr. 1, 1886. New.

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

Order.	State.	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.
					Miles.	Lbs.		Feet and inches.	
119	Fla...	16014	Rochelle, Fort Mason.	Florida Southern Rwy..	83.81	1,019	17	11.7 by 4.8, 1 l. to Leesburgh, 72.88 m.; no apt. residue.	12
120	Nebr.	34005	Nemaha City, York...	Nebraska Rwy .....	137.41	1,018	12	21 by 8.9, 1 l. ....	6
121	Nebr.	34014	Valparaiso, Lincoln...	Omaha and Republican Valley R. R.	20.59	1,009	29	13.5 by 6.6, 1 l. ....	13
122	Mass.	3029	Pittsfield, North Adams.	Boston and Albany R. R.	21.41	965	25	9.6 by 6, 2 l. ....	21
123	Colo.	38017	Julesburg, La Salle...	Colorado Central R. R..	150.96	962	30	12.1 by 6.8, 1 l. ....	14
124	Ark.	29005	Malvern Juno., Hot Springs.	Hot Springs R. R. ....	25.40	959	20	no apt. ....	14
125	Tex.	31037	Fort Worth, Harrold..	Fort Worth and Denver City Rwy.	148.96	944	20	17.2 by 9.4, 1 l. ....	7
126	Mont.	36001	Silver Bow, Garrison..	Utah and Northern Rwy.	44.90	941	22	18 by 7.7, 1 l. ....	7
127	Dak.	35012	Ashton, Ellendale ....	Chicago, Milwaukee and Saint Paul Rwy.	70.30	938	20	23.1 by 9.4, 1 l. to Aberdeen, 32.74 m.; no apt. residue, 37.56 m.	7
128	Cal.	46037	National City, Waterman.	California Southern R. R.	213.57	927	15	11 by 7.11, 1 l. to Colton, 128.17 m.; no apt. residue, 83.40 m.	7
129	Tex.	31004	Hempstead, Austin..	Houston and Texas Central Rwy.	115.16	911	20	14 by 8.10, 1 l. ....	14
130	Kans.	33035	Wellington, New Kiowa.	Southern Kansas Rwy..	69.33	903	30	22 by 8.10, 1 l. ....	7
131	Kans.	33025	Solomon City, Beloit..	Solomon R. R. ....	57.86	875	24	17.6 by 8.10, 1 l. ....	13
132	Tex.	31032	Mineola, Troup .....	International and Great Northern R. R.	44.54	853	15	23.10 by 9.4, 1 l. ....	7
133	Kans.	33042	Wichita, Kingman....	Wichita and Western R. R.	46.10	843	23	17 by 7.8, 1 l. ....	12
134	Colo.	38020	Golden, Silver Plume.	Colorado Central R. R..	39.22	842	18	16.8 by 7.5, 1 l. to Georgetown, 84.85 m.; no apt. residue, 4.37 m.	12.33
135	Utah	41001	Ogden City, Frisco ..	Utah Central Rwy .....	281.65	837	17	15 by 9, 1 l. to Oasis, 194.90 m.; no apt. residue.	7
136	Wash. Ter.	43008	Walla Walla, Dayton.	Oregon Rwy. and Navigation Co.	38.54	819	19	21.8 by 8.10, 1 l. ....	7
137	Ark.	29007	Little Rock, Arkansas City.	Little Rock, Mississippi River and Texas Rwy.	113.75	802	20	18 by 9, 1 l. to Trippe, 106.40 m.; 2 l. residue, 7.85 m.	7.38
138	Tex.	31005	Bremond, Albany ....	Houston and Texas Central Rwy.	230.89	799	15	17.8 by 9.4, 1 l. ....	7.77
139	Cal.	46031	San Francisco, Santa Cruz.	South Pacific Coast R. R.	83.10	792	22	8 by 7.6, 1 l. ....	13.8
140	Kans.	33037	Mulvana, Caldwell...	Atchison, Topeka and Santa Fé R. R.	38.33	787	19	21.3 by 9.3, 1 l. ....	6
141	Iowa	27008	Burlington, Iowa, Carrollton, Mo.	Chicago, Burlington and Kansas City Rwy.	220.57	785	22	14.1 by 8.6, 1 l. ....	6
142	Dak.	35003	Breckenridge, Minn., Hope, Dak.	Saint Paul, Minneapolis and Manitoba Rwy.	93.25	768	20	20 by 9.2, 1 l. to Everett, 52.94 m.; 1 l. thence to Ripon, 10.60 m.; no apt. residue, 29.71 m.	5.04
143	Dak.	35010	Huron, Columbia ....	Dakota Central Rwy. ....	97.26	749	25	15.6 by 7.7, 1 l. ....	7
144	Colo.	38004	Cucharas, Colo., Espanola, N. Mex.	Denver and Rio Grande Rwy.	200.99	748	15	13.8 by 7.6, 1 l. to Antonio, 109.52 m.; no apt. residue, 91.47 m.	5.08
145	N. Mex.	39002	Antonito, Colo., Silverton, Colo.	Denver and Rio Grande Rwy.	217.05	745	15	13.8 by 7.6, 1 l. ....	6

States and Territories in which the contract term expired June 30, 1886, &amp;c.—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
85 50		42 75		7,379 50		4,263 88		Feb. 15, '86	Weighted 30 days from Feb. 15, 1886. 13.43 m. extension from Leeburg to Fort Mason from May 1, 1885.
85 50		66 09		11,748 55		9,166 54		July 1, '86	Weighted 30 days from Apr. 1, 1886. .04 m. decrease.
85 50		42 75		1,760 44		867 82		July 1, '86	Weighted 30 days from Apr. 1, 1886. .29 m. increase.
84 65		55 58	10 00	1,812 35		1,177 18	211 60	July 1, '85	Weighted 30 days from Feb. 11, 1885. .23 m. increase.
83 79		121 41		12,648 93		18,352 33		July 1, '86	Weighted 30 days from Apr. 1, 1886. .20 m. decrease.
82 94		69 26		2,160 67		1,793 83		July 1, '86	Weighted 30 days from Apr. 1, 1886. .50 m. decrease.
82 94		62 42		12,354 74		7,265 76		July 1, '86	Weighted 30 days from Apr. 1, 1886. 33.27 m. ext. from Wichita Falls to Harrold from Aug. 1, 1885. .25 m. increase.
82 94		100 04		3,724 00		5,343 21		July 1, '86	Weighted 30 days from Apr. 1, 1886. .08 m. increase.
82 08		42 75		5,770 22		2,997 63		July 1, '86	Weighted 30 days from Apr. 1, 1886. .18 m. increase.
82 08		60 71		17,529 82		7,770 88		July 1, '86	Weighted 30 days from Apr. 1, 1886. 85.54 m. ext. Colton to Waterman from Mar. 15, 1886. .03 m. increase.
81 23		75 24		9,354 44		8,669 15		July 1, '86	Weighted 30 days from Apr. 1, 1886. .06 m. decrease.
81 23		88 07		5,631 67		1,565 16		July 1, '86	Weighted 30 days from Apr. 1, 1886. 21.37 m. ext. Attica to New Kiowa from Aug. 16, 1885. .62 m. increase.
79 52		54 72		4,601 02		3,164 45		July 1, '86	Weighted 30 days from Apr. 1, 1886. .03 m. increase.
78 66		101 75		3,563 51		4,531 94		July 1, '86	Weighted 30 days from Apr. 1, 1886. .03 m. increase.
78 66		94 05		3,626 22		4,315 94		July 1, '86	Weighted 30 days from Apr. 1, 1886. .21 m. increase.
78 66		81 23		3,085 04		3,211 02		July 1, '86	Weighted 30 days from Apr. 1, 1886. .31 m. decrease.
77 81		79 52		21,915 18		22,345 12		July 1, '86	Weighted 30 days from Apr. 1, 1886. .65 m. increase.
76 95		100 04		2,965 65		4,001 60		July 1, '86	Weighted 30 days from Apr. 1, 1886. 1.46 m. decrease.
76 95		67 55		8,753 06		7,706 77		July 1, '86	Weighted 30 days from Apr. 1, 1886. .34 m. decrease.
76 10		66 09		17,570 72		15,498 05		July 1, '86	Weighted 30 days from Apr. 1, 1886. .15 m. decrease.
76 10		71 89		6,323 91		5,971 83		July 1, '86	Weighted 30 days from Apr. 1, 1886. .05 m. decrease.
75 24		74 39		2,867 91		2,810 15		July 1, '86	Weighted 30 days from Apr. 1, 1886. .03 m. increase.
75 24		67 55		16,595 08		14,368 56		Apr. 1, '86	Weighted 30 days from Apr. 1, 1886. 7.86 m. ext. Bogard to Carrollton from July 15, 1885.
75 24		62 42		7,016 13		5,818 79		July 1, '86	Weighted 30 days from Apr. 1, 1886. .03 m. increase. This rate of pay is based on service not less than six round trips per week.
74 39		56 42		7,235 17		5,496 28		July 1, '86	Weighted 30 days from Apr. 1, 1886. .14 m. decrease.
74 39		78 66		14,951 01		15,796 50		July 1, '86	Weighted 30 days from Apr. 29, 1886. .17 m. increase. This rate of pay is based on service not less than six round trips per week.
74 39		82 94		16,146 21		17,886 83		July 1, '86	Weighted 30 days from Apr. 29, 1886. 1.39 m. increase.

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

Order.	State.	Number of route.	Terminal.	Corporate title of company carrying the mail.	Length of route. Miles.	Average weight of mails whole distance per day. Lbs.	Miles per hour.	Size, &c., of mail-car or apartment.	Trips per week.
46	Tex.	31036	Rosenberg (n.o.), Victoria.	New York, Texas and Mexican Rwy.	92.60	787	22	14.5 by 7.8, 1 l.	7
47	Kans.	33031	Paola, Le Roy Junction (n.o.).	Missouri Pacific Rwy...	61.56	726	25	17.6 by 7, 1 l.	7
48	Kans.	33030	Fort Scott, Anthony..	Saint Louis, Fort Scott and Wichita R. R.	214.48	722	25	18 by 6.8, 1 l.	7
49	Mass.	3014	Wakefield Junc. (n.o.), Newburyport.	Boston and Maine R. R..	80.8	721	26	12 by 8.6, 2 l.	21
150	N. Y.	6046	Hicksville, Port Jefferson.	Long Island R. R. ....	33.95	716	24	15.5 by 7.8, 2 l.	12
151	Tex.	31017	Denison, Mineola ....	Missouri, Kansas and Texas Rwy.	103.19	715	20	20.5 by 7.5, 1 l.	7
152	Fla.	16 24	Leesburgh, Brooksville.	Florida Southern Rwy..	40.69	706	16	11.7 by 4.8, 1 l.	12
153	Tex.	31038	Austin, Burnet .....	W. B. Isbarn, owner of Austin and North-western Rwy.	00.72	701	15	12.4 by 10.7, 1 l.	6
154	Nebr.	34011	York, Central City....	Republican Valley R. R.	42	693	20	21 by 8.9, 1 l. to Aurora, 22.44 m.; no apt. residue, 19.56 m.	6
155	Nebr.	34013	Lincoln, Marysville ...	Omaha and Republican Valley R. R.	78.48	682	22	24.9 by 8.10, 1 l.; 50.8 by 9.3, not auth.	7
156	Nebr.	34032	Republican City, Oberlin.	Republican Valley and Kansas and Burlington, Kansas and South-western R. R. Co's.	78.73	675	25	18.2 by 8.9, 1 l.	6
157	Mich.	24057	Alger, Alpena .....	Detroit, Bay City and Alpena R. R.	104.50	665	19	10 by 6, 1 l.	6
158	Mo.	28029	Hannibal, Gilmore ....	St. Louis, Hannibal and Keokuk R. R.	85.69	663	25	15 by 7.6, 1 l.	8.65
159	Kans.	33048	Attica, Medicine Lodge	Southern Kansas Rwy ..	21.76	657	21	22 by 8.10, 1 l.	7
160	Tex.	31049	Temple, Brownwood ..	Gulf, Colorado and Santa Fé Rwy	130.82	652	22	13.6 by 9, 1 l.	7
161	N. H.	1007	Fabryan House, N. H., South Lunenburg, Vt.	Boston and Lowell R. R. Corporation.	23.66	651	22	13 by 6.8, 1 l.	18.01
162	Cal.	46008	Vallejo Junction (n.o.) Calistoga.	California Pacific R. R..	43.88	646	24	10 by 8.10, 2 l.	13
163	Nebr.	34008	Valley, Stromsburg ..	Omaha and Republican Valley R. R.	90.42	646	23	18.5 by 6.6; 24.9 by 8.10, 1 l.; 50.8 by 9.3, not auth.	6.41
164	Ark.	29013	Seligman, Mo.; Eureka Springs, Ark.	Eureka Springs, Rwy...	20.82	640	18	no apt.	14
165	Ark.	29003	Little Rock, Fort Smith	Little Rock and Fort Smith Rwy.	168.00	1,048	20	13 by 9, 1 l.	7
166	Tenn.	19011	Ooltewah, Cohutta....	East Tennessee, Virginia and Georgia R. R.	11.85	636	24	15 by 7.3, 1 l.	14
167	Oreg.	44002	Portland, Corvallis....	Oregon and California R. R.	97.78	630	20	10 by 8.10, 1 l.	6
168	Kans.	33030	Florence, Ellinwood ..	Atchison, Topeka, and Santa Fé R. R.	99.01	624	23	13.4 by 9.4, 1 l.	6
169	Cal.	46019	Colfax, Nevada City ..	Nevada County Narrow-Gauge R. R.	22.77	601	12	no apt.	14
170	Tex.	31025	Texarkana, Ark., Gatesville, Tex.	Texas and Saint Louis Rwy.	305.64	599	18	25.8 by 8.2, 1 l. between Texarkana and Waco, 25.8 m.; no apt. res.	7
71	Cal.	46017	Los Angeles, Santa Ana	Central Pacific R. R. Co. (See Los Angeles and San Diego R. R.).	35.60	598	21	8.4 by 6.11, 1 l.	13
72	Ohio	21060	Columbia, Georgetown	Cincinnati, Georgetown and Portsmouth R. R.	42.17	594	18	10.6 by 7.6, 1 l.	12
73	Fla.	16022	Tavares, Orlando .....	Tavares, Orlando, and Atlantic R. R.	32.95	593	20	20.4 by 8.8, 1 l.	6

States and Territories in which the contract term expired June 30, 1886, &amp;c.—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
73 53		68 40		6,808 87		6,282 54		July 1, '86	Weighted 30 days from Apr. 1, 1886. .75 m. increase.
73 53		68 40		4,526 50		4,199 76		July 1, '86	Weighted 30 days from Apr. 1, 1886. .16 m. increase.
73 53		65 84		15,770 71		14,162 84		July 1, '86	Weighted 30 days from Apr. 1, 1886. .63 m. decrease.
73 53		42 75	10 00	2,264 72		1,316 70	308 00	July 1, '85	Weighted 30 days from Feb. 11, 1885.
72 68		64 98		2,467 48		2,176 83		July 1, '85	Weighted 30 days from Feb. 11 and Aug. 25, 1885. .45 m. increase.
72 68		88 92		7,499 84		9,144 53		July 1, '86	Weighted 30 days from Apr. 1, 1886. .35 m. increase.
72 68				2,957 34				Oct. 21, '85	Weighted 30 days from Feb. 16, 1886. New.
72 68		57 29		4,413 12		3,491 82		July 1, '86	Weighted 30 days from Apr. 1, 1886. .73 m. decrease.
71 82		66 69		3,016 44		2,801 65		July 1, '86	Weighted 30 days from Apr. 1, 1886. .01 m. decrease.
71 82		42 75		5,636 43		3,340 04		July 1, '86	Weighted 30 days from Apr. 1, 1886. .21 m. increase.
70 97				5,587 46				Feb. 1, '86	Weighted 30 days from Apr. 1, 1886. .06 m. increase. New.
70 97		68 40		5,839 41		3,300 30		Apr. 1, '86	Weighted 30 days from Apr. 1, 1886. 34.3 m. extension Au Sable to Black River from Feb. 15, 1886. Weighed only between Alger and Black River.
70 97		42 75		6,081 41		3,663 25		Oct. 2, '85	Weighted 30 days from Oct. 2, 1885.
70 11				1,525 59				Mar. 15, '86	Weighted 30 days from Apr. 1, 1886. New.
70 11		76 16		9,171 79		4,332 37		July 1, '86	Weighted 30 days from Apr. 1, 1886. 73.89 m. extension from Lampasas to Brownwood from Jan. 25, 1886.
70 11		70 11		1,658 80		949 28		July 1, '85	Weighted 30 days from Feb. 11 and July 15, 1885. 10.12 m. increase. Extension covers part of Route 10.
70 11		70 11		3,076 42		3,075 72		July 1, '86	Weighted 30 days from Apr. 1, 1886. .01 m. increase.
70 11		59 85		6,339 34		5,437 97		July 1, '86	Weighted 30 days from Apr. 1, 1886. .41 m. decrease.
70 11		55 58		1,459 69		1,070 47		July 1, '86	Weighted 30 days from May 5, 1886. 1.56 m. increase.
69 76		73 19		11,719 68		12,233 70		July 1, '86	Weighted 30 days from Apr. 1, 1886. .85 m. ext. from Argenta to Little Rock from July 1, 1885. All land grant.
69 26				520 73				July 1, '85	Weighted 30 days from Feb. 15, 1886. New.
69 26		53 87		6,772 24		5,271 17		July 1, '86	Weighted 30 days from Apr. 1, 1886. .07 m. decrease.
69 26		54 72		6,857 43		5,416 16		July 1, '86	Weighted 30 days from Apr. 1, 1886. .14 m. increase.
68 40		69 26		1,557 46		1,599 21		July 1, '86	Weighted 30 days from Apr. 1, 1886. .32 m. decrease.
67 55		64 13		20,645 98		19,522 45		July 1, '86	Weighted 30 days from Apr. 1, 1886. 1.22 m. increase.
67 55		81 23		2,404 78		2,801 73		July 1, '86	Weighted 30 days from Apr. 1, 1886. .37 m. increase.
67 55		64 98		2,848 59		2,274 30		May 1, '86	Weighted 30 days from May 3, 1886. 7.17 m. ext. Hammersville to Georgetown from Feb. 18, 1886.
67 55				2,235 77				Oct. 15, '85	Weighted 30 days from Feb. 15, 1886. New.



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

Order.	State.	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.
					<i>Miles.</i>	<i>Lbs.</i>		<i>Feet and inches.</i>	
174	N. Y.	6032	Fort Edward, Lake George.	Delaware and Hudson Canal Company.	15.95	584	25	no apt.	10.03
175	Nebr.	34015	Grand Island, North Loup.	Omaha and Republican Valley R. R.	50.37	583	21	17.3 by 6, 11.	6
176	N. Y.	6122	Addison, N. Y., Galeton, Pa.	Addison and Northern Pennsylvania Rwy.	47.24	582	15	8.3 by 5.5, 11.	9.42
177	Miss.	18920	Leland, Miss., Arkansas City, Ark.	Louisville, New Orleans and Texas Rwy.	24.16	578	20	18 by 8.10, 11.	7
178	Kans.	33013	Leavenworth, Miltonvale.	Kansas Central R. R.	166.18	576	22	—by —, 11.	6
179	N. Y.	6094	Long Island City, Whitestone.	Long Island R. R.	11.36	572	24	no apt.	84.65
180	Ark.	29012	Knobel, Forest City.	Saint Louis, Iron Mountain and Southern Rwy.	97.76	570	20	14.5 by 8.10, 11.	9.42
181	Wis.	25061	Chippewa Falls, Wis., Saint Paul, Minn.	Minnesota, Saint Croix and Wisconsin R. R.	104.69	561	27	15.2 by 7.7, 11.	6
182	Cal.	46005	Sacramento, Shingle Springs.	Sacramento and Placerville R. R.	48.60	557	14	6.6 by 6, 11.	8.81
183	Iowa.	27003	Cedar Rapids, Iowa, Watertown, Dak.	Burlington, Cedar Rapids and Northern Rwy.	399.80	557	25	19.10 by 9.1, 11.	6
184	Kans.	33029	Downs, Alton.	Central Branch Union Pacific R. R.	24.05	543	18	17.6 by 9.4, 11.	7
185	Mass.	3061	Attleborough, North Attleborough.	Attleborough Branch R. R.	4.08	542	16	no apt.	33
186	Pa.	8013	Pottsville, Herndon.	Philadelphia and Reading R. R.	78.06	540	20	14.8 by 8.5 (av.), 21 to Shamokin, 56.87 m.; 10.6 by 6.8, 11. residue, 21.19 m.	10.37
187	Nebr.	34019	Nemaha City, Beatrice.	Republican Valley R. R.	67.90	540	19	18.4 by 8.9, 11.	6
188	Cal.	46043	Lodi, Burson.	San Joaquin and Sierra Nevada R. R.	22.91	534	20	no apt.	7
189	Fla.	16024	Pemberton, Lakeland.	South Florida R. R.	43.86	533	20	11.7 by 4.8, 11.	6
190	Nebr.	34028	Odell, Nebr., Concordia, Kans.	Chicago, Nebraska, and Kansas R. R.	72.29	532	22	8.3 by 7.4, 11.	6
191	Ark.	29008	Forrest City, Helena.	Saint Louis, Iron Mountain and Southern Rwy.	44.65	525	18	14.5 by 8.10, 11.	7
192	Kans.	33024	Cherry Vale, Arcadia.	Kansas City, Fort Scott and Gulf R. R.	73.97	524	20	14 by 9, 11.	7
193	La.	30008	Vicksburg, Miss., Shreveport, La.	Vicksburg, Shreveport and Pacific R. R.	172.66	882	17	10.2 by 7, 11.	7
194	Fla.	16011	Waldo, Tavares.	Florida Rwy. and Navigation Co.	94.45	879	20	20.4 by 8.8, 11.	6
195	Iowa.	27092	Indianola, Avon Junction (n.o.).	Chicago, Burlington and Quincy R. R.	14.57	1,975	20	22.6 by 8.5, 11.	13
196	Kans.	33009	Junction City, Parsons.	Missouri Pacific Rwy.	157.15	824	18	20.4 by 7.3, 11.	7
197	Dak.	35010	Fargo, Dak., Ortonville, Minn.	Chicago, Milwaukee and Saint Paul Rwy.	119.52	468	27	15.9 by 7.6, 11.	6
198	Nebr.	34012	Columbus, Norfolk.	Omaha, Nebraska and Black Hills R. R.	50.68	460	33	10 by 6.5, 21. to Dorrance, 9.27 m.; 11. residue, 41.41 m.	7.09
199	Colo.	38031	Como, Buena Vista.	Denver, South Park and Pacific R. R.	48.38	458	16	16.2 by 7.5, 11. to Schwaender's Station (n.o.), 44.46 m.; 21. residue, 3.92 m.	9.94
200	Kans.	33002	Lawrence, Leavenworth.	Union Pacific Rwy.	34.95	456	20	22 by 8.10, 11.	7
201	Dak.	35013	Ripon, Portland Junction (n.o.).	Saint Paul, Minneapolis and Manitoba Rwy.	41.41	453	18	20 by 9.2, 11.	6
202	Tex.	31047	Houston, Alvin.	Gulf, Colorado and Santa Fe Rwy.	23.71	447	27	13.10 by 9, no clerk.	14

*States and Territories in which the contract term expired June 30, 1886, &c.—Continued.*

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
67 55	58 14			1,077 42		927 33		July 1, '85	Weighted 30 days from Feb. 11, 1885, and July 1, 1886.
67 55	48 74			3,402 49		2,441 38		July 1, '86	Weighted 30 days from Apr. 1, 1886. .28 m. increase.
67 55	64 13			3,191 06		2,640 87		Apr. 1, '86	Weighted 30 days from Apr. 1, 1886. Ext. Gaines to Galston, 5.32 m. from Mar. 18, 1885, and 6.06 m. from July 1, 1885.
66 69				1,611 23				June 15, '86	Weighted 30 days from Feb. 17, 1886. New.
66 69	58 14			11,082 54		9,762 29		July 1, '86	Weighted 30 days from Apr. 1, 1886. 1.73 m. decrease.
66 69	61 56			757 59		738 72		July 1, '85	Weighted 30 days from Feb. 11 and Aug. 25, 1885. .64 m. decrease.
66 69	51 30			6,519 61		5,007 89		July 1, '86	Weighted 30 days from Apr. 1, 1886. .74 m. increase.
66 69				6,981 77				Mar. 25, '85	Weighted 30 days from Apr. 1, 1886. New.
65 84	56 43			3,190 82		2,750 06		July 1, '86	Weighted 30 days from Apr. 1, 1886. .16 m. decrease.
65 84	66 69			25,353 26		19,974 77		Apr. 1, '86	Weighted 30 days from Apr. 1, 1886. 23.14 m. lap service, at \$23.91 per m.; 85.45 m. ext. from Pipestone to Watertown from May 1, 1885.
65 84	43 61			1,583 45		1,050 12		July 1, '86	Weighted 30 days from Apr. 1, 1886. .03 m. decrease.
65 84				268 62				Oct. 15, '85	Weighted 30 days from Dec. 1, 1885. New.
65 84	53 87	10 00		5,139 47		4,365 08	600 00	July 1, '85	Weighted 30 days from Feb. 11, 1885. 2.97 m. decrease. 1.50 m. covered by route No. 8088.
65 84	51 30			4,470 53		3,467 08		July 1, '86	Weighted 30 days from Apr. 1, 1886. .14 m. increase.
64 98	55 58			1,488 69		1,272 78		July 1, '86	Weighted 30 days from Apr. 1, 1886. .01 m. increase.
64 98				2,850 02				Jan. 1, '86	Weighted 30 days from Feb. 15, 1886. New.
64 98	49 59			4,697 40		3,609 65		July 1, '86	Weighted 30 days from Apr. 1, 1886. .50 m. decrease.
64 98	42 75			2,901 35		1,876 72		July 1, '86	Weighted 30 days from Apr. 1, 1886. .75 m. increase.
64 98	52 16			4,806 57		3,856 72		July 1, '86	Weighted 30 days from Apr. 1, 1886. .03 m. increase.
64 29	54 04			11,100 31		9,327 30		July 1, '86	Weighted 30 days from Feb. 15, 1886. .06 m. decrease. All land grant.
63 61	62 25			6,357 18		4,513 12		Feb. 15, '86	Weighted 30 days from Feb. 15, 1886. 21.95 m. ext. from Wildwood to Tavares, not land grant, at \$79.52 per m. from Nov. 17, 1884; 72.50 m. Waldo to Wildwood, land grant.
62 41				909 31				Oct. 1, '85	Weighted 30 days from Apr. 1, 1886. Lap service over route 27015. New.
62 24	62 25			9,781 01		9,826 78		July 1, '86	Weighted 30 days from Apr. 1, 1886. .71 m. decrease. Land grant.
61 56	55 58			7,357 65		6,569 55		July 1, '86	Weighted 30 days from Apr. 1, 1886. 1.32 m. increase.
60 71	44 46			3,076 78		2,255 90		July 1, '86	Weighted 30 days from Apr. 1, 1886. .06 m. decrease.
60 71	58 14			2,937 14		2,819 78		July 1, '86	Weighted 30 days from Aug. 5, 1886. .12 m. decrease.
60 71	72 68			2,121 81		2,547 43		July 1, '86	Weighted 30 days from Apr. 1, 1886. .10 m. decrease.
60 71	57 29			2,514 00		2,405 02		July 1, '86	Weighted 30 days from Apr. 1, 1886. .57 m. decrease.
59 85	49 59			1,419 04		1,223 88		July 1, '86	Weighted 30 days from Apr. 1, 1886. .97 m. decrease.

H.—Table showing the adjustment of the rates of pay per mile on railroad routes in

Order.	State.	Number of route.	Terminal.	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.
					Miles.	Lbs.		Feet and inches.	
203	Dak...	35001	Sioux City, Iowa, Scotland, Dak.	Chicago, Milwaukee and St. Paul Rwy.	90.42	446	24	14.11 by 7 4, 21. to Elk Point, 21.20 m; 1 l. thence to Yankton, 40.40 m; no apt. residue, 28.82 m.	8.74
204	Cal...	46044	Eureka, Hydesville	Eel River and Eureka R. R.	26.70	444	18	no apt.	7
205	Dak...	35006	Everest, Park River	Saint Paul, Minneapolis and Manitoba Rwy.	115.71	443	18	20 by 9.2, 1. to Portland Junction, 51.34 m; 1 l. thence to Larimore, 27.65 m; no apt. residue, 36.72 m.	6
206	Tex...	31021	Waxahachie, Garrett (n. o.)	Central Texas and North-western Rwy.	12.30	440	12	no apt.	14
207	Ark...	29009	Nashville, Hope	Arkansas and Louisiana Rwy.	27.34	439	18	9.6 by 6, 21.	14
208	Colo...	38027	Greeley, Stout	Greeley, Salt Lake and Pacific Rwy.	39.17	434	19	13.8 by 8.11, 11. to Fort Collins, 24.79 m; no apt. residue, 14.38 m.	6.63
209	Cal...	46012	Stockton, Milton	Stockton and Copperopolis R. R.	30.09	433	23	10 by 8.9, 11.	9
210	N. Mex	39001	Lamy, Santa Fé	Atchison, Topeka and Santa Fé R. R.	19.19	433	18	no apt.	14
211	Kans...	33047	Alton, Stockton	Rooks County R. R.	19.07	432	19	17.6 by 9.4, 11.	7
212	Ohio	21076	Akron, Ohio, Mahoningtown, Pa.	Pittsburgh, Cleveland and Toledo R. R.	78.19	431	30	19.10 by 8.7, 11.	6
213	Kans...	33034	Burlingame, Manhattan.	Manhattan, Abma and Burlingame Rwy.	57.27	430	14	10 by 7, 11.	6
214	Utah...	41010	Nephi, Chester	San Pete Valley Rwy.	31.00	427	15	no apt.	6
215	Nev...	45004	Mound House, Nevada, Keeler, Cal.	Carson and Colorado R. R.	2.93	426	15	10.9 by 8.8, 11 to Belleville Junction, 152 m; 1 l. residue, 141 m.	5.07
216	Nev...	45006	Belleville Junction (n. o.), Candelaria.	Carson and Colorado R. R.	7.80	425	15	10.9 by 8.8, 11.	7
217	Nebr.	34017	Dorrance, Albion	Omaha, Nebraska and Black Hills R. R.	34.17	422	15	10.5 by 9, 11.	6
218	Ariz.	40002	Benson, Nogales	New Mexico and Arizona R. R.	88.50	420	15	20 by 9.2, 11.	7
219	Wash. Ter.	43006	Palouse Junction (n. o.), Wash. Ter., Moscow, Idaho.	Columbia and Palouse R. R.	117.30	420	7	no apt.	6
220	Cal...	46016	San Francisco, Austin.	North Pacific Coast R. R.	87.00	414	16	11 by 6, 11.	9.3
221	Tex...	31013	Jefferson, McKinney	Missouri, Kansas and Texas Rwy.	155.46	412	14	14.1 by 5.7, 11.5 by 5.6, 11.	6
222	Dak...	35015	Fargo, La Monte	Fargo and Southwestern R. R.	88.10	408	20	24.6 by 9.1, 11.	6
223	Utah	42001	Shoshone, Ketchum	Oregon Short-Line Rwy.	70.01	407	18	10.2 by 6.8, 11.	6
224	Dak...	35007	Flandreau, Sioux Falls	Chicago, Milwaukee and Saint Paul Rwy.	39.31	404	25	20.1 by 9.3, 11 to Egan, 47.2 m; no apt. residue, 78.22 m.	6
225	Tex...	31015	Dallas, Cleburne	Gulf, Colorado and Santa Fé Rwy.	54.10	398	22	13 by 9.1, 11.	7
226	Colo...	38023	Denver, Pueblo	Denver, Texas and Gulf R. R.	126.48	389	28	24.6 by 9.6, 11.	7
227	Tex...	31016	Corpus Christi, Laredo	Mexican National Rwy. Co. (Jesse Texas Mexican Rwy.).	161.60	383	13	12 by 6, 11.	6
228	Kans...	33032	Jamestown, Burr Oak	Central Branch Union Pacific R. R.	33.86	381	19	no apt.	7
229	Del...	9506	Harrington, Del., Franklin City, Va.	Delaware, Maryland and Virginia R. R.	80.3	374	23	9.10 by 6.7, 11.	6

States and Territories in which the contract term expired June 30, 1886, &amp;c.—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
59 85		63 27		5,411 63		5,717 70		July 1, '86	Weighted 30 days from Apr. 1, 1886. .05 m. increase.
59 85				1,597 90				Apr. 20, '85	Weighted 30 days from Apr. 1, 1886. 1.75 m. decrease. New.
59 86		54 72		6,925 24		6,298 81		July 1, '86	Weighted 30 days from Apr. 1, 1886. .60 m. increase.
59 85		49 59		736 15		509 04		July 1, '86	Weighted 30 days from Apr. 1, 1886. .22 m. increase.
59 00		47 88		1,613 06		1,309 04		July 1, '86	Weighted 30 days from Apr. 1, 1886.
59 00		42 75		2,311 03		1,609 39		July 1, '86	Weighted 30 days from Apr. 1, 1886. .12 m. increase.
59 00		70 11		1,775 31		2,109 60		July 1, '86	Weighted 30 days from Apr. 1, 1886.
59 00		65 84		1,132 21		1,231 20		July 1, '86	Weighted 30 days from Apr. 1, 1886. 49 m. increase.
59 00				1,125 13				Jan. 15, '86	Weighted 30 days from Apr. 1, 1886. 42 m. increase. New.
59 00				4,607 90				Oct. 20, '84	Weighted 30 days from Oct. 7, 1885. New.
59 00		44 46		3,378 93		2,543 55		July 1, '86	Weighted 30 days from Apr. 1, 1886. .06 m. increase.
58 14		51 30		1,805 82		1,386 12		July 1, '86	Weighted 30 days from Apr. 1, 1886. 3.90 m. ext. Moroni to Chester from Oct. 20, 1885. .14 m. increase.
58 14		64 98		17,035 02		19,039 14		July 1, '86	Weighted 30 days from Apr. 1, 1886. Pay is based on service not less than six round trips per week.
58 14		42 75		453 49		291 12		July 1, '86	Weighted 30 days from Apr. 1, 1886. .09 m. increase.
58 14		42 75		1,986 64		1,462 90		July 1, '86	Weighted 30 days from Apr. 1, 1886. .05 m. decrease.
58 14		47 03		5,145 39		4,158 86		July 1, '86	Weighted 30 days from Apr. 1, 1886. .07 m. increase.
58 14		42 75		6,819 82		3,812 44		July 1, '86	Weighted 30 days from Apr. 1, 1886. 28.12 m. ext. Colfax to Moscow from Jan. 15, 1886.
57 29		59 00		4,984 23		4,675 75		July 1, '86	Weighted 30 days from Apr. 1, 1886. 7.50 m. ext. Duncan's Mills to Austin from Mar. 25, 1886. .25 m. increase.
57 29		49 59		8,906 30		7,564 45		July 1, '86	Weighted 30 days from Apr. 1, 1886. 2.92 m. increase.
57 29		55 58		5,047 24		4,909 92		July 1, '86	Weighted 30 days from Apr. 1, 1886. .24 m. decrease.
57 29		57 29		4,010 87		4,009 72		July 1, '86	Weighted 30 days from Apr. 1, 1886. .02 m. increase.
57 29		82 94		2,252 06		3,248 75		July 1, '86	Weighted 30 days from Apr. 1, 1886. .14 m. increase.
56 43		42 75		3,052 86		2,353 38		July 1, '86	Weighted 30 days from Apr. 1, 1886. .95 m. decrease.
55 58		64 98		7,029 75		8,186 18		July 1, '86	Weighted 30 days from Apr. 1, 1886. .50 m. increase.
55 58		53 01		8,981 72		8,574 30		July 1, '86	Weighted 30 days from Apr. 1, 1886. .15 m. decrease.
55 58		46 17		1,881 03		1,565 10		July 1, '86	Weighted 30 days from Apr. 1, 1886. .04 m. decrease.
54 72		49 59		4,304 01		3,901 05		July 1, '85	Weighted 30 days from Feb. 11, 1885. 25.09 m. formerly at \$51.30 per m.; 36.23 m. formerly at \$46.17 per m.

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

Order.	State.	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.
					Miles.	Lbs.		Feet and inches.	
280	S. C...	14021	Greenwood, Spartanburgh.	Greenwood, Laurens and Spartanburgh R. R.	66.20	371	20	10.4 by 6.10, 11.....	7
281	Nebr...	34080	Kanecaw, Kearney....	Burlington and Missouri River R. R. (in Nebraska).	24.57	369	25	no apt.....	7
282	Wash. Ter.	48003	Olympia, Tenino.....	Olympia and Chehalis Valley R. R.	15.84	357	15	no apt.....	7
283	Kans...	38019	Ottawa, Burlington....	Southern Kansas Rwy..	47.04	351	20	22 by 8.10, 11.....	8.16
284	N. M...	39006	Deming, Silver City...	Silver City, Deming and Pacific R. R.	47.86	348	15	no apt.....	7
285	Kans...	33046	El Dorado, Newton...	St. Louis, Ft. Scott and Wichita R. R.	33.31	338	17	15.7 by 7.2, 11.....	7
286	Vt....	2016	Brattleborough, South Londonderry.	Central Vermont R. R....	36.40	335	13	8.5 by 5.6, 11.....	6
287	Cal....	46028	Galt, Ione.....	Amador Branch Rwy....	27.85	333	14	no apt.....	7
288	Colo...	28014	Schwanders Sta. (n.o.), Castleton.	Denver, South Park and Pacific R. R.	83.93	333	12	16.2 by 7.5, 1 l. to Gunnison, 69.13 m.; no apt. res. 14.80 m.	7
289	Ark...	29014	Newport, Batesville..	St. Louis, Iron Mountain and Southern Rwy.	28.95	329	8	12 by 7.6, 11.....	7
290	Colo...	38021	Forks Creeks, Central City.	Colorado Central R. R....	11.47	328	8	no apt.....	14
291	Utah...	41008	Echo City, Park City..	Echo and Park City R. R.	28.29	324	11	...do.....	10.5
292	Cal...	46018	Visalia, Goshen.....	Visalia R. R.....	7.66	324	20	...do.....	19
293	Md....	10008	Cambridge, Md., Seaford, Del.	Philadelphia, Wilmington and Baltimore R. R.	33.64	323	15	12.3 by 6.7, 11.....	6
294	Mich...	24067	Houghton, Calumet...	Mineral Range R. R....	15.52	318	18	no apt.....	12
295	Iowa...	27041	Creston, Cumberland..	Chicago, Burlington and Quincy R. R.	50.34	314	18	11.10 by 6.9, 11.....	12
296	Cal....	46029	Niles, San José.....	Central Pacific R. R....	18.30	312	29	no apt.....	13
297	Kans...	33017	Florence, Douglas...	Atchison, Topeka and Santa Fe R. R.	54.62	311	20	12 by 7.7, 11.....	6
298	Nebr...	34018	Norfolk Junction (n.o.), Creighton.	Fremont, Elkhorn and Missouri Valley R. R.	42.53	310	14	10 by 7.6, 11.....	6
299	Me....	16	Houlton, New Brunswick Line (n.o).	New Brunswick Rwy....	4	306	18	no apt.....	12
300	Fla....	16008	Astor, Leesburgh.....	Saint John's and Lake Enstis Rwy.	56.75	305	10	8 by 5, 1 line to Lane Park, 34.40 m.; no apt. realdus.	6
301	Dak...	35016	Jamestown, Minnewaukon.	Jamestown and Northern R. R.	90.25	302	23	20.9 by 9.9, 11.....	6
302	Nebr...	34021	Emerson, Norfolk....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	47.09	300	23	11.9 by 9.4, 11.....	6
303	N. Y...	6120	Whitestone Junction (n.o.), Thomaston.	Long Island R. R.....	7.07	299	24	no apt.....	13.3
304	Tex....	31023	Houston, Tex., Logansport, La.	Houston, East and West Texas Rwy.	192.70	297	16	13.3 by 7.5, 11.....	7
305	Cal....	46040	San Luis Obispo, Los Alamos.	Pacific Coast Rwy.....	55.10	295	18	no apt.....	6
306	Pa....	8067	Lewisburgh, Bellefonte.	Pennsylvania R. R.....	66.22	291	17	8.5 by 6.9, 11.....	11.15
307	Cal....	46046	Los Angeles, Pasadena	Los Angeles and San Gabriel Valley R. R.	11.81	290	18	no apt.....	13
308	Ark...	29011	Searcy, Kensett.....	Searcy and West Point R. R.	4.76	286	7	...do.....	21

States and Territories in which the contract term expired June 30, 1886. &amp;c.—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
54 72				3,622 46				Nov. 11, '85	Weighted 30 days from Feb. 15, 1886, 28.32 m. from March 5, 1885. New.
54 72		49 59		1,344 47		1,223 88		July 1, '86	Weighted 30 days from Apr. 1, 1886, .11 m. decrease.
53 87		46 17		853 30		741 02		July 1, '86	Weighted 30 days from Apr. 1, 1886, .21 m. decrease.
53 01		60 71		2,493 59		2,850 33		July 1, '86	Weighted 30 days from Apr. 1, 1886, .09 m. increase.
53 01		50 45		2,537 05		2,400 46		July 1, '86	Weighted 30 days from Apr. 1, 1886, .16 m. decrease.
52 10				1,737 44				Oct. 15, '85	Weighted 30 days from Apr. 1, 1886, New. .65 m. increase.
52 16		64 98		1,898 62		2,349 02		July 1, '85	Weighted 30 days from Feb. 11 and Aug. 5, 1885, .25 m. increase.
52 16		65 84		1,452 65		1,829 09		July 1, '86	Weighted 30 days from April 1, 1886, .06 m. increase.
52 16		55 58		4,377 78		4,653 15		July 1, '86	Weighted 30 days from Aug. 5, 1886, .21 m. increase.
51 30		59 00		1,485 13		1,746 40		July 1, '86	Weighted 30 days from Apr. 1, 1886, .65 m. decrease.
51 30		51 30		588 41		578 18		July 1, '86	Weighted 30 days from Apr. 1, 1886, .18 m. increase.
51 30		47 88		1,451 27		1,362 18		July 1, '86	Weighted 30 days from Apr. 1, 1886, .16 m. decrease.
51 30		45 22		392 93		332 19		July 1, '86	Weighted 30 days from Apr. 1, 1886, .33 m. increase.
51 30		44 46		1,725 73		1,494 30		July 1, '85	Weighted 30 days from Feb. 11, 1885.
50 45				782 98				Apr. 15, '86	Weighted 30 days from May 3, 1886, New.
50 45		49 59		2,539 65		1,538 28		Apr. 1, '86	Weighted 30 days from Apr. 1, 1886, 19.32 m. ext. from Fontanelle to Cumberland from Aug. 15, 1885.
50 45		47 03		923 23		863 04		July 1, '86	Weighted 30 days from Apr. 1, 1886, .07 m. decrease.
50 45		56 43		2,755 57		3,079 94		July 1, '86	Weighted 30 days from Apr. 1, 1886, .24 m. decrease.
50 45		42 75		2,145 63		1,816 87		July 1, '86	Weighted 30 days from Apr. 1, 1886, .03 m. increase.
49 59		48 74		198 36		194 96		Apr. 15, '86	Weighted 30 days from Apr. 15, 1886.
49 59		47 03		2,814 23		2,339 74		Feb. 15, '86	Weighted 30 days from Feb. 15, 1886, 6 m. extension from Feb. 16, 1885; 1.50 m. ext. from May 6, 1885.
49 59		42 75		4,475 49		4,066 85		July 1, '86	Weighted 30 days from Apr. 1, 1886, 30.57 m. ext. New Rockford to Minnewaukon from Nov. 2, 1885, .01 m. increase.
49 59		42 75		2,335 19		1,995 14		July 1, '86	Weighted 30 days from Apr. 1, 1886, .42 m. increase.
49 59		44 46		350 60		309 44		July 1, '85	Weighted 30 days from Feb. 11 and Aug. 25, 1885, .11 m. increase.
49 59		55 58		9,555 99		7,795 09		July 1, '86	Weighted 30 days from Apr. 1, 1886, 52.45 m. ext. from Nacogdoches to Logansport from March 15, 1886.
48 74		44 62		2,685 57		2,422 87		July 1, '86	Weighted 30 days from Apr. 1, 1886, .80 m. increase.
48 74		47 03		3,227 56		3,130 87		Apr. 1, '86	Weighted 30 days from Apr. 1, 1886, 9.68 m. extension from Roadshigh to Bellefonte, from Nov. 9, 1885.
48 74				575 61				Mar. 15, '86	Weighted 30 days from Apr. 1, 1886, New.
48 74		42 75		232 00		203 49		July 1, '86	Weighted 30 days from Apr. 1, 1886.

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

Order.	State.	Number of route.	Terminal.	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.
					Miles.	Lbs.		Feet and inches.	
250	Tex...	31026	Georgetown, Round Rock.	International and Great Northern R. R.	10.32	285	10	no apt.	14
260	Kans...	33023	Emporia, Howard....	Atchison, Topeka and Santa Fé R. R.	77.52	281	19	12 by 7.7, 1 l.	12
261	Colo...	38002	Brighton, Boulder....	Denver and Boulder Valley R. R.	28.12	274	23	no apt.	7
262	Cal...	46009	Marysville, Oroville...	Northern California R. R.	27.50	272	20	do	7
263	Dak...	35021	Centerville, Yankton...	Chicago and Northwestern Rwy.	29.39	271	23	do	13
264	W. Va.	12010	Charleston, C., H. V. & T. Junction (n. o.).	Ohio Central R. R.	59.70	270	20	7.2 by 6.10, 1 l.	6.20
265	N. Y...	6112	Stewart Junction (n. o.), Balydon.	Long Island R. R.	21.21	266	40	no apt.	12
266	Colo...	38010	Cañon City, West Cliff	Denver and Rio Grande Rwy.	33.52	264	12	do	6
267	Me...	1	Boundary Line (n. o.), Presque Isle.	New Brunswick Rwy...	30.51	259	18	do	12
268	Kans...	33020	Girard, Joplin.....	Saint Louis and San Francisco Rwy.	38.77	257	20	20.8 by 7.2, 1 l.	7
269	Kans...	33049	Beaumont, Winfield...	do	42.89	254	20	no apt.	7
270	Ark...	29004	Tripp, Warren.....	Little Rock, Mississippi River and Texas Rwy.	49.25	250	15	14 by 7.4, 1 l.	6
271	Kans...	33045	Butler, Mo., Kincaid, Kans.	Saint Louis and Emporia R. R.	51.96	246	15	21 by 9, 1 l.	7
272	Tex...	31041	Echo, Belton.....	Missouri, Kansas and Texas Rwy.	7.06	246	20	no apt.	14
273	W. Va.	12017	Morgantown, Fairmont	Baltimore and Ohio R. R.	25.95	245	14	17.8 by 8.7, 1 l.	12
274	Cal...	46006	Solomon City, Napa Junction.	California Pacific R. R.	13.08	244	21	no apt.	13
275	N. Y...	6044	Mineola, Locust Valley.	Long Island R. R.	10.66	244	24	do	12
276	Mo...	28056	Raymore Junction (n. o.), Ash Grove.	Kansas City, Clinton and Springfield Rwy.	129.29	244	21	25.1 by 8.11, 1 l.	7
277	Kans...	33041	Ottawa, Emporia.....	Southern Kansas Rwy...	56.85	243	11	12 by 7.7, 1 l.	6
278	Dak...	35014	Brookings, Watertown	Dakota Central Rwy....	48.21	242	24	no apt.	12
279	Colo...	38030	Colorado Springs Station (n. o.), Manitou Station (n. o.).	Denver and Rio Grande Rwy.	5.40	235	15	do	14
280	Tex...	31014	Columbus, La Grange.	Galveston, Harrisburgh and San Antonio Rwy.	31.60	233	13	do	6
281	Cal...	46005	San Francisco, Alameda.	Central Pacific R. R.	11.26	231	17	do	20.00
282	N. M...	39009	San Antonio, Carthage	Atchison, Topeka and Santa Fé R. R.	9.0	230	10	do	7
283	Ky...	26020	Midway, Versailles...	Versailles and Midway Rwy.	7.50	229	20	do	21
284	Tex...	31015	Henderson, Overton.	International and Great Northern R. R.	17.0	229	11	do	7
285	Ohio...	2108	Columbus, C. H. V. & T. Junction (n. o.).	Ohio Central R. R.	56.87	227	18	16 by 7.1, 1 l.	6
286	Ark...	29010	Gurdon, Camden.....	Saint Louis, Iron Mountain and Southern Rwy.	37.07	224	11	9.6 by 9.0, 1 l.	6
287	Cal...	46013	Elmira, Madison.....	Vaca Valley and Clear Lake R. R.	27.51	223	15	no apt.	6.00
288	Miss...	18021	Memphis, Tenn., Holy Springs, Miss.	Memphis, Birmingham and Atlantic R. R.	45.87	223	19	17.4 by 7.3, 1 l.	6
289	Cal...	46021	West Oakland Station (n. o.), Berkeley.	Central Pacific R. R. Co., (deserve Berkeley Branch R. R.)	5.20	220	15	no apt.	16
290	Colo...	38011	Alamosa, Del Norte...	Denver and Rio Grande Rwy.	31.85	219	17	do	6



States and Territories in which the contract term expired June 30, 1886, &c.—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
48 74		64 13		502 99		655 40		July 1, '86	Weighed 30 days from Apr. 1, 1886. .10 m. increase.
47 88		50 45		3,711 65		3,863 96		July 1, '86	Weighed 30 days from Apr. 1, 1886. .03 m. increase.
47 88		47 03		1,346 38		1,302 25		July 1, '86	Weighed 30 days from Apr. 1, 1886. .43 m. increase.
47 88		43 61		1,316 70		1,199 27		July 1, '86	Weighed 30 days from Apr. 1, 1886.
47 03				1,382 21				Mar. 15, '86	Weighed 30 days from Apr. 1, 1886. New.
47 03		43 61		2,807 69		2,516 29		Feb. 15, '86	Weighed 30 days from Feb. 15, 1886. 2 m. extension from Point Pleasant to C. H. V. & T. June (n. o.) from Jan. 12, 1886.
47 03		42 75		997 50		876 37		July 1, '85	Weighed 30 days from Feb. 11 and Aug. 25, 1885. .71 m. increase.
47 03		52 16		1,576 44		1,627 39		July 1, '86	Weighed 30 days from Apr. 1, 1886. 2.32 m. increase.
46 17		42 75		1,408 64		1,304 30		Apr. 15, '86	Weighed 30 days from Apr. 15, 1886.
46 17		42 75		1,790 01		1,653 99		July 1, '86	Weighed 30 days from Apr. 1, 1886. .08 m. increase.
46 17				1,980 23				Mar. 15, '86	Weighed 30 days from Apr. 1, 1886. New.
46 17		50 45		2,273 87		2,484 65		July 1, '86	Weighed 30 days from Apr. 1, 1886.
45 32				2,354 82				July 1, '86	Weighed 30 days from Apr. 1, 1886. 10.24 m. from June 1, 1885; 8.34 m. from Jan. 1, 1886; 24.70 m. from Feb. 1, 1886. .32 m. decrease. New.
45 32		42 75		319 95		306 51		July 1, '86	Weighed 30 days from Apr. 1, 1886. .11 m. decrease.
45 32				1,176 05				Mar. 15, '86	Weighed 30 days from May 3, 1886. New.
45 32		50 45		592 78		656 85		July 1, '86	Weighed 30 days from Apr. 1, 1886. .07 m. increase.
45 32		42 75		483 11		450 16		July 1, '85	Weighed 30 days from Feb. 11 and Aug. 25, 1885. .13 m. increase.
45 32				5,859 42				Apr. 1, '86	Weighed 30 days from May 5, 1886. 49.40 m. Raymore Junction (n. o.) to Clinton from Aug. 15, 1885. New.
45 32		44 46		2,576 44		2,546 66		July 1, '86	Weighed 30 days from Apr. 1, 1886. .43 m. decrease.
45 32		42 75		2,184 87		2,062 20		July 1, '86	Weighed 30 days from Apr. 1, 1886. .03 m. decrease.
44 46		43 61		240 08		235 49		July 1, '86	Weighed 30 days from Apr. 1, 1886.
44 46		42 75		1,404 93		1,351 32		July 1, '86	Weighed 30 days from Apr. 1, 1886. .01 m. decrease.
44 46		48 74		500 61		566 36		July 1, '86	Weighed 30 days from Apr. 1, 1886. .36 m. decrease.
44 46		42 75		400 58		341 57		July 1, '86	Weighed 30 days from Apr. 1, 1886. 1.02 m. increase.
44 46				337 00				Oct. 21, '85	Weighed 30 days from Feb. 15, 1886. New.
44 46		47 03		756 26		779 28		July 1, '86	Weighed 30 days from Apr. 1, 1886. .44 m. increase.
44 46				2,528 44				July 1, '85	Weighed 30 days from Oct. 7, 1885. Formerly part of route 21068.
44 46		43 61		1,648 13		1,494 95		July 1, '86	Weighed 30 days from Apr. 1, 1886. 2.70 m. increase.
43 61		42 75		1,199 71		1,285 49		July 1, '86	Weighed 30 days from Apr. 1, 1886. 2.56 m. decrease.
43 61				2,000 39				July 15, '85	Weighed 30 days from Feb. 15, 1886. New.
43 61		42 75		226 77		247 09		July 1, '86	Weighed 30 days from Apr. 1, 1886. .58 m. decrease.
43 61		52 16		1,388 97		1,659 73		July 1, '86	Weighed 30 days from Apr. 1, 1886. .03 m. increase.



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

Order.	State.	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.
					Miles.	Lbs.		Feet and inches.	
291	Ark.	29018	Rogers, Bentonville	Bentonville R. R.	7.05	217	12	no apt.	13
292	Tex.	31019	Indianola, Cuero	Gulf, Western Texas and Pacific Rwy.	66.58	217	16	9.4 by 6.4, 11. between Victoria and Cuero, 28.58 m.; no apt. residue.	4.71
293	Vt.	2017	Montpelier Junction (n. o.), Barre.	Central Vermont R. R.	7.63	215	13	no apt.	18
294	Tex.	31034	Phelps, Huntsville	International and Great Northern R. R.	8.38	213	10	do	14
295	Tex.	31044	Tyler, Lufkin	Kansas and Gulf Short Line R. R.	89.61	213	17	do	7
296	Fla.	30020	De Land Landing (n. o.), De Land.	Jacksonville, Tampa and Key West Rwy.	5.30	211	15	do	6.50
297	La.	30009	Schriever, Thibodeaux	Morgan, La. and Texas R. R. and Steamship Co.	5.77	209	10	do	14
298	Nev.	45002	Palisade, Eureka	Eureka and Palisade R. R.	90.75	208	15	do	3
299	Tex.	31040	Harwood, Gonzales	Galveston, Harrisburg and San Antonio Rwy.	12.62	206	11	do	14
300	Kans.	33027	Yuma, Warwick	Central Branch Union Pacific R. R.	30.86	201	20	do	7
301	Kans.	33033	Ossawatimie, Ottawa	Missouri Pacific Rwy.	21.42	200	20	do	7
302	Wis.	25033	River Falls Junction (n. o.), Ellsworth.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	24.41	198	18	do	7.3
303	Mass.	3019	Somerville Station (n. o.), North Bilerica.	Boston and Lowell R. R. Corporation.	10.7	198	20	do	21.43
304	Kans.	33050	Council Grove, Hope.	Topeka, Salina and Western Rwy.	35.80	197	18	13.1 by 7.1, 11	7
305	Tex.	31043	Spofford, Eagle Pass	Galveston, Harrisburg and San Antonio Rwy.	34.66	194	11	no apt.	7
306	Nebr.	34007	Coburn Junction (n. o.), Ponca.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	10.44	194	16	do	6
307	Nev.	45003	Battle Mountain, Austin.	Nevada Central Rwy.	93.15	194	20	do	3
308	Wis.	25063	Watersmeet, Mich., Ashland, Wis.	Milwaukee, Lake Shore and Western Rwy.	98.74	191	25	do	7
309	Ohio	21075	Cecil, West Manchester.	Cincinnati, Van Wert and Michigan R. R.	97.67	189	19	11.1 by 6.3, 11	6
310	N. Y.	6108	Attica, Cuba	Towanda Valley and Cuba R. R.	60.04	185		8 by 5.3, 11.	12
311	Pa.	8110	Catawissa Junction (n. o.), Sonestown.	Williamsport and North Branch R. R.	21.65	177	16	no apt.	15.04
312	La.	30016	Shreveport, Logansport.	Shreveport and Houston Rwy.	41.72	174	16	13.3 by 7.5, 11	7
313	Colo.	38024	Garo, London	Denver, South Park and Pacific R. R.	15.57	171	10	no apt.	7
314	Cal.	46030	Monterey, Castroville.	Monterey R. R.	16.67	169	27	do	13
315	Nebr.	34025	De Witt, Tobias	Nebraska and Colorado R. R.	23.63	168	10	do	6
316	Ill.	23087	Caledonia, Spring Valley.	Chicago and Northwestern Rwy.	85.74	167	21	12.2 by 7.5, 11	6
317	Tex.	31046	Trinity, Colmesneil	International and Great Northern R. R.	66.81	164	13	12.10 by 6.11, 11	7

States and Territories in which the contract term expired June 30, 1886, &amp;c.—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
43 61				307 45				Feb. 1, '86	Weighed 30 days from Apr. 1, 1886. New.
43 6		42 75		2,903 55		2,853 13		July 1, '86	Weighed 30 days from Apr. 1, 1886. .16 m. decrease. This rate of pay is based on service not less than six round trips per week.
43		42 75		332 74		299 25		July 1, '85	Weighed 30 days from Feb. 11 and Aug. 5, 1885. .63 m. increase.
42		42 75		365 45		363 80		July 1, '86	Weighed 30 days from Apr. 1, 1886. .13 m. decrease.
43 61		42 75		3,907 89		1,201 70		July 1, '86	Weighed 30 days from Apr. 1, 1886. 29.74 m. ext. from Jacksonville to Tyler from June 2, 1884, 31.53 m. ext. from Alto to Lufkin from Dec. 21, 1885. .18 m. increase.
42 75				226 57				Feb. 2, '85	Weighed 30 days from Oct. 7, 1885. New.
42 75		42 75		246 66		271 80		July 1, '86	.59 m. decrease. Weighed 30 days from Feb. 15, 1886.
42 75		64 13		3,879 56		5,826 21		July 1, '86	Weighed 30 days from Apr. 1, 1886. .10 m. decrease. This rate of pay is based on service not less than six round trips per week.
42 75		53 87		539 50		679 83		July 1, '86	Weighed 30 days from Apr. 1, 1886.
42 75		42 75		1,319 26		1,319 26		July 1, '86	Weighed 30 days from Apr. 1, 1886.
42 75		44 46		915 70		951 44		July 1, '86	Weighed 30 days from Apr. 1, 1886. .02 m. increase.
42 75		42 75		1,043 52		482 64		Jan. 11, '86	Weighed 30 days from Apr. 1, 1886. 13.83 m. ext. from River Falls to Ellsworth, from Jan. 11, 1886. Route curtailed .71 m.
42 75		42 75		842 17		537 79		Jan. 11, '86	Weighed 30 days from May 3, 1886. 7.12 m. ext. Bedford to North Billerica from Jan. 1, 1886.
42 75				1,530 45				Mar. 15, '86	Weighed 30 days from Apr. 1, 1886. New.
42 75		42 75		1,481 71		1,430 84		July 1, '86	Weighed 30 days from Apr. 1, 1886. 1.19 m. increase.
42 75		42 75		702 81		690 81		July 1, '86	Weighed 30 days from Apr. 1, 1886. .11 m. increase.
42 75		42 75		2,082 16		4,022 77		July 1, '86	Weighed 30 days from Apr. 1, 1886. .95 m. decrease. This rate of pay is based on service not less than six round trips per week.
42 75				4,221 13				Oct. 15, '85	Weighed 30 days from June 1, 1886. New.
42 75		42 75		4,175 37		3,534 13		Mar. 15, '86	Weighed 30 days from May 3, 1886. 7.87 m. ext. from Greenville to Tecumach from Feb. 16, 1885; 7.13 m. ext. from Tecumach to West Manchester from Mar. 15, 1886.
42 75		42 75		2,566 71		2,561 57		July 1, '85	Weighed 30 days from Apr. 2, 1885. .12 m. increase.
42 75		42 75		925 53		570 71		July 1, '85	Weighed 30 days from May 3, 1886. 8.30 m. ext. Mawrglen to Sonestown from July 1, 1885.
42 75				1,783 53				Mar. 15, '86	Weighed 30 days from Apr. 1, 1886. New.
42 75		42 75		665 61		673 31		July 1, '86	Weighed 30 days from Apr. 1, 1886. .18 m. decrease.
42 75		42 75		712 64		708 36		July 1, '86	Weighed 30 days from Apr. 1, 1886. .10 m. increase.
42 75		42 75		1,010 18		1,014 88		July 1, '86	Weighed 30 days from Apr. 1, 1886. .11 m. decrease.
42 75				3,663 38				Mar. 15, '86	Weighed 30 days from May 3, 1886. New.
42 75		29 93		2,836 12		1,997 22		July 1, '86	Weighed 30 days from Apr. 1, 1886. .08 m. increase. This rate of pay is based on service not less than six round trips per week.

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

Order.	State.	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.
					Miles.	Lbs.		Feet and inches.	
318	Tenn.	19017	Columbia, Saint Joseph	Nashville and Florence R. R.	59.74	162		8.6 by 5.8, 1 l.	12
319	N. Y.	6111	Mineola, Hempstead	Long Island R. R.	2.8	161	24	no apt.	18
320	Colo.	38016	Gunnison, Butte	Denver and Rio Grande Rwy.	28.62	160	14	do	6
321	Mont.	36002	Helena, Wickes	Helena and Jefferson County R. R.	26.66	159	12	do	7
322	Nebr.	34024	Chester, Hebron	Nebraska and Colorado R. R.	12.20	159	12	do	12
323	Mont.	36003	Stuart, Anaconda	Montana Rwy.	8.53	158	22	do	7
324	Cal.	46018	San Pedro, Los Angeles	Southern Pacific R. R.	26.46	158	18	do	7
325	Kans.	33028	Salina, McPherson	Salina and Southwestern Rwy.	36.78	157	13	do	7
326	Kans.	33014	Lawrenceburgh, Belleville.	Junction City and Fort Kearney Rwy.	17.13	157	20	13.8 by 9, no clerk	7
327	N. Mex.	39008	Nutt Station (n. o.), Lake Valley.	Atchison, Topeka and Santa Fé R. R.	13.25	153	16	no apt.	7
328	Ark.	29002	Helena, Clarendon	Arkansas Midland R. R.	48.77	152	12	10.10 by 6.6, 1 l.	6
329	Nebr.	34022	Wakefield, Hartington	Chicago, St. Paul, Minneapolis and Omaha Rwy.	83.94	152	18	no apt.	6
330	Colo.	38016	Means, Villa Grove	Denver and Rio Grande Rwy.	20.16	150	14	do	6
331	La.	30004	Sohrleiver, Houma	Morgan's La. and Texas R. R. and Steamship Co.	15.26	149	10	do	14
332	Nebr.	34025	Genoa, Cedar Rapids	Omaha, Niobrara and Black Hills R. R.	30.71	148	14	do	6
333	Tex.	31029	Beaumont, Rockland	Sabine and East Texas Rwy.	75.85	145	10	— by —, 1 l.	6
334	Pa.	8029	Stewartstown, New Freedom.	Stewartstown R. R.	7.65	140	12	no apt.	12
335	Cal.	46025	San Anselmo (n. o.), San Quentin.	North Pacific Coast R. R.	6.00	139	16	do	19
336	Kans.	33038	Leavenworth, Meriden Junction (n. o.).	Leavenworth, Topeka and Southwestern Rwy.	47.07	139	12	7 by 6, 1 l.	6
337	Tex.	31008	Houston, Columbia	International and Great Northern R. R.	51.00	139	8	no apt.	6
338	Ga.	15024	Columbus, Greenville	Columbus and Rome R. R.	50.65	137	15	25.10 by 5.3, 1 l.	6
339	Ga.	75048	Augusta, Gibson	Augusta, Gibson and Sandersville R. R.	51.36	135	10	6 by 6, 1 l.	6
340	N. Y.	6100	Valley Stream, Far Rockaway.	Long Island R. R.	5.25	124	20	no apt.	12
341	Cal.	46021	Santa Cruz, Pajaro	Santa Cruz R. R.	22.07	124	20	do	7
342	Utah	41005	Salt Lake City, Stockton.	Utah and Nevada Rwy.	40.50	121	12	do	6
343	Ark.	29015	McNeill, Magnolia	Texas and St. Louis Rwy.	6.72	120	10	do	7
344	Mo.	28055	Clinton, Osceola	Kansas City and Southern Rwy.	27.39	120	14	do	6
345	Wash. Ter.	43002	Seattle, New Castle	Columbia and Puget Sound R. R.	19.25	126	14	no apt.	9.72
346	Miss.	18005	Columbus, Miss., York, Ala.	Georgia Pacific Rwy.	76.60	124	15	15 by 8.6, 1 l.	6
347	Ill.	23045	Marion, Harrison Station (n. o.)	Saint Louis Coal R. R.	27.20	123	20	no apt.	10.12
348	N. C.	13025	Louisburgh, Franklinton.	Raleigh and Gaston R. R.	10.40	123	15	do	12
349	Nebr.	34031	Holdredge, Elwood	Nebraska and Colorado R. R.	28.72	122	10	do	6
350	Del.	9504	Georgetown, Lewes	Delaware, Maryland and Virginia R. R.	16.02	121	28	9 by 6.6, 1 l.	6

States and Territories in which the contract term expired June 30, 1886, *fo.*—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dolls.	Dollars.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42 75				2,425 63		1,567 64		June 22, '85	Weighed 30 days from Feb. 15, 1886. 20.07 m. ext. to Saint Joseph from June 22, 1885.
42 75	42 75			119 70		106 87		July 1, '85	Weighed 30 days from Feb. 11 and Aug. 5, 1885. .30 m. increase.
42 75	42 75			1,223 50		1,214 10		July 1, '86	Weighed 30 days from Apr. 1, 1886. .22 m. increase.
42 75	42 75			1,139 71		1,134 15		July 1, '86	Weighed 30 days from Apr. 1, 1886. .13 m. increase.
42 75	42 75			521 55		505 73		July 1, '86	Weighed 30 days from Apr. 1, 1886. .37 m. increase.
42 75	42 75			364 65		371 49		July 1, '86	Weighed 30 days from Apr. 1, 1886. .16 m. decrease.
42 75	42 75			1,131 16		1,120 05		July 1, '86	Weighed 30 days from Apr. 1, 1886. .26 m. increase.
42 75	42 75			1,572 34		1,584 74		July 1, '86	Weighed 30 days from Apr. 1, 1886. .29 m. decrease.
42 75	42 75			732 30		745 56		July 1, '86	Weighed 30 days from Apr. 1, 1886. .31 m. decrease.
42 75	42 75			566 43		586 95		July 1, '86	Weighed 30 days from Apr. 1, 1886. .48 m. decrease.
42 75	50 45			2,084 91		2,431 69		July 1, '86	Weighed 30 days from Apr. 1, 1886. .57 m. increase.
42 75	42 75			1,450 93		1,444 95		July 1, '86	Weighed 30 days from Apr. 1, 1886. .14 m. increase.
42 75	42 75			861 84		815 68		July 1, '86	Weighed 30 days from Apr. 1, 1886. 1.08 m. increase.
42 75	42 75			652 36		677 58		July 1, '86	Weighed 30 days from Feb. 15, 1886. .59 m. decrease.
42 75	42 75			1,312 85		1,317 12		July 1, '86	Weighed 30 days from Apr. 1, 1886. .10 m. decrease.
42 75	42 75			3,242 58		3,242 58		July 1, '86	Weighed 30 days from Apr. 1, 1886.
42 75				327 03				Feb. 1, '86	Weighed 30 days from Apr. 1, 1886. New.
42 75	42 75			256 50		267 18		July 1, '86	Weighed 30 days from Apr. 1, 1886. .25 m. decrease.
42 75	42 75			2,012 24		2,008 39		July 1, '86	Weighed 30 days from Apr. 1, 1886. .07 m. increase.
42 75	29 93			2,180 25		1,533 91		July 1, '86	Weighed 30 days from Apr. 1, 1886. .25 m. decrease. This rate of pay is based on service not less than six round trips per week.
42 75	42 75			2,165 28		1,410 75		Feb. 23, '85	Weighed 30 days from Feb. 15, 1886. 17.65 m. from Feb. 23, 1885.
42 75				2,195 64				Oct. 15, '85	Weighed 30 days from Feb. 15, 1886. New.
42 75	42 75			224 43		228 28		July 1, '85	Weighed 30 days from Feb. 11 and Aug. 25, 1885. .09 m. decrease.
42 75	42 75			943 49		949 05		July 1, '86	Weighed 30 days from Apr. 1, 1886. .13 m. decrease.
42 75	42 75			1,731 37		1,731 37		July 1, '86	Weighed 30 days from Apr. 1, 1886.
42 75	42 75			287 28		306 51		July 1, '86	Weighed 30 days from Apr. 1, 1886. .45 m. decrease.
42 75	42 75			1,170 92		828 06		July 1, '85	Weighed 30 days from Apr. 1, 1886. 8.02 m. ext. to Osceola from July 1, 1885.
42 75	42 75			822 93		866 97		July 1, '86	Weighed 30 days from Apr. 1, 1886. 1.03 m. decrease.
42 75	42 75			3,274 64		1,358 16		Feb. 11, '85	Weighed 30 days from Oct. 7, 1885. 31.77 m. from Feb. 11, 1885.
42 75	42 75			1,162 79		801 56		Mar. 25, '86	Weighed 30 days from May 3, 1886. 8.45 m. ext. from Carbondale to Harrison Station (r. o.) from Mar. 25, 1886.
42 75				444 60				Oct. 1, '85	Weighed 30 days from Feb. 15, 1886. New.
42 75				1,227 78				Oct. 15, '85	Weighed 30 days from Apr. 1, 1886. .15 m. decrease. New.
42 75	51 30			684 85		821 83		July 1, '85	Weighed 30 days from Feb. 11, 1885.

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

Order.	State.	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.
					Miles.	Lbs.		Feet and inches.	
351	Ga...	15049	Wrightsville, Dublin..	Dublin and Wrightsville R. R.	19.56	120 15		no apt.....	6
352	Colo...	38018	Malta, Red Cliff .....	Denver and Rio Grande Rwy.	27.84	118 15		do .....	6
353	Wash. Ter.	43013	Stuck Junc. (n. o.), Puyallup Junc. (n. o.)	Northern Pacific and Puget Sound Shore R.R.	7.50	118 18		do .....	7
354	Tex...	37033	San Antonio, Floresville.	San Antonio and Aransas Pass Rwy.	33.50	117 11		do .....	6
355	Colo...	38029	Boulder, Sunset .....	Greeley, Salt Lake and Pacific Rwy.	13.05	116 8		do .....	6
356	Dak...	33018	Sanborn, Cooperstown	Sanborn, Cooperstown and Turtle Mountain R. R.	36.35	115 15		do .....	6
357	Ky....	20034	Henderson, Morganfield.	Ohio Valley Rwy .....	25	111 16		do .....	6
358	N. Mex	39010	Socorro, Magdalena ...	Atchison, Topeka, and Santa Fé R. R.	27.65	110 11		do .....	7
359	Kans.	33014	Lawrence, Carbondale.	Lawrence and Emporia Rwy.	32.68	110 10		do .....	2
360	Tex...	31050	Somerville (n. o.), Navasota.	Gulf, Colorado and Santa Fé Rwy.	27.20	110 12		13.6 by 9, 11.....	7
361	Tex...	31024	Navasota, Conroe .....	do .....	43.95	107 12		13.6 by 9, 11 to Montgomery, 27.25 m.; no apt. res.	7
362	Colo...	38009	Poncho Springs, Monarch.	Denver and Rio Grande Rwy.	16.09	106 7		no apt.....	6
363	La....	30013	Baton Rouge Junc. (n. o.), Baton Rouge.	Texas and Pacific Rwy.	9.50	106 6		do .....	7
364	Wash. Ter.	43012	Black River Junc. (n. o.), Stuck Junc. (n. o.)	Puget Sound Shore R. R.	13.50	104 25		do .....	7
365	N. Mex	39007	Las Vegas, Las Vegas Hot Springs.	Atchison, Topeka and Santa Fé R. R.	6.45	103 15		do .....	21
366	Kans.	33043	Weir City Junc. (n. o.), Weir.	Kansas City, Fort Scott and Gulf R. R.	3.90	102 15		25.2 by 9, 21.....	14
367	Mich...	24059	Milton Junction (n. o.), Copley.	Grand Rapids and Indiana R. R.	14.18	102 10		no apt.....	10.79
368	Ga....	15050	Americus, Lumpkin ..	Americus, Preston and Lumpkin R. R.	38.78	101 10		do .....	6
369	N. Y. ..	6052	Molra, Saint Regis Falls.	Northern Adirondack R. R.	12.48	96 15		do .....	12
370	Ga....	15047	Andersonville, Buena Vista.	Buena Vista and Ellaville R. R.	26.63	96 11		do .....	6
371	Kans.	33039	Girard, Chanute .....	Southern Kansas Rwy ..	41.36	96 11		12 by 7, 7, 11 .....	6
372	Ky....	20033	Dodge, Clay City .....	Kentucky Union Rwy ..	14.75	97 20		no apt.....	6
373	Ark....	29006	Brinkley, Newport .....	Batesville and Brinkley R. R.	57.89	97 20		10 by 6, 11. to Anvergne, 46 m.; no apt. resigne, 11.39 m.	6
374	La....	30001	Manassfield Junction (n. o.), Manassfield.	Manassfield Railway and Transportation Co.	1.06	96 10		no apt.....	7
375	Cal....	44035	Peters, Oakdale .....	Stockton and Copperopolis R. R.	19.23	93 24		do .....	6
376	Dak...	35020	Jamestown, La Moure ..	James River Valley R. R.	43.87	90 16		do .....	6
377	Dak....	35009	Millbank, Wilmot.....	Chicago, Milwaukee and Saint Paul Rwy.	17.26	90 16		no apt.....	6
378	W. Va.	12009	Shaw, Davis .....	West Virginia Central and Pittsburgh Rwy.	45.75	89 12		8.6 by 7, 11 .....	6
379	Nebr...	34033	Saint Paul, Boelus ...	Omaha and Republican Valley R. R.	18.92	88 14		no apt.....	6
380	Cal....	44039	Sonoma Landing (n. o.), Glen Ellen.	Sonoma Valley R. R.....	21.47	88 20		do .....	7

States and Territories in which the contract term expired June 30, 1886, &amp;c.—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
42 75				836 19				Mar. 15, '86	Weighted 30 days from May 3, 1886. New.
42 75		42 75		1,190 16		1,154 25		July 1, '86	Weighted 30 days from Apr. 1, 1886. .84 m. increase.
42 75				320 62				Feb. 25, '86	Weighted 30 days from Apr. 1, 1886. New.
42 75				1,432 12				Jan. 25, '86	Weighted 30 days from Apr. 1, 1886. New.
42 75		42 75		557 88		500 45		July 1, '86	Weighted 30 days from Apr. 1, 1886. .06 m. decrease.
42 75		42 75		1,553 96		1,604 40		July 1, '86	Weighted 30 days from Apr. 1, 1886. .18 m. decrease.
42 75				1,068 75				May 3, '86	Weighted 30 days from May 3, 1886. New.
42 75		42 75		1,182 03		1,182 03		July 1, '86	Weighted 30 days from April 1, 1886.
42 75		42 75		1,397 07		1,409 04		July 1, '86	Weighted 30 days from April 1, 1886. .28 m. decrease. Rate of pay based on service not less than six round trips per week. Discontinued after July 11, 1886.
42 75				1,162 80				Mar. 16, '85	Weighted 30 days from April 1, 1886. New.
42 75		*42 75		1,878 80		1,204 26		July 1, '86	Weighted 30 days from April 1, 1886. 16.70 m. extension from Montgomery to Conroe from Oct. 12, 1885. .02 m. decrease.
42 75		42 75		687 84		311 22		July 1, '86	Weighted 30 days from April 1, 1886. .17 m. increase.
42 75		59 85		406 12		521 89		July 1, '86	Weighted 30 days from Feb. 15, 1886. .78 m. increase.
42 75				577 12				Feb. 25, '86	Weighted 30 days from April 1, 1886. New.
42 75		42 75		275 73		275 73		July 1, '86	Weighted 30 days from April 1, 1886.
42 75		42 75		166 72		165 87		July 1, '86	Weighted 30 days from April 1, 1886. .02 m. increase.
42 75		42 75		606 19		491 62		Oct. 15, '85	Weighted 30 days from Apr. 1, 1886. 2.68 m. extension from Luther to Copley from Oct. 15, 1885.
42 75				1,657 84				Apr. 5, '86	Weighted 30 days from May 3, 1886. New.
42 75				531 38				Mar. 15, '86	Weighted 30 days from May 3, 1886. New.
42 75				1,138 43				Aug. 5, '85	Weighted 30 days from Feb. 15, 1886. New.
42 75		42 75		1,768 14		1,762 58		July 1, '86	Weighted 30 days from Apr. 1, 1886. .13 m. increase.
42 75				630 56				Mar. 15, '86	Weighted 30 days from May 3, 1886. New.
42 75		42 75		2,453 42		1,783 94		July 1, '86	Weighted 30 days from Apr. 1, 1886. 17.83 m. extension from Tupelo to Newport from Oct. 15, 1885. 2.17 m. decrease.
42 75				84 64				Feb. 16, '85	Weighted 30 days from Feb. 15, 1886. New.
42 75		42 75		821 65		817 80		July 1, '86	Weighted 30 days from Apr. 1, 1886. .60 m. increase.
42 75				2,089 19				Mar. 15, '86	Weighted 30 days from Apr. 1, 1886. New.
42 75		42 75		737 86		728 02		July 1, '86	Weighted 30 days from Apr. 1, 1886. .23 m. increase.
42 75		42 75		1,955 80		1,677 93		Oct. 1, '85	Weighted 30 days from Feb. 15, 1886. 6.50 m. from Oct. 1, 1885.
42 75				808 83				Mar. 15, '86	Weighted 30 days from Apr. 1, 1886. New.
42 75		42 75		917 84		955 46		July 1, '86	Weighted 30 days from Apr. 1, 1886. 24.88 m. decrease from San Francisco to Sonoma Landing (Ferry service), made mail messenger service from July 1, 1886.

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

Order.	State.	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.
					Miles.	Lbs.		Feet and inches.	
381	Colo.	38028	Denver, Lyons.....	Denver, Utah and Pacific R. R.	44.97	85	20	no apt.....	6
382	Ohio	21098	Ashtabula, Harbor.....	Ashtabula Street R. R.	4	84	6	do.....	18
383	Md.	10026	Saint Agnes Station (n. o.), Catonsville.	Baltimore and Potomac R. R.	3.93	84	26	do.....	12
384	Vt	2008	Leicester Junction, Addison Junction.	Central Vermont R. R.	15.63	83	10	do.....	6
385	Ill	23065	Sidney, Champaign.....	Wabash, St. Louis and Pacific Rwy.	12.20	83	15	do.....	12
386	La	30012	Cades, Saint Martinaville.	Morgan's La and Texas R. R. and Steamship Co.	7.06	83	13	do.....	14
387	Mich.	24066	Cadillac, Lake City.....	Cadillac and Northeastern R. R., W. W. Cumber, owner and manager.	13.65	82	18	do.....	12
388	Colo	38022	Bear Creek Junction (n. o.), Morrison.	Denver, South Park and Pacific R. R.	9.55	81	12	do.....	7
389	Pa	8088	Alaska (n. o.), Mount Carmel.	Philadelphia and Reading R. R.	1.50	80	20	do.....	12
390	Ga	15046	Sylvania, Rocky Ford.	Sylvania R. R.	14.99	76	10	do.....	7
391	Cal	46027	Fulton, Guerneville.....	San Francisco and North Pacific R. R.	16.04	76	28	do.....	7
392	N. J.	7016	Hopping (n. o.), Atlantic Highlands.	Philadelphia and Reading R. R.	3.10	75	18	do.....	15
393	Iowa	27064	Fort Madison, Birmingham.	Fort Madison and Northwestern Rwy.	41.69	75	12	do.....	6
394	Tex	31042	Guile, Roberts.....	Texas Central Rwy.	52.13	75	15	do.....	6
395	N. Y.	6117	Manor Junction (n. o.), Eastport Junction (n. o.).	Long Island R. R.	5.50	72	24	do.....	6
396	Cal	46020	Los Angeles, Santa Monica.	Los Angeles and Independence R. R.	19.77	70	21	do.....	7
397	Pa	8111	Manor Station, Claridge.	Pennsylvania R. R.	4.31	69	9	do.....	12
398	Tex	31081	Dallas, Kemp.....	Texas Trunk R. R.	49.38	69	13	12 by 7, 11	6
399	Ill	23088	East Saint Louis, Belleville.	Illinois and St. Louis R. R. and Coal Co.	15	68	15	no apt.....	6
400	Cal	46045	Fulton, Boulder Creek	South Pacific Coast R. R.	8.14	66	10	do.....	12
401	N. Y.	6007	Dresden, Penn Yan	Fall Brook Coal Co.	6.28	65	11	do.....	12
402	La	30006	Clinton, Port Hudson.	Louisville, New Orleans and Texas Rwy. Co., (lessee: Clinton and Port Hudson R. R.)	20.77	65	7	do.....	4 20
403	Cal	46007	Woodland, Grafton..	California Pacific R. R.	9.92	65	22	do.....	7
404	Utah	41004	Bingham Junction (n. o.), Bingham Canyon.	Denver and Rio Grande Western Rwy.	17.33	64	25	do.....	7
405	Minn.	26054	Two Harbors, Tower..	Duluth and Iron Range R. R.	69.00	63	20	do.....	6
406	Colo.	38025	Manitou Junction (n. o.), Colorado Springs.	Denver, Texas and Gulf R. R.	9.02	63	28	24.6 by 9.6, 21	14
407	Ohio	21097	Saint Clairsville, Barton.	St. Clairsville Co., operating St. Clairsville and Northern Rwy.	4.35	56	15	no apt.....	6
408	Ga	15015	Tennille, Wrightsville.	Wrightsville and Tennille R. R.	16.50	53	13	do.....	6
409	Utah	41011	Lehi Junction (n. o.), Silver City.	Salt Lake and Western Rwy.	54.25	50	13	do.....	6
410	Vt	2001	Rendsborough, Vt., Hoosac Tunnel Station (n. o.), Mass.	Deerfield River Co.	11.30	46	10	do.....	6

States and Territories in which the contract term expired June 30, 1886, &c.—Continued.

Pay per mile per annum for transportation.	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 of transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dollars.	Dolla.	Dollars.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.		
42 75		42 75		1,922 46		1,541 13		July 1, '86	Weighted 30 days from Apr. 1, 1886, 10.71 m. ext. from Longmont to Lyons from Oct. 20, 1885. 1.79 m. decrease.
42 75				171 00				June 15, '85	Weighted 30 days from Oct. 7, 1885. New.
42 75				168 00				Mar. 16, '85	Weighted 30 days from Aug. 8, 1885. New.
42 75		42 75		608 18		667 75		July 1, '85	Weighted 30 days from Feb. 11 and Aug. 5, 1885. .01 m. increase.
42 75				521 55				May 17, '85	Weighted 30 days from Apr. 1, 1886. New.
42 75		42 75		301 81		294 97		July 1, '86	Weighted 30 days from Feb. 15, 1886. .16 m. increase.
42 75				583 53				Feb. 1, '86	Weighted 30 days from Apr. 1, 1886. New.
42 75		42 75		408 26		416 35		July 1, '86	Weighted 30 days from Apr. 1, 1886. .19 m. decrease.
42 75		58 87		64 12				July 1, '85	Weighted 30 days from Feb. 11, 1885. Formerly part of Route 8013.
42 75				640 82				May 18, '85	Weighted 30 days from Feb. 1, 1886. New.
42 75		42 75		685 71		687 84		July 1, '86	Weighted 30 days from Apr. 1, 1886. .05 m. decrease.
42 75				132 52				Apr. 26, '86	Weighted 30 days from May 3, 1886. New.
42 75				1,782 24				Mar. 16, '86	Weighted 30 days from May 3, 1886. New.
42 75		42 75		2,228 55		2,225 98		July 1, '86	Weighted 30 days from Apr. 1, 1886. .06 m. increase.
42 75		42 75		235 12		220 56		July 1, '85	Weighted 30 days from Feb. 11 and Aug. 25, 1885. .13 m. increase.
42 75		42 75		845 16		833 62		July 1, '86	Weighted 30 days from Apr. 1, 1886. .27 m. increase.
42 75				184 25				Apr. 12, '86	Weighted 30 days from May 3, 1886. New.
42 75		42 75		2,110 99		2,014 37		July 1, '86	Weighted 30 days from Apr. 1, 1886. 2.26 m. increase.
42 75				641 25				Mar. 15, '86	Weighted 30 days from May 3, 1886. New.
42 75				347 08				June 10, '85	Weighted 30 days from Apr. 1, 1886. New.
42 75				268 47				Aug. 26, '85	Weighted 30 days from Oct. 1, 1885. New.
42 75		42 75		887 91		933 23		July 1, '86	Weighted 30 days from Feb. 15, 1886. 1.60 m. decrease. Rate of pay is based on service not less than six round trips per week.
42 75		42 75		424 08		420 06		July 1, '86	Weighted 30 days from Apr. 1, 1886. .08 m. increase.
42 75		42 75		740 85		744 70		July 1, '86	Weighted 30 days from Apr. 1, 1886. .03 m. decrease.
42 75				2,919 75				June 1, '85	Weighted 30 days from Nov. 10, 1885. New.
42 75		42 75		424 08		412 11		July 1, '86	Weighted 30 days from Apr. 1, 1886. .28 m. increase.
42 75				185 96				Mar. 16, '85	Weighted 30 days from Oct. 7, 1885. New.
42 75				705 87				May 1, '85	Weighted 30 days from Feb. 15, 1885. New.
42 75		42 75		2,319 18		2,317 04		July 1, '86	Weighted 30 days from Apr. 1, 1886. .05 m. increase.
42 75				483 07				Mar. 1, '86	Weighted 30 days from Apr. 1, 1886. New.



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

Order.	State.	Number of route.	Terminal.	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.
					Miles.	Lbs.		Feet and inches.	
411	Tex...	31020	Houston, Sealy.....	Texas Western Rwy....	52.87	46	15	no apt.....	3
412	Colo...	38026	Dickey Station (n. o.), Dillon.	Denver, South Park and Pacific R. R.	2.94	43	10	...do.....	7
413	Tex...	31045	Beaumont, Sabine Pass	Sabine and East Texas Rwy.	31.21	43	13	...do.....	3
414	Wash. Ter.	43010	Bolles Junction (n. o.), Riparia.	Oregon Rwy and Navigation Co.	31.80	42	11	...do.....	7
415	Ark...	29017	Smithton, Okolona....	Southwestern Arkansas and Indian Territory R. R.	14.58	41	15	...do.....	6
416	Fla....	16010	Sanford, Oviedo.....	Sanford and Indian River R. R.	17.63	38	15	...do.....	6
417	W. Va.	12016	Blue Stone Junction (n. o.), Bramwell.	Norfolk and Western R. R.	2.64	37	7	...do.....	6
418	La...	30015	Baldwin Station (n. o.), Louisa.	Morgan's Louisiana and Texas R. R. and Steamship Co.	15.25	35	10	...do.....	7
419	Ind. T.	32001	Atoka, Lehigh.....	Missouri, Kansas and Texas Rwy.	8.11	32	8	...do.....	6
420	Ark...	29016	Varner, Cummins....	Varner Branch Rwy., Urquhart & Green, lessees.	5.75	32	15	...do.....	6
421	Utah...	41006	Bingham Junc. (n. o.), Alta.	Denver and Rio Grande Western Rwy.	18.32	30	6	...do.....	6
422	Va....	11037	Suffolk, Whaleyville..	Suffolk Lumber Co.'s R. R.	13.17	28	12	...do.....	6
423	Cal...	46004	Petaluma, Lakeville..	San Francisco and North Pacific R. R.	7.53	28	25	...do.....	6
424	Cal...	46041	San Luis Obispo, Port Harford.	Pacific Coast Rwy.....	12.20	27	18	...do.....	6
425	Tex...	31018	Brownsville, Isabel...	Rio Grande R. R.....	23.16	20	20	...do.....	7
426	Wis...	25062	Necedah Junc. (n. o.), Necedah.	Princeton and Western R. R.	16.24	24	16	...do.....	6
427	Wis...	25060	Antigo, Malcolm.....	Milwaukee, Lake Shore and Western Rwy.	13.47	24	15	...do.....	6
428	La....	30007	Bayou Sara, Woodville.	West Feliciana R. R....	26.29	24	10	...do.....	4
429	Utah...	41009	Colton, Schofield.....	Denver and Rio Grande Western Rwy.	17.40	19	10	...do.....	6
430	Tex...	31048	Longview, Easton....	Galveston, Sabine and St. Louis Rwy.	14.04	13	10	...do.....	6
431	Ark...	29016	Varner, Cummins....	Varner Branch Rwy., Urquhart & Green, lessees.	5.28	21	10	...do.....	6
432	N. Y...	6124	Brooklyn, Jamaica...	Long Island R. R.....	9.18	234	24	...do.....	22.80
433	Cal...	46038	Goshen, Lemoore.....	Southern Pacific R. R...	21.33	241	11	...do.....	7
434	Cal...	46034	Gilroy, Tres Pinos....	Southern Pacific R. R...	20.64	232	20	...do.....	10
435	Wash. Ter.	43011	Pasco, North Yakima.	Northern Pacific R. R...	90.22	200	18	...do.....	3
436	Ind. T.	32002	Vinita, Red Fork.....	Saint Louis and San Francisco Rwy.	68.01	168	18	...do.....	7
437	Wash. Ter.	43005	Tacoma, Carbonado...	Northern Pacific R. R..	75.89	147	9	...do.....	8.28

States and Territories in which the contract term expired June 30, 1886, &amp;c.—Continued.

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.		
42 75				2,260 19		1,752 75		July 1, '86	Weighted 30 days from Apr. 1, 1886. 11 20 m. ext. to Sealy from Aug. 1, 1882. .67 m. increase. This rate of pay is based on service not less than six round trips per week.
42 75		42 75		125 68		118 85		July 1, '86	Weighted 30 days from Apr. 1, 1886. 16 m. increase.
42 75		20 03		1,334 22		906 87		July 1, '86	Weighted 30 days from Apr. 1, 1886. .91 m. increase. This rate of pay is based on service not less than six round trips per week.
42 75		42 75		1,359 45		1,329 52		July 1, '86	Weighted 30 days from Apr. 1, 1886. .70 m. increase.
42 75				623 29				Dec. 14, '85	Weighted 30 days from Apr. 1, 1886. New.
42 75		42 75		753 68		144 50		Mar. 15, '86	Weighted 30 days from May 3, 1886. 14.25 m. ext. Fort Keed to Oviedo from Mar. 15, 1886.
42 75				112 86				Feb. 23, '86	Weighted 30 days from July 8, 1886. New.
42 75				651 93				Sept. 10, '85	Weighted 30 days from Feb. 15, 1886. New.
42 75		42 75		346 70		344 13		July 1, '86	Weighted 30 days from Apr. 1, 1886. .06 m. increase.
42 75		42 75		245 81		225 72		July 1, '86	Weighted 30 days from Apr. 1, 1886. .47 m. increase.
42 75		42 75		783 18		786 60		July 1, '86	Weighted 30 days from June 20, 1886. R. R. service only from May 16 to Nov. 30 of each year. Star service remainder.
42 75				563 01				Mar. 9, '85	Weighted 30 days from Feb. 15, 1886. New.
42 75		42 75		321 90		300 10		July 1, '86	Weighted 30 days from Apr. 1, 1886. .51 m. increase.
42 75		42 75		521 55		504 45		July 1, '86	Weighted 30 days from Apr. 1, 1886. .40 m. increase.
42 75		42 75		990 09		993 51		July 1, '86	Weighted 30 days from Apr. 1, 1886. .08 m. decrease.
42 75				604 26				May 1, '85	Weighted 30 days from Apr. 1, 1886. New.
42 75				575 84				Mar. 20, '85	Weighted 30 days from Apr. 1, 1886. New.
42 75		20 03		1,123 89		784 46		July 1, '86	Weighted 30 days from Feb. 15, 1886. .05 m. increase. Rate of pay is based on service not less than six round trips per week.
42 75		42 75		743 85		739 57		July 1, '86	Weighted 30 days from Apr. 1, 1886. 10 m. increase.
42 75		42 75		600 21		588 66		July 1, '86	Weighted 30 days from Apr. 1, 1886. .27 m. increase.
42 75				225 72				Aug. 1, '85	Weighted 30 days from Oct. 7, 1885. New.
40 85		40 85		375 00		375 00		July 1, '85	Weighted 30 days from Feb. 11, 1885.
36 25		34 20		773 21		646 38		July 1, '86	Weighted 30 days from Apr. 1, 1886. .13 m. increase. Land grant.
35 50		34 20		733 95		690 84		July 1, '86	Weighted 30 days from Apr. 1, 1886. .44 m. increase.
34 20				3,085 52				May 1, '86	Weighted 30 days from Apr. 1, 1886. .06 m. increase. New. Land grant. This rate of pay is based on service not less than six round trips per week.
34 20		34 20		2,325 91		2,173 06		July 1, '86	Weighted 30 days from Apr. 1, 1886. 4.20 m. ext. from Tulsa to Red Fork from Aug. 10, 1885. .27 m. increase. Land grant.
34 20		61 50		1,159 03		2,144 13		July 1, '86	Weighted 30 days from Apr. 1, 1886. .94 m. decrease. Land grant.

REPORT OF THE POSTMASTER-GENERAL.

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

Order.	State.	Number of route.	Terminal.	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.
					Miles.	Lbs.		Feet and inches.	
438	Fla . . .	16019	Wildwood, Panasoffkee	Florida Rwy. and Navigation Co.	8.46	100	15	no apt . . . . .	6
439	S. C . .	14007	Chester, Hickory . . . . .	Charlotte, Columbia and Augusta R. R.	85.62	330	10	12 by 7.5, 11 . . . . .	6
440	Cal. . . .	46047	Colton, Los Angeles . . .	California Southern R. R.	58.58	438	25	no apt . . . . .	14
Total . . . . .									
Increase over former amount of pay by readjustment . . . . .									

*States and Territories in which the contract term expired June 30, 1886, &c.—Continued.*

Pay per mile per annum for transportation.	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 adjustment or readjustment.	Remarks.
Dollars.	Dolls.	Dollars	Dolls	Dollars.	Dollars.	Dollars.	Dollars.		
34 20	.....	.....	.....	289 33	.....	.....	.....	Dec. 8, '84	Weighed 30 days from Feb. 15, 1886. New. Land grant.
14 53	.....	.....	.....	134 40	.....	.....	.....	Aug. 5, '85	Weighed 30 days from Feb. 15, 1886. 9.25 m. lap service on route 18006 between Newton and Hickory. Residue of route, \$51.30 per m.
4 79	.....	.....	.....	280 50	.....	.....	.....	Mar. 29, '86	Weighed 30 days from Apr. 1, 1886. Lap over part of route 46914. Land grant.
.....	.....	.....	.....	4,479,426 62	.....	3,754,155 64	.....		
.....	.....	.....	.....	3,754,155 61	.....	.....	.....		
.....	.....	.....	.....	725,271 01	.....	.....	.....		

*Index to Table H.*

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Addison and Northern Pennsylvania Railway	176	6122	Central Pacific R. R. Co. (lessee Los Angeles and San Diego R. R.)	171	46017
Amador Branch Railway	237	46023	Central Pacific R. R.	289	46024
Americus, Preston and Lumpkin R. R.	368	15050	Do	281	46026
Arkansas and Louisiana Railway	207	29009	Do	246	46029
Arkansas Midland R. R.	328	29002	Central Pacific R. R. Co. (lessee San Pablo R. R.)	22	46032
Ashtabula Street R. R.	382	21098	Central Texas and Northwestern Rail- way	206	31021
Atchison, Topeka and Santa Fé R. R.	9	33010	Central Vermont R. R.	107	2006
Do	106	33011	Do	384	2008
Do	5	33016	Do	236	2016
Do	247	33017	Do	293	2017
Do	260	33023	Do	21	2002
Do	168	33030	Do	37	2003
Do	140	33037	Do	81	3062
Do	30	38066	Charlotte, Columbia and Augusta R. R.	439	14007
Do	210	39001	Chicago, Burlington and Kansas City Railway	141	27008
Do	114	39004	Chicago, Burlington and Quincy R. R.	245	27041
Do	365	39007	Do	195	27092
Do	327	39008	Chicago and Northwestern Railway	316	23087
Do	282	39009	Do	263	35021
Do	358	39010	Chicago, Milwaukee and Saint Paul Railway	203	35001
Atlantic and Pacific R. R.	90	39003	Do	68	35002
Do	98	46042	Do	224	35007
Attleborough Branch R. R.	185	3061	Do	105	35008
Augusta, Gibson and Sandersville R. R.	339	15048	Do	377	35009
Austin and Northwestern Railway (W. B. Iaham, owner)	153	31038	Do	127	35012
Baltimore and Ohio R. R.	273	12017	Do	88	35017
Baltimore and Potomac R. R.	383	10026	Do	197	35019
Batesville and Brinkley R. R.	373	29006	Chicago, Nebraska and Kansas R. R.	190	34028
Bennington and Rutland Railway	41	2015	Chicago, Saint Paul, Minneapolis and Omaha Railway	302	25033
Do	36	2018	Do	101	34003
Bentonville R. R.	291	29018	Do	306	34007
Boston and Albany R. R.	2	3025	Do	252	34021
Do	122	3029	Do	329	34022
Boston and Lowell R. R. Corporation	47	1006	Cincinnati, Georgetown and Porta- mouth R. R.	172	21060
Do	161	1007	Cincinnati, Van Wert and Michigan R. R.	309	21075
Do	17	1008	Colorado Central R. R.	92	38003
Do	6	3016	Do	123	38017
Do	303	3019	Do	134	38020
Boston and Maine R. R.	27	3011	Do	240	38021
Do	149	3014	Columbia and Palouse R. R.	219	43006
Boston and Providence R. R.	10	3035	Columbia and Puget Sound R. R.	345	43002
Buena Vista and Ellaville R. R.	370	15047	Columbia and Rome R. R.	338	15024
Burlington and Missouri R. R. (in Ne- braska)	60	33012	Concord R. R. Corporation	8	1001
Do	13	34009	Connecticut and Passumpsic Rivers R. R.	49	2010
Do	231	34030	Connecticut River R. R.	19	3067
Burlington, Cedar Rapids and North- ern Railway	183	27003	Dakota Central Railway	143	35010
Cadillac and Northeastern R. R. (W. W. Cummer, owner and manager)	387	24060	Do	278	35014
California Pacific R. R.	274	46006	Deerfield River Co.	410	2001
Do	403	46007	Delaware and Hudson Canal Co.	174	6032
Do	162	46008	Delaware, Maryland and Virginia R. R.	350	9504
California Southern R. R.	128	46037	Do	229	9506
Do	440	46047	Denver and Boulder Valley R. R.	261	38002
Carson and Colorado R. R.	215	45004	Denver and Rio Grande Railway	362	38009
Do	216	45006	Do	266	38010
Central Branch Union Pacific R. R.	48	33003	Do	290	38011
Do	77	33021	Do	87	38012
Do	54	33022	Do	330	38015
Do	91	31026	Do	320	38016
Do	300	33027	Do	352	38018
Do	184	33029	Do	55	38019
Do	228	33032	Do	279	38020
Central Iowa Railway	80	27010	Do	52	38001
Central Pacific R. R. Co. (lessee South- ern Pacific R. R. of New Mexico)	69	39005	Do	144	38004
Central Pacific R. R. Co. (lessee South- ern Pacific R. R. of Arizona)	34	40001	Do	145	39002
Central Pacific R. R.	4	46001	Denver and Rio Grande Western Rail- way	117	41002
Do	95	46003	Do	421	41006
Do	29	46010	Do	404	41004
Central Pacific R. R. Co. (lessee North- ern Railway)	61	46022			
Central Pacific R. R.	73	46028			

## Index to Table H—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Denver and Rio Grande Western Rail- way	429	41009	Jacksonville, Tampa and Key West Railway	296	16020
Denver, South Park and Pacific R. R.	412	38026	James River Valley R. R.	376	35020
Do	116	38005	Jamestown and Northern R. R.	251	35016
Do	238	38022	Junction City and Fort Kearney Rail- way	169	33015
Do	199	38031	Do	326	33044
Do	313	38024	Kansas and Gulf Short Line R. R.	295	31044
Denver, Texas and Gulf R. R.	226	38023	Kansas Central R. R.	178	33013
Do	406	38025	Kansas City and Southern Railway	344	28055
Denver, Utah and Pacific R. R.	381	38028	Kansas City, Clinton and Springfield Railway	276	28056
Detroit, Bay City and Alpena R. R.	157	24057	Kansas City, Fort Scott and Gulf R. R.	64	32008
Dublin and Wrightsville R. R.	351	15049	Do	192	33024
Duluth and Iron Range R. R.	405	26054	Do	306	33043
East Tennessee, Virginia and Georgia R. R.	166	19011	Kentucky Union Railway	372	20033
Echo and Park City R. R.	241	41008	Lawrence and Emporia Railway	359	33014
Eel River and Eureka R. R.	204	49044	Leavenworth, Topeka and South- western Railway	336	33038
Elksworth, McPherson, Newton and Southeastern R. R. (see also Saint Louis, Fort Scott and Wichita R. R.)	235	33046	Little Rock and Fort Smith Railway	165	29003
Eureka and Palisade R. R.	298	45062	Little Rock, Mississippi River and Texas Railway	270	29004
Eureka Springs Railway	164	29013	Do	137	29007
Fall Brook Coal Co.	401	6007	Long Island R. R.	275	6044
Fargo and Southwestern R. R.	232	35015	Do	85	6045
Fitchburg R. R.	18	3021	Do	150	6046
Do	32	3022	Do	112	6093
Florida Southern Railway	119	16014	Do	179	6094
Do	152	16023	Do	340	6109
Florida Railway and Navigation Co.	194	16011	Do	319	6111
Do	438	16019	Do	265	6112
Fort Madison and Northwestern Rail- way	393	27064	Do	395	6117
Fort Worth and Denver City Railway	125	31037	Do	253	6120
Fremont, Elkhorn and Missouri Valley R. R.	59	34019	Do	432	6124
Do	248	34018	Los Angeles and Independence R. R.	396	46020
Galveston, Harrisburgh and San An- tonia Railway	75	31002	Do	257	46046
Do	280	31014	Louisiana Western R. R.	56	30010
Do	104	31030	Louisville and Nashville R. R.	60	20025
Do	299	31040	Louisville, New Orleans and Texas Railway	113	18019
Do	30	31043	Do	177	18020
Galveston, Sabine and Saint Louis Rail- way	430	31048	Do	402	30008
Georgia Pacific Railway	346	19005	Maine Central R. R.	89	5
Grand Rapids and Indiana R. R.	367	24059	Do	16	12
Greeley, Salt Lake and Pacific Railway	208	38027	Manhattan, Almas and Burlingame Rail- way	213	33034
Do	355	38029	Manfield Railway and Transportation Company	374	30001
Greenwood, Laurens and Spartanburg R. R.	230	14021	Memphis, Birmingham and Atlantic R. R.	288	18021
Gulf, Colorado and Santa Fé Railway	361	31023	Mexican National Railway Company,		
Do	94	31027	Isleños Texas Mexican Railway	227	31016
Do	225	31035	Milwaukee, Lake Shore and Western Railway	427	25060
Do	202	31047	Do	308	25063
Do	160	31049	Mineral Range R. R.	244	24007
Do	360	31050	Minnesota and Northwestern R. R.	118	26055
Gulf, Western Texas and Pacific Rail- way	292	31019	Minnesota, St. Croix and Wisconsin R. R.	181	25061
Hartford and Connecticut Valley R. R.	67	5015	Missouri, Kansas and Texas Railway	221	31013
Helena and Jefferson County R. R.	321	26002	Do	151	31017
Hot Springs R. R.	124	29005	Do	41	31022
Houston and Texas Central Railway	21	31003	Do	40	31028
Do	129	31004	Do	39	31036
Do	138	31005	Do	272	31041
Do	254	31023	Do	419	32001
Houston, East and West Texas Railway			Missouri Pacific Railway	196	33009
Illinois and Saint Louis R. R. and Coal Co.	399	23088	Do	147	33031
International and Great Northern R. R.	63	3101	Do	301	33033
Do	51	31006	Do	100	33040
Do	70	31007	Montana Railway	323	36003
Do	317	31008	Monterey R. R.	314	46030
Do	284	31015	Morgan's Louisiana and Texas R. R. and Steamship Company	53	30003
Do	259	31020	Do	331	30004
Do	132	31032	Do	297	30009
Do	294	31034	Do	386	30012
Do	317	31046			

## Index to Table H—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Morgan's Louisiana and Texas R. R.	418	30015	Rio Grande R. R.	425	31018
and Steamship Company	318	19017	Rooks County R. R.	211	33047
Nashville and Florence R. R.	76	5011	Sabine and East Texas Rwy.	333	31029
Naugatuck R. R.	322	34024	Do.	413	31045
Nebraska and Colorado R. R.	315	34026	Sacramento and Placerville R. R.	182	46005
Do.	349	34031	Saint Clairsville Co., operating Saint	407	21097
Do.	120	34005	Clairsville and Northern R. R.	250	16008
Nebraska Railway	267	1	Saint John's and Lake Eastis Railway	102	33007
New Brunswick Railway	249	16	Saint Joseph and Grand Island R. R.	271	33045
Do.	307	45003	Saint Louis and Emporia R. R.	436	32002
Nevada Central Railway	169	46019	Saint Louis and San Francisco Railway	268	33020
Nevada County Narrow Gauge R. R.	218	40002	Do.	269	33049
New Mexico and Arizona R. R.	7	5004	Do.	347	23045
New York, New Haven and Hartford	1	5005	Saint Louis Coal R. R.	148	33036
R. R.	146	31036	Saint Louis, Fort Scott and Wichita		
Do.	417	12010	R. R.		
New York, Texas and Mexican Railway	369	6052	Saint Louis, Fort Scott and Wichita		
Norfolk and Western R. R.	202	46009	R. R. (see also Ellsworth, McPherson, Newton and South Eastern R. R.)	235	33046
Northern Adirondack R. R.	453	43013	Saint Louis, Hannibal and Keokuk R.	158	28029
Northern California R. R.	81	43001	R.		
Northern Pacific and Puget Sound	437	43003	Saint Louis, Iron Mountain and South-	191	23008
Shore R. R.	42	43009	ern Railway	286	29010
Northern Pacific R. R.	435	43011	Do.	180	29012
Do.	220	46010	Do.	239	29014
Do.	335	46025	Saint Paul, Minneapolis and Manitoba		
Ohio Central R. R.	264	12010	Railway	142	35003
Do.	285	21088	Do.	90	35005
Ohio Valley Railway	357	20034	Do.	205	35006
Old Colony R. R.	12	3038	Do.	201	35013
Do.	71	3039	Do.	325	33028
Do.	58	3041	Salina and Southwestern Railway	409	41011
Olympia and Chehalis Valley R. R.	232	43003	Salt Lake and Western Railway		
Omaha and Republican Valley R. R.	163	34008	San Antonio and Aransas Pass Rail-	354	31043
Do.	153	34013	way		
Do.	121	34014	Sanborn, Cooperstown and Turtle		
Do.	175	34015	Mountain R. R.	356	35018
Do.	379	34033	Sanford and Indian River R. R.	416	16010
Omaha and Southwestern R. R.	38	34004	Sanford and North Pacific R. R.	423	40004
Do.	72	34006	Do.	78	46011
Omaha, Niobrara and Black Hills R. R.	198	34012	Do.	391	46027
Do.	217	34017	San Joaquin and Sierra Nevada R. R.	188	46043
Do.	332	34025	San Pete Valley Railway	214	41010
Oregon and California R. R.	86	44001	Santa Cruz R. R.	341	46021
Do.	167	44002	Searcy and West Point R. R.	258	29011
Oregon Railway and Navigation Co.	136	43008	Shreveport and Houston Railway	312	30016
Do.	414	43010	Silver City, Deming and Pacific R. R.	131	33025
Do.	62	44003	Solomon R. R.	380	46039
Do.	14	44005	Sonoma Valley R. R.	83	33004
Oregon Short Line Railway	45	37001	Southern Kansas Railway	79	33005
Do.	223	32001	Do.	28	33006
Pacific Coast Railway	255	46040	Do.	233	33019
Do.	424	46041	Do.	130	33025
Pennsylvania R. R.	256	8007	Do.	371	33039
Do.	397	8111	Do.	277	33041
Philadelphia and Reading R. R.	24	7003	Do.	159	33048
Do.	392	7010	Do.	115	46002
Do.	186	8013	Southern Pacific R. R.	324	46013
Do.	389	8088	Do.	74	46014
Philadelphia, Wilmington and Balti-			Do.	434	46024
more R. R.	243	16008	Do.	433	46038
Pittsburgh, Cleveland and Toledo R. R.	212	21076	Do.	189	16024
Portland and Ogdensburg R. R.	97	10	South Florida R. R.	139	46031
Princeton and Western Railway	426	25062	South Pacific Coast R. R.	400	46045
Puget Sound Shore R. R.	364	43012	Do.		
Raleigh and Gaston R. R.	348	13025	Southwestern Arkansas and Indian	415	29017
Republican Valley and Kansas and			Territory R. R.	334	8029
Burlington, Kansas and South-			Stewartstown R. R.	200	46012
western R. R.'s	156	34032	Stockton and Copperopolis R. R.	375	46035
Republican Valley R. R.	46	34009	Do.	422	1037
Do.	154	34011	Suffolk Lumber Company's R. R.	96	2004
Do.	50	34016	Sullivan County R. R.	306	15046
Do.	187	34019	Sylvania R. R.	173	16022
Do.	41	34020	Tavares, Orlando and Atlantic R. R.	57	31012
Do.	103	34027	Texas and New Orleans R. R.	93	30002
Do.	29	34029	Texas and Pacific Railway	108	30011
			Do.		

*Index to Table H—Continued.*

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Texas and Pacific Railway .....	363	30013	Utah and Northern Railway .....	126	36001
Do.....	33	31009	Utah Central Railway .....	135	41001
Do.....	11	31010	Vaca Valley and Clear Lake R. R.....	287	46015
Do.....	99	31011	Varner Branch Railway (Urquhart & Green lessees) .....	420	29016
Texas and Saint Louis Railway.....	343	29015	Do.....	431	29016
Do.....	170	31025	Vermont Valley R. R. of 1871 .....	25	2005
Texas Central Railway .....	394	31042	Versailles and Midway Railway .....	283	20029
Texas Mexican Railway. (See Mexi- can National Railway.) .....			Vicksburgh, Shreveport and Pacific R. R .....	193	30008
Texas Trunk R. R .....	398	31031	Virginia and Truckee R. R .....	111	45001
Texas Western Railway .....	411	31020	Visalia R. R .....	242	46018
Tonawanda Valley and Cuba R. R.....	310	6108	Wabash, Saint Louis and Pacific Rail- way .....	385	23065
Topeka, Salina and Western Railway ..	304	33050	Walla Walla and Columbia River R. R.	110	43004
Troy and Boston R. R.....	15	6067	West Feliciana R. R.....	428	30007
Do.....	35	6116	West Virginia, Central and Pittsburgh Railway .....	378	12009
Union Pacific Railway .....	20	33001	Wichita and Western R. R .....	133	33042
Do.....	200	33002	Williamsport and North Branch R. R..	311	8110
Do.....	3	34001	Wrightsville and Tennille R. R.....	408	15015
Do.....	82	38007			
Utah and Nevada Railway .....	342	41005			
Utah and Northern Railway .....	65	41003			



I.—Table showing the rate of pay per annum for the use of railway post-office cars for the as compared with 1885,

			June 30, 1885.		
No. of route.	State and termini.	Corporate title of company.	Length of route.	Pay per annum.	Pay per mile.
MAINE.					
5	Portland and Skowhegan .....	Maine Central R. R. ....	Miles. 102.86	Dollars. 1,601 98	Dollars. 15 62
6	Portland and Bangor .....	do .....	137.72	13,772 00	100 00
12	Bangor and Vanceborough .....	do .....	114.02	4,276 75	37 50
NEW HAMPSHIRE.					
1001	Concord and Nashua .....	Concord R. R. Corporation .....	36.28	1,451 20	40 00
1005	Concord and Wells River .....	Boston and Lowell R. R. Corporation.	94.01	880 87	9 37
1008	Concord and White River Junction.	do .....	62.64	2,838 77	46 62
VERMONT.					
2001	Burlington and Rouse's Point.	Central Vermont R. R. ....	57.10		
Part.	Essex Junction and Saint Albans.	do .....	24.50	1,570 15	50 00
2002	Burlington and Saint Albans.	do .....	32.50		10 62
Part.	Windsor and Essex Junction.	do .....	110.13		
Part.	White River Junction and Essex Junction.	do .....	96.00	4,976 62	50 00
Part.	Windsor and White River Junction.	do .....	14.13		10 62
2002	Windsor and Rouse's Point.	do .....			
Part.	White River Junction and Saint Albans.	do .....			
2003	Bellows Falls and Essex Junction.	do .....	127.97		
Part.	Rutland and Burlington .....	do .....	67.20	713 66	10 62
2004	Bellows Falls and Windsor .....	Sullivan County R. R. ....	28.32	329 00	12 50
2005	Brattleborough and Bellows Falls.	Vermont Valley R. R. Co. of 1871.	24.02	300 25	12 50
2010	White River Junction and Derby Line.	Connecticut and Passumpsic Rivers R. R.	115.02		
Part.	White River Junction and Newport.	do .....	105.30	1,926 23	12 50
Part.	Wells River and Newport .....	do .....	65.10		9 37
2015	Rutland and Bennington .....	Bennington and Rutland Rwy.	57.60		
Part.	Rutland and North Bennington.	do .....	52.50	557 55	10 62
2018	North Bennington and State Line (n. o.).	do .....	1.90		
Part.	North Bennington Station (n. o.) and State Line (n. o.).	do .....	1.85	19 64	10 62
MASSACHUSETTS.					
3001	Boston and Portland .....	Boston and Maine R. R. ....	109.08	10,908 00	100 00
3011	Boston and Portland .....	do .....	116.33		
Part.	Boston and Wakefield Junction (n. o.).	do .....	9.50	3,730 31	41 25
Part.	Wakefield Junction (n. o.) and Portland.	do .....	106.83		81 25
3014	Wakefield Junction and Newburyport.	do .....	30.80	308 00	10 00
3016	Boston and Nashua .....	Boston and Lowell R. R. Corporation.	39.79	1,989 50	50 00
3021	Boston and Greenfield .....	Fitchburg R. R. ....	105.71	1,982 06	18 75
3022	Greenfield and North Adams .....	do .....	37.12	696 00	18 75
3025	Boston and Albany .....	Boston and Albany R. R. ....	202.06		
Part.	Boston and Springfield .....	do .....	98.63	25,228 07	185 00
Part.	Springfield and Albany .....	do .....	103.43		67 50
3029	Pittsfield and North Adams .....	do .....	21.18	211 60	10 00
3035	Boston and Providence .....	Boston and Providence R. R. ....	44.00	3,368 00	77 00
3038	Boston and South Braintree .....	Old Colony R. R. ....	11.36	142 00	12 50
3069	South Braintree Junction (n. o.) and Newport.	do .....	61.25		
Part.	South Braintree Junction (n. o.) and Brattleborough.	do .....	22.09	288 63	12 50

*fiscal years ending June 30, 1885, and June 30, 1886, and the increase or decrease of 1886, and the reasons therefor.*

June 30, 1886.			Increase per annum of 1886.	Decrease per annum of 1886.	Number of lines and authorised length of cars, June 30, 1886.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
				1,601 98		
138.00	13,800 00	100 00	28 00		2 lines 60 feet	Pay for space less than 40 feet in length discontinued from July 1, 1885.
114.86	2,871 50	25 00		1,404 25	1 line 40 feet	Increase in distance. Pay for space less than 40 feet in length discontinued from July 1, 1885.
36.28	907 00	25 00		544 20 880 87	1 line 40 feet	Do.
69.76	1,744 00	25 00		1,084 77	1 line 40 feet	Do.
						{ Consolidated with routes Nos. 2002 and 2003.
158.77						
120.50	3,012 50	25 00		3,534 27	1 line 40 feet	Pay for space less than 40 feet in length discontinued from July 1, 1885.
				713 66		Do.
				3.9 00		Do.
				300 25		Do.
				1,926 23		Do.
				557 55		Do.
				19 64		Do.
109.35	10,935 00	100 00	27 00		2 lines 60 feet	Increase in distance.
				3,730 31		{ Pay for space less than 40 feet in length discontinued from July 1, 1885.
				308 00		Do.
89.85	996 25	25 00		993 25	1 line 40 feet	Do.
				1,982 06 696 00		Do.
201.29						Do.
98.63	19,927 50	150 00		5,300 57	3 lines 55 feet	{
102.66		50 00			1 line 55 feet	
				211 80		Do.
44.00	2,200 00	50 00		1,188 00 142 00	1 line 55 feet	Do.
				288 62		Do.

I.—Table showing the rate of pay per annum for the use of railway post-office cars

No. of route.	State and termini.	Corporate title of company.	June 30, 1885.		
			Length of route.	Pay per an- num.	Pay per mile.
	MASSACHUSETTS—Continued.		Miles.	Dollars.	Dollars.
3041	Middleborough and Provincetown.	Old Colony R. R.	86.30		
Part.	Middleborough and Wellfleet.	do.	71.94	899 25	12 50
3062	Miller's Falls and Brattleborough.	Central Vermont R. R.	21.39		
Part.	South Vernon Junction (n. o.) and Brattleborough.	do.	10.28	128 50	12 50
3067	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.	52.94	661 75	12 50
	RHODE ISLAND.				
4002	Providence and Groton.	New York, Providence and Boston R. R.	62.10	3,105 00	50 00
	CONNECTICUT.				
5004	New Haven and New London.	New York, New Haven and Hartford R. R.	51.71	3,878 25	75 00
5005	New York and Springfield.	do.	135.59		
Part.	New York and New Haven.	do.	73.23	23,028 28	199 08
Part.	New Haven and Springfield.	do.	62.36		135 45
5015	Hartford and Saybrook Point.	Hartford and Connecticut Valley R. R.	46.08	288 00	6 25
	NEW YORK.				
6001	New York and Dunkirk.	New York, Lake Erie and Western R. R.	459.55		
Part.	New York and Hornellsville.	do.	332.00	31,662 00	80 00
Part.	Hornellsville and Dunkirk.	do.	127.55		40 00
6011	New York and Buffalo.	New York Central and Hudson River R. R.	442.00		
Part.	New York and Syracuse.	do.	289.50	157,440 00	370 00
Part.	Syracuse and Buffalo.	do.	152.50		330 00
6013	Syracuse and Rochester.	do.	104.00	4,160 00	40 00
6052	Covered by route No. 21095 from July 1, 1885.				
6067	Troy and North Adams.	Troy and Boston R. R.	48.07	901 31	18 75
6116	North Hoosac Junction (n. o.) and State Line.	do.	5.50	58 41	10 62
	NEW JERSEY.				
7004	New York and Philadelphia.	Pennsylvania R. R.	89.54	38,054 50	425 00
	PENNSYLVANIA.				
8001	Philadelphia and Pittsburgh.	Pennsylvania R. R.	353.00	97,075 00	275 00
8006	Sunbury and Williamsport.	do.			
8013	Pottsville and Herndon.	Philadelphia and Reading R. R.	81.03		
Part.	Pottsville and Shamokin.	do.	60.00	600 00	10 00
8022	Sunbury and Erie.	Pennsylvania R. R.	288.49		
Part.	Sunbury and Williamsport.	do.	39.81	995 25	25 00
	MARYLAND.				
10001	Baltimore and Philadelphia.	Philadelphia, Wilmington and Baltimore R. R.	96.00	9,600 00	100 00
10001	Bay View (n. o.) and Philadelphia.	do.			
10002	Baltimore and Sunbury.	Northern Central Rwy.	137.80	3,445 00	25 00

for the fiscal years ending June 30, 1885, and June 30, 1886, &c.—Continued.

June 30, 1886.			Increase per annum of 1886.	Decrease per annum of 1886.	Number of lines and authorized length of cars, June 30, 1886.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
Miles.	Dollars.	Dollars.	Dollars.	Dollars.		
				899 25		Pay for space less than 40 feet in length discontinued from July 1, 1885.
				128 50		Do.
				661 75		Do.
61.80	3,090 00	50 00		15 00	1 line 55 feet	Decrease in distance.
51.78	2,589 00	50 00		1,289 25	1 line 55 feet	Pay for space less than 40 feet in length discontinued from July 1, 1885.
138.00						
73.37	22,708 50	190 00	}	816 78	3 lines 55 feet, and 1 line 50 feet.	Pay for space less than 40 feet in length discontinued from July 1, 1885. One-half line 45 feet cars superseded by 1 line 50 feet (55 feet re- ported), Nov. 21, 1885.
62.63		140 00			2 lines 55 feet, and 2 lines 50 feet.	
				288 00		Pay for space less than 40 feet in length discontinued from July 1, 1885.
439.55						
331.16	31,628 40	80 00	}	23 60	2 lines 50 feet	} Change in distances.
128.29		40 00			1 line 50 feet	
442.00						
291.50	157,520 00	370 00	}	80 00	5 lines 60 feet, and 3 lines 50 feet.	} Do.
150.50		330 00			5 lines 60 feet, and 2 lines 50 feet.	
104.00		40 00			1 line 50 feet	
				901 31		Pay for space less than 40 feet in length discontinued from July 1, 1885.
				58 41		Do.
90.89	88,625 25	425 00	570 75		8 lines 60 feet, and 1 line 40 feet.	Increase in distance.
352.90	97,047 50	275 00		27 50	5 lines 60 feet, and 1 line 40 feet.	Decrease in distance.
40.96	1,024 00	25 00	1,024 00		1 line 40 feet	Formerly part of route No. 8022.
				600 00		Pay for space less than 40 feet in length discontinued from July 1, 1885.
				995 25		Covered by route No. 8006.
91.80	9,180 00	100 00		420 00	2 lines 60 feet	Decrease in distance. 3 lines reported.
188.01	3,460 25	25 00	8 25		1 line 40 feet	Increase in distance.

I.—Table showing the rate of pay per annum for the use of railway post-office cars

No. of route.	State and terminl.	Corporate title of company.	June 30, 1885.		
			Length of route.	Pay per annum.	Pay per mile.
MARYLAND—Continued.					
10003	Baltimore and Wheeling .....	Baltimore and Ohio R. R. ....	Miles. 394.11	Dollars.	Dollars.
Part.	Baltimore and Grafton .....	do .....	293.75	} 89,104 40	{ 120 00
Part.	Grafton and Bellaire .....	do .....	96.36		
10006	Baltimore and Williamsport ..	Western Maryland R. R. ....	93.20	} 2,165 00	{ 25 00
Part.	Baltimore and Hagerstown ..	do .....	86.60		
10018	Bay View (n. o.) and Washing- ton.	Baltimore and Potomac R. R. ..	45.20	4,520 00	100 00
VIRGINIA.					
11001	Washington and Richmond...	Richmond, Fredericksburgh and Potomac R. R.	116.00	13,920 00	120 00
11002	Alexandria and Lynchburgh..	Virginia Midland Rwy .....	167.71	13,416 80	80 00
11006	Richmond and North Danville.	{ Richmond and Danville R. R.	{ 140.60	{ 14,654 20	{ 25 00
	{ North Danville and Charlotte. }		{ 141.74 }		
11008	Richmond and Petersburg...	Richmond and Petersburg R. R.	23.39	1,871 20	80 00
11009	Petersburgh and Weldon .....	Petersburgh R. R. ....	65.31	5,224 80	80 00
11013	Lynchburgh and Roanoke .....	{ Norfolk and Western R. R. ....	{ 53.36	{ 8,942 00	{ 25 00
11016	Roanoke and Bristol .....		{ 152.16 }		
11016	Lynchburgh and Danville Junction (n. o.)	Virginia Midland Rwy .....	66.34	5,307 20	80 00
11018	Washington and Alexandria ..	Alexandria and Washington R. R.	7.00	560 00	80 00
11021	Hagerstown and Roanoke .....	Shenandoah Valley R. R. ....	239.89	5,997 25	25 00
11038	North Danville and Charlotte ..	Richmond and Danville R. R. ..			
WEST VIRGINIA.					
12002	Grafton and Parkersburgh...	Baltimore and Ohio R. R. ....	104.50	8,860 00	80 00
NORTH CAROLINA.					
13002	Weldon and Wilmington .....	Wilmington and Weldon R. R.	162.07	12,965 60	80 00
SOUTH CAROLINA.					
14002?	Florence and Wilmington .....	{ Wilmington, Columbia and Augusta R. R.	110.00	8,800 00	80 00
Part.)	Charleston and Savannah .....		115.00	7,475 00	65 00
14004	Charleston and Savannah .....	Charleston and Savannah Rwy			
14005	Charleston and Florence .....	Northeastern R. R. ....	102.00	6,630 00	65 00
GEORGIA.					
15001	Atlanta and Air Line Junction (n. o.)	Richmond and Danville R. R. ..	268.03	21,442 40	80 00
15002	Atlanta and Chattanooga .....	Western and Atlantic R. R. ....	138.47	12,462 30	90 00
15003	Atlanta and West Point .....	Atlanta and West Point R. R.	87.36	4,368 00	50 00
15004	Augusta and Atlanta .....	Georgia R. R. ....	171.59	4,289 75	25 00
15009	Savannah and Jacksonville ...	Savannah, Florida and West- ern Rwy.	171.50	11,147 50	65 00
ALABAMA.					
17001	Montgomery and West Point.	Western R. R. Co. of Alabama.	86.21	4,310 50	50 00
17012	Mobile and Montgomery .....	Louisville and Nashville R. R.	180.57	9,028 50	50 00
17013	Mobile and New Orleans .....	do .....	141.43	7,071 50	50 00
MISSISSIPPI.					
18001	New Orleans and Cairo .....	Illinois Central R. R. ....	550.80	16,524 00	30 00
TENNESSEE.					
19002	Bristol and Chattanooga .....	East Tennessee, Virginia and Georgia R. R.	242.17	12,108 50	50 00

for the fiscal years ending June 30, 1885, and June 30, 1886, &amp;c.—Continued.

June 30, 1886.			Increase per annum of 1886.	Decrease per annum of 1886.	Number of lines and authorized length of cars, June 30, 1886.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
290.39					3 lines 50 feet	Increase in distance.
293.75	89,115 60	120 00			1 line 50 feet	
98.64		40 00	11 20			
93.14					1 line 40 feet	Increase in distance; 3 lines reported.
84.60	2,185 00	25 00			2 lines 60 feet	
45.40	4,640 00	100 00	20 00			
115.90	13,908 00	120 00		12 00	3 lines 50 feet	Decrease in distance.
166.40	17,472 00	105 00	4,055 20		2 lines 50 ft.; 1 line 40 feet.	Decrease in distance; one ad- ditional line of 40-feet cars es- tablished from July 6, 1885.
				2,517 75		1 line 40 feet discontinued from June 1, 1886. Part North Danville to Charlotte, made separate route from July 1, 1885, under No. 11038.
23.39	1,871 20	80 00			2 lines 50 feet	Decrease in distance. Do. Do.
64.00	5,120 00	80 00		104 80	2 lines 50 feet.	
54.24	8,984 00	25 00		78 00	1 line 40 feet.	
150.16		50 00			2 lines 40 feet.	
65.72	5,267 80	80 00		49 60	2 lines 50 feet	
7.42	779 10	105 00	219 10		2 lines 50 ft.; 1 line 40 feet.	Increase in distance; one ad- ditional line 40 feet estab- lished from July 6, 1885.
229.80	5,995 00	25 00		2 25	1 line 40 feet.	Decrease in distance.
143.21	11,456 80	80 00	120 35		2 lines 50 feet	Formerly part of route 11006.
104.50	8,860 00	80 00			2 lines 50 feet	
162.07	12,965 60	80 00			2 lines 50 feet	
110.00	7,150 00	65 00		1,650 00	1 line 50 ft.; 1 line 40 feet.	1 line 50 feet superseded by one line 40 feet.
115.00	7,475 00	65 00			1 line 50 ft.; 1 line 40 feet.	
102.00	6,630 00	65 00			1 line 50 ft.; 1 line 40 feet.	
268.08	21,442 40	80 00			2 lines 50 feet	
138.47	12,462 80	90 00			1 line 50 ft.; 2 lines 40 feet.	
87.88	4,968 00	60 00			2 lines 40 feet	
				4,289 75		Pay for space less than 40 feet discontinued from Decem- ber 15, 1885.
171.50	11,147 50	65 00			1 line 50 ft.; 1 line 40 feet.	
86.21	4,810 50	50 00			2 lines 40 feet	
180.57	9,028 50	50 00			2 lines 40 feet	
141.43	7,071 50	50 00			2 lines 40 feet	
550.80	16,824 80	80 00			1 line 45 feet	
242.17	12,106 50	60 00			2 lines 40 feet	

I.—Table showing the rate of pay per annum for the use of railway post-office cars

No. of route.	State and termini.	Corporate title of company.	June 30, 1895.		
			Length of route.	Pay per annum.	Pay per mile.
TENNESSEE—Continued.					
19004	Nashville and Chattanooga...	Nashville, Chattanooga and Saint Louis Rwy.	Miles. 151.60	Dollars. 1,387 50	Dollars. 12 50
KENTUCKY.					
20004	Cincinnati and Louisville.....	Louisville and Nashville R. R.	109.00	6,540 00	60 00
20005	Louisville and Nashville.....	do	185.00	11,100 00	60 00
20008	Bowling Green and Memphis.....	do	263.15	7,894 50	30 00
20017	Cincinnati Junction (n. o.) and Sax.	do	4.50	270 00	60 00
OHIO.					
210012 Part.	Bellaire and Newark.....	Central Ohio R. R.	105.47	4,218 80	40 00
21002	{ Pittsburgh and Crestline .. } { Crestline and Chicago .. }	Pennsylvania Co.	{ 188.70 279.50 }	{ 25,297 00 }	{ 60 00 50 00 }
210032 Part.	Pittsburgh and Wellsville.....	do	48.20	1,205 00	25 00
21006	Cleveland and Wellsville.....	do	101.29	2,532 24	25 00
21007	Elyria and Millbury.....	Lake Shore and Michigan Southern Rwy.	74.90	10,883 71	145 31
210102 Part.	Chicago and Newark.....	Baltimore and Ohio R. R.	83.79	3,551 00	40 00
21014	Columbus and Cincinnati.....	Pittsburgh, Cincinnati and Saint Louis Rwy.	120.05	12,005 00	100 00
21045	Columbus and Indianapolis.....	Chicago, Saint Louis and Pittsburgh R. R.	183.55	32,996 25	175 00
21016	Gallion and Indianapolis.....	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	204.07	5,101 75	25 00
21019	{ Toledo and La Fayette .. } { La Fayette to Decatur .. } { Decatur to Quincy .. }	Wabash, Saint Louis and Pacific Rwy.	{ 205.32 122.40 145.27 }	{ 23,855 00 }	{ 40 00 80 00 40 00 }
21028	Dayton and Toledo.....	Dayton and Michigan R. R.	142.60	1,782 62	12 50
21026	Cincinnati and Dayton.....	Cincinnati, Hamilton and Dayton R. R.	59.38	742 25	12 50
21026	Cincinnati and Parkersburgh.....	Cincinnati, Washington and Baltimore R. R.	195.15	15,613 00	80 00
21032	Columbus and Pittsburgh.....	Pittsburgh, Cincinnati and Saint Louis Rwy.	193.75	53,281 25	275 00
21042	{ Cleveland and Gallion .. } { Gallion and Indianapolis .. }	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	{ 80.00 164.60 }	{ 14,230 00 }	{ 75 00 50 00 }
21045	Toledo and Elkhart.....	Lake Shore and Michigan Southern Rwy.	134.48	25,551 20	190 00
21047	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R.	271.00	10,840 00	40 00
	{ Buffalo and Cleveland .. }		{ 183.20 25.50 }	{ 149,071 85 }	{ 330 00 365 62 }
	Cleveland and Elyria.....				
	Elyria and Millbury.....		79.30		220 81
21095	{ Millbury and Toledo..... }	Lake Shore and Michigan Southern Rwy.	{ 8.00 142.70 101.30 }	{ 149,071 85 }	{ 365 62 162 50 352 50 }
	Toledo and Elkhart.....				
	Elkhart and Chicago.....				
INDIANA.					
22002	Indianapolis and Terre Haute.	Terre Haute and Indianapolis R. R.	74.39	12,018 25	175 00
22003	Indianapolis and Cincinnati ..	Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	111.40	10,026 00	90 00
22005	Indianapolis and La Fayette..	do	64.79	4,211 35	65 00
22010	Cincinnati and East Saint Louis.	Ohio and Mississippi Rwy....	332.20	23,074 00	70 00

for the fiscal years ending June 30, 1885, and June 30, 1886, &amp;c.—Continued.

June 30, 1886.			Increase per annum of 1886.	Decrease per annum of 1886.	Number of lines and authorized length of cars, June 30, 1886.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
Miles.	Dollars.	Dollars.	Dollars.	Dollars.		
				1,887 50		Pay for space less than 40 feet discontinued from Decem- ber 15, 1885.
109.00	6,540 00	60 00			2 lines 45 feet...	
183.00	11,100 00	60 00			2 lines 45 feet...	
263.15	7,894 50	30 00			1 line 45 feet...	
4.50	270 00	60 00			2 lines 45 feet...	
105.47	1,218 80	40 00			1 line 50 feet...	
468.20	23,410 00	50 00		1,887 00	1 line 60 feet...	Pay for space less than 40 feet discontinued from July 1, 1885.
				1,205 00		Pay for space less than 40 feet discontinued from Decem- ber 15, 1885.
74.90	10,486 00	140 00		2,532 24 397 71	1 line 50 ft.; 2 lines 60 feet.	Do. Pay for space less than 40 feet discontinued from July 1, 1885.
88.79	3,551 60	40 00			1 line 50 feet...	
120.05	12,005 00	100 00			2 lines 60 feet...	
188.55	32,996 25	175 00			3 lines 60 ft.; 1 line 40 feet.	
204.07	5,101 75	25 00			1 line 40 feet...	
205.32	23,855 60	40 00			1 line 50 feet...	
122.40		80 00			2 lines 50 feet...	
146.27		40 00			1 line 50 feet...	
				1,782 62		Pay for space less than 40 feet discontinued from Decem- ber 15, 1885.
				742 25		Do.
195.15	15,612 00	80 00			2 lines 50 feet...	
193.75	53,281 25	275 00			5 lines 60 ft.; 1 line 40 feet.	
80.60	14,230 00	75 00			3 lines 40 feet...	
164.60		50 00			2 lines 40 feet...	
134.26		190 00		41 80	3 lines 60 ft.; 1 line 50 feet.	Decrease in distance.
271.00	10,840 00	40 00			1 line 50 feet...	
183.20	142,805 00	330 00	6,266 85		2 lines 50 ft.; 5 lines 60 feet.	Pay for space less than 40 feet discontinued from July 1, 1885.
25.50		355 00			1 line 40 ft.; 2 lines 50 feet; 5 lines 60 feet.	
79.30		215 00			1 line 40 ft.; 1 line 50 ft.; 3 lines 60 feet.	
8.00		355 00			1 line 40 ft.; 2 lines 50 feet; 5 lines 60 feet.	
142.70		140 00			1 line 50 ft.; 2 lines 60 feet.	
101.30		330 00			2 lines 50 ft.; 5 lines 60 feet.	
74.39	13,018 25	175 00			3 lines 60 ft.; 1 line 40 feet.	
111.40	10,026 00	90 00			1 line 50 ft.; 2 lines 40 feet.	
64.79	4,211 35	65 00			1 line 50 ft.; 1 line 40 feet.	
338.20	23,674 00	70 00			1 line 50 feet; 1 line 45 feet.	2 lines 50 feet reported.



I.—Table showing the rate of pay per annum for the use of railway post-office cars

No. of route.	State and termini.	Corporate title of company.	June 30, 1885.		
			Length of route.	Pay per an- num.	Pay per mile.
INDIANA—Continued.					
22025	Indianapolis and Terre Haute.	Indianapolis and Saint Louis Rwy.	Miles. 73.29	Dollars. 1,833 25	Dollars. 25 00
22029	La Fayette and Kankakee .....	Cincinnati, La Fayette and Chicago R. R.	72.75	4,728 75	65 00
22043	Terre Haute and East Saint Louis.	Indianapolis and Saint Louis Rwy.	190.18	4,753 25	25 00
22044	Terre Haute and East Saint Louis.	Terre Haute and Indianapolis R. R.	166.60	29,170 75	175 00
ILLINOIS.					
23001	Chicago, Ill., and Milwaukee, Wis.	Chicago and Northwestern Rwy.	85.37	3,756 28	44 00
23002	Chicago and Freeport .....	Chicago and Northwestern Rwy.	121.39	2,670 58	22 00
23003	Chicago, Ill., and Union Pacific Transfer (n. o.), Iowa.	.....do .....	490.14	27,751 80	.....
Part.	Chicago and Cedar Rapids .....	.....do .....	216.32	.....	65 00
Part.	Cedar Rapids and Missouri Valley .....	.....do .....	251.02	.....	50 00
Part.	Missouri Valley and Council Bluffs .....	.....do .....	21.40	.....	50 00
Part.	Council Bluffs and Union Pacific Transfer (n. o.).	.....do .....	1.40	.....	50 00
23007	Chicago, Ill., and Burlington, Iowa.	Chicago, Burlington and Quincy R. R.	306.00	43,645 00	.....
Part.	Chicago and Aurora .....	.....do .....	37.00	.....	265 00
Part.	Aurora and Galesburgh .....	.....do .....	123.00	.....	240 00
Part.	Galesburgh and Burlington .....	.....do .....	43.00	.....	200 00
23010	Galesburgh and Quincy .....	.....do .....	101.09	6,570 65	65 00
23015	Chicago, Ill., and Davenport, Iowa.	Chicago, Rock Island and Pacific Rwy.	182.92	11,889 80	65 00
23017	Chicago and East Saint Louis ..	Chicago and Alton R. R. ....	281.17	15,464 35	55 00
23020	Chicago and Cairo .....	Illinois Central R. R. ....	365.58	19,073 30	.....
Part.	Chicago and Kankakee .....	.....do .....	55.37	.....	115 00
Part.	Kankakee and Centralia .....	.....do .....	196.23	.....	50 00
Part.	Centralia and Cairo .....	.....do .....	113.43	.....	25 00
23021	Dubuque, Iowa, and Centralia, Ill.	.....do .....	345.14	3,582 07	.....
Part.	Dubuque and Freeport .....	.....do .....	69.56	.....	47 00
Part.	Freeport and Foreston .....	.....do .....	12.51	.....	25 00
23023	Decatur and East Saint Louis.	Wabash, Saint Louis and Pacific Rwy.	113.44	4,537 60	40 00
23035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and Saint Paul Rwy.	83.18	15,081 50	175 00
23036	Aurora and Foreston .....	Chicago and Iowa R. R. ....	81.57	2,039 25	25 00
23054	Chicago and Lanark Junction (n. o.).	Chicago, Milwaukee and Saint Paul Rwy.	.....	.....	.....
MICHIGAN.					
24001	Toledo, Ohio, and Detroit, Mich.	Lake Shore and Michigan Southern Rwy.	64.90	1,460 25	22 50
24006	Detroit, Mich., and Chicago, Ill.	Michigan Central R. R. ....	255.10	18,531 50	65 00
24018	Fort Wayne, Ind., and Mackinaw City, Mich.	Grand Rapids and Indiana R. R.	368.90	.....	.....
Part.	Fort Wayne and Cadillac .....	.....do .....	240.78	3,810 72	18 75
WISCONSIN.					
25002	Milwaukee and La Crosse .....	Chicago, Milwaukee and Saint Paul Rwy.	197.95	32,019 50	.....
Part.	Milwaukee and Portage .....	.....do .....	93.08	.....	175 00

for the fiscal years ending June 30, 1885, and June 30, 1886, &amp;c.—Continued.

June 30, 1886.			Increase per annum of 1886.	Decrease per annum of 1886.	Number of lines and authorized length of cars, June 30, 1886.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
Miles.	Dollars.	Dollars.	Dollars.	Dollars.		
73.29	1,632 25	25 00	.....	.....	1 line 40 feet	
72.75	4,728 75	65 00	.....	.....	1 line 50 ft.; 1 line 40 feet	
190.13	4,753 25	25 00	.....	.....	1 line 40 feet	
166.69	29,170 75	175 00	.....	.....	3 lines 60 ft.; 1 line 40 feet	
85.87	2,134 25	25 00	.....	1,622 03	1 line 40 feet	Discontinuance of 2 lines of apartment cars and estab- lishment of 1 line of 40 feet R. P. O. cars.
121.39	4,855 00	40 00	2,185 02	.....	1 line 50 feet	Establishment of 1 line of 50- feet R. P. O. cars in lieu of 1 line of apartment cars.
490.14	28,286 80	.....	535 00	.....		
216.32	.....	65 00	.....	.....	1 line 50 ft.; 1 line 40 feet	Establishment of an addi- tional daily line of 40-feet cars between Missouri Val- ley and Council Bluffs from February 4, 1886
251.02	.....	50 00	.....	.....	2 lines 40 feet	
21.40	.....	75 00	.....	.....	3 lines 40 feet	
1.40	.....	50 00	.....	.....	2 lines 40 feet	
206.00	48,645 00	.....	.....	.....		
37.60	.....	265 00	.....	.....	4 lines 60 ft.; 1 line 50 ft.; 1 line 40 feet	
126.00	.....	240 00	.....	.....	4 lines 60 ft.; 1 line 50 feet	
43.00	.....	200 00	.....	.....	4 lines 60 feet	
101.09	6,570 85	65 00	.....	.....	1 line 50 ft.; 1 line 40 feet	
182.92	11,889 80	65 00	.....	.....	1 line 50 ft.; 1 line 40 feet	
281.17	15,464 35	55 00	.....	.....	1 line 45 ft.; 1 line 40 feet	
365.53	19,072 30	.....	.....	.....	3 lines 40 ft.; 1 line 50 feet	
55.87	.....	115 00	.....	.....	2 lines 40 feet	
196.23	.....	50 00	.....	.....	1 line 40 feet	
118.43	.....	25 00	.....	.....		
845.14	4,834 15	.....	.....	.....		Discontinuance of apart- ments and establishment of 1 line of 50-feet cars be- tween Dubuque and Free- port from February 4, 1886.
69.56	.....	65 00	1,252 08	.....	1 line 40 ft.; 1 line 50 feet	
12.51	.....	25 00	.....	.....	1 line 40 feet	
113.44	4,587 60	40 00	.....	.....	1 line 50 feet	
84.18	15,081 50	175 00	.....	.....	3 lines 60 ft.; 1 line 40 feet	
81.57	2,039 25	25 00	.....	.....	1 line 40 feet	
116.50	2,912 50	25 00	2,912 50	.....	1 line 40 feet	Establishment of 1 line 40-feet cars from November 1, 1885.
.....	.....	.....	.....	1,460 25		Discontinuance of pay for apartments.
285.10	18,531 50	65 00	.....	.....	1 line 50 ft.; 1 line 40 feet	
.....	.....	.....	.....	3,310 72		Do.
197.95	32,019 50	.....	.....	.....		
95.08	.....	175 00	.....	.....	3 lines 60 ft.; 1 line 40 feet	

I.—Table showing the rate of pay per annum for the use of railway post-office cars

			June 30, 1885.		
No. of route.	State and termini.	Corporate title of company.	Length of route.	Pay per annum.	Pay per mile.
WISCONSIN—Continued.			Miles.	Dollars.	Dollars.
Part. 25009	Portage and La Crosse	do	104.87		150 00
	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy.	242.70	12,216 00	
Part. 25010	Chicago and Harvard	do	62.70		80 00
	Harvard and Fort Howard	do	180.00		40 00
	Caledonia, Ill., and Winona Junction (n. o.), Wis.	do	189.52	7,580 50	40 00
25011	Kenosha, Wis., and Rockford, Ill.	do	72.40	592 00	
Part. 25014	Harvard and Caledonia	do	14.80		40 00
	Winona, Minn., and Winona Junction (n. o.), Wis.	do	29.82	1,192 80	40 00
25024	Racine, Wis., and Rock Island, Ill.	Chicago, Milwaukee and Saint Paul Rwy.	197.91		
Part. 25025	Lanark Junction (n. o.) and Savanna, Ill.	do			
IOWA.					
27005	Burlington and Union Pacific Transfer (n. o.).	Chicago, Burlington and Quincy R. R.	291.00	58,200 00	200 00
27012	Clinton, Iowa, and La Crosse, Wis.	Chicago, Milwaukee and Saint Paul Rwy.			
Part. 27014	Sabula and McGregor	do			
	Davenport and Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	317.95		
Part. 27015	Davenport and Iowa City	do	58.95	16,706 75	65 00
Part. 27016	Iowa City and Union Pacific Transfer (n. o.).	do	284.00		50 00
27028	Savanna, Ill., and Union Pacific Transfer (n. o.).	Chicago, Milwaukee and Saint Paul Rwy.			
Part. 27029	Savanna, Ill., and Sabula, Iowa.	do			
27029	Missouri Valley and Sioux City.	Sioux City and Pacific R. R.			
27073	Pacific Junction, Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R.	6.89	172 25	25 00
MISSOURI.					
28001	Saint Louis, Mo., and Atchison, Kans.	Missouri Pacific Rwy	331.20		
Part. 28002	Saint Louis and Kansas City	do	283.45	30,732 50	100 00
Part. 28003	Kansas City, Mo., and Atchison, Kans.	do	47.75		50 00
28002	Saint Louis and Bismarck	Saint Louis, Iron Mountain and Southern Rwy.	75.28	4,893 20	65 00
28003	Saint Louis, Mo., and Vinita, Ind. Ter.	Saint Louis and San Francisco Rwy.	380.81		
Part. 28004	Saint Louis and Pierce City	do	287.20	7,180 00	25 00
	Saint Louis and Kansas City	Wabash, Saint Louis and Pacific Rwy.	277.20	13,860 00	50 00
28005	Quincy, Ill., and Saint Joseph, Mo.	Hannibal and Saint Joseph R. R.	207.79		
Part. 28006	Quincy, Ill., and Cameron, Mo.	do	171.51	11,148 15	65 00
28010	Kansas City and Cameron	do	54.98	3,573 70	65 00
28011	Sedalia, Mo., and Denison City, Tex.	Missouri Pacific Rwy.	431.46	10,786 50	25 00
28014	Hannibal and Sedalia	do	142.63	3,565 75	25 00
28020	Pierce City, Mo., and Halstead, Kans.	Saint Louis and San Francisco Rwy.	243.67	6,091 75	25 00
28026	Bismarck, Mo., and Texarkana, Ark.	Saint Louis, Iron Mountain and Southern Rwy.	414.20	26,923 00	65 00
MINNESOTA.					
29005	Minneapolis and Breckenridge	{ Saint Paul, Minneapolis and			
Part. 29006	Minneapolis, Minn., and La Crosse, Wis.	Manitoba Rwy.			
		Chicago, Milwaukee and Saint Paul Rwy.	142.57	21,385 50	150 00
29025	Saint Paul, Minn., and Sioux City, Iowa.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.			

for the fiscal years ending June 30, 1885, and June 30, 1886, &c.—Continued.

June 30, 1886.			Increase per annum of 1886.	Decrease per annum of 1886.	Number of lines and authorized length of cars, June 30, 1886.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
194.87		150 00			3 lines 60 feet...	
242.70	12,216 00					
62.70		80 00			2 lines 50 feet...	
180.00		40 00			1 line 50 feet...	
189.53	7,580 50	40 00			1 line 50 feet...	
72.40	592 00					
14.80		40 00			1 line 50 feet...	
29.82	1,192 80	40 00			1 line 50 feet...	
197.91						} Establishment of a line of 40- feet cars from Nov. 1, 1885.
22.00	550 00	25 00	550 00		1 line 40 feet...	
291.00	58,200 00	200 00			4 lines 60 feet...	
181.24						} Establishment of a line of 40- feet cars from Nov. 1, 1885.
96.00	2,415 00	25 00	2,415 00		1 line 40 feet...	
317.95						
53.95	16,706 75	65 00			1 line 50 ft.; 1 line 40 feet.	
264.00		50 00			2 lines 40 feet...	
251.18						} Establishment of a line of 40- feet cars from Nov. 1, 1885.
2.74	68 50	25 00	68 50		1 line 40 feet...	
76.18	1,904 50	25 00	1,904 50		1 line 40 feet...	} Establishment of a line of 40- feet cars from Mar. 7, 1886.
6.89	172 25	25 00			1 line 40 feet...	
331.30						
283.45	30,782 50	100 00			2 lines 60 feet...	
47.75		50 00			1 line 60 feet...	
75.28	4,893 20	65 00			1 line 50 ft.; 1 line 40 feet.	
300.81						
287.20	7,180 00	25 00			1 line 40 feet...	
277.20	13,890 00	50 00			2 lines 40 feet...	
207.79						
171.51	11,148 15	65 00			1 line 50 ft.; 1 line 40 feet.	
54.98	3,573 70	65 00			1 line 50 ft.; 1 line 40 feet.	
431.46	10,786 50	25 00			1 line 40 feet...	
142.63	3,565 75	25 00			1 line 40 feet...	
243.67	6,091 75	25 00			1 line 40 feet...	
414.30	26,923 00	65 00			1 line 50 ft.; 1 line 40 feet.	
204.82	5,120 50	25 00	5,120 50		1 line 40 feet...	} Established September 22, 1885.
142.67	21,385 50	150 00			3 lines 60 feet...	
276.11	6,752 75	25 00	6,752 75		1 line 40 feet...	Established March 7, 1886.

## REPORT OF THE POSTMASTER-GENERAL.

I.—Table showing the rate of pay per annum for the use of railway post-office cars

No. of route.	State and termini.	Corporate title of company.	June 30, 1885.		
			Length of route.	Pay per annum.	Pay per mile.
KANSAS.					
33001	Kansas City, Mo., and Denver, Colo.	} Union Pacific Rwy. .... Atchison, Topeka and Santa Fe R. R. do .....	Miles. 200.70	Dollars. 10,506 50	Dollars. 25 00
33010	Topeka, Kans., and South Pueblo, Colo.		439.12		13 50
33016	Topeka, Kans., and Kansas City, Mo.		568.19	28,409 50	50 00
			67.58	3,379 00	50 00
NEBRASKA.					
34001	Union Pacific Transfer (n. o.), Iowa, and North Platte, Nebr.	Union Pacific Rwy. ....	374.42	} 61,064 50	{ 75 00
		North Platte, Nebr., and Ogden City, Utah.	do .....		
34002	Plattsmouth and Hastings ..	Burlington and Missouri River R. R. (in Nebr.).	147.50	} 7,489 75	{ 50 00
		do .....	4.59		
34004	Omaha and Oreoopolis Junction	do .....	18.60	415 00	25 00
34009	Hastings and Oxford	} Republican Valley R. R. ....	78.01	} 4,656 25	{ 25 00
Part.	Oxford and McCook .....		54.12		
34029	Hastings and Oxford	do .....	106.11	2,652 75	25 00
COLORADO.					
38007	Denver and La Salle .....	{ Denver Pacific Rwy. and Telegraph Co. Colorado Central R. R. ....	} 46.20	1,155 00	25 00
38017	Julesburgh and La Salle .....				
CALIFORNIA.					
46001	San Francisco, Cal., and Ogden City, Utah.	} Central Pacific R. R. ....	{ 50.41	42,961 75	{ 75 00
46003	Roseville and Redding .....	do .....	151.74	3,798 50	25 00
46010	Lathrop and Gothen .....	do .....	146.35	3,658 75	25 00
46014	Gothen and Los Angeles .....	Southern Pacific R. R. ....	241.62	6,040 50	25 00
46032	Port Costa and Lathrop .....	Central Pacific R. R. Co. (see San Pablo R. R.).	62.23	1,555 75	25 00
	Total .....			1,869,485 58	
	Net decrease .....				

## RECAPITULATION.

Number of lines of 40 feet cars .....	39
Number of lines of 45 feet cars .....	10
Number of lines of 50 feet cars .....	70
Number of lines of 55 feet cars .....	11
Number of lines of 60 feet cars .....	73
Total number of lines authorised .....	203

for the fiscal years ending June 30, 1885, and June 30, 1886, &amp;c.—Continued.

June 30, 1886.			Increase per annum of 1886.	Decrease per annum of 1886.	Number of lines and authorized length of cars, June 30, 1886.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
Miles.	Dollars.	Dollars.	Dollars.	Dollars.		
{				10,506 50		{ R. P. O cars discontinued De- cember 15, 1885.
568.19	28,409 50	50 00			2 lines 40 feet...	
67.58	3,379 00	50 00			2 lines 40 feet...	
293.27	50,035 75	{ 75 00	{	2,028 75	{ 1 line 60 feet ...	{ One line of 40-foot cars be- tween North Platte and Julesburgh discontinued September 15, 1885.
740.81		{ 50 00			{ 1 line 40 feet (50 ft. reported). 1 line 60 feet...	
147.50	7,489 75	{ 50 00	{		{ 2 lines 40 feet	{ 1 line 40 feet to Oreopolis (u. o.); 2 lines residue.
4.59		{ 25 00			{ 147.50 miles; 1 line 40 feet 4.59 miles.	
16.60	415 00	25 00			1 line 40 feet...	
78.01	4,656 25	{ 25 00	{		{ 1 line 40 feet...	
54.12		{ 50 00			{ 2 lines 40 feet...	
106.11	2,652 75	25 00			1 line 40 feet...	
				1,155 00		{ R. P. O. service discontinued September 15, 1885.
				3,779 00		{ Do.
50.41	42,061 75	{ 75 00	{		{ 1 line 55 feet ...	{ One line 55 feet, and 1 line 40 feet, between San Francisco and Port Costa, and be- tween Sacramento and Da- visville; 1 line 55 feet resi- due.
783.62		{ 50 00			{ 1 line 40 feet (55 feet reported). 1 line 55 feet...	
151.74	3,793 50	25 00			{ 1 line 40 feet (55 feet reported).	
146.35	3,658 75	25 00			{ 1 line 40 feet (55 feet reported).	
241.62	6,040 50	25 00			{ 1 line 40 feet (55 feet reported).	
62.23	1,555 75	25 00			{ 1 line 40 feet (55 feet reported).	
	1,814,061 30		29,856 70	84,681 25		
				29,856 70		
				54,824 55		

K.—Statement of expenditures on account of special facilities for the fiscal year ended June 30, 1886, out of \$266,764, appropriated by act approved March 3, 1885.

Number of route.	Termini.	Title of company.	Distance.	Amounts paid.
			<i>Miles.</i>	
5005	New York, Springfield .....	New York, New Haven and Hartford.	136.00	\$17,647 06
Pt. 6011	The 4.35 a. m. train between New York and Albany.	New York Central and Hudson River.	144.00	25,000 00
10001	Philadelphia, Bay View .....	Philadelphia, Wilmington and Baltimore.	91.80	20,000 00
10018?	Bay View, Quantico .....	Baltimore and Potomac .....	80.00	21,900 00
Pt. 11001?	Quantico, Richmond .....	Richmond, Fredericksburgh and Potomac.	81.50	17,419 26
11008	Richmond, Petersburg .....	Richmond and Petersburg .....	23.39	4,197 50
11009	Petersburgh, Weldon .....	Petersburgh .....	64.00	11,680 00
13002	Weldon, Wilmington .....	Wilmington and Weldon .....	162.07	29,565 00
Pt. 14002	Wilmington, Florence .....	Wilmington, Columbia and Augusta.	110.00	20,075 00
14005	Florence, Charleston Junction.	Northeastern .....	95.00	17,337 50
14004	Charleston Junction, Savannah.	Charleston and Savannah .....	108.00	19,710 00
15009	Savannah, Jacksonville .....	Savannah, Florida and Western .....	171.50	31,390 00
10006	Baltimore, Hagerstown .....	Western Maryland .....	80.80	15,404 50
	Total expended .....			\$61,725 82

L.—Statements showing miles of railroad mail service ordered from July 1, 1885, to June 30, 1886.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
10	Maine	Portland and Fabian House	Ext.	Portland and Ogdensburg R. R.	1.19	July 1, 1885
1067	New Hampshire	Fabyan House and South Lunenburg	do	Boston and Lowell R. R. Corporation.	0.60	Mar. 1, 1886
2001	Vermont	Readsboro, Vt., and Hoosac Tunnel Station (n. o.), Mass.	New	Deerfield River Co.	11.30	Mar. 1, 1886
2011	do	South Lunenburg and Swanton	Ext.	Boston and Lowell R. R. Corporation.	0.60	Mar. 1, 1886
3000	Massachusetts	Spencer and South Spencer (n. o.)	New	Spencer R. R.	2.18	July 11, 1885
3034	do	North Grafton Station (n. o.) and Grafton	do	Grafton Center R. R.	3.00	Aug. 5, 1885
3019	do	Somerville Station (n. o.) and Bedford—North Billerica	Ext.	Boston and Lowell R. R. Corporation.	7.12	Jan. 1, 1886
3061	do	Attleborough and North Attleborough	New	Attleborough Branch R. R.	0.08	Oct. 15, 1885
3028	do	South Framingham and Milford	Ext.	Boston and Albany R. R.	4.04	July 1, 1885
3073	do	Readville and Dedham	New	Boston and Providence R. R.	2.22	Mar. 16, 1886
5002	Rhode Island	None.	do	New York, New Haven and Hartford R. R.	3.00	Aug. 1, 1885
5047	Connecticut	New Britain and Berlin Junction (n. o.)	New	Cornelius Lake R. R.	1.90	July 1, 1885
6047	New York	Conesus Lake Junction (n. o.) and Lakeville	do	Fall Brook Coal Co.	6.28	Aug. 26, 1885
6037	do	Driscoll and Penn Yan	do	Northern Adirondack R. R.	12.43	Mar. 15, 1886
6052	do	Moira and Saint Regis Falls	do	Tuckerton R. R. (by steamboat)	12.43	July 16 to Sept. 30, 1885
7032	New Jersey	Whiting and Tuckerton—Beach Haven.	Ext.	Philadelphia and Reading R. R.	3.10	Apr. 26, 1886
7016	do	Hopping (n. o.) and Atlantic Highlands.	New	Williamsport and North Branch R. R.	8.30	July 1, 1885
8110	Pennsylvania	Catawissa Junction (n. o.) and Manor Glen—Sonestown.	Ext.	Pennsylvania R. R.	0.68	Nov. 9, 1885
8067	do	Lewisburgh and Bodelsburgh—Belleville	do	Buffalo, New York and Philadelphia R. R.	42.19	Jan. 15, 1886
8104	do	Warren, Pa., and Salamanca, N. Y.	New	Stewartstown R. R.	7.65	Feb. 1, 1886
8029	do	Stewartstown and New Freedom	do	Pennsylvania R. R.	4.31	Apr. 12, 1886
8111	do	Manor Station and Claridge	do	Baltimore and Ohio R. R.	7.11	July 1, 1885
8040	do	Pittsburgh, Pa., and Wheeling, W. Va.	Ext.	Beach Creek, Clearfield and Southwestern R. R.	116.01	Apr. 26, 1886
8112	do	Jersey Shore and Tazewell	New	Bangor and Portland Rwy.	4.57	May 18, 1886
8115	do	Bangor Junction, Pa. (n. o.) and Brauhard's, N. J.	do	West Virginia Central and Pittsburgh Rwy.	6.50	Oct. 1, 1885
Do.	Delaware	None.	do	Ohio Central R. R.	2.00	Jan. 12, 1886
Do.	Maryland	Do.	do	Norfolk and Western R. R.	2.04	Feb. 23, 1886
12009	West Virginia	Shaw and Thomas—Davis and Toledo Junction (n. o.)	Ext.	Baltimore and Ohio R. R.	25.95	Mar. 15, 1886
12010	do	Blues Stone Junction (n. o.) and Bramwell	do	Raleigh and Gaston R. R.	10.40	Oct. 1, 1885
12016	do	Morgantown and Fairmont	New	Western North Carolina R. R.	31.87	Mar. 15, 1886
12017	North Carolina	Lonsborough and Franklinton	do	Charlotte, Columbia and Augusta R. R.	9.25	Aug. 5, 1885
13016	do	Asheville Junction (n. o.) and Charleston—Jarrett	Ext.	Greenwood, Laurens and Spartanburg R. R.	37.68	Nov. 1, 1885
14007	South Carolina	Chester Court-House and Newton—Hickory	do	Euclid Vista and Ellaville R. R.	29.63	June 1, 1886
14021	do	Greenwood and Laurens—Spartanburg.	do	Angusta, Gibson and Sandersville R. R.	51.36	Oct. 15, 1885
14022	do	Vance's Ferry and Rumpleson	New	Dublin and Wicksville R. R.	19.56	Mar. 15, 1886
15047	Georgia	Andersonville and Buena Vista	do	Americus, Preston and Lumpkin R. R.	38.78	Apr. 5, 1886
15048	do	Augusta and Gibson	do	Tavares, Orlando and Atlantic R. R.	32.95	Oct. 15, 1885
15049	do	Wrightsville and Dublin.	do	do	do	do
15050	do	Americus and Lumpkin	do	do	do	do
16022	Florida	Tavares and Orlando	do	do	do	do



L.—Statement showing miles of railroad mail service ordered from July 1, 1885, to June 30, 1886—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
16023	Florida	Leeburg and Brookville	New	Florida Southern Rwy	44.40	Oct. 21, 1885
16024	do	Pemberton and Lake Land	do	South Florida R. R.	43.86	Jan. 1, 1886
16019	do	Sanford and Fort Reed—Orlando	Ext.	Sanford and Indian River R. R.	14.25	Mar. 15, 1886
16025	do	Enterprise Junction (n. o.) and Titusville	New	Jacksonville, Tampa and Key West Rwy	40.42	Mar. 22, 1886
16018	do	Jacksonville and Palatka—Sanford	Ext.	do	69.97	Apr. 16, 1886
17018	Alabama	Indianapolis and Wheeling Station (n. o.)	New	Woodward Iron Co	4.70	June 1, 1886
18021	Mississippi	Memphis, Tenn., and Holly Springs, Miss.	do	Memphis, Birmingham and Atlantic R. R.	45.87	July 15, 1885
18011	Tennessee	Oakdale, Tenn., and Chattanooga, Ga.	do	East Tennessee, Virginia and Georgia R. R.	11.35	July 1, 1885
20025	Kentucky	Henderson and Nashville—Evansville, Ind.	Ext.	Louisville and Nashville R. R.	11.44	Jan. 1, 1886
20029	do	Midway and Versailles	New	Versailles and Midway Rwy	12.31	July 15, 1885
20033	do	Hodge and Clay City	do	Kentucky Union Rwy	7.58	Oct. 21, 1885
20034	do	Henderson and Morganfield	do	Ohio Valley Rwy	14.75	Mar. 15, 1886
20013	do	Grayson and Willard	do	do	25.00	May 3, 1886
21009	Ohio	Columbus and Haversville—Georgetown	Ext.	Eastern Kentucky R. R.	10.29	May 17, 1886
21075	do	Cecil and Tecumseh—West Manchester	do	Cincinnati, Georgetown and Portsmouth R. R.	7.17	Feb. 18, 1886
21080	do	Toledo and Zoar Station—Bowenston	do	Cincinnati, Van Wert and Michigan R. R.	7.13	Mar. 15, 1886
23087	Indiana	None.	do	Wheeling and Lake Erie R. R.	16.00	Mar. 15, 1886
23088	do	Caledonia and Spring Valley	New	Chicago and Northwestern Rwy	85.74	Mar. 15, 1886
23047	do	East Saint Louis and Belleville	do	Illinois and Saint Louis R. R. and Coal Co.	13.00	Mar. 15, 1886
24039	Michigan	Carlsdale and Marion—Harrison Station (n. o.)	Ext.	Saint Louis Coal R. R. Company	8.45	Mar. 25, 1886
24037	do	Milton Junction (n. o.) and Luther—Copley	do	Grand Rapids and Indiana R. R.	2.68	Oct. 15, 1886
24061	do	As Sable and Alger—Black River	do	Detroit, Bay City and Alpena R. R.	34.03	Feb. 15, 1886
24067	do	Cadillac and Lake City	New	Cadillac and Northwestern R. R.	13.65	Feb. 1, 1886
24037	do	Houghton and Calumet	do	Mineral Range R. R.	15.52	Apr. 15, 1886
24037	do	Alger and Black River—Alpena	Ext.	Detroit, Bay City and Alpena R. R.	22.22	May 1, 1886
25003	Wisconsin	Waterman, Mich., and Ashland, Wis.	New	Milwaukee, Lake Shore and Western Rwy	98.74	Oct. 15, 1885
25033	do	North Hudson and River Falls—Elkworth	Ext.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	13.89	Jan. 11, 1886
26055	Minnesota	Saint Paul, Minn., and Moun, Iowa	New	Minnesota and Northwestern Rwy	111.11	Oct. 20, 1885
27008	Iowa	Burlington and Bogard—Carrollton, Mo.	Ext.	Chicago, Burlington and Kansas City Rwy	7.86	July 15, 1885
27041	do	Creston and Fontenelle—Cumberland	do	Chicago, Burlington and Quincy R. R.	19.32	Oct. 15, 1885
27092	do	Indiana and Avon Junction (n. o.), Iowa	New	do	14.57	Oct. 1, 1885
27064	do	Port Madison and Brimingham	do	Port Madison and Northwestern Rwy	41.69	Mar. 16, 1886
27010	do	Albia and Mason City—Lytle, Minn.	Ext.	Central Iowa Rwy	28.57	Mar. 15, 1886
28009	Missouri	Kansas City and Union Pacific Transfer (n. o.)	New stat. cir.	Kansas City, Saint Joseph and Council Bluffs R. R.	0.70	July 1, 1885
28055	do	Raymore Junction (n. o.) and Clinton	New	Kansas City, Clinton and Springfield Rwy	40.46	Aug. 15, 1885
28056	do	Clinton and Ash Grove	Ext.	do	70.83	Apr. 1, 1886
28057	do	Alamont (n. o.) and Indiaville	New	Saint Joseph and Iowa R. R.	65.91	May 1, 1886
29003	Arkansas	Argenta and Fort Smith—Little Rock	Ext.	Little Rock and Fort Smith Rwy	0.85	July 1, 1885
29016	do	Varnet and Cummins	New	Varnet Branch Rwy	5.28	Aug. 1, 1885
29002	do	Brinkley and Tupelo—Newport	Ext.	Batesville and Brinkley R. R.	17.83	Oct. 15, 1885
29017	do	Smithton and Okolona	New	Kansas and Gulf Short-Line R. R.	14.58	Dec. 21, 1885

29018	do	Rogers and Bentonville	do	Bentonville R. R.	7.85	Feb. 1, 1886
30015	Louisiana	Baldwin Station (n. o.) and Louisa	do	Morgan's Louisiana and Texas R. R. and Steamship Co.	15.25	Sept. 10, 1885
30016	do	Shreveport and Logansport	do	Shreveport and Houston Rwy.	41.72	Mar. 15, 1886
30017	do	Vidalia and Troyville	do	Natchez, Red River and Texas R.	25.60	Apr. 10, 1886
31037	Texas	Fort Worth and Wichita Falls—Harrold	Ext.	Fort Worth and Denver City Rwy.	33.27	Aug. 1, 1885
31024	do	Navasota and Montgomery—Comros	do	Gulf, Colorado and Santa Fe Rwy.	16.70	Oct. 12, 1885
31044	do	Tyler and Alto—Lufkin	do	Kansas and Gulf Short-Line R. R.	31.58	Dec. 21, 1885
31049	do	Temple and Lampasas—Brownwood	do	Gulf, Colorado and Santa Fe Rwy.	73.89	Jan. 25, 1886
31053	do	San Antonio and Floresville	New	San Antonio and Aransas Pass Rwy.	33.50	Jan. 25, 1886
31023	do	Houston and Nacogdoches—Logansport, La.	Ext.	Houston, East and West Texas Rwy.	52.45	Jan. 15, 1886
31049	do	Temple and Brownsveld—Coleman	do	Gulf, Colorado and Santa Fe Rwy.	29.36	May 17, 1886
32002	Indian Territory	Vinita and Tulsa—Red Fork	do	Saint Louis and San Francisco Rwy.	4.20	Aug. 10, 1885
33035	Kansas	Wellington and Attica—New Kiowa	do	Southern Kansas Rwy.	21.37	Aug. 16, 1885
33046	do	El Dorado and Newton	New	Ellsworth, McPherson, Newton and South-eastern Rwy.	52.66	Oct. 15, 1885
33045	do	Pleasanton and Blue Mounds—Kincaid	Ext.	Saint Louis and Emporia R. R.	8.34	Jan. 1, 1886
33047	do	Alton and Stockton, Kans.	New	Rooks County R. R.	18.65	Jan. 15, 1886
33015	do	Pleasanton and Kincaid—Pleasanton, Kans.—Butler, Mo.	Ext.	Saint Louis and Emporia R. R.	24.70	Feb. 1, 1886
33048	do	Atchua and Medicine Lodge	New	Southern Kansas Rwy.	21.76	Mar. 15, 1886
33049	do	Beumont and Winfield	do	Saint Louis and San Francisco Rwy.	42.80	Mar. 15, 1886
33050	do	Council Grove and Hope	do	Tonka, Salina and San Western Rwy.	35.80	Mar. 15, 1886
34010	Nebraska	Freemont and Valentine—Chadron	Ext.	Freemont, Elkhorn and Missouri Valley R. R.	124.68	Aug. 15, 1885
34031	do	Holdrege and Meek	New	Nebraska and Colorado R. R.	28.71	Oct. 15, 1885
34010	do	Freemont and Chadron—Buffalo Gap	Ext.	Freemont, Elkhorn and Missouri Valley R. R.	55.76	Jan. 1, 1886
34032	do	Republican City and Osceola	New	Republican Valley and Kansas, Burlington, Kansas and Southwestern R. R.'s.	78.67	Feb. 1, 1886
34033	do	Saint Paul and Bochs	do	Omaha and Republican Valley R. R.	18.92	Mar. 15, 1886
35013	Dakota	Ripon and Portland—Portland Junction (n. o.)	Ext.	Saint Paul, Minneapolis and Manitoba Rwy.	4.27	July 1, 1885
35016	do	Jamestown and New Rockford—Minnewaukon	do	Jamestown and Northern R. R.	30.57	Nov. 1, 1885
35029	do	Jamestown and La Moure	New	James River Valley R. R.	48.87	Mar. 15, 1886
35021	do	Centerville and Yankton	do	Chicago and Northwestern Rwy.	29.39	Mar. 15, 1886
35028	Montana	None	do	do	do	do
35014	Colorado	Denver and Longmont—Lyons	Ext.	Denver, Utah and Pacific R. R.	10.71	Oct. 20, 1885
35031	do	Natron and Cañadon—Schwander's Station (n. o.)	do	Denver, South Park and Pacific R. R.	4.28	Aug. 1, 1885
do	do	Canon and Barua Vista	New dist.	do	1.06	Aug. 1, 1885
do	New M. 3100	None	Ext.	San Pete Valley Rwy.	3.90	Oct. 20, 1885
41010	Arizona	Do	Ext.	do	do	do
41010	Utah	Nephi and Moroni—Chester	Ext.	do	do	do
43006	Idaho	None	Ext.	do	do	do
43012	Washington	Palouse Junction (n. o.) and Colfax, Oreg.—Moscow, Idaho	Ext.	Columbia and Palouse R. R.	28.12	Jan. 15, 1886
43013	do	Black River Junction (n. o.) and Stock Junction (n. o.)	New	Puget Sound Shore R. R.	13.50	Feb. 25, 1886
do	do	Stock Junction (n. o.) and Puyallup Junction (n. o.)	do	Northern Pacific and Puget Sound Shore R. R.	7.50	Feb. 25, 1886
do	Oregon	None	do	do	do	do
44037	Nevada	Do	Ext.	California Southern R. R.	35.54	Mar. 15, 1886
44046	California	National City and Colton—Waterman, Cal.	New	Los Angeles and San Gabriel Valley R. R.	11.81	Mar. 15, 1886
44016	do	Los Angeles and Pasadena	Ext.	North Pacific Coast R. R.	7.50	Mar. 25, 1886
44047	do	San Francisco and Duncan's Mills—Anatin	New	California Southern R. R.	58.58	Mar. 29, 1886
do	do	Colton and Los Angeles, lap over 40014	do	do	do	do

**M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to June 30, 1886.**

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	Miles.		Miles.	Miles.
June 30, 1836		*1,878,296			
June 30, 1837	974	*1,793,054	*\$307,444		
June 30, 1838		*2,356,852	*494,123		
June 30, 1839		*3,396,055	*520,602		
June 30, 1840		*3,889,053	*595,353		
June 30, 1841		*3,946,450	*585,843		
June 30, 1842	3,091	*4,424,262	432,568	2,117	
June 30, 1843		*5,692,402	*733,687		
November 4, 1843	3,714	(*)	531,752	623	
June 30, 1844		*5,747,355	*802,006		
June 30, 1845		*6,484,592	*843,430		
October 31, 1845	4,002	(*)	587,769		
June 30, 1846		*7,781,828	*870,570		
November 1, 1846	4,402		587,769	310	
June 30, 1847		4,170,403	597,475		
November 1, 1847	4,735		597,923	333	
June 30, 1848		4,327,400	584,192		
October 1, 1848	4,957		587,204	222	
June 30, 1849	5,497	4,861,177	635,740	540	
June 30, 1850	6,886	6,324,593	818,227	1,389	
June 30, 1851	8,255	8,364,503	985,019	1,369	
June 30, 1852	10,146	11,082,768	1,275,520	1,891	
June 30, 1853	12,415	12,966,705	1,601,329	2,269	
June 30, 1854	14,440	15,433,389	1,758,610	2,025	
June 30, 1855	18,332	19,291,469	2,073,089	3,893	
June 30, 1856	20,323	21,869,296	2,310,389	1,960	
June 30, 1857	22,530	24,267,944	2,539,847	2,207	
June 30, 1858	24,431	25,763,452	2,828,301	1,901	
June 30, 1859	26,010	27,268,384	3,243,974	1,579	
June 30, 1860	27,129	27,653,749	3,349,662	1,119	
May 31, 1861	16,886	15,701,093	1978,910		6,886
June 30, 1861	22,018	23,116,823	2,543,769	1,775	
June 30, 1862	21,338	22,777,219	2,498,115		680
June 30, 1863	22,152	22,871,558	2,538,517	814	
June 30, 1864	22,616	23,301,942	2,567,044	464	
June 30, 1865	23,401	24,087,568	2,707,421	785	
June 30, 1866	32,092	30,609,467	3,391,592	8,691	
June 30, 1867	34,015	32,437,900	3,812,600	1,923	
June 30, 1868	36,018	34,886,178	4,177,126	2,003	
June 30, 1869	39,537	41,309,284	4,723,680	3,519	
June 30, 1870	43,727	47,551,970	5,128,901	4,190	
June 30, 1871	49,834	55,557,048	5,724,979	6,107	
June 30, 1872	57,911	62,491,749	6,502,771	8,077	
June 30, 1873	63,457	65,621,445	7,257,186	5,546	
June 30, 1874	67,734	72,469,543	9,115,190	4,277	
June 30, 1875	70,083	75,154,910	9,216,518	2,319	
June 30, 1876	72,348	77,741,172	9,543,134	2,265	
June 30, 1877	74,546	85,358,710	9,653,336	2,198	
June 30, 1878	77,129	91,120,393	9,566,595	2,574	
June 30, 1879	79,391	93,692,992	10,567,590	2,871	
June 30, 1880	85,320	96,497,463	10,498,986	5,329	
June 30, 1881	91,569	103,521,220	11,613,268	6,249	
June 30, 1882	100,563	113,995,318	12,755,184	8,994	
June 30, 1883	110,208	129,198,641	13,887,800	9,645	
June 30, 1884	117,160	142,541,392	15,612,603	6,952	
June 30, 1885	121,632	151,919,843	16,627,081	3,872	
June 30, 1886	123,933	165,699,389	17,430,512	2,901	

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

† Decrease caused by the discontinuance of service in the Southern States.

‡ Increase attributable in part to the resumption of service in the Southern States.

§ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1878.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

N.—Statements of all contracts for mail-bags, mail-catchers, mail-bag tags, mail-bag label-cases, use of patents, and mail locks and keys, in operation June 30, 1886.

Articles contracted for.	Name of contractor.	Residence.	Term of contract.	Contract price.				
				Size No. 0.	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.
Cotton-canvas mail-sacks*.	John Boyle	New York, N. Y.	Four years from April 1, 1885.	\$0 95	\$0 68	\$0 71	\$0 23½	
Registered foreign mail-sacks*.	do	do	do	77	43	23½	15	
Jute-canvas mail-sacks*.	Lewis S. Samuel	Cincinnati, Ohio	do		43½	43½	12½	
Leather horse mail-bags*.	Perkins, Campbell & Co	do	do		5 83	4 39	2 70	\$2 98
Leather mail-pouches*.	John E. Quinn	Toledo, Ohio.	do			5 29	4 09	\$3 24
Through registered mail-pouches*.	Francis H. Smith	New York, N. Y.	do		5 84	4 47		
Inner registered mail-sacks*.	John Boyle	do	do		1 26½	83½	67	49
Mail-catcher pouches*.	do	do	do					
Coin mail-sacks*.	Lewis S. Samuel	do	do					
Printed wooden tags (wide)†.	W. E. Sobres.	Washington, D. C.	do					
Printed wooden tags (narrow)†.	do	do	One year from January 1, 1886					
Mail-bag label-cases (iron)†.	Chas. R. Penfield	do	do					
Mail-bag label-cases (brass)†.	do	Rochester, N. Y.	do					
Mail-bag catchers*.	Manley & Cooper Mann- facturing Company.	Philadelphia, Pa.	One year from July 1, 1885					
Brackets for catchers*.	do	do	do					
Mail-bag cord-fasteners and label- holders.†	The Smith & Egge Manu- facturing Company.	Bridgeport, Conn.	One year from January 1, 1886					
Use of patent.	Dennis K. Sickles, Frank Hodges, and Albert L. Pitney.	Washington, D. C.	Determinable at any time by the Postmaster-General.					
Do.....	Becktel & Horner	Muncie, Ind	do					
Do.....	John Boyle	New York, N. Y.	do					
General mail-locks†.	The Smith & Egge Manu- facturing Company.	Bridgeport, Conn.	Four, eight, or twelve years from September 1, 1880, at option of Postmaster-General.					
Keys to same†.	do	do	do					
Through mail-locks†.	do	do	do					
Keys to same†.	do	do	do					
City mail-service locks†.	do	do	do					
Keys to same†.	do	do	do					
Street letter-box locks†.	do	do	do					
Keys to same†.	do	do	do					
Through registered mail-locks†.	W. F. Beasley	Oxford, N. C.	do					
Keys to same†.	do	do	do					

PLACES OF DELIVERY:

\* Boston, New York, Philadelphia, Washington, Cincinnati, Chicago, and Saint Louis.  
† Washington, D. C.  
‡ New York, N. Y.

O.—Statement of the number, description, prices, and cost of mail-bags, mail-catchers, &c., purchased and put into service during the fiscal year ended June 30, 1886.

Number.	Description.	Size.	Price.	Cost.	Aggregate.
6,000	Leather mail-pouches .....	No. 2	\$5 29	\$31,740 00	
7,000	do .....	No. 3	4 09	28,630 00	
6,000	do .....	No. 4	2 98	17,880 00	\$78,250 00
19,000					
100	Leather horse mail-bags .....	No. 1	5 33	533 00	
800	do .....	No. 2	4 39	1,817 00	
50	do .....	No. 3	3 70	185 00	2,035 00
450					
4,000	Mail-catcher pouches .....		3 41	13,640 00	
	Royalty on same .....		10	400 00	14,040 00
4,000					
126,000	Jute canvas mail-sacks .....	No. 1	48½	61,661 25	
300	do .....	No. 1	48½	146 81½	
1,712	do .....	No. 1	48½	830 82	
10,000	do .....	No. 2	45½	4,593 75	
7,000	do .....	No. 3	12½	905 62½	67,937 76
145,012					
4,800	Cotton canvas mail-sacks .....	No. 0	95	4,560 00	
20,500	do .....	No. 1	89	18,245 00	
9,500	do .....	No. 2	71	6,745 00	
4,500	do .....	No. 3	23½	1,057 50	30,607 50
39,300					
300	Inner registered mail-sacks .....	No. 1	1 26½	379 50	
1,800	do .....	No. 2	82½	1,503 00	
1,800	do .....	No. 3	67	1,206 00	
1,000	do .....	No. 4	49	490 00	3,678 50
4,900					
20,000	Mail-bag label-cases (iron) .....		.04½	950 00	
2,000	Mail-bag label-cases (brass) .....		.14	280 00	
10,000	Mail-bag label-cases (iron) .....		.0445	445 00	
2,000	Mail-bag label-cases (brass) .....		.1295	259 00	1,934 00
34,000					
20,000	Mail-bag cord-fasteners .....		.0594	1,188 00	
	Royalty on same .....		.05	1,000 00	
100,000	Mail-bag cord-fasteners .....		.097	9,700 00	
	Royalty on same .....		.05	5,000 00	16,888 00
120,000					
300,000	Printed wooden tags (narrow) .....		.002½	825 00	
300,000	do .....		.002½	750 00	1,575 00
600,000					
600	Mail-catchers .....		3 38	2,028 00	
1,000	Brackets for same .....		30	300 00	2,328 00
1,600					
	Patent No. 209,820 for mail crane-clamp .....			500 00	500 00
	Repairs of mail-bags .....				219,673 76
					48,464 60
	Total expense on account of mail-bags and catchers .....				268,138 36
	Unexpended balance of appropriation .....				6,861 64
	Appropriation .....				275,000 00

P.—Statement of mail locks and keys purchased and repaired, and of the expense incurred on account thereof, during the year ended June 30, 1886.

Quantity.	Description.	Price.	Cost.	Aggregate.
10,000	Iron mail-locks.....	\$0 52	\$5,200	
4,300	Through registered mail-locks.....	2 50	10,750	
				\$15,950 00
4,188	Street letter-box locks, repaired.....	35		1,465 80
3,000	Street letter-box lock keys.....	15	450	
1,000	Through registered mail-lock keys.....	25	250	
				700 00
5,000	Mail-key chains, No. 1.....	35	1,750	
3,500	Mail-key chains, No. 2.....	18	630	
				1,880 00
				19,995 80
	Unexpended balance.....			4 20
	Appropriation.....			20,000 00

H. Ex. 1, pt. 4—25



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**REPORT**  
**OF THE**  
**GENERAL SUPERINTENDENT**  
**OF**  
**RAILWAY MAIL SERVICE**  
**FOR**  
**THE YEAR ENDED JUNE 30, 1886.**

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# REPORT

## OF THE

### GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

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POST-OFFICE DEPARTMENT,  
OFFICE OF GENERAL SUPERINTENDENT OF  
RAILWAY MAIL SERVICE.  
*Washington, D. C., October 11, 1886.*

SIR: I have the honor to hand you herewith my annual report for the year ended June 30, 1886, consisting of tabular statements showing the work done during the year, and the standing of the service at its close, together with statements of appropriations for the current year and the manner in which they are being expended. Also, estimates covering the necessities of the service for the next fiscal year.

As regards the operations of the service during the year just closed, I have the honor to invite your careful attention to the tables hereto appended, which, I think, clearly show that the service, through the earnest efforts and hearty co-operation of officers and men, continues to maintain the high standard of efficiency attained in years past, and has afforded to the public improved facilities and increased accommodation, as opportunity offered or experience suggested.

The tabular statements accompanying this report are lettered from A\* to M<sup>m</sup> (excepting J), and may be summarized as follows:

#### TABLE A\*.—RAILWAY POST-OFFICE LINES.

On the 30th of June, 1886, the railway post-office lines in operation numbered 871, occupying 435 whole cars and 1,769 apartments in cars. The aggregate length of railroad routes over which these cars ran was 110,672.30 miles, and the annual miles of railroad service performed by clerks is shown to have been 100,923,910. The total number of railway postal clerks in the service on the 30th day of June, 1886, was 4,573 (including 15 vacancies temporarily filled by acting clerks not borne on the rolls of the Department); of that number 4,512 were appointed to railway lines and 61 to steamboat lines.

The increase in the more important items embraced in Table A\* is shown in the following abstract of that tabular statement :

	1886.	1885.	Increase.
Number of railway post-office lines .....	871	858	13
Number of postal clerks at work on lines .....	4, 126	3, 972	154
Whole number of postal clerks in the service .....	*4, 573	14, 389	164
Whole distance run daily by clerks from register to register (miles) .....	123, 745. 15	121, 328. 88	2, 416. 27
Miles of railroad over which clerks run .....	110, 672. 30	107, 508. 05	3, 164. 25
Annual miles of railroad service performed by clerks .....	100, 923, 910	96, 401, 800	4, 522, 110
Number of cars and apartments in cars in use and in reserve .....	2, 204	2, 165	39
Number of pieces of ordinary mail handled .....	5, 329, 521. 475	4, 948, 059, 400	381, 462, 075
Number of registered packages and cases handled .....	15, 625, 998	15, 890, 934	264, 936
Number of through registered pouches (including through registered sacks) handled .....	798, 571	723, 243	75, 328

\* Including 61 clerks appointed to steamboat lines. } See Table B<sup>b</sup>.

† Including 75 clerks appointed to steamboat lines. }

‡ Decrease.

TABLE B<sup>b</sup>.—STEAMBOAT MAIL SERVICE.

The steamboat mail lines upon which postal clerks were employed have been considerably reduced during the year, owing to the changes and extensions in railroad and star-service routes, which have been utilized in order to give better mail facilities to the sections supplied than could be afforded by water transportation. The decreases shown by this table are as follows :

In number of lines .....	3
In number of clerks employed upon lines .....	14
In miles of route run by clerks .....	829
In annual miles of service performed by clerks .....	209, 583
In number of mail apartments .....	22

The total miles of route in operation June 30, 1886, was 5,951.53; the total annual miles of service performed was 1,854,281, and the annual average distance run by each clerk in the performance of duty was 30,398 miles.

TABLE C<sup>c</sup>.—CLOSED POUCH SERVICE.

This table contains a detailed statement of mail service performed by means of closed pouches upon railroads and parts of railroads over which the railway postal-car system has not been extended.

Service of this nature is usually placed on new roads, and also on lines running through sparsely settled regions where the amount of postal business required to be done will not warrant the more expensive service by clerks; also upon short connecting links of road where the services of a clerk are not deemed necessary. This service is, from year to year, being gradually absorbed by the railway post-office system.

The increase in the number of closed-pouch lines, as shown by this table, was 19, and the increase in the number of pouches exchanged

daily was 1,210. A decrease of 278.44 miles in the length of routes over which this class of service is performed is shown.

TABLE D<sup>d</sup>.—COMPARISON.

This is a comparative statement of the railway mail service from 1830 to and including the fiscal year ended June 30, 1886, and would seem to require no explanation.

TABLES E<sup>e</sup>, F<sup>f</sup>, AND G<sup>g</sup>.

Table E<sup>e</sup> is a statement, by divisions, of the amount of mail distributed in railway postal cars *en route*. During the year there were handled, by postal clerks, 5,329,521,475 letters, postal-cards, and other pieces of ordinary mail matter, besides 16,324,569 pieces of registered matter, for which receipts were exchanged, records kept, and other necessary duties performed to insure the safety and security of the registered mail. This shows an increase over the amount of labor performed during the fiscal year ended June 30, 1885, of 7.70 per cent. in the number of pieces of ordinary mail-matter, and a decrease of 1.74 per cent. in the number of pieces of registered matter handled during the same period. The decrease in the number of pieces of registered matter is, undoubtedly, caused by the extension of the through registered pouch system, which, while lessening from year to year the number of separate registered packages to be handled, causes a large increase in the number of registered pouches and inner-registered sacks. The increase in the number of registered pouches handled was 42,863, and of inner-registered sacks 32,619, making a total of 75,482 pouches and sacks, as against a decrease of 365,090 single pieces of registered matter.

TABLE F<sup>f</sup>, ERRORS IN DISTRIBUTION.—In handling the immense number of pieces of mail matter covered by Table E<sup>e</sup> (namely, 5,329,521,475) 1,260,443 errors in distribution were committed, or one error for every 4,228 pieces handled. The percentage of mail correctly distributed in 1886 was 99.976 per cent. and 99.984 in 1885.

TABLE G<sup>g</sup>, ERRORS MADE BY POST-OFFICES.—This statement of errors, made in the distribution and forwarding of mails by post-offices of the first and second class, is not quite so favorable an exhibit as the one for the previous year. The increases over the number of errors reported for the fiscal year ended June 30, 1885, are as follows:

Incorrect slips .....	53,974
Errors on incorrect slips .....	106,545
Letter packages missent .....	1,214
Pouches missent .....	3
Sacks missent .....	42
Registered packages missent .....	157
Letter packages misdirected .....	345
Pouches misdirected .....	101
Sacks misdirected .....	37

TABLES H<sup>b</sup> AND I<sup>1</sup>.—CASE EXAMINATIONS.

Table H<sup>b</sup> is in reference to the case examination of permanent railway postal clerks, and from which it appears that 5,962 examinations were held in the several divisions of the service during the year. At these examinations 6,572,130 cards were handled by those under examination. Of this number 5,364,972, or 81.61 per cent., were correctly distributed. The increase over the report of last year in the number of examinations was 473, and 13.5 per cent. in the average number of cards handled at each examination. There was a decrease of .62 per cent. in the average number of cards correctly distributed. This decrease is attributable to the fact that more than the usual number of new clerks had served the probationary term and been transferred to the permanent roll during the year; and, for want of time, the examiners have not, as a rule, re-examined those whose records were above the maximum, but have given more attention to the re-examination of those who have made the poorest records. This action has, as a matter of course, caused a reduction in the average made by the whole number.

Table I<sup>1</sup> is a statement of case examinations of probationary clerks. There were 5,113 examinations of these clerks held during the year, which is an increase of 1,797. Of the number of cards handled, namely, 4,032,678, 76.71 per cent. were correctly distributed, being a better showing by 8.58 per cent. than the one for last year.

The aggregate number of cards handled by both permanent and probationary clerks was 10,604,808, of which 8,458,283, or 79.76 per cent., were correctly distributed, a better showing by 1.78 per cent. than that of last year.

Table I<sup>1</sup> also shows that 1,516 probationary appointees were examined, as against 1,640 during the previous year, a decrease of 124.

The number of clerks dropped from the service during probation, including those permitted to resign, was 429, or 28.3 per cent. of the whole number. This is a much smaller percentage than was reported last year (37.5 per cent.), and, in proportion to the number examined, the number of failures is smaller than for several years past.

TABLE K<sup>2</sup>.

This table shows the railway post-office lines by divisions, giving the number of miles run, the average miles run by the crews of each line, and the daily average of each division.

The daily average of all lines in the United States is 121.76 miles. Many of the lines included in this table are very short ones, which causes a reduction in the average of the longer lines, but if the average miles run daily by crews of any particular line is desired it can be ascertained by referring to this table.

TABLE L<sup>1</sup>.—NEW SERVICE.

The railway postal car service established and service extended, including new service placed upon old lines, is set forth in detail in this table. This table also shows the increase in railroad service on lines upon which no railway post-office service has been ordered during the year.

**TABLE M<sup>m</sup>.—STATEMENT OF ANNUAL SALARIES OF RAILWAY POSTAL CLERKS BY CLASSES.**

On the 30th of June there were 4,573 railway postal clerks, of the several classes engaged under the supervision of this office, in the distribution of mails on railroad and steamboat lines, as transfer clerks at railroad centers, or in the performance of the clerical work incident to the service, with annual salaries aggregating \$4,567,645, or an average per clerk of \$998.82. It will be noticed upon referring to this table that the salaries range from one dollar per annum, that amount being paid to certain employes of steamboat lines as compensation for taking the oath required by law of all persons engaged in handling the mails, to \$1,400 per annum, which is the maximum rate of compensation allowed by law.

**SEPARATION OF MAIL FOR CITY DELIVERY.**

A tabular statement, showing the quantity of letter mail separated for city delivery, will be found appended to this report, by which it will be seen that very fair progress has been made during the year in the effort to make this separation a special feature of the service. It may be well to explain in this connection that this special separation of the letter mail is made in railway post-offices which do not reach the cities for which the separations are made until too late to enable the post-offices to arrange it in time for the first carrier delivery. By means of this system the post offices are relieved of much of the labor of handling this mail, and it is now placed in the hands of the carriers in time for their first trip, several hours being gained thereby in the delivery to addressees.

The aggregate number of letters arranged in railway post-offices for delivery by letter-carriers to addressees during the fiscal year ended June 30, 1886, was 129,025,155 (exclusive of 25,328 pieces of paper mail for Saint Paul, Minn.), the increase over the number of letters reported for the previous year being 47,311,033, or 36.66 per cent.

*Statement of separations of mail for city delivery, by cities, &c.*

Division.	City.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Pieces of paper mail as per actual count.
First .....	Boston, Mass. ....	189,563	1,769	69	90	14,217,225	.....
Second .....	New York, N. Y. ...	714,117	6,804	9,800	16,555	53,033,775	.....
Second .....	Philadelphia, Pa. ...	123,234	1,424	219	404	9,692,550	.....
Second .....	Washington, D. C. ...	30,867	230	102	114	2,315,025	.....
Third .....	do .....	101,616	621	311	400	7,621,200	.....
Fifth .....	do .....	101,489	.....	.....	.....	12,111,000	.....
Fifth .....	Cincinnati, Ohio. ...	120,145	.....	.....	.....	9,010,875	.....
Sixth .....	Saint Paul, Minn. ...	14,364	.....	.....	.....	1,102,130	25,328
Sixth .....	Minneapolis, Minn. ...	29,556	.....	.....	5,551	2,216,200	.....
Eighth .....	San Francisco, Cal. ...	233,447	25	898	1,001	17,508,525	.....
Eighth .....	Portland, Oreg. ....	2,622	.....	.....	.....	196,650	.....
Total .....	.....	1,727,031	10,863	11,399	24,275	129,025,155	25,328

## SPECIAL FACILITIES.

The amount appropriated for special facilities, on trunk lines, for the fiscal year ended June 30, 1886, was \$266,764, a portion of which was expended as follows, and the balance covered into the Treasury :

Route.	Railroad company.	Distance.	Amount paid.
		<i>Miles.</i>	<i>Dollars.</i>
New York and Springfield.....	New York, New Haven and Hartford.	138.00	17,647 06
The 4.35 a. m. train .....	New York Central and Hudson River	142.00	25,000 00
Philadelphia to Bay View .....	Philadelphia, Wilmington and Baltimore.	91.80	20,000 00
Bay View to Quantico .....	Baltimore and Potomac .....	80.00	21,000 00
Quantico to Richmond .....	Richmond, Fredericksburgh and Potomac.	81.50	17,419 26
Richmond to Petersburg .....	Richmond and Petersburg .....	23.39	4,197 50
Petersburgh to Weldon .....	Petersburgh .....	64.00	11,680 00
Weldon to Wilmington .....	Wilmington and Weldon .....	162.07	29,565 00
Wilmington to Florence .....	Wilmington, Columbia and Augusta ..	110.00	20,075 00
Florence to Charleston Junction .....	Northeastern Railroad of South Carolina.	95.00	17,337 50
Charleston Junction to Savannah .....	Charleston and Savannah .....	108.00	19,710 00
Savannah to Jacksonville .....	Savannah, Florida and Western .....	171.50	31,390 00
Baltimore and Hagerstown .....	Western Maryland .....	86.80	15,804 50
Total expended .....			251,725 82
Amount unexpended .....			15,038 18
Amount of appropriation .....			266,764 00

As stated in my last report, it was designed to make an expenditure of \$14,965 for service between Columbia, S. C., and Augusta, Ga., but the president of the Charlotte, Columbia and Augusta Railroad Company declined to accept the proposition of the Department, and this amount is, therefore, included in the unexpended balance of \$15,038.18.

The amount appropriated under the act of Congress approved June 30, 1886, for necessary and special facilities on trunk lines for the fiscal year ending June 30, 1887, was \$291,000. This amount is being expended as follows:

Terminals.	Railroad company.	Miles.	Amount.
New York and Springfield.....	New York, New Haven and Hartford.	138.00	\$17,647 06
The 4 35 a. m. train .....	New York Central and Hudson River.	144.00	25,000 00
Philadelphia to Bay View .....	Philadelphia, Wilmington and Baltimore.	91.80	20,000 00
Bay View to Quantico .....	Baltimore and Potomac .....	79.80	21,900 00
Quantico to Richmond .....	Richmond, Fredericksburgh and Potomac.	81.50	17,419 26
Richmond to Petersburg .....	Richmond and Petersburg .....	23.39	4,268 67
Petersburgh to Weldon .....	Petersburgh .....	64.00	11,680 00
Weldon to Wilmington .....	Wilmington and Weldon .....	162.07	29,577 77
Wilmington to Florence .....	Wilmington, Columbia and Augusta ..	110.00	20,075 00
Florence to Charleston Junction .....	Northeastern Railroad of South Carolina.	95.00	17,337 50
Charleston Junction to Savannah .....	Charleston and Savannah .....	108.00	19,710 00
Savannah to Jacksonville .....	Savannah, Florida and Western .....	171.50	31,298 75
Baltimore to Hagerstown .....	Western Maryland .....	86.80	15,804 50
Jacksonville to Tampa .....	Jacksonville, Tampa and Key West, and South Florida.	242.57	39,281 49
Total .....			291,000 00

This is an increase of \$39,281.49 over the cost of this service for the last fiscal year, and this increased amount was appropriated for the purpose of expediting the mails over the line of the Jacksonville, Tampa

and Key West Railroad from Jacksonville to Sanford, and over the South Florida Railroad from Sanford to Tampa; thus furnishing increased facilities to and from all points in Florida, and better communication between the United States and Cuba. The amount appropriated for this purpose, namely, \$39,281.49, would not admit of the payment of the regular rate during the entire year, but, inasmuch as the service did not commence until August 8, 1886, there will be an unexpended balance at the close of the current year. In estimating for the next fiscal year I have figured this service from Jacksonville to Tampa at the regular rate, which will amount to \$44,269.02, and make the total amount needed for necessary and special facilities on trunk lines, \$295,987.53, which I have the honor to recommend be appropriated for this purpose for the fiscal year ending June 30, 1888. In reference to this estimate, I would state that annually since 1878 Congress has made special appropriations to enable the Department to obtain, from railroad companies, special facilities for the transportation of the mails, which could not be obtained otherwise than by the expenditure of the fund asked for. That these appropriations have been properly used to secure the best results attainable in connection with the fast-mail service, the tables of the expenditures published by this office in its annual reports, together with the debates in Congress in reference to the matter, will fully attest.

The advantages secured to the people of all sections by the fast-mail service are important, especially so to those engaged in mercantile pursuits in the commercial centers, to whom speedy and frequent service between the different sections of the country has become a matter of absolute necessity. This appropriation will simply enable the Department to maintain the service on its present basis and close the gap between Jacksonville and Tampa by means of the connecting lines of railroad mentioned in the preceding statement. The benefits derived from the special facilities appropriation are so well understood that any special plea on my part in favor of the continuance of the appropriation would seem to be unnecessary, but suffice it to say that without the appropriation it would be impossible to satisfactorily continue this service.

#### ESTIMATES FOR RAILWAY POSTAL CARS.

The amount appropriated for the current fiscal year for railway post-office cars is \$1,808,000. This does not include the cost of this service on subsidized lines, for which credit must be given, and which I am informed by the Auditor of the Treasury for the Post-Office Department amounted to \$116,793 for the fiscal year ended June 30, 1886. This added to the amount appropriated for the current fiscal year would make the cost for railway post-office cars \$1,924,793.

I have estimated the increase for the coming year at 7 per cent. on the appropriation for the current year, exclusive of the subsidized lines, or \$126,560, making a total of \$1,934,560.

The demands for larger cars and increased facilities come from all sections of the country, and these demands must be met as fast as it is ascertained that they are meritorious, or the service must deteriorate. I have, therefore, the honor to recommend that for the fiscal year ending June 30, 1888, the sum of \$1,934,560 be appropriated for railway post-office cars, and sincerely trust that the full amount of the estimate will be provided, as I am clearly of the opinion that it is no more than will be absolutely needed.



## EXPLANATION OF ESTIMATE FOR THE PAY OF RAILWAY POSTAL CLERKS.

On June 30, 1886, there were 4,573 railway postal clerks in the service, whose aggregate annual salaries amounted to \$4,567,645. The average annual salary per clerk was \$998.82. The following table exhibits the expenditures on account of employes of the Railway Mail Service (railway postal clerks) from 1877 to 1886, together with the amount of appropriation for 1887 and estimate for the same for 1888:

Fiscal year ending June 30—	Railway postal clerks in service.	Increase.	Expenditures.	Increase over preceding year.	Per cent. of increase over preceding year.	Increase of railroad route.
						Miles.
1877	2,500		\$2,436,547 58			
1878	2,608	108	2,490,663 82	\$54,116 24	2.46	2,574
1879	2,609	1	2,660,315 65	169,651 83	6.79	2,871
1880	2,946	237	2,778,645 47	112,329 82	4.21	5,829
1881	3,177	231	3,039,113 97	260,468 50	9.37	6,249
1882	3,570	393	3,235,853 12	196,739 15	6.47	8,994
1883	3,855	285	3,688,032 78	452,179 66	13.97	9,264
1884	3,963	108	3,972,671 60	284,038 82	7.70	6,952
1885	4,387	424	4,240,209 51	274,137 91	6.90	3,872
1886	4,573	184	4,516,825 54	236,707 54	5.53	2,887
1887			*4,800,000 00	283,174 46	6.27	
1888			†4,990,240 62	190,240 62	3.96	

\* Appropriation.

† Estimate.

The cost of the service for the fiscal year ended June 30, 1886, was	\$4,516,825 54
Add amount of increase in expenditures 1886 over 1885	236,707 54
Gives estimated amount required for 1887	4,753,533 08
Add for increase same amount as before	236,707 54
Gives estimated amount required for 1888	4,990,240 62

While this estimate exceeds the current appropriation by but \$190,240.62, or 3.96 per cent., I am of the opinion that it will be sufficient to meet all the demands of the service, without in any way impairing its efficiency. I have, therefore, the honor to recommend that for the fiscal year ending June 30, 1888, the sum of \$4,990,240.62 be appropriated for the payment of salaries of railway postal clerks.

## FAST MAILS.

Since the date of my last annual report several changes have been made in the fast mail service which, while apparently slight in themselves, are important in their effects. This is particularly the case on the Pennsylvania Railroad between New York, N. Y., and Saint Louis, Mo.

In the summer of 1885 the press of Saint Louis, in the interest of the commercial community of that city and section of country, took occasion frequently to refer to the service between New York and Saint Louis, claiming that it was totally inadequate to meet the demand and insufficient to promote and protect the business relationship existing between these important points. From the numerous complaints received by the Department in reference to this slow service, it was evident that the comments made by the press were fully indorsed by the representative business men of that city, and action was accordingly taken in the matter.

The demand of the people of Saint Louis was for an earlier arrival (in the morning) of the afternoon mails from New York, and a similar earlier arrival (at New York in the forenoon) of the afternoon mails from Saint Louis—the former in time for the first carrier delivery at Saint Louis, and the latter to insure arrival before the close of the commercial exchanges and banks on the day of receipt.

On July 14, 1885, this matter was brought to the attention of the Pennsylvania Railroad by this office, and an urgent request for improved facilities, between the points above mentioned, was made. The schedule at this time was:

Leave New York.....	7.45 p. m.
Arrive Saint Louis.....	7.00 a. m., second morning.
Leave Saint Louis.....	7.30 p. m.
Arrive Philadelphia.....	8.25 a. m., second day.
Arrive New York.....	11.22 a. m., second day.

The Pennsylvania Company, while indicating a disposition to assist the Department in improving the facilities on its lines, intimated that the demand would involve a radical change in the manner of running the principal trains between New York and Saint Louis, and that the business and passenger interests of the company would hardly admit of a compliance therewith. After considerable correspondence had been exchanged between the company and this office, a very gratifying result was reached on November 30, 1885, when a change of schedule was issued by the Vandalia Railroad, so as to enable trains to leave New York on the old schedule, 7.45 p. m., and arrive at Saint Louis at 5.45 second morning, instead of 7 o'clock. This change not only furnished the Saint Louis business community with their New York mail for the first carrier delivery, but rendered the connections at Saint Louis of this important mail for the Southwest absolutely certain. From that time not a word of complaint has reached this office.

Having accomplished the desired improvement for mail arriving at Saint Louis from the East, the improvement in the opposite direction was again brought to the attention of the company as urgently as consistent with official propriety. The schedule from Saint Louis to New York at this time was, as above stated:

Leave Saint Louis.....	7.30 p. m.
Arrive Philadelphia.....	8.25 a. m., second morning.
Arrive New York.....	11.22 a. m., second morning.

Or 39 hours and 52 minutes in transit between Saint Louis and New York, reaching Philadelphia for a noon delivery and New York for an afternoon delivery, and too late to be available at the clearing-house until next day.

Taking effect December 7, 1885, the Pennsylvania Company agreed to place the postal cars on their fast train (No. 6), leaving Pittsburgh at 7.15 p. m., due at Philadelphia at 5.55 a. m. and at New York at 8.28 a. m. By this change the first carrier delivery was secured at Philadelphia and an early morning delivery at New York, arriving at the latter point in ample time for "change," day of receipt. This change, also, secured all the connections in the early morning at Philadelphia, none of which were made before, and connected at New York with the Boston, Springfield, and New York railway post-office, 9.01 a. m., for all New England, and the 10.30 a. m. express on the New York Central and Hudson River Railroad. Neither of these important connections were possible under the old schedule arriving at New York at 11.22 a. m. The schedule of arrival at New York has been somewhat further improved by having

the schedule of train No. 6 quickened, so as to reach Philadelphia at 5 a. m. and New York at 7.23 a. m. This is the present schedule.

The important facilities thus secured between, and particularly affecting, the business interests of Saint Louis, Philadelphia, and New York, I consider the most important of the present fiscal year.

In connection with the subject of improved facilities between New York and Saint Louis, it is proper to invite your attention to the fact that a very urgent demand has been made by the commercial community of Pittsburgh, Pa., for a better service between New York and Pittsburgh. In March last this subject was presented by the Chamber of Commerce at Pittsburgh, and, on the 16th of the same month, a conference was had at Pittsburgh between a representative of this service, the postmaster at Pittsburgh, and a committee of the Chamber of Commerce, in which there was quite a lengthy discussion in reference to the mail service to Pittsburgh from the east, in connection with a claim, on the part of the commercial body represented, that this service was capable of much improvement. The committee suggested that a mail leaving New York City at a later hour in the evening than at present, and reaching Pittsburgh at an early hour in the morning, be provided. The fact was pointed out to the committee that they were, at that time, receiving a mail from New York, leaving that city at 6 p. m., and arriving at Pittsburg at 7.15 a. m.

They claimed, in response to this, that, although the mail from New York by train 9, as above mentioned, was an exceedingly valuable accommodation, it was deficient, in the fact that it did not bring the mail from New York City later than 5 o'clock. This is true, as one hour is required between the closing of the mail at the New York post-office and the departure of the trains from the Pennsylvania depot. The committee further said that much mail is received in the New York office for Pittsburgh after 5 p. m., which does not reach Pittsburgh until 9.35 a. m., and is not delivered until about an hour later—10.35 a. m.; that letters mailed in New York for Pittsburgh at 6.30 p. m. did not reach them until the afternoon following.

It was explained to these gentlemen that the Post-Office Department was making use of all the trains provided by the railroad company, and that the Department had recognized the fact that better facilities should exist between these points, and had made numerous efforts to induce the company to furnish better facilities; but, while the company had treated these representations from the Department with great courtesy, it had always contended that there were obstacles which prevented its acquiescence, and no satisfactory result has, as yet, been reached. Thus it will be seen that, while this Department has been most gratifyingly successful in its efforts for an improvement of facilities between Saint Louis and New York, and *vice versa*, it has thus far been found impossible to afford any improved facilities for the mails from New York to Pittsburgh. However, I do not despair of being able, in the near future, to accomplish some result that will prove decidedly advantageous to the people of Pittsburgh and early morning connections from that point.

No change of importance has occurred to the transcontinental fast mails via Omaha, Nebr., and Saint Paul, Minn., the schedules remaining about as stated in my last annual report, excepting the arrival at Chicago at 12.45 a. m., instead of 12.35 a. m., a mere matter of ten minutes, having no effect. A very decided improvement, however, in the facilities from Chicago for the Northwest (Dakota, Minnesota, and Wisconsin), has been secured to the Department by the establishment of limited

express trains between Chicago, Ill., and Saint Paul, and Minneapolis, Minn., over the lines of the Chicago and Northwestern, and the Chicago, Milwaukee and Saint Paul Railroads, commencing May 3, 1886:

Leaving Chicago at.....	7.30 p. m.
And arriving at Saint Paul at .....	7.55 a. m.
These limited trains furnish the Department with the.....	7.30 p. m.

dispatch from Chicago, arriving at Saint Paul early the following morning.

Previous to May 3, 1886, all mails reaching Chicago in the p. m. were held for the "fast mail," Chicago and Minneapolis railway post-office:

Leaving Chicago at .....	3.00 a. m.
Arriving at Milwaukee at .....	5.30 a. m.
Saint Paul at .....	3.25 p. m.
Minneapolis at .....	4.00 p. m.

Now, however, all mails arriving in time for the limited trains are dispatched at 7.30 p. m., to the Chicago and Minneapolis railway post-office, west of Milwaukee, Wis., at which latter point the railway post-office car leaving Chicago at 11.30 a. m. is picked up and carried to Minneapolis by the limited train, arriving at Saint Paul in time to connect the early departing railway post-offices. None of these railway post-offices could receive the p. m. mails from Chicago previous to the establishment of the limited trains; and I am pleased to acknowledge the courtesy extended the Department by the officials of this company for the running of the postal cars on these limited trains as far as seemed to me necessary for the public interest.

The only other change of importance is the recent extension of the "fast mail" via the Atlantic Coast Line, from Jacksonville to Tampa, Fla., 241.54 miles. This makes continuous "fast mail" railway post-office service from New York to Tampa, Fla., covering a distance of 1,326.62 miles. While the extension of "fast-mail" facilities to Tampa, Fla., became necessary in connection with the recently improved service between the United States and Cuba, it has, also, become of great importance to the business interests of the whole State of Florida, and the service has proven very satisfactory and beneficial to the patrons of the Department in that rapidly growing section of the country.

#### CASUALTIES.

While many improvements have been made of late in the construction and equipment of railroad lines, as a protection to life and limb, the occupation of the postal clerk would seem to be rendered none the less dangerous on this account, as many risks must necessarily be assumed by him in handling the mails which cannot be well avoided, or injury guarded against.

During the fiscal year 211 railroad accidents have been reported to the Department, as shown by the subjoined statement, in which 56 postal clerks were seriously and 60 slightly injured. For the first time in several years there were no clerks killed while in the performance of duty. Several, however, appear to have been so badly injured as to render them unfit for further duty. These men are entitled, under the regulations of the Department, to a leave of absence, with pay, for a period not to exceed one year, and after the termination of the leave they must be dropped from the service.

Appended to this report is a statement of leaves of absence, with pay, granted to railway postal clerks injured while on duty, together with the amount paid acting clerks, who have been temporarily employed to take the places of those injured in railway accidents. As will be seen in this statement, the employment of these acting clerks has cost the Department \$6,932.34. In this connection I beg to renew my recommendations of last year, that the Postmaster-General be authorized and empowered to pay to the widow, or minor children, of clerks killed in the service, a sum equal to one year's salary of the grade to which the clerk belonged at the time of his death.

#### CHIEF CLERKS.

In reference to this class of officials I desire to state that the immediate control of the details of the railway mail service was originally vested in five division superintendents, with headquarters at Boston, Mass., New York, N. Y., Chattanooga, Tenn., Chicago, Ill., and San Francisco, Cal. As the service was increased and its operations extended this force of five executive officers was found to be wholly inadequate. It, therefore, became necessary, from time to time, to change and subdivide the territory embraced within the limits of the five divisions and add four superintendents, with headquarters at Washington, D. C., Atlanta, Ga. (instead of Chattanooga, Tenn.), Cincinnati, Ohio, Saint Louis, Mo., and Cleveland, Ohio; and also to detail men from the lines, station them at various important railroad centers throughout the country, and place under their control the lines in their immediate vicinity. Others were detailed for duty at division headquarters to take charge in the absence of their respective superintendents, and to conduct examinations on lines not under the control of the chief clerks of the subdivisions above referred to.

In the performance of their duties these chief clerks exercise supervision over from 50 to 150 clerks, conduct a varied and extensive correspondence, which necessarily requires a thorough acquaintance with the postal laws and regulations governing other branches of the Department as well as those applying to the railway mail service. They must also, at stated intervals, pass over the lines under their control, to instruct and examine the clerks, and, while in the performance of this duty, are required to pay all of their expenses, except for transportation, out of their meager salaries, being the only Government employes, so far as my knowledge extends, who are compelled to do this under like circumstances. For these positions of responsibility and trust men of long experience in the service, and possessing more than ordinary executive ability, as well as being capable of meeting emergencies as they might arise, were necessarily required, and I can safely say that a more energetic, capable, and efficient corps of employes cannot be found in either Government service or private employ. That the salary of \$1,400 per annum, which is the highest allowed under the law, is wholly inadequate to the duties and responsibilities of these positions any one who is at all conversant with these duties and responsibilities must admit.

In view of these facts, and in justice to this class of worthy and deserving employes, I would respectfully and earnestly recommend that the act approved July 31, 1882, entitled "An act to designate, classify, and fix the salaries of persons in the railway mail service," be so modified as to provide, in addition to the five classes of clerks therein enumerated, an additional grade, to be known as that of chief clerks, or class 6,

with salaries not to exceed \$1,800 each per annum, and that the proviso of the act referred to, to the effect that the Postmaster-General, in fixing the salaries of the clerks, may fix different salaries for clerks of the various classes according to the amount of work done and the responsibility incurred by each, but shall not, in any case, allow a higher salary to any clerk than the maximum stated above, namely, \$1,800 per annum, be made to apply to this new grade also.

In conclusion, I desire to express my personal thanks to the officers and clerks of this service, who have labored so faithfully, zealously, and energetically during the past year in carrying out the views of the Department for the benefit of the patrons of the postal service.

I am, sir, very respectfully, your obedient servant,

JOHN JAMESON,  
*General Superintendent.*

Hon. A. LEO KNOTT,  
*Second Assistant Postmaster-General.*

H. Ex. 1, pt. 4—26

TABLE A\*.—Statement of railway post-offices in

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of routes.
Abbotsford, Wis., and Saint Paul, Minn.	6	<i>Miles.</i> 159.90	Abbotsford, Chippewa Falls, Wis. (Wis. and Minn.).....	125026 (part) 25061
Aberdeen and Lexington, Miss.	4	120.12	Chippewa Falls, Wis., Saint Paul, Minn. (Minn., St. Croix and Wis.).....	18009
Addison, N. Y., and Galeton, Pa.	2	49.50	Aberdeen, Lexington, Miss. (Ill. Cent. R. R.).....	6123
Adrian, Mich., and Fayette, Ohio	9	33.26	Addison, N. Y., Galeton, Pa. (A. and N. Penn.).....	21095 (part) 24036 (part) 6028
Albany and Binghamton, N. Y.	2	143.21	Adrian, Grosvenor, Mich. (L. S. and M. S.).....	6011 (part)
<i>Albany and New York, N. Y.</i>	2	145.85	Grosvenor, Mich., Fayette, Ohio (L. S. and M. S.).....	6011 (part) 6013 6129
<i>Albany and Rochester, N. Y.</i>	2	252.00	Albany, Binghamton, N. Y. (Del. and Hud. Canal Co.).....	6011 (part) 6013 6129
Albany, Kingston and New York, N. Y.	2	144.23	Albany, New York, N. Y. (N. Y. C. and H. R.).....	6011 (part) 6013 6129
Albany and Thomasville, Ga.	4	58.92	Syracuse, Rochester, N. Y. (Aub. Div. N. Y. C. and H. R.).....	15018 (part) 27001
Albert Lea, Minn., and Burlington, Iowa.	6	253.14	Albany, New York, N. Y. (West Shore).....	15018 (part) 27001
Albuquerque, N. Mex., and El Paso, Tex.	7	255.69	Syracuse, Rochester, N. Y. (Aub. Div. N. Y. C. and H. R.).....	15018 (part) 27001
Albuquerque, New Mex., and Mojave, Cal. <sup>10</sup>	7	815.16	Albany, Thomasville, Ga. (S. F. and W. Rwy.).....	15018 (part) 27001
Alexandria and Round Hill, Va.	3	53.35	Albert Lea, Minn., Burlington, Iowa (Bur., C. Rap. and North.).....	15018 (part) 27001
Allentown and Harrisburg, Pa.	2	91.84	Albuquerque, Rincon, N. Mex. (A., T. and S. F.).....	15018 (part) 27001
Allentown and Pawling, Pa.	2	44.18	Rincon, N. Mex., El Paso, Tex. (A., T. and S. F.).....	15018 (part) 27001
Alton Bay and Dover, N. H.	1	28.42	Albuquerque, New Mex., Needles, Cal. (A. and P.).....	15018 (part) 27001
Annapolis Junction and Annapolis, Md.	3	21.09	Needles, Mojave, Cal. (A. and P.).....	15018 (part) 27001
Arcadia and Cherry Vale, Kans.	7	81.69	Washington, D. C., Alexandria Junction (n.o.), Va. (Alex. and Washn.) <sup>11</sup>	15018 (part) 27001
Arkansas City and Warren, Ark.	7	56.66	Alexandria Junction, Round Hill, Va. (Washn., Ohio and Western).....	15018 (part) 27001
Asheville and Jarrett, N. C.	3	95.62	Allentown, Harrisburg, Pa. (E. P. and L. V. Behs. P. and Read.).....	15018 (part) 27001
			Allentown, Emaus Junction, Pa. (E. P. Brch. P. and Read.).....	15018 (part) 27001
			Emaus Junction, Perkiomen Junction (Perkiomen).....	15018 (part) 27001
			Alton Bay, Dover, N. H. (Boa. and Maine).....	15018 (part) 27001
			Annapolis Junction, Annapolis, Md. (An., Washn. and Balto.).....	15018 (part) 27001
			Arcadia, Cherry Vale, Kans. (K. C., Ft. S. and G.).....	15018 (part) 27001
			Weir Junction (n.o.), Weir, Kans. (K. C., Ft. S. and G.).....	15018 (part) 27001
			Arkansas City, Trippie, Ark. (L. R., M. R. and T.).....	15018 (part) 27001
			Trippie, Warren, Ark. (L. R., M. R. and T.).....	15018 (part) 27001
			Asheville, Asheville Junction (n.o.), N. C. (Western N. C.).....	15018 (part) 27001
			Asheville Junction (n.o.), Jarrett, N. C. (Western N. C.).....	15018 (part) 27001

<sup>1</sup> Balance of route, Chippewa Falls to Eau Claire, Wis. (10.80 miles), covered by closed pouches. (See Table C.)

<sup>2</sup> 2 cars in reserve.

<sup>3</sup> In reserve.

<sup>4</sup> Runs on route 21095, Adrian to Grosvenor, Mich. (70=60 miles).

<sup>5</sup> Shown in report of New York and Chicago R. P. O.

<sup>6</sup> Balance of route (43=57 miles) covered by Trenton and Adrian R. P. O.

<sup>7</sup> 1 helper Albany to Maryland and return (70 miles).

<sup>8</sup> 142 miles covered by New York and Chicago R. P. O. Double daily service, except Sundays, when one-half round trip is made.

<sup>9</sup> 1 chief clerk detailed to superintendent's office; 2 clerks detailed to superintendent's office; 1 clerk detailed to dormitory, New York P. O.; 5 clerks detailed as transfer clerks, Albany, N. Y.; 6 clerks detailed as transfer clerks, New York, N. Y.; 2 clerks detailed as transfer clerks, Troy, N. Y.; 1 clerk detailed as transfer clerk, Castleton, N. Y.; 2 register clerks between New York and Syracuse, N. Y.

<sup>10</sup> 147.50 miles covered by New York and Chicago R. P. O.

<sup>11</sup> 1 in reserve.

<sup>12</sup> 2 helpers between Albany and Syracuse, N. Y.; 2 clerks transfer duty, Rochester, N. Y.; 1 an acting clerk; 2 clerks transfer duty, Syracuse, N. Y.; 1 clerk detailed to Suspension Bridge and Buffalo R. P. O.; 2 register clerks between New York and Syracuse, N. Y.

operation in the United States on June 30, 1886.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
54.61	395	Mar. 1, 1883	1	25	2	25	6	100,097	3	15 2	7 7	3	1	3
104.69	561	Mar. 25, 1885												
121.33	482	Feb. 11, 1885	23	14	24	10	7	87,688	2	14 9	7 3	2	1	2
47.24	582	July 1, 1885	1	14	4	13	6	29,109	1	8 3	5 5	1	1	1
( <sup>15</sup> ) 69.142	July 1, 1885	126	13.03	125	13.32	0	}	20,821	1	12 0	6 7	1	1	1
24.83	240	July 1, 1884	126	24.70	125	23.90								
143.22	2,087	July 1, 1885	1	24	2	24	6	89,649	2	20 0	9 0	3	1	74
( <sup>16</sup> ) 99,901	July 1, 1885	26	28	21	38	64		98,547	1	50 0	9 0	2	4	32
		24	28	27	28	6		90,089	1	17 0	9 2	2	2	
( <sup>16</sup> ) 99,901	July 1, 1885	21	30	30	19	64		165,448	13	50 0	9 0	4	2	17
104.00	4,375	July 1, 1885	37	24	6	22	6		( <sup>18</sup> )			( <sup>18</sup> )		
142.27	1,403	July 1, 1885	60	28	65	29	6	91,540	1	21 0	9 0	2	1	4
			60	30	61	26	6	91,540	1	21 0	9 0	2	1	
458.92	1,674	July 1, 1884	6	23	5	23	7	43,012	1	14 4	8 7	1	1	1
253.42	1,451	July 1, 1883	2	25	1	28	6	158,468	1	22 6	9 1	4	2	169
			4	21	3	22	6	98,282	12	22 0	9 1	172	1	
178.30	4,546	July 1, 1886	101	22.25	102	20	7	186,654	12	9 0	8 9	4	1	4
									2	21 3	9 3			
77.45	1,101	July 1, 1886	101	20	102	20	7							
574.70	2,428	July 1, 1886	51	21.30	52	22	7	595,067	2	23 10	9 3	8	1	8
240.46	1,873	July 1, 1886	9	22	10	22	7		3	21 0	9 3			
4.80	19,326	July 1, 1886	139	18.75	142	18.75	6	33,397	21	14 0	9 2	1	1	1
									22	16 0	6 2			
48.40	573	July 1, 1885	139	21.04	142	21.03								
90.40	2,443	July 1, 1885	10	17	9	25	6	57,491	1	14 0	8 6	3	1	3
			6	23	3	23	6	57,491	1	14 0	8 6			
( <sup>22</sup> ) 2,443	July 1, 1885	10	34	5	34	6		27,657	1	14 0	8 6	1	1	241
									2	8 6	6 4			
37.38	329	July 1, 1885	10	24	5	25	6		( <sup>25</sup> )			( <sup>25</sup> )		
28.42	516	July 1, 1885	252	28	257	30.54	6	17,791	1	11 1	6 7	1	1	1
			260	23.65	261	21	6	17,791						
21.08	585	July 1, 1885	2	21.20	1	25.62	6	13,202	13	9 5	6 7	1	1	1
									13	6 6	8 9			
73.94	524	July 1, 1886	31	21	32	21	7	59,634	22	18 12	8 102	1	1	1
3.88	86	May 15, 1884	31	21	32	21	7							
( <sup>28</sup> ) 802	July 1, 1886	10	10	9	10	6		35,469	1	14 0	7 4	1	1	1
49.25	250	July 1, 1886	10	10	9	10	6							
( <sup>29</sup> ) 1,312	July 1, 1884	7	12	8	12	6		59,858	1	8 2	3 4	2	1	2
95.62	407	July 1, 1884	7	10.82	8	10.35			1	6 10	6 4			

<sup>15</sup> Service on train No. 21 on Sundays between Albany and Syracuse, N. Y. Cars and clerks shown on route No. 6011.

<sup>16</sup> 104.19 miles shown as Way Cross and Chitta. R. P. O.

<sup>17</sup> 1 vacancy filled by temporary detail of other clerks of same line.

<sup>18</sup> 1 car in reserve.

<sup>19</sup> Short run, between Burlington and Cedar Falls, Iowa, 157 miles.

<sup>20</sup> 247 miles of route No. 38006, between La Junta, Colo., and Albuquerque, N. Mex., covered by La Junta and Albuquerque R. P. O.; and 53.41 miles, between Rincon and Deming, N. Mex., covered by Rincon and Deming R. P. O.

<sup>21</sup> Reported last year as Albuquerque and Needles; distance increased 240 46 miles.

<sup>22</sup> Reserve car.

<sup>23</sup> Clerk commences and ends runs at Washington, D. C.

<sup>24</sup> 1 reserve car.

<sup>25</sup> 6 miles covered by Allentown and Harrisburg R. P. O.

<sup>26</sup> Clerk records arrival and departure at Pawling by slip.

<sup>27</sup> Cars and clerks shown on route 8073.

<sup>28</sup> Clerk doubles route 33043 twice each round trip.

<sup>29</sup> Reported last year as a part of Little Rock and Warren.

<sup>30</sup> Distance on route 29007 (7.50 miles) covered by Little Rock and Leland R. P. O.

<sup>31</sup> 1 mile covered by the Salisbury and Knoxville R. P. O.



TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
Ashland and Menasha, Wis. ....	6	<i>Miles.</i> 251.65	Ashland, Menasha, Wis. (Wis. Central) .....	125017 (part)
Ashland, Wis., and Saint Paul, Minn. ....	6	184.22	Ashland, Ashland Junction (n. o.), Wis. (Chi., St. P., Minn. and Om.) .....	25032
			Ashland Junction (n. o.), Hudson, Wis. (Chi., St. P., Minn. and Om.) .....	425028 (part)
			Hudson, Wis., Saint Paul, Minn. (Chi., St. P., Minn. and Om.) .....	25030 (part)
Ashland and Richardson, Ky. ....	5	50.82	Ashland, Richardson, Ky. (Chattarot) .....	20027 (part)
Ashtabula, Ohio, and New Castle, Pa. ....	5	81.25	Ashtabula, Youngstown, Ohio (Penna. Co.) .....	21044
			Youngstown, Ohio, Mahoningtown, Pa. (Penna. Co.) .....	21035
			Mahoningtown, New Castle, Pa. (Penna. Co.) .....	8029 (part)
Ashtabula and Youngstown, Ohio <sup>1</sup> .....	9	64.70	Ashtabula, Andover, Ohio (L. S. and M. S.) .....	8045 (part)
			Andover, Youngstown, Ohio (L. S. and M. S.) .....	21062 (part)
Astor and Leesburgh, Fla. ....	4	34.53	Astor, Lane Park, Fla. (St. J. and L. E. Rwy.) .....	21008
Atchison and Lenora, Kans. ....	7	293.31	Atchison, Waterville, Kans. (C. Beh. U. P.) .....	33003 (part)
			Waterville, Greenleaf, Kans. (C. Beh. U. P.) .....	33021 (part)
			Greenleaf, Concordia, Kans. (C. Beh. U. P.) .....	33022 (part)
Atchison and Topeka, Kans. ....	7	51.20	Concordia, Lenora, Kans. (C. Beh. U. P.) .....	33026 (part)
			Atchison, Topeka, Kans. (A., T. and S. F.) .....	33010 (part)
Athens and Union Point, Ga. ....	4	40.48	Athens, Union Point, Ga. (Ga. R. R.) .....	15007
Athol and Springfield, Mass. ....	1	48.34	Athol, Springfield, Mass. (Boa. and Albany) .....	8068
Atlanta, Ga., and Birmingham, Ala. ....	4	167.54	Atlanta, Ga., Birmingham, Ala. (Ga. Pacif. Rwy.) .....	15042 (part)
Atlanta and Macon, Ga. ....	4	103.81	Atlanta, Macon, Ga. (Cent. R. R. of Ga.) .....	15012
Atlanta, Ga., and Montgomery, Ala. ....	4	175.68	Atlanta, West Point, Ga. (A. and W. P. R. R.) .....	15003
			West Point, Ga., Montgomery, Ala. (W. Rwy. of Ala.) .....	17001
Atlanta and Savannah, Ga. ....	4	294.08	Atlanta, Macon, Ga. (Cent. R. R. of Ga.) .....	15012
			Macon, Savannah, Ga. (Cent. R. R. of Ga.) .....	15010
Attica and Cuba, N. Y. <sup>2</sup> .....	2	59.37	Attica, Cuba, N. Y. (T., V. and Cuba) .....	6108
Attica and Medicine Lodge, Kans. <sup>3</sup> .....	7	21.76	Attica, Medicine Lodge, Kans. (South. Kans.) .....	33048
Auburn and Freeville, N. Y. ....	2	39.41	Auburn, Freeville, N. Y. (I. A. and W. Div. So. Cent'l) .....	6078
Auburn and Harrisburg, Pa. ....	2	59.84	Auburn, Harrisburg, Pa. (S. and S. branch P. and R.) .....	8028
Augusta and Portland, Me. ....	1	63.39	Augusta, Portland, Me. (Me. Central) .....	266 (part)
Austin, Minn., and Mason City, Iowa. ....	6	40.74	Austin, Minn., Mason City, Iowa (Chi., Mil. and St. P.) .....	26012
Austin and San Francisco, Cal. <sup>4</sup> .....	8	86.75	Austin, San Francisco, Cal. (North Pac. Coast R. R.) .....	46016
Augusta and Atlanta, Ga. ....	4	171.59	Augusta, Atlanta, Ga. (Ga. R. R.) .....	15004
Augusta and Gibson, Ga. ....	4	51.36	Augusta, Gibson, Ga. (A., G. and S. R. R.) .....	15048
Augusta and Millen, Ga. ....	4	53.51	Augusta, Millen, Ga. (Cent. R. R. of Ga.) .....	15005
Augusta, Ga., and Port Royal, S. C. <sup>5</sup> .....	4	112.52	Augusta, Ga., Port Royal, S. C. (P. R. and Ang.) .....	14010

<sup>1</sup> Balance of route covered by Menasha and Schleisingerville, Wis., R. P. O. (84.23 miles), and between Milwaukee and Schleisingerville, Wis. (33.50 miles), by closed pouches. (See Table C.)

<sup>2</sup> 1 helper between Menasha and Stevens Point, Wis. (63 miles).

<sup>3</sup> Reserve.

<sup>4</sup> Balance of route, Bayfield to Ashland Junction (n. o.), Wis. (21.34 miles), covered by closed pouches. (See Table C.)

<sup>5</sup> Distance (10.60 miles) covered by Saint Paul, Minn., and Elroy, Wis., R. P. O.

<sup>6</sup> Covered by lines of second division, 2.20 miles.

<sup>7</sup> Runs on 8045, Ashtabula to Andover, Ohio (24=50 miles).

<sup>8</sup> Shown in report of Oil City and Ashtabula R. P. O. In connection with Oil City and Ashtabula R. P. O. gives double service between Ashtabula and Andover, Ohio, daily, except Sunday.

<sup>9</sup> 22.22 miles, Lane Park to Leesburgh, closed pouches on steamboat.

<sup>10</sup> Reserve car.

<sup>11</sup> 3 helpers between Atchison and Downs, Kans. (20 miles).

<sup>12</sup> 7 miles of route 33021, between Washington and Greenleaf, Kans., covered by closed-pouch service. (See Table C.)

<sup>13</sup> 568.19 miles of route 33010 covered by Kansas City and Pueblo R. P. O. Leavenworth and Topeka R. P. O. also runs over route 33010 between Meriden Junction and Topeka, Kans. (11 miles).

in the United States on June 30, 1886--Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outwards.	Average speed.	Train No. inwards.	Average speed.				Length.	Width.			
251.93	Pounds. 1,007	Apr. 1, 1884	2	Miles. 21.35	1	Miles. 23.50	6	157,470	1 2 3	<i>Pt. In.</i> 21 0 21 0 30 3	<i>Pt. In.</i> 9 5½ 9 3 9 2	4	1	35
4.64	68	Nov. 20, 1883	61	27.84	62	27.84	6	115,322	1	22 7½	9 3½	3	1	3
160.10	591	Apr. 16, 1884	61	22	62	27.90	.....	.....	1	22 0	9 4			
( <sup>6</sup> )	2,511	July 1, 1884	61	22.65	62	19.60								
50.36	263	July 1, 1884	42	12.14	43	10.90	6	31,500	1	12 0	8 0	1	1	1
60.36	224	July 1, 1884	24	23.04	23	25.50	6	50,863	2	15 0	9 0	2	1	2
18.40	211	July 1, 1884	24	21.45	23	22.32	6							
( <sup>6</sup> )	.....	Not weighted	24	14.65	23	26.40	6							
( <sup>6</sup> )	529	July 1, 1885	10	15.18	5	24.05	6							
88.84	612	July 1, 1884	10	17.02	5	27.03	6	40,502	1	17 4	9 0	1	1	1
56.75	305	Feb. 15, 1886	31	10	32	10	6	20,606	1 101	8 0 5 5	5 0 5 4	1	1	1
100.40	3,138	July 1, 1886	63	20	64	20	7	214,116	3	22 6	9 1½	4	1	117
13.62	1,805	July 1, 1886	63	20	64	20	7	.....	101	29 4	9 4½			
42.05	2,735	July 1, 1886	63	20	64	20	7							
138.54	1,516	July 1, 1886	63	20	64	20	7							
52.31	11,653	July 1, 1886	1	25	2	25	7	37,376	1	13 5	9 3	1	1	1
40.48	414	July 1, 1884	22	13	21	13	6	25,340	1	10 0	6 4	1	1	1
47.89	404	July 1, 1885	475	22.80	472	19.08	6	30,260	1	10 11	6 4	1	1	1
107.54	426	July 1, 1884	52	24	51	24	7	122,304	184	15 3	8 10	3	1	3
103.81	5,613	July 1, 1884	2	27	1	27	6	64,985	2	24 0	9 0	2	1	164
87.36	7,493	July 1, 1884	50	26	51	26	7	128,246	174	50 0	9	185	2	1912
80.21	6,851	July 1, 1884	50	26	51	26	7	128,246						
( <sup>100</sup> )	5,613	July 1, 1884	52	29	51	27	7	214,078	3	24 8	9 2	4	1	216
190.58	2,157	July 1, 1884	52	29	51	27	.....	.....	203 221	24 6 24 0	9 0 9 0			
54.78	163	July 1, 1885	20	29	6	30	6	37,459	1	8 0	6 8	1	1	1
21.76	657	July 1, 1886	51	20	52	20	7	15,885	( <sup>25</sup> )	.....	.....	.....	( <sup>25</sup> )	
39.46	145	July 1, 1885	23	13	24	14	6	24,671	1	7 2	6 6	1	1	1
59.05	163	July 1, 1885	20	27	6	30	6	37,459	1	8 0	6 8	1	1	1
( <sup>27</sup> )	15,122	July 1, 1885	44	24.99	25	23.43	6	39,682	1	15 0	6 7	1	1	1
41.29	652	July 1, 1883	32	27.53	31	26.08	6	25,503	1	12 0	9 3	1	1	1
86.75	414	July 1, 1886	5	17.06	6	17.06	6	54,305	31 203	15 3 5 6	8 7 9 0	2	1	2
171.59	2,727	July 1, 1884	1	24.50	2	24	7	125,261	2	24 6	8 6	3	1	307
			3	19	4	19	7	125,261	2	15 0	9 0	3	1	
51.36	135	Oct. 15, 1885	2	12.50	3	12.50	6	32,151	101	25 4	8 8			
54.51	576	July 1, 1884	18	24	17	24	6	33,497	1	8 0	6 0	1	1	1
110.77	368	July 1, 1884	1	16	2	19	7	82,140	2	24 6	9 0	1	1	1
										10 4	6 8	2	1	2

<sup>14</sup> 9.22 miles. Birmingham to Coalburgh, Ala., covered by closed pouches. (See Table C.)<sup>15</sup> 2 reserve cars.<sup>16</sup> 1 transfer clerk, Macon; 1 detailed to office of superintendent.<sup>17</sup> Department only pays for 40-foot cars.<sup>18</sup> Clerks run first in and first out.<sup>19</sup> 1 slip-printer fourth division; 1 stenographer superintendent's office.<sup>20</sup> See Atlanta and Macon R. P. O.<sup>21</sup> 1 helper Atlanta to Macon and return; 1 transfer clerk Savannah, Ga.<sup>22</sup> Reserve cars.<sup>23</sup> Service suspended.<sup>24</sup> New service, and not reported last year.<sup>25</sup> This line is operated in connection with Kansas City and New Kiowa R. P. O., and clerks and cars belong and are shown on that line. (See Kansas City and New Kiowa.)<sup>26</sup> Balance of route covered by Bangor and Boston R. P. O. (75.08 miles).<sup>27</sup> Covered by Bangor and Boston R. P. O. (62.94 miles). This clerk runs in connection with Skowhegan and Portland R. P. O. clerks.<sup>28</sup> Reported last year as Duncan's Mills and San Francisco R. P. O.<sup>29</sup> 1 reserve car.<sup>30</sup> 1 transfer clerk Augusta, Ga.

## REPORT OF THE POSTMASTER-GENERAL.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of routes.
		<i>Miles.</i>		
Babylon and New York, N. Y. . . .	2	37.36	Babylon, Long Island City, N. Y. (Long Island) . . . . .	6093 (part)
Baldwin and Grand Rapids, Mich. . .	9	74.70	Baldwin, Grand Rapids, Mich. (C. and W. M.) . . . . .	24036
Baltimore, Md., and Bristol, Tenn. .	3	477.57	Baltimore, Hagerstown, Md. (Western Md.) . . . . .	10006 (part)
			Hagerstown, Md., Roanoke, Va. (Shen. Valley) . . . . .	11021
			Roanoke, Va., Bristol, Tenn. (Norfolk and Western) . . . . .	11013 (part)
<i>Baltimore, Md., and Grafton, W. Va.</i>	3	294.86	Baltimore, Md., Grafton, W. Va. (Balto. and Ohio) . . . . .	10003 (part)
Baltimore, Md., and Lexington, Va. .	3	253.32	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio) . . . . .	10003 (part)
			Harper's Ferry, W. Va., Lexington, Va. (Balto. and Ohio) . . . . .	10017
Baltimore, Md., and Martinsburgh, W. Va. . . . .	3	101.32	Baltimore, Saint Denis, Md. (Balto. and Ohio) . . . . .	10003 (part)
			Saint Denis, Washington Junction (n. o.), Md. (Balto. and Ohio) . . . . .	10017 (part)
			Washington Junction (n. o.), Martinsburgh, W. Va. (Balto. and Ohio) . . . . .	10003 (part)
Baltimore, Md., and Washington, D. C. . . . .	3	43.37	Baltimore, Md., Washington, D. C. (Balto. and Potomac) . . . . .	10013
Baltimore and Williamsport, Md. . . . .	3	94.12	Baltimore, Williamsport, Md. (Western Md.) . . . . .	10006
Baltimore, Md., and Winchester, Va. . . . .	3	114.48	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio) . . . . .	10017
			Harper's Ferry, W. Va., Winchester, Va. (Balto. and Ohio) . . . . .	12001 (part)
Bangor and Bar Harbor, Me. . . . .	1	51.00	Bangor, Bar Harbor, Me. (Me. Central) . . . . .	24
<i>Bangor, Me., and Boston, Mass.</i> . . . .	1	245.90	Bangor, Portland, Me. (Me. Central) . . . . .	6
			Portland, Me., Boston, Mass. (Bos. and Me.) . . . . .	3001
Bangor, Me., and Boston. Short run. . . . .	1	57.78	Portsmouth, N. H., Boston, Mass. (Bos. and Me.) . . . . .	23001 (part)
Bangor and Bucksport, Me. . . . .	1	19.24	Bangor, Bucksport, Me. (Me. Central) . . . . .	13
Bath and Lewiston, Me. . . . .	1	28.47	Bath, Brunswick, Me. (Me. Central) . . . . .	11
			Brunswick, Lewiston, Me. (Me. Central) . . . . .	293 (part)
Batavia and Buffalo, N. Y. . . . .	2	47.39	Batavia, Tonawanda, N. Y. (N. Y. C. and H. R.) . . . . .	6014 (part)
			Tonawanda, Buffalo, N. Y. (N. Y. C. and H. R.) . . . . .	6016 (part)
Bayard and New Philadelphia, Ohio. . . . .	5	32.33	Bayard, New Philadelphia, Ohio (Penna. Co.) . . . . .	21008

<sup>1</sup> Short run of the Sag Harbor and New York R. P. O.

<sup>2</sup> 37 miles covered by Sag Harbor and New York R. P. O.  
<sup>3</sup> Crews and clerks shown in Sag Harbor and New York R. P. O.

<sup>4</sup> 86.60 miles covered by the Baltimore and Williamsport R. P. O.

<sup>5</sup> All in use between Baltimore, Md., and Roanoke, Va.

<sup>6</sup> This line is in two divisions, 6 clerks performing daily service between Baltimore, Md., and Roanoke, Va.; distance, 325.90 miles, with 2 helpers between Baltimore and Hagerstown, Md., and 2 clerks performing daily service between Roanoke, Va., and Bristol, Tenn.; distance, 150.50 miles, with 2 helpers detailed from the Lynchburgh and Bristol R. P. O.

<sup>7</sup> 150.50 miles covered by the Lynchburgh and Bristol R. P. O.

<sup>8</sup> Both in use between Roanoke, Va., and Chattanooga, Tenn.

<sup>9</sup> Cars on this line run through to Saint Louis, Mo., 3 being held in reserve.

<sup>10</sup> 2 helpers run from Baltimore to Washington Junction (n. o.), Md., in the Baltimore and Lexington R. P. O., and from Washington Junction to Cumberland, Md., on train 5, returning on train 2 daily, except Sunday. Clerks detailed as follows: 1 chief clerk and 3 transfer clerks at Baltimore, Md., 2 transfer clerks at Washington, D. C., 1 transfer clerk at Cumberland, Md., 1 to office of General Superintendent R. M. S., 1 in charge of dormitory and R. M. S. supplies, Washington, D. C., and 3 to Post-Office Department, Washington, D. C.

<sup>11</sup> 95 miles, Baltimore, Md., via Washington, D. C., to Harper's Ferry, W. Va., covered by the Baltimore and Grafton R. P. O.

<sup>12</sup> 1 in reserve.

<sup>13</sup> 1 helper between Staunton, Va., and Kernstown, W. Va. (90.50 miles), daily, except Sunday.

<sup>14</sup> 9 miles covered by the Baltimore and Grafton R. P. O.

<sup>15</sup> Clerks on this line alternately for 3 days relieve clerks in the Baltimore and Winchester R. P. O. every 6 days, making runs of all clerks on both lines 6 days on and 3 off.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
( <sup>7</sup> )	Pounds.		14	Miles.	33	Miles.	6	23,387	1	Ft. In.	Ft. In.	( <sup>2</sup> )	1	
74.70	505	July 1, 1884	46	19.84	45	18.99	6	46,762	1	8 0	9 0	1	1	1
( <sup>9</sup> )	3,576	July 1, 1885	1	28.08	12	29.69	7	239,907	<sup>52</sup> 44 6	9 0	6 8	<sup>68</sup> 1	1	10
239.89	2,612	July 1, 1885	3	27.77	2	27.98			1	40 2	8 9			
( <sup>7</sup> )	6,222	July 1, 1885	1	30.10	2	28.66		100,865	<sup>82</sup> 43 7	8 8				
293.75	21,912	July 1, 1885	1	31.30	6	33.89	7	215,247	<sup>94</sup> 52 0	9 0	4	2	1042	
			3	29.37	4	30.92	7	215,247	<sup>94</sup> 52 0	9 0	4	3		
			5	34.02	2	34.55	7	215,247	<sup>95</sup> 0 0	9 0	4	2		
( <sup>11</sup> )	21,912	July 1, 1885	9	22.09	10	27.14	6	161,708	<sup>123</sup> 21 0	9 0	4	1	135	
165.54	813	July 1, 1885	409	19.13	410	18.50								
( <sup>4</sup> )	21,912	July 1, 1885	63	31.76	66	27.00	6	63,426	1	18 0	9 0	2	1	152
( <sup>10</sup> )	813	July 1, 1885	63	25.97	66	20.60								
( <sup>17</sup> )	21,912	July 1, 1885	63	26.78	66	20.60								
( <sup>18</sup> )	57,708	July 1, 1885	57	26.90	52	26.27	6	27,149	<sup>194</sup> 14 7	8 7	1	1	1	
93.14	3,576	July 1, 1885	13	21.04	6	22.75	6	58,919	2	19 6	8 2	2	1	2
81.13	813	July 1, 1885	69	21.02	70	25.62	6	71,604	<sup>201</sup> 10 6	8 2	1	1	1	
( <sup>22</sup> )	1,176	July 1, 1885	469	27.04	470	28.65			1	21 0	8 2			
50.45	699	July 1, 1885	115	14.34	114	13.00	6	31,926	<sup>222</sup> 16 0	6 7	1	1	1	
138.00	15,122	July 1, 1885	64	24.75	11	25.60	6	153,933	1	60 0	9 1	4	4	<sup>239</sup>
			2	21.85	71	21.01	7	179,567	1	60 0	9 1	4	3	
109.35	29,499	July 1, 1885	64	27	11	18.30	6		1	60 0	9 1			
( <sup>20</sup> )	29,499	July 1, 1885	44	24.38	57	25.23	6	36,170	<sup>261</sup> 19 6	8 4	2	( <sup>27</sup> )	( <sup>28</sup> )	
20.55	676	July 1, 1885	101	16 11	100	16 11	6	12,044	1	19 5	8 4	1	1	1
( <sup>29</sup> )	2,607	July 1, 1885	105	17.35	104	16.58	6	12,044	1	15 6	7 5	1	1	1
			55	20.88	62	20.88	6	17,822	1	16 0	6 7	1	1	1
			65	20.88	74	20.88	6	17,822	<sup>201</sup> 15 9	6 7				
15.03	870	July 1, 1885	55	11.04	62	21.15								
<sup>31</sup> 36.42	241	July 1, 1885	65	19.40	74	21.15								
( <sup>32</sup> )	8,979	July 1, 1885	1	15	2	15	6	29,660	1	6 0	5 8	1	1	1
32.41	500	July 1, 1884	<sup>3451</sup> 21.40	52	9.17	6	28,580	<sup>122</sup> 14 10	8 4	1	1	1	1	1
			53	16.08	54	24.00	6							

<sup>14</sup> 59.75 miles covered by the Baltimore and Winchester R. P. O.<sup>17</sup> 31.25 miles covered by the Baltimore and Grafton R. P. O.<sup>18</sup> 41.70 miles covered by the New York and Washington R. P. O.<sup>19</sup> 3 in reserve.<sup>21</sup> Reserve car.<sup>22</sup> 32 miles covered by the Baltimore and Lexington R. P. O. Clerk runs 6 days on and 3 off, being relieved by clerks in the Baltimore and Martinsburgh R. P. O.<sup>23</sup> 1 of these cars is a reserve car.<sup>24</sup> 3 clerks on Bangor and Boston Short Run (57.78 miles). 2 weeks on and 1 off duty; 2 clerks as short-stops between Boston, Mass., and Portland, Me., 108.80 miles; 2 clerks detailed as transfer clerks, 1 at Portland and 1 at Bangor, Me.; 1 clerk detailed as chief clerk, Portland, Me.; 1 clerk detailed as assistant to chief clerk, Portland, Me.; 2 clerks detailed superintendent's office, Boston, Mass.<sup>25</sup> Balance of route covered by Bangor and Boston R. P. O. (52.45 miles).<sup>26</sup> Covered by Bangor and Boston R. P. O., 56.90 miles.<sup>27</sup> These cars are also used by North Conway and Portsmouth R. P. O.<sup>28</sup> There are 3 clerks on this line; 2 crews, 2 clerks to a crew (2 weeks on and 1 off duty); the clerk in charge running as second clerk part of the time.<sup>29</sup> Shown in column 16 Bangor and Boston R. P. O.<sup>30</sup> Covered by Rockland and Portland R. P. O. (9.17 miles).<sup>31</sup> Balance of route covered by Farmington and Lewiston R. P. O. (36.30 miles), and closed-pouch service between Leeds Junction and Lewiston (16.32 miles). (See Table C.)<sup>32</sup> 50 miles covered by Canandaigua and Batavia R. P. O.<sup>33</sup> 1.12 miles covered by Suspension Bridge and Buffalo R. P. O.<sup>34</sup> Cars and clerks shown on route 6014.<sup>35</sup> Double daily service, except Sunday, established on this line February 1, 1886.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Bay City and Jackson, Mich. <sup>1</sup> .....	9	115.00	Bay City, Jackson, Mich. (Mich. Central) .....	24009
Bay City, Wayne, and Detroit, Mich. <sup>2</sup> .....	9	121.41	Bay City, East Saginaw, Mich. (Flint and P. M.) .....	24048
			East Saginaw, Wayne, Mich. (Flint and P. M.) .....	24015
			Wayne, Detroit, Mich. (Mich. Cent.) .....	24006
Beardstown and Shawneetown, Ill. ....	6	228.35	Beardstown, Shawneetown, Ill. (Ohio and Miss.) .....	23033
Beaumont and Winfield, Kans. <sup>3</sup> .....	7	42.89	Beaumont, Winfield, Kans. (St. L. and S. F.) .....	33049
Belfast and Burnham, Me. ....	1	33.95	Belfast, Burnham, Me. (Me. Central) .....	4
Bellaire and Zanesville, Ohio ....	5	112.47	Bellaire, Zanesville, Ohio (Bell., Zanes. and Cin.) .....	21063
Belle Plaine and Muchachinook, Iowa .....	6	62.90	Belle Plaine, Muchachinook, Iowa (Chi. and No. West.) .....	27049
Bellevue and Cascade, Iowa ....	6	36.32	Bellevue, Cascade, Iowa (Chi., Mil. and St. Paul) .....	27053
Beloit and Solomon City, Kans. ....	7	57.83	Beloit, Solomon City, Kans. (Solomon) .....	33025
Belvidere, N. J., and Philadelphia, Pa. ....	2	102.54	Manunka Chunk, Trenton, N. J. (Bely. Div. Penna.) .....	7008
			Trenton, N. J., Philadelphia, Pa. (N. Y. Div. Penna.) .....	7004
			(part)	
Bement and Effingham, Ill. ....	6	62.26	Bement, Shumway, Ill. (Wab., St. L. and Pac.) .....	1323066
			Shumway, Effingham, Ill. (Wab., St. L. and Pac.) .....	(part)
			Bennington, Vt., Chatham, N. Y. (N. Y., Rut. and Mont.) .....	23063
Bennington, Vt., and Chatham, N. Y. ....	2	57.79		6054
Benson and Nogales, Ariz. ....	5	88.43	Benson, Nogales, Ariz. (New Mex. and Ariz. R. R.) .....	40002
Benton Harbor, Mich., and Anderson, Ind. ....	5	164.95	Benton Harbor, Mich., Anderson, Ind. (Cin., Wab. and Mich.) .....	22022
Berlin and Salisbury, Md. ....	2	23.86	Berlin, Salisbury, Md. (Wico. and Poo.) .....	10000
			(part)	
Bethany Junction (n. o.), Iowa, and Grant City, Mo. ....	6	44.28	Bethany Junction, Iowa, Grant City, Mo. (Chi., Bur. and Qcy.) .....	127006
Bethlehem and Philadelphia, Pa. ....	2	157.45	Bethlehem, Philadelphia, Pa. (Beth. Branch, P. and R.) .....	(part)
				8004
Big Rapids and Detroit, Mich. <sup>21</sup> .....	9	190.70	Big Rapids, Ionia, Mich. (Det., Lan. and Northern) .....	24016
			Ionia, Detroit, Mich. (Det., Lan. and Northern) .....	24017
			(part)	
Big Rapids and Holland, Mich. <sup>22</sup> .....	9	91.63	Big Rapids, Holland, Mich. (Chi. and W. Mich.) .....	24022
Billings and Helena, Mont. ....	6	240.25	Billings, Helena, Mont. (North. Pac.) .....	226001
			(part)	
Binghamton and New York, N. Y. ....	2	208.70	Binghamton, N. Y., Washington, N. J. (Del., Lack. and West.) .....	8019
			Denville, Washington, N. J. (Del., Lack. and West.) .....	7013
			Denville, Hoboken, N. J. (Del., Lack. and West.) .....	(part)
				7028
Bismarck, Dak., and Glendive, Mont. ....	6	220.96	Bismarck, Dak., Glendive, Mont. (North. Pac.) .....	226001
			(part)	
Black River and Alger, Mich. ....	9	79.93	Black River, Alger, Mich. (Det., B., C. and Alpena) .....	24057
			(part)	
Bloomington and Roodhouse, Ill. ....	6	110.75	Bloomington, Roodhouse, Ill. (Chi. and Alton) .....	23018
Bluffs, Ill., and Hannibal, Mo. ....	6	50.01	Bluffs, Ill., Hannibal, Mo. (Wab., St. L. and Pac.) .....	23025
Bolivar and North Springfield, Mo. ....	7	89.42	Bolivar, North Springfield, Mo. (St. L. and S. F.) .....	28038
Boone and Des Moines, Iowa. ....	6	43.80	Boone, Des Moines, Iowa (St. L., Des M. and North.) .....	27081

<sup>1</sup> Double service daily, except Sunday.<sup>2</sup> Runs on route 24015, East Saginaw to Wayne, Mich. (90.50 miles), and in connection with Ludington and Toledo R. P. O. gives double service between these points daily, except Sunday. Also runs on route 24006, Wayne to Detroit, Mich. (18.16 miles).<sup>3</sup> Shown in report of Ludington and Toledo R. P. O.<sup>4</sup> Clerks appointed to Ludington and Toledo R. P. O.<sup>5</sup> Shown in report of Detroit and Chicago R. P. O.<sup>6</sup> New service, and not reported last year.<sup>7</sup> Mails handled in baggage car.<sup>8</sup> Reserve car.<sup>9</sup> Reserve.<sup>10</sup> Cars and clerk shown on route 7008.<sup>11</sup> 32.64 miles covered by New York and Washington R. P. O.<sup>12</sup> In reserve.<sup>13</sup> Balance of route covered by Chicago, Decatur, Ill., and Saint Louis, Mo. R. P. O. (152.86 miles), and between Shumway and Altamont, Ill. (10.53 miles), by closed pouches. (See Table C.)<sup>14</sup> 1 reserve car.<sup>15</sup> 1 car in reserve.<sup>16</sup> Balance of route (7.19 miles) covered by closed-pouch service. (See Table C.)<sup>17</sup> Balance of route (50.45 miles) covered by Des Moines, Iowa, and Saint Joseph, Mo. R. P. O.<sup>18</sup> Distance on trains Nos. 8 and 15, 57.60 miles; distance on trains Nos. 1, 10, and 14, 57.38 miles.<sup>19</sup> Inward trains, 2 clerks; outward trains, 1 clerk.<sup>20</sup> Clerk shown inward on train No. 1.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
115.00	Pounds. 1,423	July 1, 1884	72	26.87	73	22.84	6	71,990	1	16 10	8 7 2	4	1	4
13.21	1,300	July 1, 1884	405	24.80	402	29.76	6	71,990	1	17 0	8 11 5			
2.63	2,693	July 1, 1884	5	29.25	2	30.06	6	76,003	1	20 0	8 10	2	1	(4)
(8) 16,713	397	July 1, 1884	42	27	33	27	6							
229.08		July 1, 1883	20	18.10	21	19.24	6	142,947	1	16 8	9 3	4	1	4
			64	10.74	65	10.74			2	16 4	9 4			
									1	15 0	7 2			
42.89	254	July 1, 1886	3	21	4	21	7	31,310	(7)			1	1	1
33.29	612	July 1, 1885	87	16.55	86	17.26	6	21,252	1	14 0	7 0	1	1	1
			89	14.70	88	18.91	6	21,252						
112.57	243	July 1, 1884	2	14.30	1	14.46	6	70,406	81	12 0	7 0			
62.90	208	Dec. 15, 1884	101	20.40	102	19.86	6	39,375	2	10 8	7 2	2	1	2
									1	15 0	7 4	1	1	1
36.29	164	July 1, 1883	25	9.46	26	9.46	6	22,736	91	10 8	7 7			
57.83	875	July 1, 1886	272	25	271	25	7	42,216	1	7 2	5 10	1	1	1
67.80			575	28	554	31	6	64,190	1	17 6	8 10	1	1	1
			77	22	54	22			1	15 6	8 3	1	1	1
(11) 136,401		July 1, 1885							(10)			(16)		
52.60	834	July 1, 1883	85	19.72	86	19.72	6	38,975	151	12 4	6 2			
									1	13 11 1/2	7 3	1	1	1
8.75	315	July 1, 1883	85	27.50	86	21.87								
57.60	354	July 1, 1885	4	15	7	11	6	36,176	1	14 0	7 0	1	1	1
88.43	420	July 1, 1886	1	11.53	2	11.79	7	64,553	143	20 0	9 2	2	1	2
164.68	534	July 1, 1884	2	24.06	1	24.06	6	103,259	1	16 3	9 0	2	1	2
1623.86	133	July 1, 1885	1	15	5	16	6	14,936	152	14 10	8 11			
									1	9 8	4 1	1	1	1
44.23	685	July 1, 1883	47	9.83	48	9.83	6	27,719	1	11 3 1/2	8 10	1	1	1
56.01	5,094	July 1, 1885	8	28	15	24	8	36,057	1	15 0	7 4	1	1	3
			10	30	1	26	6	35,967	1	15 4	7 4	191	2	
			14	28			3	17,953	1	15 0	7 4	1	(17)	
68.09	889	July 1, 1884	4	23.14	7	23.23	6							
(19) 2,107	2,107	July 1, 1884	6	36.84	5	23.76	6	119,378	2	20 0	8 10	4	1	4
91.63	821	July 1, 1884	28	13.95	21	15.11	6	57,360	1	11 0	9 0	2	1	2
240.25	10,412	Apr. 16, 1884	1	22.35	2	22.17	7	175,382	(25)			4	1	4
140.50	2,604	July 1, 1886	2	26	1	26	6	130,646	2	20 0	9 0	3	2	6
(26) 3,229	3,229	July 1, 1885	2	29	1	28	6		81	20 0	9 0			
34.30	2,897	July 1, 1885	2	34	1	32	6		(27)			(27)		
220.70	10,412	Apr. 16, 1884	1	23.24	2	19.62	7	161,301	(28)			4	1	4
104.50	665	Apr. 1, 1886	1	19.37	2	18.79	6	50,036	1	15 0	9 0	1	1	1
111.27	1,811	July 1, 1883	6	25.19	5	27.25	6	69,330	301	39 10	9 1	2	1	2
50.01	1,643	July 1, 1883	43	23.67	42	27.27	6	31,306	1	17 5	8 7 1/2	1	1	1
39.42	344	Nov. 20, 1884	48	13	47	13	7	28,777	(31)			1	1	1
43.30	190	July 1, 1883	2	22.59	1	21.65	6	27,106	1	5 8	8 5	1	1	1

<sup>21</sup> Run on route 24017, Ionia to Detroit, Mich. (122.73 miles), and with Howard City and Detroit R. P. O.; gives double service between these points daily except Sunday.

<sup>22</sup> Shown in report of Howard City and Detroit R. P. O.

<sup>23</sup> In connection with Muskegon and Allegan R. P. O. gives double service between Muskegon and Holland, Mich. (35.50 miles), daily, except Sunday.

<sup>24</sup> Balance of route (1,040.59 miles) covered by Saint Paul, Minn., and Bismarck, Dak.; Bismarck, Dak., and Glendive, Mont.; Glendive and Billings, Mont.; and Helena, Mont., and Portland, Oreg., R. P. O.'s.

<sup>25</sup> Cars run through from Saint Paul, Minn., to Portland, Oreg. (See Saint Paul, Minn., and Bismarck, Dak., R. P. O.)

<sup>26</sup> 33.48 miles covered by New York, Dover and East. R. P. O.

<sup>27</sup> Clerks and cars shown on route 8019.

<sup>28</sup> Balance of route (1,060.14 miles) covered by Saint Paul, Minn., and Bismarck, Dak.; Glendive and Billings, Mont.; Billings and Helena, Mont.; and Helena, Mont., and Portland, Oreg., R. P. O.'s.

<sup>29</sup> Clerks on this route run from Black River to Alger, Mich. (79.65 miles); balance of route (24.85 miles) covered by steamboat service, Alpena to Black River, Mich.

<sup>30</sup> Whole car.

<sup>31</sup> Mails handled in baggage car.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
Boonville and Versailles, Mo. ....	7	44.69	Boonville, Versailles, Mo. (Mo. Pac.) .....	28008
Boston Corners and Poughkeepsie, N. Y.	2	38.06	Boston Corners, Poughkeepsie, N. Y. (Pough., Hart. and Boston) .....	6079
<i>Boston, Mass., and Albany, N. Y.</i>	1	203.25	Boston, Mass., Albany, N. Y. (Bos. and Albany) .....	3025
Boston, Mass., and Albany, N. Y. (short run).	1	99.44	Boston, Springfield, Mass. (Bos. and Albany) .....	3025 (part)
Boston, Clinton, and Fitchburgh, Mass.	1	62.49	Boston, South Framingham, Mass., (Bos. and Albany) .....	3025 (part)
			South Framingham, Fitchburgh, Mass., (Old Col., North Div.) .....	3051 (part)
Boston, Mass., and Greenville, N. H.	1	60.33	Boston, Ayer, Mass. (Fitchburgh) .....	3021 (part)
			Ayer, Mass., Greenville, N. H. (Fitchburgh) .....	3024 (part)
Boston, Mass., and Hopewell Junction, N. Y.	1	215.23	Boston, Mass., Hopewell Junction, N. Y. (N. Y. and N. Eng.) ..	5007
Boston, Mass., and Hopewell Junction, N. Y. Short run.	1	118.30	Boston, Mass., Hartford, Conn. (N. Y. and N. Eng.) .....	15007 (part)
Boston, Mass., Nashua and Keene, N. H.	1	96.22	Boston, Mass., Nashua, N. H. (Bos. and Lowell) .....	3016
			Nashua, Keene, N. H. (Bos. and Lowell) .....	1011
<i>Boston, Mass., and New York, N. Y. Short run.</i>	1	135.78	Springfield, Mass., New York, N. Y. (N. Y., N. H. and Hart.) ..	5005
<i>Boston, Mass., Providence, R. I., and New York, N. Y.</i>	1	233.07	Boston, Mass., Providence, R. I. (Bos. and Prov.) .....	3035
			Providence, R. I., Groton, Conn. (N. Y., P. and Bos.) .....	4002
			New London, New Haven, Conn. (N. Y., N. H. and Hart.) .....	5004
			New Haven, Conn., New York, N. Y. (N. Y., N. H. and Hart.) ..	3005 (part)
Boston, Mass., and Providence, R. I.	1	45.06	Boston, Mass., Providence, R. I. (Bos. and Prov.) .....	3035
<i>Boston, Springfield, Mass., and New York.</i>	1	235.17	Boston, Springfield, Mass. (Bos. and Albany) .....	3025 (part)
			Springfield, Mass., New York, N. Y. (N. Y., N. H. and Hart.) ..	5005
Boston, Mass., and Troy, N. Y. ..	1	191.04	Boston, Greenfield, Mass. (Fitch.) .....	3021
			Greenfield, North Adams, Mass. (Fitch.) .....	3022
			North Adams, Mass., Troy, N. Y. (Troy and Bos.) .....	6067

<sup>1</sup> 1 clerk detailed as chief clerk, Boston, Mass.; 2 clerks detailed to superintendent's office; 6 clerks on short run (2 as short-stops) (99.44 miles).

<sup>2</sup> Reserve car.

<sup>3</sup> Balance of route covered by Boston and Albany R. P. O., 192.66 miles.

<sup>4</sup> Covered by Boston and Albany R. P. O., 98.63 miles.

<sup>5</sup> Shown in column 16, Boston and Albany R. P. O.

<sup>6</sup> Balance of route covered by Boston and Albany R. P. O., (180.08 miles).

<sup>7</sup> Covered by Boston and Albany R. P. O. (21.21 miles).

<sup>8</sup> Balance of route covered by Lowell and Taunton R. P. O. (32.23 miles), and closed-pouch service between Taunton and New Bedford (50.91 miles). (See Table C.)

<sup>9</sup> Balance of route covered by Boston and Troy R. P. O. (69.33 miles).

<sup>10</sup> Covered by Boston and Troy R. P. O., 86.07 miles.

<sup>11</sup> On the a. m. run west there are 2 clerks at Bristol, Conn., the second clerk stopping there and returning with Bos-

ton and Hopewell Junction short run east next morning. On the Boston and Hopewell Junction short run there are 6 clerks, 2 on a. m. east from Hartford, and 1 short-stop between Boston and Willimantic; 1 clerk on p. m. west. The clerk in charge doubles the road every day, every other week off. The second clerk runs two-thirds of the time. 1 clerk detailed as transfer clerk at Hartford, Conn. 1 clerk detailed as transfer clerk at Boston, Mass.

<sup>12</sup> Balance of route covered by Boston and Hopewell Junction R. P. O. (97.64 miles).

<sup>13</sup> Covered by Boston and Hopewell Junction R. P. O. (117.30 miles).

<sup>14</sup> See Boston and Hopewell Junction R. P. O.

<sup>15</sup> Covered by Saint Albans and Boston R. P. O. (39.85 miles).

<sup>16</sup> Covered by Boston, Springfield and New York R. P. O. (126 miles).

<sup>17</sup> Shown in column 16, Boston, Springfield and New York R. P. O.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	<i>Pounds.</i>			<i>Miles.</i>		<i>Miles.</i>				<i>Ft. In.</i>	<i>Ft. In.</i>			
44.69	250	July 1, 1883	50	12	51	12	6	27,976	1	8 4	6 5	1	1	
38.11	199	July 1, 1885	3	11	2	15	6	23,825	1	9 0	6 11	1	1	
201.29	42,810	July 1, 1885	1	25.25	32	26.07	6	127,234	1	27 10	8 7	4	3	137
			111	26.35	56	28.32	6½	137,803	2	28 6	8 6			
									21	56 7	8 9	4	4	
(4)	42,810	July 1, 1885	109	23.67	24	26.30	6	62,249	1	27 7	8 7			
									1	27 9	8 3	2	2	(2)
(1)	42,810	July 1, 1885	7	22.73	543	24.48	6	99,118	1	14 0	6 0	1	1	1
									21	14 0	6 6			
40.47	1,330	July 1, 1885	7	26.83	543	25.30								
(10)	6,568	July 1, 1885	74	25.38	137	24.88	6	37,760	1	8 9	6 3	1	1	1
23.96	521	July 1, 1885	74	23.53	137	19.60			21	15 10	8 11			
214.91	5,042	July 1, 1885	47	27.72	80	27.54	6	134,733	1	18 2	8 11	4	1	112
									1	21 8	9 3			
(13)	5,042	July 1, 1885	61	25.59	66	29.32	6	74,055	1	17 4	9 0	2	(14)	(14)
									1	18 2	8 11			
(15)	14,363	July 1, 1885	29	17.05	248	26.52	6	60,233	1	14 2	7 0	2	1	2
									21	13 5	6 10			
55.81	1,012	July 1, 1885	29	22.94	348	22.34								
(16)	64,611	July 1, 1885	34	30.16	5	25.13	6	84,966	2	55 4	8 7	4	4	(17)
									18½	31 0	8 8			
44.00	11,597	July 1, 1885	A	31.05	73	29.32	7	170,141	2	55 0	8 8	4	4	1919
61.80	12,792	July 1, 1885	A	25.59	73	31.47								
51.78	13,103	July 1, 1885	A	29.12	73	21.72								
(21)	64,611	July 1, 1885	A	29.64	73	29.48								
(22)	11,597	July 1, 1885	a. m.	27.78	p. m.	25.62	6	21,178	2	15 0	6 4	2	1	223
			s. t. h.		n. t. h.									
			p. m.	26.40	p. m.	24.00	6	21,178	1	14 6	5 9			
			s. t. h.		n. t. h.									
(25)	42,810	July 1, 1885	13	32.87	13	36.75	6	147,217	1	55 0	8 8	4	6	2623
			75	39.71	43	39.71	14	343,348						
			63	39.63	71	30.63			1	55 0	8 8	4	1	
136.06	64,611	July 1, 1885	13	25.60	13	35.71	6		1	54 6	8 8			
			75	38.59	43	38.59	14							
			63	29.29	71	29.40			1	54 6	8 8			
									21	35 4	8 7			
105.40	6,568	July 1, 1885	54	23.03	33	27.66	6	119,591	1	30 0	8 3	4	2	2819
			34	27.30	35	26.98	6	119,591	1	17 6	6 2	4	2	
37.25	4,302	July 1, 1885	54	26.10	33	24.44			1	31 11	8 5			
			34	28.51	35	23.44			1	16 11	8 5			
48.15	6,909	July 1, 1885	54	27.36	33	24.97			1	15 10	8 9			
			34	26.59	35	32.28			1	18 0	6 6			
									1	15 0	6 6			

<sup>12</sup> Reserve car. These clerks register at depot at Springfield, Mass., and New York City.

<sup>11</sup> 1 clerk detailed as transfer clerk at Providence, R. I.; 1 clerk detailed as transfer clerk at New London, Conn.; 1 clerk detailed as transfer clerk at Saybrook Junction, Conn.

<sup>10</sup> Balance of route covered by Boston, Springfield and New York R. P. O. (62.77 miles).

<sup>9</sup> Covered by Boston, Springfield and New York R. P. O. (73.23 miles). These clerks register at depot at New York City. 2 clerks detailed from Boston and Providence R. P. O. to this line as short-stops between New York and New London.

<sup>8</sup> Covered by Boston, Providence and New York R. P. O., 41 miles. The a. m. south and p. m. north use two cars.

<sup>7</sup> 1 clerk detailed to superintendent's office. Service was performed on this line from July 1, 1885, to March 31, inclusive. Cars withdrawn April 1, 1886. Two clerks detailed to duty on Boston, Providence and New York R. P. O. as short-stops.

<sup>24</sup> Balance of route covered by Boston and Albany R. P. O. (102.66 miles).

<sup>23</sup> Covered by Boston and Albany R. P. O. (98.63 miles).

<sup>22</sup> 16 clerks on Boston and New York short run. (See column remarks and columns 14 and 15 that line.) 1 clerk detailed as chief clerk, New York, N. Y.; 2 clerks detailed as chief clerks, Boston, Mass.; 5 clerks detailed to superintendent's office, Boston, Mass.; 1 clerk detailed transfer clerk, New Haven, Conn.; 2 clerks detailed transfer clerks, Springfield, Mass.; 1 clerk detailed transfer clerk, Hartford, Conn.; 1 clerk detailed transfer clerk, Worcester, Mass.; 2 clerks detailed transfer clerks, Boston, Mass.

<sup>21</sup> 4.30 P. M. messenger. No apartment, mail worked in baggage car.

<sup>20</sup> 1 clerk detailed as transfer clerk, Boston, Mass.; 2 clerks as short-stops between Troy, N. Y., and Shelburne Falls. Daily average, 91.67 miles.

<sup>19</sup> Reserve cars. These clerks register at depot at Troy, N. Y.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or southwest to southeast (with abbreviated title of railroad company).	Number of route.
Boston and Wellfleet, Mass. ....	1	<i>Miles.</i> 103.56	Boston, South Braintree, Mass. (Old Colony) .....	3038
			South Braintree, Middleborough, Mass. (Old Colony) .....	3039
			Middleborough, Wellfleet, Mass. (Old Colony) .....	(part) 43041
Boundary Line (n. o.) and Saint Paul, Minn. ....	6	413.86	Boundary Line (n. o.) Junction (n. o.), Minn. (St. P., Minn. and Man.) .....	26035
			Saint Vincent, Barnesville, Minn. (St. P., Minn. and Man.) .....	(part) 26004
			Barnesville, Breckenridge, Minn. (St. P., Minn. and Man.) .....	(part) 26005
Bound Brook, N. J., and Philadelphia, Pa. ....	2	59.96	Breckenridge, Saint Paul, Minn. (St. P., Minn. and Man.) .....	(part) 26006
			Bound Brook, N. J., Jenkintown, Pa. (Boundbrook Brch., P. and R.) .....	8103
			Jenkintown, Philadelphia, Pa. (Beth. Brch. P. and R.) .....	8004
Bowie and Pope's Creek, Md. ....	3	49.14	Bowie, Pope's Creek, Md. (Pope's Cr'k Br., B. and P.) .....	(part) 10014
Bowling Green, Ky., and Memphis, Tenn. ....	5	263.60	Bowling Green, Ky., Memphis, Tenn. (Louis. and Nash.) .....	20008
Branch Junction and Pittsburgh, Pa. ....	2	70.66	Branch Junction, Blairsville, Pa. (W. P. Div. Penna.) .....	8042
Branchville and Waterloo, N. J. ....	2	22.02	Blairsville, Allegheny, Pa. (W. P. Div. Penna.) .....	(part) 8039
	1	112.68	Branchville, Branchville Junction, N. J. (Sussex) .....	7048
			Branchville Junction, Waterloo, N. J. (Sussex) .....	7025
Brattleborough, Vt., and Palmer, Mass. ....	1	56.33	Brattleborough, Vt., Palmer, Mass. (N. Lon. Northn.) <sup>10</sup> .....	3062
Bremond and Albany, Tex. <sup>10</sup> ....	7	231.04	Bremond, Albany, Tex. (H. and T. C.) .....	(part) 31605
Brewster and New York, N. Y. ....	2	62.19	Brewster, New York, N. Y. (N. Y. C. and N. and Met. Elev.) .....	6017
Bristol and Chattanooga, Tenn. ....	3	242.37	Bristol, Chattanooga, Tenn. (E. Tenn., Va. and Ga.) .....	19002
Brunswick and Albany, Ga. ....	4	171.73	Brunswick, Ga., and Albany, Ga. (B. and W. R. R.) .....	15023
Buda and Yates City, Ill. ....	6	48.35	Buda, Elmwood, Ill. (Chl., Bur. and Qcy.) .....	23072
			Elmwood, Yates City, Ill. (Chl., Bur. and Qcy.) .....	23009
Buffalo, N. Y., and Emporium, Pa. ....	2	121.55	Buffalo, N. Y. Emporium, Pa. (Buff. Div. B., N. Y. and P.) .....	(part) 6058
Buffalo and Jamestown, N. Y. ....	2	68.79	Buffalo, Jamestown, N. Y. (B. and S. W. Div. N. Y., L. E. and W.) .....	6091
Buffalo, N. Y., and Pittsburgh, Pa. ....	2	273.10	Buffalo, N. Y., Corry, Pa. (Pitta. Div. B., N. Y. and P.) .....	6061
			Corry, Oil City Pa., (Pitta. Div. B., N. Y. and P.) .....	8025
			Oil City, Pittsburgh, Pa. (Allegheny Valley) .....	(part) 8041
Buffalo and West, N. Y. ....	2	49.56	Buffalo, West, N. Y. (Buff. and Pitta. Div. R. and P.) .....	6130
Bureau and Peoria, Ill. ....	6	47.03	Bureau, Peoria, Ill. (Chl. R. Isl'd & Pac.) .....	23016
Burlington, Iowa, and Carrollton, Mo. <sup>14</sup> ....	6	220.57	Burlington, Iowa, Carrollton, Mo. (Chl., Bur. & K. City) .....	27008

<sup>1</sup> 2 clerks detailed as transfer clerks, Boston, Mass.: 1 clerk as short stop between Boston and Buzzard's Bay. Daily average, 92.06 miles. These clerks register at depot at Wellfleet, Mass.

<sup>2</sup> Balance of route covered by closed-pouch service between Middleboro' and Newport (38.16 miles). (See Table C<sup>c</sup>.)

<sup>3</sup> Reserve car.

<sup>4</sup> Balance of route covered by closed-pouch service between Wellfleet and Provincetown (14.36 miles). (See Table C<sup>c</sup>.)

<sup>5</sup> R. P. O. cars paid for between Saint Paul and Breckenridge, Minn.

<sup>6</sup> 2 helpers between Saint Paul and Kerkhoven, Minn. (117 miles). 1 clerk detailed to transfer duty at Saint Vincent, Minn., and 1 clerk detailed to transfer duty at Saint Paul, Minn.

<sup>7</sup> Balance of route (143.79 miles) covered by Fargo, Dak., Barnesville and Saint Paul, Minn., R. P. O.

<sup>8</sup> Balance of route (24.54 miles) covered by Fargo, Dak., Barnesville and Saint Paul, Minn., R. P. O.

<sup>9</sup> 10.10 miles covered by Bethlehem and Philadelphia R. P. O.

<sup>10</sup> Car and clerk shown on route No. 8103.

<sup>11</sup> 1 clerk detailed to transfer duty at Milan, Tenn.

<sup>12</sup> 2.80 miles covered by Indiana and Branch Junction R. P. O.

<sup>13</sup> Car and clerk shown on route No. 8042.

<sup>14</sup> Short run between Newton and Waterloo.

<sup>15</sup> Balance of route (8.63 miles) covered by closed-pouch service. (See Table C<sup>c</sup>.)

<sup>16</sup> Car and clerk shown on route No. 7048.

<sup>17</sup> In reserve.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
11.36	<i>Pounds.</i> 9,471	July 1, 1885	27	33.78	84	30.70	6	66,707	1	<i>Fl. In.</i> 20 6	<i>Fl. In.</i> 9 2	12	2	111
23.09	1,983	July 1, 1885	131	33.78	184	25.98	6	60,707	1	20 6	9 12	12	2	
71.94	2,627	July 1, 1885	131	25.65	184	21.31			31	21 5	8 7			
2.63	2,496	July 20, 1884	27	24.76	84	21.63								
172.14	3,730	Apr. 1, 1884	131	23.63	184	23.02	7	287,364	53	40 0	8 9	6	1	110
28.73	3,666	Apr. 1, 1884	10	12.18	9	12.18								
216.88	3,666	Apr. 1, 1884	10	25.50	9	25.50								
49.27	3,666	Apr. 1, 1884	10	21.55	9	20.28								
49.27	297	July 1, 1885	10	25.26	9	23.44	6	37,535	1	13 9	6 4	1	1	1
( <sup>9</sup> )	5,694	July 1, 1885	574	20	557	25	6							
49.01	256	July 1, 1885	574	22	557	22	6		(10)			(10)		
263.15	7,963	July 1, 1884	95	11.23	96	12.17	6	30,761	1	9 7	8 9	1	1	1
(11)	609	July 1, 1885	3	25.02	2	22.56	7	192,428	2	5 0	9 0	4	2	119
67.86	760	July 1, 1885	3	18	2	18	6	44,358	1	17 0	8 6	1	1	1
14.86	188	July 1, 1885	204	18	201	18	6	21,722	1	5 6	8 8	1	1	1
56.28	336	July 1, 1885	204	20	201	22	6		(12)	6 6	3 6			
231.04	709	July 1, 1886	200	18	200	24	6	35,262	1	10 6	6 5	1	1	1
54.62	380	July 1, 1885	44	22.85	33	25.26	6							
242.21	6,620	July 1, 1884	33	14.50	34	14.50	30 7	153,991	30 2	17 8	9 4	4	1	22
171.73	238	July 1, 1884	12	22	1	24	6	38,931	21 1	14 0	8 10	1	1	24
45.37	307	July 1, 1883	7	25.25	2	24.44	7	170,930	1	8 4	6 10	1	1	24 16
(12)			3	27.39	4	27.81	7	170,930	(23)			4	2	24 5
121.37	1,492	July 1, 1885	1	20	2	21	7	125,363	2	14 6	7 0	3	1	1
6924	740	July 1, 1885	151	22.68	152	27.50	6	30,267	30 1	12 0	6 3			
94.12	1,300	July 1, 1885	151	15.60	152	31.20			1	16 8	8 04	1	1	1
345.60	1,069	July 1, 1885							28 1	15 4	8 10			
132.61	2,600	July 1, 1885	2	24	3	23	6	76,090	1	19 6	9 8	38 2	1	2
49.28	416	July 1, 1885	1	24	4	25	6	43,063	28 1	18 7	8 11			
47.03	1,419	July 1, 1883	1	24	5	24	6	170,960	1	16 0	9 8	1	1	20 1
229.57	765	Apr. 1, 1886	2	24	5	26	6		28 1	12 0	9 0			
			2	26	5	26	6		1	19 0	8 8	4	1	216
			2	26	1	25	6		1	18 0	8 8			
									(23)			(23)		
									(23)			(23)		
									28 1	15 6	8 8			
									28 1	18 0	8 8			
									342	15 0	9 0	1	1	1
									1	20 0	9 4	1	1	1
									1	14 6	7 7	4	1	4
									1	13 9	9 4			

\* Balance of route covered by Palmer and New London R. P. O. (65.11 miles).

10 Reported last year as Bremond and Cisco; distance increased 33.38 miles.

11 Reserve car at Bremond.

12 Trains daily, except Sunday, west of Walnut.

13 Clerk runs 10 miles from 155th street to Park Place, New York, N. Y., on Metropolitan Elevated R. R.

14 See Baltimore and Bristol R. P. O. Roanoke to Bristol, and Lynchburgh and Bristol R. P. O. cars on these lines run through to Chattanooga, Tenn., comprising the entire equipment of the Bristol and Chattanooga R. P. O.

15 2 acting clerks not included in this number in place of clerks injured in accident November 7, 1885.

16 1 transfer clerk, Albany, Ga.; 1 transfer clerk, Way Cross, Ga.

20 1 reserve car.

21 Distance (3.0 miles) covered by Peoria and Galesburgh, Ill., R. P. O.

22 Reserve.

23 Clerk records, arrival and departure at Emporium by slip; Larabee and Clement clerk runs as helper to Olean, but is shown on his own route.

24 Relieved every third week by a clerk from the Dunkirk and Titusville R. P. O.

25 2 helpers run between Oil City and Pittsburgh, week on and week off (132.05 miles).

26 49.63 miles covered by Salamanca and Oil City R. P. O.

27 Cars and clerks shown on route No. 6061.

28 1 car in reserve.

29 This line was reported last year as Burlington, Iowa, and Bogard, Mo. R. P. O. Increased distance run this year, 7.86 miles.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
<i>Burlington and Council Bluffs, Iowa.</i>	6	Miles. 291.00	Burlington, U. P. Transfer, Iowa (Chi., Bur. & Qcy.) <sup>1</sup> .....	27005
Burlington and Oskaloosa, Iowa.	6	105.00	Burlington, Winfield, Iowa (Bur. & No. West.) .....	*27035 (part)
Burlington, Iowa, and Quincy, Ill.	6	72.00	Winfield, Oskaloosa, Iowa (Bur. & West.) .....	27082
Burlington, Iowa, and Saint Louis, Mo.	6	214.19	Burlington, Iowa, Quincy, Ill. (Chi., Bur. & Qcy.) .....	23011
Burnet and Austin, Tex.	7	60.95	Burlington, Keokuk, Iowa (Chi., Bur. & Qcy.) .....	27011
Butler and Freeport, Pa.	2	21.46	Keokuk, Iowa, Saint Peter, Mo. (St. L., Keo. & No. West.) ..	*28018 (part)
Butler, Mo., and Kincaid, Kans.	7	52.28	Saint Peter, Saint Louis, Mo. (Wab., St. L., & Pac.) .....	28004
Butte City, Mont., and Ogden, Utah <sup>14</sup>	8	417.00	Burnet, Austin, Tex. (A. & N. W.) .....	*1038
Cadillac, Mich., and Fort Wayne, Ind. <sup>15</sup>	9	240.76	Butler, Freeport, Pa. (W. P. Div. Penna.) .....	8053
Cairo, Ill., and New Orleans, La.	4	552.58	Butler, Mo., Kincaid, Kans. (St. L. & E.) .....	33045
Cairo, Ill., and Poplar Bluff, Mo.	7	74.50	Butte City, Mont., Ogden, Utah (Utah and Northern R. R.) ..	41003
Cairo, Ill., and Texarkana, Ark. <sup>16</sup>	7	*422.47	Cadillac, Mich., Fort Wayne, Ind. (Gd. Rap. and Ind.) .....	*24018 (part)
Cairo, Ill., and West Point, Miss.	4	260.68	Cairo, Ill., New Orleans, La. (Ill. Cent.) .....	18001
Callistoga and Vallejo Junction, Cal.	8	44.87	Cairo, Ill., Poplar Bluff, Mo. (St. L., I. M. and S.) .....	28027
Caledonia and Spring Valley, Ill.	6	85.74	Bird's Point, Mo., Texarkana, Ark. (T. and St. L.) .....	28051
Calmar, Iowa, and Chamberlain, Dak.	6	399.02	Cairo, Ill., West Point, Miss. (M. and O.) .....	*18004 (part)
Calmar and Davenport, Iowa	4	165.70	Callistoga, Valley Junction (n. o.), Cal. (Cal. Pac.) .....	48008
Camak and Macon, Ga.	4	78.59	Caledonia, Spring Valley, Ill. (Chi. and No. West.) .....	23087
Cambridge City and Madison, Ind.	5	109.05	Calmar, Iowa, Marion, Dak. (Chi., Mil. and St. Paul) .....	*27025 (part)
Cambridge Junction and Burlington, Vt.	1	34.47	Marion, Chamberlain, Dak. (Chi., Mil. and St. Paul) .....	35092
Camden and Kingville, S. C.	4	39.03	Calmar, Davenport, Iowa (Chi., Mil. and St. Paul) .....	27027
Cameron, Mo., and Atchison, Kans.	7	56.10	Camak, Macon, Ga. (Ga. R. R.) .....	15021
			Cambridge City, Columbus, Ind. (Penna. Co.) .....	22011
			Columbus, Madison, Ind. (Penna. Co.) .....	22006
			Cambridge Junction, Burlington, Vt. (Burl. and Lamolille) ..	2014
			Camden, Kingville, S. C. (S. C. Rwy.) .....	14018
			Cameron, Saint Joseph, Mo. (H. and St. J.) .....	*28005 (part)
			Saint Joseph, Mo., Atchison, Kans. (H. and St. J.) .....	28030

<sup>1</sup> Cars run through from Chicago, Ill., to Union Pacific Transfer, Iowa. (See Chicago, Ill., and Burlington, Iowa, R. P. O.)

<sup>2</sup> Fast mail.

<sup>3</sup> 2 helpers on fast mail between Burlington and Council Bluffs four days each week. One clerk detailed as stenographer at office of chief clerk, Burlington, Iowa.

<sup>4</sup> Night line.

<sup>5</sup> Balance of route, Winfield to Washington, Iowa (18.64 miles), covered by closed pouches. (See Table C.)

<sup>6</sup> 1 car in reserve.

<sup>7</sup> Reserve.

<sup>8</sup> Balance of route (48.10 miles) covered by Mount Pleasant and Keokuk, Iowa, R. P. O.

<sup>9</sup> Distance (32.20 miles) covered by Saint Louis, Moberly and Kansas City, Mo., R. P. O.

<sup>10</sup> 1 car in reserve at Austin.

<sup>11</sup> Double daily service, except Sunday.

<sup>12</sup> Car and clerk shown on trains 21 and 22.

<sup>13</sup> New service, and not reported last year.

<sup>14</sup> Reported last year as Garrison and Ogden R. P. O.

<sup>15</sup> In connection with Grand Rapids and Cincinnati and Mackinaw City and Grand Rapids R. P. O.'s gives double service between Cadillac, Mich., and Fort Wayne, Ind. (40 miles), daily, except Sunday.

<sup>16</sup> Balance of route (225=67 miles) covered by Mackinaw City and Grand Rapids R. P. O.

<sup>17</sup> Clerks appointed to Mackinaw City, Mich., and Fort Wayne, Ind., route.

<sup>18</sup> Department only pays for 40-foot cars.

<sup>19</sup> North division, Cairo, Ill., to Jackson, Miss.

<sup>20</sup> 1 chief clerk New Orleans, La.; 1 transfer clerk Jackson, Miss.; 1 transfer clerk Jackson, Tenn.; 1 helper south division.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
291.00	Pounds 3,731	Mar. 11, 1884	5	22.67	6	24.25	6	182,166				24	3	223
			1	25.65	2	25.68	1	30,264				44	2	
			7	29.85	4	23.28	6	182,166						
			3	23.75	4	23.28	1	30,264						
34.29	197	July 1, 1883	1	18.37	2	20.60	6	65,730	62	11 8	5 10	2	1	2
71.41	234	Oct. 1, 1884	1	20.11	2	18.37								
72.61	314	July 1, 1883	181	21.60	182	21.60	6	45,072	1	13 34	7 2	1	1	1
									7	12 0	6 10 1/2			
43.00	1,397	July 1, 1883	171	27.16	174	27.16	6	134,083	8	23 11 1/2	9 0 1/2	4	1	4
137.97	1,690	July 1, 1883	1	22.37	2	22.68								
(*)	7,026	July 1, 1883	18	24.05	17	24.05								
60.95	701	July 1, 1886	1	15	2	15	6	38,155	102	8 10	7 10	1	1	1
21.99	526	July 1, 1885	21	30	22	21	6	1126,868	1	8 6	5 3	1	1	1
			23	24	24	19	6		(12)			(12)		
52.28	246	July 1, 1886	1	13	2	13	7	38,164	1	22 0	9 6	1	1	1
417.27	2,289	July 1, 1886	601	18.66	602	17.93	7	304,410	4	40 0	7 5 1/2	6	1	6
143.23	1,831	July 1, 1884	8	19.32	7	17.88	6	150,716	2	22 0	8 10	4	1	(*)
550.80	4,317	July 1, 1884	1	25	4	30	7	403,383	2	150 3	9 0	106	3	1025
									2	145 2	9 3	213	1	
74.50	612	July 1, 1883	681	15	682	15	6	46,637	1	15 9	9 3	2	1	1
419.05	226	July 1, 1883	1	17.40	2	17.40	7	308,403	25	23 9	8 1	6	1	6
261.79	1,320	July 1, 1884	2	20	1	21	7	190,296	28	21 6	10 0	4	1	277
44.87	646	July 1, 1886	25&27	21.53	26&28	23.17	12	56,177	2	10 0	8 10	1	1	1
85.74	167	Mar. 15, 1886	150	21.43	151	19.05	6	53,673	1	12 0	7 5	1	1	1
									21	13 6	7 0			
288.40	1,949	July 1, 1883	3	17.20	2	21.89	6	125,651	4	22 0	9 4	204	2	212
111.88	2,061	July 1, 1886	1	21.06	4	20.87	6	124,136				223	3	1
165.70	951	July 1, 1883	2	19.49	1	20.93	6	103,728	1	17 3	7 4	3	1	3
									1	11 1	7 1			
78.59	755	July 1, 1884	17	21	18	15	6	49,197	1	15 6	8 4	1	1	1
63.58	253	July 1, 1884	102	25.56	101	22.26	6	96,817	1	18 9	9 0	3	1	3
									1	19 2	9 0			
45.75	803	July 1, 1884	102	22.45	101	22.45	6							
34.40	462	July 1, 1885	2	22.66	1	22.66	6	21,578	1	8 6	6 10	1	1	1
									241	6 10	6 6			
39.28	163	July 1, 1884	152	19	153	19	6	24,433	1	20 0	8 2	1	1	1
			106	19	105	19	6	24,433						
36.28	7,455	July 1, 1883	63	22	64	22	7	40,953	1	14 0	9 0	202	1	1
									241	12 0	9 3			
21.79	1,030	July 1, 1883	63	22	64	22	7							

21 South division, Jackson, Miss., to New Orleans, La.

22 This line is divided at Pine Bluff, Ark., into Cairo and Pine Bluff division (270.71 miles), and Pine Bluff and Texarkana division (151.76 miles).

23 Clerks register at Cairo, Ill., 3 miles from Bird's Point, Mo.

24 1 car in reserve at Bird's Point, Mo.

25 234.10 miles shown in West Point and Mobile R. P. O.

26 Cars used on West Point and Mobile R. P. O. Also 2 reserve cars.

27 2 helpers, 1 transfer clerk, Corinth, Miss.

28 Reserve. Service on this line was established this year.

29 Balance of route (63 miles) covered by Mariou and Running Water, Dak., R. P. O.

30 East division, Calmar to Sanborn, Iowa.

31 3 helpers on east division run two weeks on and one week off; 2 helpers on west division between Sanborn,

Iowa, and Bridgewater, Dak. (102 miles), week on and week off.

32 West division, Sanborn, Iowa, to Chamberlain, Dak.

33 6 trips per week Cambridge City to Madison, Ind. (109.05 miles) and six trips per week Columbus to Madison, Ind. (45.61 miles), making double daily service, except Sunday, between Columbus and Madison, Ind.

34 Reserve car.

35 171.51 miles of route 28005, between Quincy, Ill., and Cameron, Mo., covered by Quincy and Kansas City R. P. O.

36 Clerk on this line alternates with one clerk on Quincy and Kansas City line between Brookfield, Mo., and Atchison, Kans., acting as helper to Quincy and Kansas City R. P. O. between Brookfield and Cameron, Mo.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
Canandaigua and Batavia, N. Y. . . . .	2	<i>Miles.</i> 50.17	Canandaigua, Batavia, N. Y. (T. B. and C. Broh. N. Y. C. and H. R.).	6014 (part)
Canandaigua and Elmira, N. Y. . . . .	2	69.17	Canandaigua, Elmira, N. Y. (Northern Cen.) . . . . .	6063
Canastota and Elmira, N. Y. . . . .	2	118.76	Canastota, Cortland, N. Y. (Elmira, Cort. and Northern) . . . . .	6080
Canton and Mechanic's Falls, Me. . . . .	1	25.52	Cortland, Elmira, N. Y. (Elmira, Cort. and Northern) . . . . .	6075
Canton and Sherodsville, Ohio . . . . .	5	48.71	Canton, Mechanic's Falls, Me. (Rum. Falls and Buck.) . . . . .	619 (part)
Cape Girardeau and Wappapello, Mo. . . . .	7	52.01	Canton and Sherodsville, Ohio (Con. Valley) . . . . .	21009 (part)
Carbondale and Scranton, Pa. . . . .	2	17.46	Cape Girardeau, Wappapello, Mo. (C. G. S. W.) . . . . .	23045 (part)
Carlisle and Gettysburgh, Pa. . . . .	2	82.84	Carbondale, Scranton, Pa. (Del. and Hud. Canal Co.) . . . . .	8018
Carroll and Mapleton, Iowa. . . . .	6	64.52	Carlisle, Hunter's Run, Pa. (Gettys. and Harris.) . . . . .	8052 (part)
Cartersville, Ga., and Broken Arrow, Ala. . . . .	4	110.06	Hunter's Run, Gettysburgh, Pa. (Gettys. and Harris.) . . . . .	8155 (part)
Caseville and Pontiac, Mich. . . . .	9	100.73	Carroll, Maple River, Iowa (Chi. and No. West.) . . . . .	23008 (part)
Cayuga and Ithaca, N. Y. . . . .	2	39.11	Maple River, Mapleton, Iowa (Chi. and No. West.) . . . . .	27038 (part)
Cecil and West Manchester, Ohio <sup>13</sup> . . . . .	5	99.67	Cartersville, Ga., and Broken Arrow, Ala. (E. and W. R. E. of Ala.) . . . . .	15020
Cedar Falls and Des Moines, Iowa . . . . .	6	107.40	Caseville, Pontiac, Mich. (P. O. and Pt. Austin) . . . . .	24064
Cedar Rapids and Council Bluffs, Iowa. . . . .	6	270.77	Cayuga, Ithaca, N. Y. (Cayuga Broh. G. I. and S.) . . . . .	6089
Cedar Rapids and Ottumwa, Iowa. . . . .	6	90.94	Cecil, West Manchester, Ohio (C. V. W. and Mich.) . . . . .	21075
Cedar Rapids, Iowa, and Watertown, Dak. . . . .	6	460.33	Cedar Falls, Des Moines, Iowa (Wis., Ia. and Nebr.) . . . . .	27056
Centralia and Cairo, Ill. . . . .	6	112.79	Cedar Rapids, U. P. Transfer, Iowa (Chi. and No. West.) . . . . .	23003 (part)
Centreville and Humeston, Iowa. . . . .	6	41.84	Cedar Rapids, Ottumwa, Iowa (Chi., Mil. and St. Paul) . . . . .	27047 (part)
Chambersburgh and Richmond Furnace, Pa. . . . .	2	81.85	Cedar Rapids, Iowa, Watertown, Dak. (Bur., C. Rap. and North.) . . . . .	27003
Champaign and Havana, Ill. . . . .	6	101.07	Centralia, Cairo, Ill. (Illinois Central) . . . . .	23020 (part)
Charlotte, N. C., and Atlanta, Ga. . . . .	4	268.22	Centreville, Humeston, Iowa (Mo., Iowa and Nebr.) . . . . .	28015 (part)
Charlotte, N. C., and Augusta, Ga. . . . .	4	192.00	Chambersburgh, South Penn. Junction, Pa. (S. Penn. Broh. Cumb. Valley) . . . . .	8080 (part)
Charlotte and Shelby, N. C. . . . .	3	55.42	South Penn. Junction, Richmond Furnace, Pa. (S. Penn. Broh. Cumb. Valley) . . . . .	8071 (part)
Charleston, S. C., and Augusta, Ga. . . . .	4	189.22	Mercersburgh Junction, Mercersburgh, Pa. (S. Penn. Broh. Cumb. Valley) . . . . .	8145
Chatham and New York, N. Y. . . . .	2	180.44	Champaign, Havana, Ill. (Champ. and Hav.) <sup>15</sup> . . . . .	28029
			Charlotte, N. C., and Atlanta, Ga. (R. and D. R. R.) . . . . .	15001
			Charlotte, N. C., and Augusta, Ga. (C. C. and A. R. R.) . . . . .	13007
			Charlotte, Shelby, N. C. (Carolina Central) . . . . .	18004
			Charleston, S. C., and Branchville, S. C. (S. C. R. R.) . . . . .	14003 (part)
			Branchville, S. C., and Augusta, Ga. (S. C. R. R.) . . . . .	14017 (part)
			Chatham, New York, N. Y. (Harlem Div., N. Y. C. and H. R.) . . . . .	6022

<sup>1</sup> 36.42 miles covered by Batavia and Buffalo R. P. O.<sup>2</sup> 1 reserve car.<sup>3</sup> Believed every third week by an Elmira and Williamsport clerk.<sup>4</sup> Cars and clerks shown on route 6080.<sup>5</sup> Balance of route covered by closed-pouch service between Canton and Gilbertville (1.93 miles).<sup>6</sup> Balance of route (60 miles) shown on Cleveland and Coshocton R. P. O.<sup>7</sup> 1 car in reserve.<sup>8</sup> Triple daily service, except Sundays.<sup>9</sup> Cars and clerk shown on trains 12 and 11.<sup>10</sup> In reserve.<sup>11</sup> Balance of route (8.97 miles) covered by closed-pouch service. (See Table C.)<sup>12</sup> Car and clerk shown on route 8052.<sup>13</sup> Distance (4.20 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.<sup>14</sup> 1 car held in reserve.<sup>15</sup> Cecil and Tecumseh R. P. O. extended to West Manchester, Ohio, March 15, 1886; increased distance 7.13 miles.<sup>16</sup> Balance of route (216.32 miles) covered by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.<sup>17</sup> Cars run through from Chicago, Ill., to Union Pacific Transfer, Iowa. (See Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.)<sup>18</sup> Day line.<sup>19</sup> 2 clerks detailed to transfer duty at Council Bluffs, Iowa.

in the United States on June 30, 1896—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
150.00	<i>Pounds.</i> 241	July 1, 1885	5	26	2	24	6	31,406	33	5 9	6 0	1	1	1
69.99	2,367	July 1, 1885	8	26	7	26	6	43,300	1	14 0	8 8	1	1	21
48.27	831	July 1, 1885	4	26	1	25	6	74,344	32	16 0	9 0	2	1	2
70.91	832	July 1, 1885	4	25	1	25	6	15,975	(*) 1	10 0	6 9	1	1	1
25.52	388	July 1, 1885	21.15	21.99			6	30,492	72	19 6	7 6	1	1	1
43.24	389	July 1, 1884	31	20.52	36	21.12	6	32,560	1	15 0	7 0	1	1	1
52.01	212	Feb. 11, 1885	1	13	2	13	6	32,790	1	10 3 1/2	6 9 1/2	1	1	1
17.45	891	July 1, 1885	12 19 14 19 16 19	11 19 13 19 15 19			6	20,245	(*) 1 (*) 1 (*) 1	10 6 9 9 9 9	6 7 1/2 6 7 6 7	1	1	1
110.00	413	July 1, 1885	1	22	6	23	6	40,389	(12) 1	24 0	9 3	(12) 1	1	1
22.79	620	July 1, 1885	1	19	6	23	6	68,898	1	7 10	8 0	2	1	2
(12) 8,642	Apr. 1, 1884	71	12.60	72	14.82		6	63,057	102	7 2	7 3	1	1	1
60.33	422	July 1, 1883	71	20.68	72	20.68	6	24,483	1	10 4	7 0	1	1	1
110.06	146	July 21, 1884	1	14	2	14	6	58,004	101	15 0	0 0	2	1	2
100.73	241	July 1, 1884	2	22.22	1	20	6	197,662	(17) 2	11 0	6 5	2	1	2
38.97	408	July 1, 1885	15	23	8	21	6	197,662	1	15 6	8 9	2	1	2
97.67	189	Mar. 15, 1886	3	21.66	2	16.38	6	56,928	2	20 3	9 2	2	1	2
107.40	208	Mar. 18, 1885	2	21.12	1	22.22	6	129,782	2	19 10	9 1	4	1	218
273.82	557	May 1, 1885	5	22.56	6	23.06	7	120,824	1	19 10	9 1	3	1	4
90.94	350	Aug 15, 1884	1	23.22	2	20.59	6	70,606	(18) 1			1	1	1
399.80	567	Jan. 1, 1885	61 63	25.08 24.84	62 64	25.11 21.12	6	25,879	(18) 1			1	1	1
113.43	8,583	Nov. 3, 1884	6	21.80	2	21.12	6	19,625	(19) 1	8 6	8 2	1	1	1
41.34	882	July 1, 1883	3	22.55	2	24.80	6		(19) 1			1	1	1
(26) 1,942	July 1, 1885	41	21	42	21		6		(19) 1			1	1	1
19.38	319	July 1, 1885	41	20	42	22	6		(19) 1			1	1	1
22.64	358	July 1, 1885	41	16	42	13	6		(19) 1			1	1	1
101.07	475	July 1, 1883	1	25.27	2	24.75	6	63,270	2	10 0	7 0	2	1	2
268.03	9,505	July 1, 1884	50 52	25 28	51 53	24 27	7	195,801	(20) 2	22 7	9 0	4	2	220
192.56	2,082	July 1, 1884	52 52	22 22	53 53	21 27	7	105,801	21	20 0	9 0	3	1	3
55.53	409	July 1, 1884	3	13.50	4	13.50	6	34,692	22	10 1	8 10	1	1	1
(24) 1,462	July 1, 1884	1	30	4	31		6	87,152	25	18 0	8 11	2	1	2
76.43	794	July 1, 1884	1	28	4	24	6	81,655	1	20 2	8 4	3	1	5
130.98	1,469	July 1, 1885	18 38	28 27	9 25	20 27	6	81,655	1	20 8	8 7	2	1	
							6		21	20 0	8 4			
							6		21	18 0	8 5			

20 Night line.

21 Clerk detailed to transfer duty at Cedar Rapids, Iowa. This line was reported last year as Cedar Rapids, Iowa, and Pipe Stone, Minn., R. P. O. Increased distance run this year 85.98 miles.

22 Balance of route (252.10 miles) covered by Chicago and Centralia, Ill., R. P. O.

23 Cars run through between Chicago and Cairo, Ill. (See Chicago and Centralia, Ill., R. P. O.)

24 Balance of route (90.76 miles) covered by Keokuk and Centerville, Iowa, R. P. O.

25 Cars run through from Keokuk to Humeaton, Iowa. (See Keokuk and Centerville, Iowa, R. P. O.) This line was reported last year as Keokuk and Humeaton, Iowa, R. P. O.

26 7.10 miles covered by Harrisburg and Martinsburg R. P. O.

27 Car and clerk shown on route No. 8030.

28 Double service daily, except Sunday, on route No. 8145.

29 This line was reported last year as Urbana and Havana, Ill., R. P. O. Increased distance run this year .54 mile.

30 See Washington and Charlotte R. P. O.

31 2 helpers; 2 detailed to superintendent's office.

32 Reserve car.

33 1 in reserve.

34 62.79 miles reported as Columbia and Charleston R. P. O.

35 Cars used on Columbia and Charleston R. P. O. also.

36 In reserve. Double daily service, Sundays excepted.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
<i>Chattanooga, Tenn., and Atlanta, Ga.</i>	4	<i>Miles.</i> 138.55	Chattanooga, Tenn., Atlanta, Ga. (W. and A. R. R.) .....	15002
<i>Chattanooga, Tenn., and Macon, Ga.</i>	4	241.54	Chattanooga, Ooltewah, Tenn. (E. T., V. and G. R. R.) .....	19002
			Ooltewah, Tenn., Cohutta, Ga. (E. T., V. and G. R. R.) .....	(part) 19011
			Cohutta, Rome, Ga. (E. T., V. and G. R. R.) .....	17010
			Rome, Macon, Ga. (E. T., V. and G. R. R.) .....	(part) 15013
<i>Chattanooga and Memphis, Tenn.</i>	5	310.83	Chattanooga, Memphis, Tenn. (Mem. and Chatt.) .....	(part) 17005
<i>Chattanooga, Tenn., and Meridian, Miss.</i>	4	295.71	Chattanooga Tenn., Meridian, Miss. (Ala. G. S. R. R.) .....	17015
<i>Cheyenne, Wyo., and Denver, Colo.</i>	7	106.86	Cheyenne, Wyo., Denver, Col. (D. P. Ry. and T. Co.) .....	138007
<i>Chicago, Ill., and Burlington, Iowa.</i>	6	207.50	Chicago, Ill., Burlington, Iowa (Chi., Burl. and Qcy.) .....	23007
<i>Chicago, Ill., and Cedar Rapids, Iowa.</i>	6	220.40	Chicago, Ill., Cedar Rapids, Iowa (Chi. and No. West.) .....	1223003 (part)
<i>Chicago and Centralia, Ill.</i>	6	252.06	Chicago, Centralia, Ill. (Illinois Central) .....	2223020 (part)
<i>Chicago, Ill., and Cincinnati, Ohio.</i>	5	307.16	Chicago, Kankakee, Ill. (Ill. Cent.) .....	23020 (part)
			Kankakee, Ill., La Fayette, Ind. (Cin., La Fay. and Chic.) ..	22029 (part)
			La Fayette, Indianapolis, Ind. (Cin., Ind., St. L. and Chic.) ..	22005
			Indianapolis, Ind., Cincinnati, Ohio (Cin., Ind., St. L. and Chic.) ..	22003
<i>Chicago, Decatur, Ill., and Saint Louis, Mo.</i>	6	286.80	Chicago, Bement, Ill. (Wab., St. L. and Pac.) .....	1123006 (part)
			Bement, Decatur, Ill. (Wab., St. L. and Pac.) .....	21019 (part)
<i>Chicago, Forreston, Ill., and Dubuque, Iowa.</i>	6	200.04	Decatur, Ill., Saint Louis, Mo. (Wab., St. L. and Pac.) .....	23023 (part)
			Chicago, Aurora, Ill. (Chi., Burl. and Qcy.) .....	23007 (part)
			Aurora, Forreston, Ill. (Chi. and Iowa) .....	23036 (part)
			Forreston, Ill., Dubuque, Iowa (Illinois Central) .....	28021 (part)
<i>Chicago, Freeport, Ill., and Dubuque, Iowa.</i>	6	189.72	Chicago, Freeport, Ill. (Chi. and No. West.) .....	23002 (part)
			Freeport, Ill., Dubuque, Iowa (Illinois Central) .....	28021 (part)

<sup>1</sup> Trains 1, 2, 11, and 12 paid for 40-foot cars only; trains 3 and 4 for 50-foot cars.

<sup>2</sup> Clerks run first in first out.

<sup>3</sup> 5 third clerks first in first out on trains 1, 4, 11, and 12. 1 chief clerk Atlanta, Ga.; 1 chief clerk superintendent's office; 1 detailed to superintendent's office; 2 transfer clerks, Atlanta, Ga.

<sup>4</sup> 1 reserve car.

<sup>5</sup> 15.20 miles reported in Bristol and Chattanooga R. P. O.

<sup>6</sup> Reserve car.

<sup>7</sup> 197.60 miles reported in Rome and Selma R. P. O.; 12.12 miles closed pouches, Cleveland and Cohutta. (See Table C.)

<sup>8</sup> 190.60 miles reported in Macon and Brunswick R. P. O.

<sup>9</sup> 1 clerk detailed to transfer duty at Chattanooga, Tenn.;

1 clerk detailed transfer duty Grand Junction, Tenn.;

1 clerk detailed transfer duty, Memphis, Tenn.

<sup>10</sup> 3 reserve cars.

<sup>11</sup> 2 helpers.

<sup>12</sup> Denver Junction and Denver R. P. O. runs over 48 miles of route 38007, between La Salle (n.o.) and Denver, Colo. La Salle and Denver R. P. O. also runs over

6 miles of route 38007, between La Salle and Greeley, Colo.

<sup>13</sup> 1 of these cars in reserve.

<sup>14</sup> Day line.

<sup>15</sup> 2 helpers on fast mail between Chicago and Galesburg, Ill., 163 miles, and deadhead back on day line. 2 clerks detailed to transfer duty at Chicago, Ill.; 2 clerks detailed to transfer duty at Burlington, Iowa, and 1 clerk detailed to transfer duty at Galesburg, Ill.; 1 clerk detailed as chief clerk at Burlington, Iowa.

<sup>16</sup> Storage cars; one in reserve. Cars run through from Chicago, Ill., to Union Pacific transfer, Iowa, covering Burlington and Council Bluffs, Iowa, R. P. O.

<sup>17</sup> Fast mail.

<sup>18</sup> Balance of route (273.82 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.

<sup>19</sup> Cars run through from Chicago, Ill., to Union Pacific Transfer, Iowa, covering Cedar Rapids and Council Bluffs, Iowa, R. P. O.

<sup>20</sup> 2 helpers on night line, Chicago, Ill., to Stanwood, Iowa (190 miles), and deadhead back on day line, week on, week off. 2 clerks detailed to clerical duty and 1

In the United States on June 30, 1886—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
138.47	Pounds. 8,067	July 1, 1884	4 25	1 25	3 27	1 25	7	161,142	15	30 0	9 0	7	2	24
( <sup>1</sup> )	6,520	July 1, 1884	12 27	11 25	13 25	14 25	7	161,142	2	41 10	8 8			
11.85	636	July 1, 1885	13 25	14 25				176,324	3	18 0	7 2	3	1	3
55.20	1,493	July 1, 1884	13 23	14 30					*1	15 0	9 0			
166.20	667	July 1, 1884	13 20	14 23										
310.40	2,220	July 1, 1884	3 26.16	4 27.18			7	226,906	2	20 0	8 9	5	1	18
295.45	2,273	July 1, 1884	5 26	6 25			7	215,868	163	15 0	9 0	5	1	17
106.86	1,615	July 1, 1886	302 26	301 26			7	78,068	2	45 6	8 6			
206.06	54,621	Mar. 11, 1884	5 24.97	6 29.08			6	129,895	1	42 10	9 2	2	1	2
			1 25.22	2 26.87			1	21,580	2	24 1	9 4			
			7 27.68	4 24.47			6	129,895	167	60 1	9 3	14	4	144
216.32	557	May 1, 1885	3 26.30	4 24.47			1	21,580	2	60 5 1	9 3	17 1	5	
			3 25.56	4 26.86			7	160,892	184	60 1	9 3			
			5 26.17	6 24.60			7	160,892	192	50 0	9 5	14	3	20
252.10	8,583	Nov. 3, 1884	1 24.40	2 21.60			6	158,353	184	50 0	9 5	14	3	20
( <sup>2</sup> )	8,583	July 1, 1885	3 28.61	4 26.08			7	184,661	192	44 4 1	9 0	14	2	23
72.75	20,239	July 1, 1884	4 28.00	1 26.88			6	192,282	273	41 4 1	9 0	14	3	24
64.79	21,442	July 1, 1884	2 24.00	5 25.86			7	224,227	3	40 0	9 5	14	4	41
111.49	18,154	July 1, 1884	4 36.78	1 27.90			6			50 0	9 5	14	6	
152.86	834	July 1, 1883	2 26.58	5 24.72			7							
( <sup>3</sup> )	11,242	July 1, 1884	4 31.50	1 31.26			6							
113.44	7,767	July 1, 1883	2 27.06	5 26.82			7							
( <sup>4</sup> )	54,621	Mar. 11, 1884	4 32.40	1 30.90			6							
	4,576	July 1, 1883	5 26.20	4 24.46			7	170,537	1	25 7	9 4	4	1	25
121.39	5,035	July 1, 1883	5 26.00	4 26.00					1	25 6	9 2 1			
( <sup>5</sup> )	3,794	Nov. 3, 1884	5 26.60	4 26.00										
			5 26.60	4 27.56			6	125,225	2	40 1 1	8 11 1	4	2	29
			31 27.44	12 25.10										
			3 27.19	2 27.19										
			6 22.69	3 22.17										
			13 24.28	14 24.60			6	118,765	2	50 0	9 6	4	2	12
( <sup>6</sup> )	3,794	Nov. 3, 1884	2 26.12	1 27.52					21	35 4	9 5			

clerk as stenographer at office superintendent, Chicago Ill.

<sup>1</sup> Night line.<sup>2</sup> Reserve.<sup>3</sup> Balance of route (118.43 miles) covered by Centralia and Cairo, Ill., R. P. O.<sup>4</sup> 1 of these cars in reserve. Cars run through from Chicago to Cairo, Ill., covering Centralia and Cairo, Ill., R. P. O.<sup>5</sup> 2 helpers on day line between Chicago and Tolono, Ill. (137 miles); 6 clerks detailed to transfer duty at Chicago, Ill.; 1 clerk detailed to transfer duty Grand Crossing Ill.; 2 clerks detailed as printers and 1 clerk as stenographer at office of superintendent, Chicago, Ill., and 1 clerk detailed in charge of dormitory at Chicago, Ill.<sup>6</sup> Covered by lines of the sixth division (55.87 miles).<sup>7</sup> 2 reserve cars.<sup>8</sup> Day line, 4 crews, 4 clerks to crew.<sup>9</sup> 1 vacancy, vice J. B. Moormann, appointment expired; Moormann continued as acting clerk. 1 clerk detailed to clerical duty in office superintendent fifth division.<sup>10</sup> Night line; 4 crews, 6 clerks to crew.<sup>11</sup> Balance of route covered by Bement and Effingham, Ill., R. P. O. (52.60 miles), and between Shumway and Altamont, Ill. (10.53 miles), by closed pouches. (See Table C.)<sup>12</sup> 1 clerk detailed to transfer duty at East Saint Louis, Ill. Distance (19.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.<sup>13</sup> Distance (37 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.<sup>14</sup> 1 clerk detailed to transfer duty at Chicago, Ill.<sup>15</sup> Distance (81.57 miles) covered by Forrester and Aurora, Ill., R. P. O.<sup>16</sup> Distance (62.07 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.<sup>17</sup> 2 helpers between Chicago and Almore, Ill. 46 miles; 1 clerk detailed to transfer duty at Dubuque, Iowa; 1 clerk detailed as porter at office of superintendent, Chicago, Ill.<sup>18</sup> Distance (68.80 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.



TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Chicago, Ill., and Louisville, Ky.	5	323.22	Chicago, Ill., Monon, Ind. (Louis., N. A. and Chic.) .....	<sup>1</sup> 22038 (part)
			Monon, Louisville Junction, Ind. (Louis., New Alb. and Chic.) .....	<sup>2</sup> 2008 (part)
Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn.	6	450.63	Chicago, Lanark Junction, Ill. (Chi., Mil. and St. Paul) .....	<sup>3</sup> 2054 (part)
			Lanark Junction, Savanna, Ill. (Chi., Mil. and St. Paul) .....	<sup>4</sup> 25024 (part)
			Savanna, Ill., Sabula Junction, Iowa (Chi., Mil. and St. Paul) .....	<sup>5</sup> 27028 (part)
			Sabula Junction, McGregor, Iowa (Chi., Mil. and St. Paul) .....	<sup>6</sup> 27012 (part)
Chicago, Ill., and Minneapolis, Minn.	6	423.15	McGregor, Iowa, Saint Paul, Minn. (Chi., Mil. and St. Paul) .....	<sup>7</sup> 28009 (part)
			Chicago, Ill., Milwaukee, Wis. (Chi., Mil. and St. Paul) .....	<sup>8</sup> 23035
			Milwaukee, La Crosse, Wis. (Chi., Mil. and St. Paul) .....	<sup>9</sup> 25002
			La Crosse, Wis., Minneapolis, Minn. (Chi., Mil. and St. Paul) .....	<sup>10</sup> 26013
Chicago and Pekin, Ill.	6	158.00	Chicago, Joliet, Ill. (Chi. and Alton) .....	<sup>11</sup> 23017 (part)
Chicago and Quincy, Ill.	6	263.50	Joliet, Pekin, Ill. (Chi. and St. Louis) .....	<sup>12</sup> 28051 (part)
			Chicago, Galesburgh, Ill. (Chi., Bur. and Qcy.) .....	<sup>13</sup> 23007 (part)
			Galesburgh, Quincy, Ill. (Chi., Bur. and Qcy.) .....	<sup>14</sup> 23010 (part)
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.	5	295.71	Chicago, Ill., Richmond, Ind. (Chi., St. L. and Pitts.) .....	<sup>15</sup> 22009
			Richmond, Ind., Hamilton, Ohio (Cin., Rich. and Chi.) .....	<sup>16</sup> 21025 (part)
			Hamilton, Cincinnati, Ohio (Cin., Ham. and Day.) .....	<sup>17</sup> 21028 (part)
Chicago, Ill., and Saint Louis, Mo.	6	284.70	Chicago, Ill., Saint Louis, Mo. (Chi. and Alton) .....	<sup>18</sup> 23017 (part)
Chicago, Savanna, Ill., and Cedar Rapids, Iowa.	6	233.44	Chicago, Lanark Junction, Ill. (Chi., Mil. and St. Paul) .....	<sup>19</sup> 23054 (part)
			Lanark Junction, Savanna, Ill. (Chi., Mil. and St. Paul) .....	<sup>20</sup> 25024 (part)
			Savanna, Ill., Marion, Iowa (Chi., Mil. and St. Paul) .....	<sup>21</sup> 27028 (part)
			Marion, Cedar Rapids, Iowa (Chi., Mil. and St. Paul) .....	<sup>22</sup> 27020 (part)
Chicago and Streator, Ill.	6	97.70	Chicago, Aurora, Ill. (Chi., Bur. and Qcy.) .....	<sup>23</sup> 23007 (part)
			Aurora, Streator, Ill. (Chi., Bur. and Qcy.) .....	<sup>24</sup> 23012 (part)
Chicago, Ill., and Terre Haute, Ind.	6	180.02	Chicago, Danville, Ill. (Chi. and East. Ill.) .....	<sup>25</sup> 23043 (part)
Chicago, Ill., and West Liberty, Iowa.	6	221.52	Danville, Ill., Terre Haute, Ind. (Chi. and East. Ill.) .....	<sup>26</sup> 22024 (part)
			Chicago, Ill., Davenport, Iowa (Chi., R. Isl'd and Pac.) .....	<sup>27</sup> 23015 (part)
			Davenport, West Liberty, Iowa (Chic., R. Isl'd and Pac.) .....	<sup>28</sup> 27014 (part)

<sup>1</sup> Balance of route covered by Michigan City, Monon and Indianapolis R. P. O.

<sup>2</sup> 2 cars in reserve.

<sup>3</sup> Distance (116.50 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

<sup>4</sup> East division, Chicago, Ill., to McGregor, Iowa.

<sup>5</sup> 2 helpers on west division, between McGregor, Iowa, and Rose Creek, Minn., 102½ miles.

<sup>6</sup> Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.

<sup>7</sup> Distance (3.20 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

<sup>8</sup> Balance of route (121.47 miles) covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O., and between Sabula and Clinton, Iowa (16.27 miles), by closed pouches. (See Table C.)

<sup>9</sup> Balance of distance (53.10 miles) covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O.

<sup>10</sup> West division, McGregor, Iowa, and Saint Paul, Minn.

<sup>11</sup> Day line.

<sup>12</sup> 4 helpers west on No. 55 to La Crosse, Wis., and return on No. 58; 2 helpers west on No. 55 to Watertown, Wis., and deadhead back on No. 4; 2 helpers west on No. 9 to Milwaukee, Wis., and return on Milwaukee, Wis., and Chicago, Ill., R. P. O.; 2 helpers west on No. 9 and No. 57 to Camp Douglas, Wis., and deadhead back on No. 58; 2 helpers west on No. 3 to Watertown, Wis., and return on No. 58; 1 clerk of day line crew west deadheads back to La Crosse, Wis., on No. 2 and works thence to Chicago, Ill., on No. 58; 1 clerk detailed as chief clerk of Chicago and Minneapolis lines; 1 clerk as chief clerk at Milwaukee, Wis.; 1 clerk as chief clerk at Saint Paul, Minn.; 1 clerk detailed to transfer duty at Chicago, Ill.; 1 clerk detailed to transfer duty at Minneapolis, Minn.; 2 clerks distribute Minneapolis and 1 clerk Saint Paul, Minn., city letters.

<sup>13</sup> Storage cars.

<sup>14</sup> Fast mail.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks apportioned to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
88.52	785	July 1, 1884	2	22.92	1	22.32	6	202,336	25	14 0	9 2	4	1	4
234.05	967	July 1, 1884	2	26.58	1	25.44	6							
( <sup>1</sup> )	6,964	Apr. 1, 1884	3	26.10	2	24.98	6	282,094	42	49 4	9 3	44	2	114
( <sup>2</sup> )	2,122	July 1, 1883	3	27.44	2	25.29			1	23 7	9 4			
( <sup>3</sup> )	1,759	Apr. 1, 1884	1	19.71	2	6.90			1	24 0	9 3			
943.50	2,442	July 1, 1883	1	21.30	2	17.35								
213.03	2,220	July 1, 1883	3	22.57	2	21.61						164	1	
56.18	43,949	Mar. 13, 1884	9	28.33	4	30.91	7	308,899	4	60 1	9 3	116	4	1977
			55	34.00	58	34.00	6	264,892	133	60 1	9 3	146	4	
			3	30.00	8	28.33	6	110,739	3	59 3	9 3	183	3	
			3	30.00	2	28.33	1	44,007	164	49 3	9 3			
197.95	35,167	Mar. 9, 1884	57	34.66	4	24.55								
			55	35.17	58	35.17								
			3	27.19	6	23.55								
142.57	28,360	Mar. 9, 1884	57	28.10	4	25.21								
( <sup>17</sup> )	10,999	July 1, 1883	55	28.16	2	25.20								
			2	24.80	1	22.32	6	95,778	2	10 0	7 2½	3	1	3
115.79	323	July 1, 1883	1	14.38	2	14.38								
( <sup>19</sup> )	54,621	Mar. 11, 1884	3	27.50	8	23.57	7	192,355	181	9 6	5 3	214	5	232
									103	54 9½	8 9½			
101.00	10,117	July 1, 1883	103	26.68	104	24			2	31 4½	8 9½			
			101	26.67	102	32.43	7	73,000	1	44 0	8 9½	232	4	
225.16	1,206	July 1, 1884	2	26.40	1	25.68	6	185,114	2	19 0	8 9	4	1	4
									1	12 6	9 0			
45.06	1,605	July 1, 1884	2	25.86	1	27.78	6							
( <sup>24</sup> )	5,577	July 1, 1884	2	27.60	1	30.48	6							
281.17	10,999	July 1, 1883	2	25.73	1	25	6	178,222	2	44 3	9 1	114	3	231
			4	26.32	3	24.61	7	207,831	163	40 0	9 1	214	3	
116.50	6,964	Apr. 1, 1884	1	26.40	4	28.79	6	146,133	1	24 6	9 3	4	1	236
( <sup>27</sup> )	2,122	July 1, 1883	1	25.80	4	27.45			1	24 0	9 3			
89.28	1,759	Apr. 1, 1884	1	20.65	4	22.85			181	20 10	9 3			
( <sup>29</sup> )	491	July 1, 1883	9	21.60	8	16.20								
( <sup>30</sup> )	54,621	Mar. 11, 1884	13	25	14	28.12	6	61,100	211	27 3½	8 9½	2	1	2
60.68	1,228	July 1, 1883	60	25.60	72	25.60			221	35 5	8 9½			
124.06	1,690	July 1, 1883	1	25.65	2	25.34	6	112,692	2	25 0	9 2	3	1	3
56.48	1,597	July 1, 1884	1	23.17	2	14.93			161	17 4	6 9			
182.92	9,600	Apr. 1, 1884	1	27.37	12	28.44	7	161,709	235	50 0	9 4	4	3	2427
			3	25.76	4	22.35			2	49 4	9 4	4	3	
38.85	4,827	Apr. 1, 1884	1	22.20	2	25.90	7	161,709						
			3	22.20	4	20.27								

<sup>15</sup> Short run, Chicago, Ill., to Portage, Wis. (176.90 miles).<sup>16</sup> 1 car in reserve.<sup>17</sup> Distance (37.20 miles) covered by Chicago, Ill., and Saint Louis, Mo., R. P. O.<sup>18</sup> Reserve.<sup>19</sup> Distance (163 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.<sup>20</sup> 2 of these cars in reserve.<sup>21</sup> Night line.<sup>22</sup> 2 helpers on night line between Chicago and Galesburg, Ill. (163 miles); 2 clerks detailed to La Fayette, Ind., and Quincy, Ill., R. P. O.<sup>23</sup> Short run, Galesburg to Quincy, Ill. (109 miles).<sup>24</sup> Covered by Toledo and Cincinnati R. P. O. (25.40 miles).<sup>25</sup> 2 helpers on night line between Chicago and Bloomington, Ill. (126.50 miles); 3 clerks detailed to clerical duty at office of superintendent, Chicago, Ill.; 2 clerks detailed to transfer duty at Chicago, Ill.<sup>26</sup> 2 helpers between Davis Junction, Ill., and Cedar Rapids, Iowa (153 miles).<sup>27</sup> Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.<sup>28</sup> Balance of route (261.90 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.<sup>29</sup> Distance (5.40 miles) covered by Farley and Cedar Rapids, Iowa, R. P. O.<sup>30</sup> Distance (37 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.<sup>31</sup> Whole car.<sup>32</sup> Reserve whole car.<sup>33</sup> 1 car in reserve. Cars run through from Chicago, Ill., to Union Pacific Transfer, Iowa, covering West Liberty and Council Bluffs, Iowa, R. P. O.<sup>34</sup> 1 clerk detailed as chief clerk at Des Moines, Iowa; 1 clerk detailed to transfer duty at Davenport, Iowa; and 1 clerk detailed to Chicago, Ill., and Omaha, Neb., registered-letter run.<sup>35</sup> Balance of route (279.10 miles) covered by West Liberty and Council Bluffs, Iowa, R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
<i>Chicago, Ill., and Winona, Minn.</i>	6	<i>Miles.</i> 297.70	Chicago, Harvard, Ill. (Chi. and No. West.)	25000 (part)
			Harvard, Caledonia Junction, Ill. (Chi. and No. West.)	25011 (part)
			Caledonia Junction, Ill., Winona Junction, Wis. (Chi. and No. West.)	25010 (part)
			Winona Junction, Wis., Winona, Minn. (Chi. and No. West.)	25014
Cincinnati, Ohio, and Chattanooga, Tenn.	5	336.02	Cincinnati, Ohio, Chattanooga, Tenn. (Cin., New O. and Tex. Pac.).	20020
Cincinnati, Hamilton, Ohio, and Indianapolis, Ind.	5	125.41	Cincinnati, Hamilton, Ohio (Cin., Ham. and Day.)	21026 (part)
			Hamilton, Ohio, Indianapolis, Ind. (Cin., Ham. and Ind.)	21024 (part)
Cincinnati, Ohio, and Livingston, Ky.	5	155.68	Covington, Paris, Ky. (Ky. Central)	20002 (part)
			Paris, Richmond, Ky. (Ky. Central)	20032
			Richmond, Livingston, Ky. (Ky. Central)	20018
Cincinnati, Ohio, and Louisville, Ky.	5	111.31	Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.)	20004
<i>Cincinnati, Ohio, and Nashville, Tenn.</i>	5	299.40	Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.)	20004
			Cincinnati Junction, Louisville and Nashville Junction, Ky. (Louis. and Nash.)	20017
			Louisville, Ky., Nashville, Tenn. (Louis. and Nash.)	20005
Cincinnati, and New Richmond, Ohio. <sup>1</sup>	5		Cincinnati, New Richmond Junction (n. o.), Ohio (Cin. and East.)	21052 (part)
			New Richmond Junction (n. o.), New Richmond, Ohio (Cin. and East.)	21085
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	5	130.01	Cincinnati, Ohio, North Vernon, Ind. (Ohio and Miss.)	22010 (part)
			North Vernon, Ind., Louisville, Ky. (Ohio and Miss.)	22019 (part)
<i>Cincinnati, Ohio, and Saint Louis, Mo.</i>	5	341.48	Cincinnati, Ohio, East Saint Louis, Ill. (Ohio and Miss.)	22010
Claremont, N. H., and Lowell, Mass.	1	104.50	Claremont, Concord, N. H. (Bos. and Low.)	21009 (part)
			Concord, Nashua, N. H. (Concord)	1001 (part)
			Nashua, N. H., Lowell, Mass. (Bos. and Lowell)	20016 (part)
Clarinda, Iowa, and Corning, Mo.	6	46.36	Clarinda, Northborough, Iowa (Chi. Bur. and Qcr.)	27083 (part)
			Northborough, Iowa, Corning, Mo. (K. C., St. Joe and C. B.)	28046
Clarksburgh and Weston, W. Va.	3	26.05	Clarksburgh, Weston, W. Va. (Clarks, Wes. and Glenv.)	12006
Clayton, Del., and Chestertown, Md.	2	32.71	Clayton, Del., Chestertown, Md. (Balto. and Del. Bay R. R.)	10012
Clayton, Del., and Easton, Md.	2	44.52	Clayton, Del., Easton, Md. (Del. and Ches. Div., P., W. and B.)	9503 (part)
<i>Cleveland and Cincinnati, Ohio</i>	5	244.66	Cleveland, Cincinnati, Ohio (Cleve., Col., Cin. and Ind.)	21042
Cleveland and Coshocton, Ohio	5	115.56	Cleveland, Canton, Ohio (Con. Valley)	221009 (part)
			Canton, Coshocton, Ohio (Con. Valley)	21092

<sup>1</sup> Distance (62.70 miles) covered by Fort Howard, Wis., and Chicago, Ill., R. P. O.<sup>2</sup> Distance (15 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O.<sup>3</sup> 1 clerk detailed to transfer duty at Junction City, Ky.<sup>4</sup> Covered by Toledo and Cincinnati R. P. O. (25.40 miles).<sup>5</sup> 1 reserve car.<sup>6</sup> Closed pouches on route 20002, between Paris and Lexington, Ky., distance 18.96 miles. (See Table C.)<sup>7</sup> 1 car in reserve.<sup>8</sup> Covered by Cincinnati and Nashville R. P. O., 110.10.<sup>9</sup> Clerks act as helpers to Cincinnati and Nashville R. P. O. night line on south trips, running north, in mail apartment, on train 6 daily.<sup>10</sup> Clerks are appointed to Cincinnati and Nashville R. P. O., and are shown with that line.<sup>11</sup> 2 cars in reserve.<sup>12</sup> Day line.<sup>13</sup> 2 clerks run south with night line to Louisville and

north, in mail apartment cars, on train No. 6; 3 clerks act as helpers between Louisville and Nashville on trains 2 and 3, night line; 2 clerks act as helpers between Cincinnati and Louisville on trains 1 and 4, day line; 3 clerks act as helpers between Louisville, Ky., and Nashville, Tenn., on trains 1 and 4, day line; 1 clerk detailed to clerical duty, office superintendent Fifth Division; 1 clerk detailed as chief clerk at Louisville, Ky.; 1 clerk detailed to transfer duty at Louisville, Ky.; 1 clerk detailed to transfer duty Bowling Green, Ky.

<sup>14</sup> Night line.<sup>15</sup> R. P. O. service discontinued March 31, 1886. Service performed by closed pouches (14.66 miles). (See Table C.)<sup>16</sup> Covered by Portsmouth and Cincinnati R. P. O. (12.40 miles).<sup>17</sup> Covered by Cincinnati and Saint Louis R. P. O. (72.80 miles).

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
(1)	Pounds.			Miles.		Miles.				Fl. In.	Fl. In.			
6,373	Apr. 1, 1884	7	26.87	16	25.94	7	217,321	4	50 0	9 5	4	2	16	
(2)	2,256	Apr. 1, 1884	13	26.87	10	26.87	6	186,360				4	2	
189.52	7,816	July 1, 1883	7 & 3	26.20	4 & 6	20.76								
29.82	6,071	Apr. 1, 1884	1	25	2	24.32								
338.20	4,762	July 1, 1884	1	80	6	24.32								
(4)	5,577	July 1, 1884	1	24	2	22.09								
99.83	905	July 1, 1884	6	30	37	31.74	6	78,507	3	24 0	9 0	4	2	20
80.00	2,460	July 1, 1884	6	20.10	3	24.30	6	97,456	72	12 7	9 0	3	1	3
40.84	552	Aug. 1, 1883	6	16.62	3	17.88	6		1	12 5	9 0			
36.62	141	Apr. 15, 1884	6	9.72	3	9.72	6		1	12 0	9 0			
(6)	19,548	July 1, 1884			6	24	7	81,256	52	14 0	9 0			
110.10	19,548	July 1, 1884	1	24.90	4	25.92	7	218,562	116	45	9 0	124	3	1238
4.50	16,822	July 1, 1884	3	29.40	2	26.40	7	218,562				144	3	
185.00	16,947	July 1, 1884	1	18	4	18	7							
(18)	497	July 1, 1884	3	18	2	18	7							
(18)	104	July 1, 1884	1	25.86	4	27.66	7							
(17)	18,554	July 1, 1884	3	27.66	2	27.12	7							
54.86	3,270	July 1, 1884	23	16.14	22	13.74	6	12,991	72	6 0	5 0	1	1	
338.20	18,554	July 1, 1884	23	14.76	22	17.16	6							
54.90	452	July 1, 1885	1	31.02	18	25.56	6	81,326	181	16 0	8 6	182	1	2
(22)	11,733	Aug. 5, 1885	21	28.98	18	26.64	6							
(22)	14,363	July 1, 1885	1	33.18	2	32.82	7	249,280	(20)	50 0	9 4	214	4	2739
18.23	141	Apr. 15, 1884	5	29.34	4	28.74	7	249,280	2	14 2	7 0	214	5	
27.77	380	July 1, 1883	3	21.72	12	21.43	6	61,856				2	1	2
27.07	787	July 1, 1885	3	21.64	12	29.16								
31.11	546	July 1, 1885	3	28.41	12	35.52								
244.08	497	July 1, 1885	87	21.60	88	24.00	6	20,021	1	11 10 1	6 7 8	1	1	1
244.00	13,788	July 1, 1884	16	23.66	15	22.08			261	8 3 1	6 10 4			
60.00	389	July 1, 1884	4	13.94	1	12.71	6	16,307	1	10 0	6 0	1	1	1
54.73	303	July 2, 1883	2	15	1	18	6	20,470	1	8 3	6 5	1	1	1
			13	25	2	24	6	27,870	1	8 8	6 5	1	1	1
			3	25.02	12	33.24	7	178,602	55	40 0	9 3	864	2	9125
			9	22.14	8	25.68	7	178,602				224	3	
			7	23.46	20	24.30	6	72,341	82	14 0	7 6	2	1	2
			7	22.38	20	23.52	6							

<sup>16</sup> Mail apartment cars on this line run only between North Vernon, Ind., and Louisville, Ky.

<sup>19</sup> These clerks act as helpers to Cincinnati and Saint Louis R. P. O. on west trips, train 1, between Cincinnati and North Vernon. On east trips they perform no service between North Vernon and Cincinnati.

<sup>20</sup> 13 cars on line between Baltimore, Md., and Saint Louis, Mo. (See Baltimore and Grafton R. P. O., Third Division report, for full equipment of line.)

<sup>21</sup> Day line, 4 crews, 4 clerks to crew.

<sup>22</sup> 2 clerks detailed to duty in office superintendent fifth division: 1 clerk detailed transfer duty at Vincennes, Ind.

<sup>23</sup> Night line, 4 crews, 5 clerks to crew.

<sup>24</sup> Balance of route covered by closed-pouch service between Claremont and Claremont Junction (2.02 miles).

<sup>25</sup> Covered by Saint Albans and Boston R. P. O. (36.23 miles).

<sup>26</sup> Balance of route covered by Saint Albans and Boston R. P. O. (25.64 miles).

<sup>27</sup> Covered by Saint Albans and Boston R. P. O. (14.21 miles). Concord and Claremont R. P. O. to August 11, 1885; Claremont and Lowell R. P. O. from August 12, inclusive.

<sup>28</sup> Reserve.

<sup>29</sup> Balance of route (10.62 miles) covered by closed-pouch service. (See Table C.)

<sup>30</sup> Day line, 4 crews, 2 clerks to crew.

<sup>31</sup> 2 clerks act as helpers between Cleveland and Delaware, Ohio, day line on trips south, and between Delaware and Crestline, Ohio, on trips north. (See Cleveland and Indianapolis R. P. O.): 2 clerks detailed to duty in office superintendent Fifth Division; 1 clerk detailed as chief clerk at Columbus, Ohio.

<sup>32</sup> Night line, 4 crews, 3 clerks to crew.

<sup>33</sup> Balance of route shown on Canton and Sherodsville R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.	9	340.80	Cleveland, Ohio, Chicago, Ill. (N. Y., C. and St. L.)	21089
Cleveland, Hudson, and Columbus, Ohio.	5	171.02	Cleveland, Hudson, Ohio (Penna. Co.)	21006 (part)
Cleveland, Ohio, and Indianapolis, Ind.	5	283.00	Hudson, Columbus, Ohio (Cleve., Mt. V. and Del.)	21004 (part)
Cleveland and New Lisbon, Ohio.	5	92.24	Cleveland, Gallion, Ohio (Cleve., Col., Cin. and Ind.)	21042 (part)
Cleveland, Ohio, and Pittsburgh, Pa.	5	149.30	Gallion, Ohio, Indianapolis, Ind. (Cleve., Col., Cin. and Ind.)	21016 (part)
Cleveland, Ohio, and Sharpsville, Pa. <sup>10</sup>	5	113.37	Cleveland, Niles, Ohio (N. Y., L. E. and West.)	21005 (part)
Cleveland and Toledo, Ohio	9	113.37	Niles, New Lisbon, Ohio (N. Y., L. E. and West.)	21037 (part)
Cleveland, Ohio, and Wheeling, W. Va.	5	168.76	Cleveland, Wellsville, Ohio (Penna. Co.)	21006 (part)
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa.	5	136.81	Wellsville, Ohio, Pittsburgh, Pa. (Penna. Co.)	21003 (part)
Cleveland and Zoar Station, Ohio.	5	76.48	Cleveland, Ohio, Sharpsville, Pa. (N. Y., Lake Erie and West.)	21005 (part)
Clinton and Anamosa, Iowa	6	71.80	Cleveland, Toledo, Ohio (L. S. and M. S.)	21095 (part)
Clinton and Iowa City, Iowa	6	78.41	Elyria, Millbury, Ohio (L. S. and M. S.)	21007 (part)
Cloverdale and San Francisco, Cal.	8	85.46	Cleveland, Grafton, Ohio (Cleve., Col., Cin. and Ind.)	21042 (part)
Colmesneil and Trinity, Tex.	7	66.73	Grafton, Bridgeport, Ohio (Cleve., Lorain and Whee.)	21041 (part)
Colton and National City, Cal. <sup>11</sup>	8	128.18	Cleveland, Youngstown, Ohio (N. Y., L. E. and West.)	21005 (part)
Columbia and Fayetteville, Tenn.	5	49.00	Youngstown, Ohio, (Pittsburgh, Pa. (Pitta. and Lake Erie))	8123 (part)
Columbia, Pa., and Perryville, Md.	2	43.88	Cleveland, Zoar Station (Valley)	21073 (part)
Columbia and Saint Joseph, Tenn.	5	56.78	Clinton, Anamosa, Iowa (Chi. and No. West.)	27024 (part)
Columbia and Walhalla, S. C.	4	161.68	Clinton, Elmira (n. o.), Iowa (Bur. C. Rap. and North.)	27072 (part)
Columbia, Dak., and Hawarden, Iowa.	6	241.37	Elmira (n. o.), Iowa City, Iowa (Bur. C. Rap. and North.)	27048 (part)
			Cloverdale, San Francisco, Cal. (San. Fran. and North Pac. R. R.)	46011 (part)
			Colmesneil, Trinity, Tex. (Mo. Pac.)	81046 (part)
			Colton, National City, Cal. (Cal. Southern R. R.)	46037 (part)
			Columbia, Fayetteville, Tenn. (Nash., Chatt. and St. L.)	19015 (part)
			Columbia, Pa., Port Deposit, Md. (Fred'k Div. Penna.)	8124 (part)
			Port Deposit, Perryville, Md. (Fred'k Div. Penna.)	10023 (part)
			Columbia, Saint Joseph, Tenn. (Nash. and Flor.)	19017 (part)
			Columbia, S. C., and Belton, S. C. (C. and G. R. R.)	14001 (part)
			Belton, S. C., and Walhalla, S. C. (C. and G. R. R.)	14016 (part)
			Columbia, Huron, Dak. (Chi. and No. West.)	35010 (part)
			Huron, Iroquois, Dak. (Chi. and No. West.)	29031 (part)
			Iroquois, Dak., Hawarden, Iowa (Chi. and No. West.)	27070 (part)

<sup>1</sup> 2 cars held in reserve.<sup>2</sup> Covered by Cleveland and Pittsburgh R. P. O. (26.10 miles).<sup>3</sup> Clerks record arrival and departure at depot, Columbus, but accompany registered mail to and from post-office, distance .82 mile.<sup>4</sup> Covered by Cleveland and Cincinnati R. P. O. (60 miles).<sup>5</sup> Cleveland and Cincinnati R. P. O. helpers assist in car of this R. P. O. between Crestline and Cleveland on north trips.<sup>6</sup> Covered by Cleveland, Youngstown, and Pittsburgh R. P. O. (58.25 miles).<sup>7</sup> Clerks act as helpers to Cleveland, Youngstown, and Pittsburgh R. P. O. on trains 72 and 83, between Cleveland and Niles, Ohio, daily, except Sunday.<sup>8</sup> 3 helpers on trains 36 and 37, running over whole line.<sup>9</sup> Covered by Pittsburgh and Bellaire R. P. O. (48.20 miles).<sup>10</sup> R. P. O. service discontinued August 10, 1885. Service between Sharpsville, Pa., and Youngstown, Ohio, performed by Salamanca and Kent R. P. O., and between Youngstown and Cleveland, Ohio, by Cleveland, Youngstown, and Pittsburgh. (See that line.)<sup>11</sup> Shown in Report of New York and Chicago R. P. O.<sup>12</sup> Return train (22) inward runs on route 21007.<sup>13</sup> Return train (25) outward runs on route 21095.<sup>14</sup> Clerks appointed to New York and Chicago R. P. O.: 1 clerk assigned as helper between Cleveland and Fremont, Ohio (\$3.50 miles); 1 clerk assigned as helper between Cleveland and Toledo, Ohio (113.37 miles). These clerks run inward on New York and Chicago R. P. O., train 12.<sup>15</sup> Covered by Cleveland and Cincinnati R. P. O. (25.10 miles).<sup>16</sup> 1 car in reserve.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
340.00	<i>Pounds.</i> 623	July 1, 1884	3	25.91	4	25.74	6	213,153	14	<i>Ft. In.</i> 20 0	9 0	4	1	4
(?)	8,374	July 1, 1884	2	25.80	3	25.80	0	107,050	2	15 4	8 10	3	1	3
145.15	841	July 1, 1884	2	25.80	3	32.22	6							
(4)	13,788	July 1, 1884	3	26.60	2	25.20	7	206,590	2	40 0	3	4	2	2
204.07	5,882	July 1, 1884	3	27.36	2	27.36	7							
(6)	3,814	July 1, 1884	72	34.26	63	23.16	6	57,742	1	6 6	6 6	72	1	2
34.85	313	July 1, 1884	72	15.56	63	14.28	6							
101.20	8,374	July 1, 1884	36	23.76	35	25.02	6	93,462						
			38	28.20	37	26.40	6	93,462	6	20 0	9 0	9	1	12
(7)	4,986	July 1, 1884	42	20.58	41	21.66	7	108,989						
			30	25.14	35	25.80	6							
			38	20.28	37	27.54	6							
			42	25.14	41	25.14	7							
-----	3,814	July 1, 1884	72	32.52	63	28.56	6	5,753	1	18 0	9 0	2	1	
(11)	-----	-----	21	22.75	24	28.34	6	70,970	1	40 0	9 0	} 4	1	14
(11)	34,928	Mar. 9, 1884	(12)	25 28 10	(12)	-----	3	69,727	1	17 8	9 0			
(12)	13,788	July 1, 1884	(13)	-----	22	26.16	3	-----	1	17 8	9 0			
			1	25.30	4	25.30	6	105,644	162	16 5	9 0	4	1	4
									1	16 6	9 5			
142.06	702	July 1, 1884	1	27.42	4	23.70	6							
60.75	3,814	July 1, 1884	72	22.41	67	37.84	197	99,871	206	18 2	9 2	5	1	25
			64	26.88	63	28.80	7	88,927						
68.03	3,575	July 1, 1885	12	26.28	5	24.00	7							
			4	29.10	3	29.10	7							
76.12	716	Apr. 1, 1884	1	22.98	4	25.15	6	47,876	222	12 6	9 6	2	1	2
71.99	321	July 1, 1883	41	21.42	42	23.15	6	44,947	1	12 2	7 5	2	1	2
60.51	249	Jan. 15, 1885	41	23.65	40	21.23	6	49,085	1	13 8	0 1	1	1	1
8.90	35	July 1, 1883												
84.95	1,754	July 1, 1886	1	21.56	12	21.56	7	62,385	2	10 3	8 11	2	1	2
66.73	164	July 1, 1886	470	13	475	13	7	48,713	1	12 10	6 11	1	1	1
128.00	927	July 1, 18-6	2	11.39	1	11.83	6	80,240	2	8 2	11 0	2	1	2
48.87	139	July 1, 1884	2	12.00	1	12.00	6	30,674	1	7 8	5 0	1	1	1
39.62	216	July 1, 1885	20	19	23	21	6	27,469	1	8 2	6 4	1	1	1
4.49	306	July 1, 1885	20	18	23	17	6	-----	(20)	6 8	6 4	(20)		(20)
56.74	162	June 22, 1885	21	12.00	22	12.42	6	35,544	1	8 7	5 8	1	1	1
118.05	1,462	July 1, 1884	53	21	52	20	6	101,212	2	19 6	9 0	3	1	3
43.92	442	July 1, 1884	53	19	52	17								
97.40	749	July 1, 1886	22	24.20	21	24.20	7	176,200	1	24 7	9 3	4	1	4
(18)	1,753	July 1, 1883	42	24.10	41	29.35								
126.37	927	July 1, 1884	42	25.68	41	29.35								

<sup>17</sup> Balance of route between Grafton and Lorain covered by closed pouch service, 16.35 miles. (See Table C.)<sup>18</sup> Formerly covered by Cleveland and Sharpsville R. P. O. (65.50 miles).<sup>19</sup> Double daily service established on this line August 10, 1885.<sup>20</sup> 2 reserve cars.<sup>21</sup> Clerks of the Cleveland and New Lisbon R. P. O. act as helpers between Cleveland and Niles, Ohio, on trains 72 and 63, daily, except Sundays.<sup>22</sup> 1 reserve car.<sup>23</sup> Balance of route, Iowa City to Riverside, Iowa (14.47 miles), covered by closed pouches. (See Table C.) This line was reported last year as Clinton and Elmira, (n. o.) Iowa, R. P. O. Increased distance run this year, 8.90 miles.<sup>24</sup> See Waterman and Colton. (Table C.)<sup>25</sup> In reserve.<sup>26</sup> Car and clerk shown on route No. 8124.<sup>27</sup> 26.27 miles reported in Greenville and Belton R. P. O.<sup>28</sup> Distance (18.10 miles) covered by Tracy, Minn., and Pierre, Dak., R. P. O.<sup>29</sup> Balance of route (145.06 miles) covered by Tama City and Hawarden, Iowa, R. P. O. This line was reported last year as Columbia and Huron, Dak., and Iroquois, Dak., and Hawarden, Iowa, R. P. O. S. These consolidated and the former extended from Huron to Iroquois, Dak., form present line. Increased distance run this year, 18.10 miles.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Columbia, Sumter, and Charleston, S. C.	4	136.00	Columbia, Sumter, S. C. (W. C. and A. R. R.) .....	14002 (part)
			Sumter, Lane's, S. C. (Cent. R. R. of S. C.) .....	14015
			Lane's, Charleston, S. C. (N. E. R. R.) .....	14005 (part)
Columbus and Albion, Nebr. ....	6	43.45	Columbus, Dorrance, Nebr. (Om., Nio. and Blk. Hills) .....	34012 (part)
			Dorrance, Albion, Nebr. (Om., Nio., and Blk. Hills) .....	34017
Columbus, Ohio, and Ashland, Ky.	5	133.22	Columbus, Coal Grove, Ohio (Scioto Val.) .....	21051
Columbus and Athens, Ohio .....	5	77.49	Columbus, Athens, Ohio (Col., Hock. Val. and Tol.) .....	21038
Columbia and Charleston, S. C. ..	4	132.77	Columbia, Charleston, S. C. (S. C. R. R.) .....	14003
Columbus and Cincinnati, Ohio ..	5	121.68	Columbus, Cincinnati, Ohio (Pitta., Cintl. and St. L.) .....	21014
Columbus and Middleport, Ohio ..	5	122.96	Columbus, Corning, Ohio (Ohio Cent.) .....	21068
			Corning, Col., Hock. V. and T. Junction (n. o.), Ohio (Ohio Cent.) .....	21038
			Col., Hock. Val., and Tol. Junc., Middleport, Ohio (Col., Hock. Val. and Tol.) .....	21074 (part)
Columbus, Midland City and Cincinnati, Ohio.	5	117.68	Columbus, Clinton Valley, Ohio (Col. and Cin. Mid.) .....	21094
			Clinton Valley, Cincinnati, Ohio (Cin., Wash. and Balto.) <sup>17</sup> ..	21028 (part)
Columbus, Springfield, Ohio, and Indianapolis, Ind.	5	185.22	Columbus, Ohio, Indianapolis, Ind. (Ind., Bloom. and West.) ..	21033
Columbus, Ga., and Troy, Ala. ....	4	85.70	Columbus, Ga., Troy, Ala. (M. and G. R. R.) .....	17008
Columbus, Nebr., and Atchison, Kans.	6	220.50	Columbus, Nebr., Atchison, Kans. (Bur. and Mo. Riv. in Nebr.) ..	33012
Como and Gunnison, Colo. <sup>18, 20</sup> ..	7	121.60	Como, Buena Vista, Colo. (D., S. P. and P.) .....	33031
			Schwanders Sta. (n. o.), Gunnison, Colo. (D., S. P. and P.) ..	33014 (part)
Concordia and Junction City, Kans.	7	70.92	Concordia, Junction City, Kans. (J. C. and Ft. K.) .....	33015
Corpus Christi and Laredo, Tex. ..	7	161.75	Corpus Christi, Laredo, Tex. (Mex. Nat.) .....	31016
Council Bluffs, Iowa, and Kansas City, Mo.	7	194.50	U. P. Transfer, Iowa, Kansas City, Mo. (K. C., St. J. and C. B.) ..	23006
Council Bluffs, Iowa, and Moberly, Mo. <sup>24</sup>	7	263.50	Council Bluffs, Iowa, Brunswick, Mo. (W., St. L. and P.) ....	23013
			Brunswick, Moberly, Mo. (W., St. L. and P.) .....	23004 (part)
Covington and Norfolk, Nebr. ....	6	73.96	Covington, Emerson, Nebr. (Chi., St. P., Minn. and Om.) .....	34003 (part)
			Emerson, Norfolk, Nebr. (Chi., St. P., Minn. and Om.) .....	34021 (part)
Cranberry, N. C., and Johnson City, Tenn.	3	34.11	Cranberry, N. C., Johnson City, Tenn. (E. Tenn. and Western N. C.) ..	19018
Creighton and Norfolk, Nebr. ....	6	42.40	Creighton, Norfolk, Nebr. (Fre., Elk. and Mo. Vall.) .....	34018
Crestline, Ohio, and Chicago, Ill.	5	230.15	Crestline, Ohio, Chicago, Ill. (Penna. Co.) .....	21092 (part)
Creston and Cumberland, Iowa <sup>21</sup> .	6	50.34	Creston, Cumberland, Iowa (Chi., Burl. and Qey.) .....	27041
Creston, Iowa and Saint Joseph, Mo.	7	104.47	Creston, Iowa, Hopkins, Mo. (C., B. and Q.) .....	27007
			Hopkins, Saint Joseph, Mo. (K. C., St. J. and C. B.) .....	23028
Crete and Red Cloud, Nebr. ....	3	150.11	Crete, Beatrice, Nebr. (Om. and So. West.) .....	34006
			Beatrice, Red Cloud, Nebr. (Rep. Valley) .....	34016

<sup>1</sup> Reported in Florence and Augusta R. P. O.<sup>2</sup> Reported in Wilmington and Jacksonville R. P. O.<sup>3</sup> Distance (9.10 miles) covered by Norfolk and Columbus, Nebr., R. P. O.<sup>4</sup> Reserve.<sup>5</sup> Clerks make two round trips daily, except Sunday.<sup>6</sup> Clerks record arrival and departure at depot, Columbus, but go to post-office for registered mail; distance .82 mile.<sup>7</sup> Clerks record arrival and departure at depot, Columbus, but accompany registered mail to post-office; distance .82 mile.<sup>8</sup> See Charleston and Augusta R. P. O.<sup>9</sup> Covered by the Pittsburgh and Cincinnati R. P. O. (120.05 miles).<sup>10</sup> Clerks record arrival and departure at depot, Columbus, Ohio, but go to post-office with and for registered mail.<sup>11</sup> Reserve car.<sup>12</sup> Clerks on this line are appointed to the Pittsburgh and Cincinnati, and are shown with that line.<sup>13</sup> Clerks run in two divisions, dividing at Corning, Ohio. Trains 5 and 6 between Columbus and Corning, Ohio; trains 7 and 8 between Corning and Middleport, Ohio.<sup>14</sup> Covered by Logan and Pomeroy R. P. O. (1.50 miles).<sup>15</sup> Clerks record arrival and departure at depot, Columbus, but accompany registered mail to and from post-office, (.82 mile).<sup>16</sup> Double daily service established August 20, 1885.<sup>17</sup> Columbus and Clinton Valley R. P. O. extended July 8, 1885, to end at Cincinnati, Ohio; increase 44.80 miles.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
(1)	Pounds.	July 1, 1884	52	Miles.	53	Miles.	7	99,280	1	Ft. In.	Ft. In.	2	1	2
40.00	6,781	July 1, 1884	52	39	53	40				24 0	8 8			
(2)	8,326	July 1, 1884	52	39	53	40								
(3)	460	July 1, 1886	69	12.13	70	13.65	6	27,200	1	10 5	9 0	1	1	1
34.22	422	July 1, 1886	69	13.94	70	14.14			41	8 7	5 0			
132.00	1,913	July 1, 1884	2	24.90	5	25.32	56	83,396	2	9 5	6 10	4	1	4
			6	23.46	3	22.92	56	83,396	1	12 7	6 9			
77.44	1,125	July 1, 1884	1	23.40	2	22.80	56	48,509	1	11 5	6 10			
131.50	1,462	July 1, 1884	52	38	53	40	76	48,509	2	15 10	9 3	3	1	3
(4)	20,281	July 1, 1884	1	26.64	12	26.64	7	96,922	1	14 3	9 3			
66.05	558	July 1, 1884	6	22.32	5	22.32	106	76,172	(5) 112	18 0	9 0	2	1	2
56.87	227	July 1, 1885	8	12.24	7	11.38	166	76,973	1	15 10	7 1	2	1	(12)
(12)	900	July 1, 1884	8	14.28	7	14.28	6							
72.73	441	Jan. 1, 1885	107	26.70	108	32.88	156	73,139	1	21 3	8 10	3	1	3
(18)	24,538	July 1, 1884	103	29.41	104	26.70	166	63,547	112	16 0	7 6			
185.66	1,258	July 1, 1884	107	29.88	108	29.88	6							
			103	28.32	104	26.88	6							
85.70	431	July 1, 1884	1	14	2	16	7	62,561	2	22 0	9 0	4	1	4
221.36	1,441	Jan. 15, 1885	60	23.15	59	23.15	6	138,033	2	20 0	8 7	2	1	2
48.50										12 10	9 1	2	1	2
2168.80	385	May 26, 1884	431	18	432	16	7	295,405	2	19 8	8 9 1/2	4	1	4
73.19	1,156	July 1, 1886							1	16 12	7 4 1/2	2	1	2
161.75	383	July 1, 1886	262	27	261	27	7	51,772	1	22 0	9 0	4	1	4
201.40	5,150	July 1, 1883	2	13	1	13	6	101,256	111	20 0	8 7			
224.42	2,454	July 1, 1883	2	24.50	1	24.50	7	143,445	2	12 10	9 1	2	1	2
(26)	7,026	July 1, 1883	8	24	7	24	7	192,355	2	10 8	8 9 1/2	4	1	4
(27)	1,260	July 1, 1886	8	24	7	24	7		1	25 8	9 3	4	1	4
46.67	300	July 1, 1886	8	24	7	24	7		1	25 6 1/2	9 3			
34.11	85	July 1, 1884	11	22.22	12	25	6	46,299	261	11 5	8 8 1/2			
42.50	310	July 1, 1886	11	22.22	12	25	6		1	11 9	9 4	1	1	1
(28)	23,000	July 1, 1885	11	22.22	12	25	6		1	11 9	9 4	1	1	1
50.34	314	April 1, 1886	11	22.22	12	25	6		1	11 9	9 4	1	1	1
44.30	705	July 1, 1883	11	22.22	12	25	6		1	11 9	9 4	1	1	1
59.13	687	July 1, 1883	11	22.22	12	25	6		1	11 9	9 4	1	1	1
30.66	1,939	July 1, 1886	11	22.22	12	25	6		1	11 9	9 4	1	1	1
120.84	3,020	July 1, 1886	11	22.22	12	25	6		1	11 9	9 4	1	1	1
			12	26	11	21	6		1	11 9	9 4	1	1	1
			5	23.07	6	25.35	6		1	11 9	9 4	1	1	1
			5	26.25	6	25.14	6		1	11 9	9 4	1	1	1
									112	15 4	9 3	2	1	2
									302	25 8	8 11	2	1	2

<sup>15</sup> Covered by Grafton and Cincinnati R. P. O. (44.80 miles).<sup>16</sup> This line doubles 3.80 miles of route 38031 between Schwanders Station and Buena Vista each way.<sup>20</sup> On account of snow on the range clerks now run between Como and Buena Vista, Colo., only. Service temporarily suspended between Buena Vista and Gunnison.<sup>21</sup> 14.92 miles of route 38014 between Gunnison and Castleton, Colo., covered by closed-pouch service. (See Table C.)<sup>22</sup> Reserve car at Saint Joseph, Mo.<sup>23</sup> 1 clerk detailed as assistant to chief clerk at Kansas City, Mo.<sup>24</sup> Reported last year as Council Bluffs and Brunswick; distance increased 38.90 miles.<sup>25</sup> 38.90 miles distance on route 28004 covered by Saint Louis, Moberly and Kansas City R. P. O.<sup>26</sup> In reserve at Moberly.<sup>27</sup> Distance (27 miles) covered by Sioux City and Omaha R. P. O.<sup>28</sup> Covered by the Pittsburgh and Chicago R. P. O. (279.50 miles).<sup>29</sup> Clerks record arrival and departure at depot Crestline, Ohio, but go to the post-office for registered mail; distance .15 mile.<sup>30</sup> Clerks on this line are appointed to the Pittsburgh and Chicago R. P. O., and are shown with that line.<sup>31</sup> Service on this line was established this year.<sup>32</sup> 1 helper through three days a week.<sup>33</sup> 1 car in reserve.



TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Crookston and Devil's Lake, Dak.	6	114.85	Crookston, Minn., Devil's Lake, Dak. (St. P., Minn. and Man.)	26039
Cuba and Salem, Mo.	7	41.00	Cuba Junction (n. o.), Salem, Mo. (St. L. S. and L. R.)	28023
Cumberland, Md., and Piedmont, W. Va.	8	33.73	Cumberland, Md., Piedmont, W. Va. (Cumb. and Pa.)	10011
Cumberland, Md., and Pittsburgh, Pa.	8	150.73	Cumberland, Md., Pittsburgh, Pa. (Pitts. Div., B. and O.)	8063
Curwensville and Tyrone, Pa.	2	47.45	Curwensville, Tyrone, Pa. (T. and C. Broh. Penna.)	8035
Dallas and Cleburne, Tex.	7	55.05	Dallas, Cleburne, Tex. (G., Colo. and S. F.)	31035
Dallas and Kemp, Tex.	7	47.12	Dallas, Kemp, Tex. (Tex. Trunk)	31031
Danbury and South Norwalk, Conn.	1	23.61	Danbury, South Norwalk, Conn. (Dan. and Wor.)	5013
Danville and Buffalo, N. Y.	2	95.98	Danville, Attica, N. Y. (N. Y., L. E. and W.)	6006
			Attica, Buffalo, N. Y. (N. Y., L. E. and W.)	6008
Danville and Olney, Ill.	6	108.82	Danville, Sidell, Ill. (Chi. and East Ill.)	(part) 23044
			Sidell, Olney, Ill. (Danv., Olney and O. Riv.)	23006
Danville, Ill., and Vincennes, Ind.	6	124.20	Danville, Saint Francisville, Ill. (Wab., St. Lon. and Pac.)	*28050
			Saint Francisville, Ill., Vincennes, Ind. (Wab., St. Lon. and Pac.)	(part) 23037
Danville and Stuart, Va.	8	76.16	Danville, Stuart, Va. (Danv. and New River)	11028
Davenport, Iowa, and Atchison, Kans.	6	337.35	Davenport, Iowa, Altamont (n. o.), Mo. (Chi., R. Isl'd and Pac.)	*27017
			Altamont, Rushville, Mo. (St. Jo. and Iowa)	(part) 28057
			Rushville, Mo., Atchison, Kans. (Chi., R. Isl'd and Pac.)	28032
Dayton and Ironton, Ohio, <sup>1</sup>	5	169.32	Dayton, Ironton, Ohio (Tol., Cin. and St. Louis)	(part) 21054
Dayton and Wallula, Wash.	8	68.96	Dayton, Walla Walla, Wash. (Walla Walla and Col. River R. R. and Oreg. Ry. and Navig'n Co.)	43008
			Walla Walla, Wallula, Wash. (Walla Walla and Col. River R. R. and Oreg. Ry. and Navig'n Co.)	43004
Decherd and Fayetteville, Tenn.	5	40.41	Decherd, Fayetteville, Tenn. (Nash., Chatt. and St. Louis)	19005
Decorah and Cedar Rapids, Iowa	6	122.68	Decorah, Cedar Rapids, Iowa (Bur., C. Rap. and North.)	27002
Delaware and Columbus, Ohio	5	25.43	Delaware, Columbus, Ohio (Cleve., Col., Cin. and Ind.)	21013
Dolphos and Cincinnati, Ohio	5	156.64	Dolphos, Dayton, Ohio (Tol., Cin. and St. Louis)	*21039
			Dayton, Dodds, Ohio (Cin. North.)	21064
			Dodds, Cincinnati, Ohio (Cin. North.)	21078
Delta and Sacramento, Cal.	8	209.50	Delta, Tehama, Cal. (Cal., Pac. and Northern)	*46003
			Tehama, Davisville, Cal. (Cal., Pac. and Northern)	(part) 46022
			Davisville, Sacramento, Cal. (Cal., Pac. and Northern)	*46001
Delta, Pa., and Baltimore, Md.	3	47.83	Delta, Pa., Baltimore, Md. (Md. Central)	10024
Deming, N. Mex., and Los Angeles, Cal.	8	715.30	Deming, N. Mex., Yuma, Ariz. (Southern Pacific)	40001
			Yuma, Ariz., Los Angeles, Cal. (Southern Pacific)	*46014
Denison and Houston, Tex.	7	339.19	Denison, Houston, Tex. (H. and T. C.)	(part) 31003
Denison and San Antonio, Tex. <sup>2</sup>	7	378.60	Denison, Whitesborough, Tex. (Mo. Pac.)	*31022
			Whitesborough, Taylor, Tex. (Mo. Pac.)	(part) 31028
			Taylor, San Antonio, Tex. (I. and G. N.)	31007
				(part)

<sup>1</sup> Reserve car.<sup>2</sup> 1 helper between Connellsville and Pittsburgh (57.80 miles) daily, except Saturday and Sunday.<sup>3</sup> Relieved every third week by a Rochester and Elmira clerk.<sup>4</sup> 31.13 miles covered by Hornellsville and Buffalo R. P. O.<sup>5</sup> Car and clerk shown on route 6006.<sup>6</sup> In reserve.<sup>7</sup> Balance of route (148.45 miles) covered by Vincennes, Ind., and Cairo, Ill., R. P. O.<sup>8</sup> clerk detailed to transfer duty at Danville, Ill. This line was reported last year as Danville, Ill., and Mount Carmel, Ill., R. P. O. Decreased distance run this year, 1.80 miles.<sup>9</sup> Distance (10.17 miles) covered by Vincennes, Ind., and Cairo Ill., R. P. O.<sup>10</sup> Balance of route (68.90 miles) covered by Trenton, Mo., and Leavenworth, Kans., R. P. O.<sup>11</sup> Whole cars.<sup>12</sup> Distance (5 miles) covered by Atchison Junction, Mo., and Atchison, Kans. pouch service. (See Table C.)<sup>13</sup> Reserve. This line was reported last year as Davenport, Iowa, and Cameron, Mo., R. P. O. Increased distance run this year, 53.90 miles.<sup>14</sup> R. P. O. in two divisions, dividing at Wellston, Ohio; 2 clerks on west division and 1 clerk on east division.<sup>15</sup> 1 reserve car.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
114.34	Pounds 633	April 16, 1884	45	17.98	46	17.08	6	71,583	2	16 0	8 9	2	1	2
40.45	398	July 1, 1883	1	14	2	14	6	25,666	1	6 0	7 0	1	1	1
33.79	435	July 1, 1885	2	16.11	1	18.20	6	21,114	1	10 4	8 0	1	1	1
150.73	3,200	July 1, 1885	4	17.41	3	17.41	6	21,114	11	10 0	8 9	3	1	24
			5	24.61	6	28.57	0	94,356	2	18 2	8 10			
47.48	735	July 1, 1885	1	20	2	18	6	29,704	1	10 9	8 1	1	1	1
55.05	398	July 1, 1886	14	22	13	22	7	40,187	1	13 0	9 0	1	1	1
47.12	69	July 1, 1886	2	13.50	1	13.50	6	29,497	1	12 0	7 0	1	1	1
23.61	1,435	July 1, 1885	1	23.57	2	23.08	6	14,779	1	11 2	6 0	1	1	1
			7	23.57	8	23.08	6	14,779	11	10 5	5 9			
65.18	1,078	July 1, 1885	17	24	18	22	6	60,084	1	15 0	9 0	1	1	41
( <sup>9</sup> )	5,787	July 1, 1885	17	26	18	26	6		11	12 8	9 11	( <sup>6</sup> )		
23.76			51	13.84	52	13.65	6	68,121	1	9 0	4 7	2	1	2
86.49	154	Nov. 1, 1882	1	9.61	2	10.48			1	8 0	5 8			
111.40	482	July 1, 1883	1	21.90	2	21.23	6	77,749	2	13 0	7 0	2	1	93
( <sup>16</sup> )	269	July 1, 1883	1	12.00	2	11.71			1	8 6	4 10	1	1	1
76.52	193	July 1, 1885	2	14.77	1	14.11	6	47,076	1	39 4	9 4	1	1	1
267.16	1,980	July 1, 1883	5	24.49	6	23.43	6	211,181	11	39 4	9 4	4	2	8
65.91			5	18.97	6	20.86			11	41 4	9 4			
( <sup>12</sup> )			5	17.65	6	17.65			141	22 0	9 4			
169.19	160	June 1, 1884	1	10.80	2	9.84	6	105,994	1	8 2	5 8	3	1	3
40.00	819	July 1, 1886	1	24.58	2	23.80	7	50,340	1	7 0	8 6	1	1	1
32.10	1,156	July 1, 1886	1	19.70	2	20.18			162	21 8	8 10			
40.41	188	July 1, 1884	81	14.52	82	14.10	6	25,296	1	11 10	6 8	1	1	1
122.29	425	Mar. 18, 1885	53	25.33	51	21.49	6	76,409	2	13 8	9 1	2	1	2
25.51	2,076	July 1, 1884	3	26.28	2	27.78	170	15,919	1	10 6	8 2	1	1	1
93.35	498	July 1, 1884	23	8.58	22	8.22	8	98,057	1	5 0	9 0	3	1	3
24.15	498	July 1, 1884	14	21.30	1	22.32	6		1	9 6	5 0			
36.20	703	July 1, 1885	14	20.70	1	20.10	6		1	8 0	7 9			
85.10	1,323	July 1, 1886	19	26.43	20	25.42	7	152,935	2	35 11	9 51	4	1	4
111.67	2,448	July 1, 1886	19	31.05	20	20.60								
	21,862	July 1, 1886	14	26.46	15	31.75								
43.58	345	July 1, 1885	9	10.68	2	10.63	6	29,941	1	8 0	5 8	1	1	1
467.02	4,208	July 1, 1886	19	23.84	20	23.53	7	532,169	( <sup>27</sup> )	55 11	9 51	8	1	8
248.71	3,889	July 1, 1886	19	24.62	20	22.39								
338.70	4,393	July 1, 1886	2	22.50	1	22.50	7	247,609	3	22 0	9 0	5	1	110
24.92	3,852	July 1, 1886	153	20	154	20	7	189,070	( <sup>28</sup> )	17 6	8 10			
234.43	4,003	July 1, 1886	153	20	154	20	7							
( <sup>30</sup> )	2,036	July 1, 1886	501	20	502	20	7	85,410	1	23 8	9 5	2	1	
									1	21 0	9 6			

<sup>17</sup> Clerks record arrival and departure at depot, Columbus, but accompany registered mail to and from post-office (82 mile).

<sup>18</sup> R. P. O. in two divisions, dividing at Dayton, Ohio; 2 clerks on north division and 1 on south division.

<sup>19</sup> 105.06 miles of route 46003, between Tehama and Roseville, Cal., covered by Tehama and Sacramento R. P. O.

<sup>20</sup> 40 feet cars authorized.

<sup>21</sup> 13.23 miles of route 46001, Sacramento to Davisville, Cal., shown on Ogden and San Francisco R. P. O.

<sup>22</sup> Same cars run from San Francisco, Cal., to Oeming, N. Mex., but only 40 feet cars are authorized from San Francisco to Los Angeles, Cal.

<sup>23</sup> 241.62 miles of route 46014 covered by San Francisco and Los Angeles R. P. O.

<sup>24</sup> 4 through helpers, and 1 clerk detailed as assistant to chief clerk at Houston, Tex.

<sup>25</sup> Reserve cars.

<sup>26</sup> This line is divided at San Antonio, Tex., into two divisions, north division 259 miles, and south division 117 miles. Decrease in length of line, as reported last year, 34.80 miles.

<sup>27</sup> 15.59 miles of route 31022, between Whitesborough and Gainesville, covered by closed-pouch service. (See Table C.)

<sup>28</sup> Cars on trains 153 and 154 shown under Hannibal and Denison R. P. O.

<sup>29</sup> 4 helpers between Denison and Taylor (259 miles.)

<sup>30</sup> 116 miles, distance on route 31007, covered by Palestine and Larado R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Denison and Troup, Tex.....	7	147.44	Denison, Mineola, Tex. (Mo. Pac.).....	31017
Denton and Dallas, Tex.....	7	38.23	Mineola, Troup, Tex. (I. and G. N.).....	31032
Denver and Georgetown, Colo...	7	50.80	Denton, Dallas, Tex. (D. and W.).....	31030
			Denver, Golden, Colo. (Colo. Cent.).....	38003
			Golden, Georgetown, Colo. (Colo. Cent.).....	(part) 38020
Denver, Colo., and Ogden, Utah <sup>4</sup>	7	772.81	Denver, South Pueblo, Colo. (D. and R. G.).....	(part) 38001
			South Pueblo, Salida, Colo. (D. and R. G.).....	(part) 38019
			Salida, State Line, Colo. (D. and R. G.).....	(part) 38012
Denver and Leadville, Colo.....	7	151.98	State Line, Colo., Ogden, Utah (D. and R. G.).....	41002
Denver and Pueblo, Colo.....	7	10143.98	Denver, Leadville, Colo. (D., S. P. and P.).....	38006
Denver Junction and Denver, Colo. <sup>12</sup>	7	200.00	Denver, Pueblo, Colo. (D. and N. O.).....	38023
			Manitou Junction (n. o.), Colorado Springs, Colo. (D. and N. O.).....	38025
			Denver Junction, La Salle (n. o.), Colo. (Colo. Cent.).....	38017
			La Salle (n. o.), Denver, Colo. (D. P. Ry. and T. Co.).....	38007
Des Moines and Albia, Iowa.....	6	68.48		(part) 27033
Des Moines, Iowa, and Cainesville, Mo.	6	116.55	Des Moines, Albia, Iowa (Chi., Bur. and Qcy.).....	27033
Des Moines and Centerville, Iowa	6	94.48	Des Moines, Iowa, Cainesville, Mo. (Des M., Osc. and South.).....	27034
			Des Moines, Albia, Iowa (Wab., S. L. and Pac.).....	27036
Des Moines and Keokuk, Iowa...	6	163.08	Albia, Relay (n. o.), Iowa (Centr. Mor. and Albia).....	27033
Des Moines, Iowa, and Saint Joseph, Mo.	6	200.06	Relay (n. o.), Centerville, Iowa (Mo., Iowa and Nebr.).....	28015
			Des Moines, Keokuk, Iowa (Chi., R. Isl'd and Pac.).....	27019
			Des Moines, Avon, Iowa (Chi., Bur. and Qcy.).....	27033
			Avon, Indianola, Iowa (Chi., Bur. and Qcy.).....	27032
			Indianola, Chariton, Iowa (Chi., Bur. and Qcy.).....	27043
			Chariton, Bethany Junction (n. o.), Iowa (Chi., Bur. and Qcy.).....	1927006
			Bethany Junction (n. o.), Iowa, Albany, Mo. (Chi., Bur. and Qcy.).....	(part) 27061
Des Moines and Winterset, Iowa.	6	42.90	Albany, Saint Joseph, Mo. (Chi., Bur. and Qcy.).....	28037
			Des Moines, Somerset Junction, Iowa (Chi., R. Isl'd and Pac.).....	1927015
			Somerset Junction, Winterset, Iowa (Chi., R. Isl'd and Pac.).....	(part) 27076
Detroit, Mich., and Chicago, Ill. <sup>11</sup>	9	286.60	Detroit, Mich., Chicago, Ill. (Mich. Cent.).....	24006
Detroit and Grand Haven, Mich..	9	188.94	Detroit, Grand Haven, Mich. (Det., G'd Haven and Mil.).....	24027
Detroit and Grand Rapids, Mich. <sup>10</sup>	9	170.65	Detroit, Jackson, Mich. (Mich. Cent.).....	24006
			Jackson, Grand Rapids, Mich. (Mich. Cent.).....	(part) 24010
Detroit, Mich., and Peru, Ind...	9	198.61	Detroit, Mich., Denver, Ind. (W., St. L. and P.).....	1922027
			Denver, Peru, Ind. (W., St. L. and P.).....	(part) 22004
				(part)

<sup>1</sup> 16 miles, distance on route 38003, covered by La Salle and Denver R. P. O.

<sup>2</sup> Reserve car.

<sup>3</sup> 4.53 miles of route 38020, between Georgetown and Silver Plume, Colo., covered by closed-pouch service. (See Table C.)

<sup>4</sup> Double daily service between Denver and South Pueblo, Colo. (120 miles).

<sup>5</sup> 50 miles of route 38001, between South Pueblo and Cucharas, Colo., covered by Pueblo and Silverton R. P. O., and 38.90 miles, between Cucharas and El Moro, Colo., covered by closed-pouch service. (See Table C.)

<sup>6</sup> 2 helpers between Denver and Canon City, Colo. (161 miles).

<sup>7</sup> 60 miles of route 38019, between Salida and Leadville, Colo., covered by Leadville and Salida R. P. O.

<sup>8</sup> Reserve cars at Denver.

<sup>9</sup> 1 clerk detailed to transfer service, Denver, Colo.

<sup>10</sup> Clerks double route 38025 twice a round trip.

<sup>11</sup> 1 car in reserve.

<sup>12</sup> Reported last year as part of Omaha and Denver R. P. O.

<sup>13</sup> 48 miles distance on route 38007 covered by Cheyenne and Denver R. P. O.

<sup>14</sup> Reserve.

<sup>15</sup> Distance (2 miles) covered by Centerville and Humes-ton, Iowa, R. P. O.

<sup>16</sup> Distance (7.50 miles) covered by Des Moines and Albia, Iowa, R. P. O.

<sup>17</sup> 1 helper between Bethany Junction, Iowa, and Saint Joseph, Mo., 4 days each week. This line was reported last year as Indianola and Chariton, Iowa, Chariton, Iowa, and Albany, Mo., and Albany and Saint Joseph, Mo., R. P. O.'s; these consolidated and extended from Indianola to Des Moines form present line.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Pounds.			Miles.		Miles.				Feet.	Inches.			
102.84	715	July 1, 1886	199	20	200	20	7	107,631	1	20	5	2	1	2
44.54	853	July 1, 1886	455	15	456	15	7		1	22	2			
37.85	4,078	July 1, 1886	191	19	192	19	6	23,932	1	10	6	1	1	1
(1)	1,496	July 1, 1886	381	16	382	18	7	37,084	1	16	2½	1	1	1
35.00	842	July 1, 1886	381	13	382	13	7		21	14	11			
120.00	2,975	July 1, 1886	7	24	8	24	7	564,151	7	19	8	8	1	12
89.92	2,714	July 1, 1886	5	24	6	24	7	487,600	2	20	0	2	1	
			7	22	8	21	7		21	19	8			
									28	35	8			
244.30	1,558	July 1, 1886	7	22	8	21	7							
311.34	1,070	July 1, 1886	7	22	8	21	7							
151.98	1,073	July 1, 1886	401	15	402	15	7	110,945	1	15	3	3	1	2
									1	14	0			
125.08	389	July 1, 1886	1	28	2	28	7	105,105	112	24	7	2	1	2
9.64	63	July 1, 1886	1	18	2	18	7							
151.16	962	July 1, 1886	91	28	92	28	7	146,000	1	12	2½	3	1	3
(14)	1,615	July 1, 1886	91	28	92	28	7	-----	1	12	1½			
68.88	2,360	Apr. 1, 1884	32	25.50	31	27.20	7	49,976	2	17	5	2	1	2
117.37	158	Mar. 18, 1885	1	15.15	2	15.08	6	72,960	1	5	2	2	1	2
									1	5	6			
68.31	168	Jan. 22, 1883	22	12.36	21	12.36	6	59,132	121	21	11½	2	1	2
24.56			10	14.40	15	13.09	-----	-----	1	8	4			
(16)	382	July 1, 1883	16	8.60	15	8.00	-----	-----	1	10	3			
163.11	704	July 1, 1883	52	23.20	53	24.06	6	102,088	113	16	6	3	1	3
(17)	2,360	Apr. 1, 1884	41	22.50	42	22.50	6	125,237	1	22	4	4	1	15
14.57	1,975	Oct. 1, 1885	41	21.15	42	21.15	-----	-----	1	15	4			
33.71	269	July 1, 1883	41	19.86	42	16.55	-----	-----	1	22	3			
50.45	685	July 1, 1883	41	17.09	42	19.75	-----	-----						
46.76	511	July 1, 1883	41	23.14	42	19.50	-----	-----						
51.19	367	July 1, 1883	41	23.56	42	19.64	-----	-----						
15.70	533	July 1, 1883	33	17.77	34	17.77	6	26,855	1	22	6	4	1	1
27.72	449	July 1, 1883	33	20.49	34	22.54	-----	-----						
285.10	16,713	July 1, 1884	3	30.05	2	29.28	6	179,468	223	44	9	4	2	38
			9	26.35	16	30.58	7	209,284	223	50	9	4	4	(22)
189.06	3,038	July 1, 1884	3	22.90	6	24.92	6	118,276	223	22	10	9	1	248
(27)	16,713	July 1, 1884	281	25.26	282	26.61	6	98,595	1	21	0	2	1	
			15	26.56	14	30.28	6		1	15	0	3	1	
94.72	1,958	July 1, 1884	107	30.45	102	32.19	6	106,827	1	15	0			5
			105	28.89	104	31.30	6	59,295	1	10	7	2	1	
186.03	530	July 1, 1884	51	27.00	52	28.00	6							
(29)	913	July 1, 1884	51	24.00	52	24.00	6	124,330	2	16	6	3	1	3

<sup>15</sup> Balance of route (44.23 miles) covered by Bethany Junction, Iowa, and Grant City, Mo., R. P. O.<sup>16</sup> Balance of route, Somerset Junction to Indianola, Iowa (6.73 miles), covered by closed pouches. (See Table C.)<sup>21</sup> Double service. Trains 2 and 3 daily, except Sunday; trains 9 and 16 daily.<sup>22</sup> 1 car held in reserve.<sup>23</sup> 4 clerks detailed to Detroit, Three Rivers, and Chicago R. P. O.; 1 clerk detailed to office of chief clerk R. M. S., Detroit, Mich.; 2 clerks detailed as transfer clerks at Detroit, Mich.; 1 clerk detailed as transfer clerk at Jackson, Mich.; 1 clerk detailed as transfer clerk at Michigan City, Ind.; 2 clerks assigned as helpers between Detroit and Battle Creek (118.10 miles); 2 clerks assigned as helpers between Chicago, Ill., and Kalamazoo, Mich. (144 miles); 1 clerk detailed to the Fort Gratiot and Chicago R. P. O.<sup>24</sup> 1 clerk detailed as transfer clerk at Detroit, Grand Haven and Milwaukee depot, Detroit, Mich.; 1 clerk detailed as helper between Detroit and Durand, Mich. (67 miles).<sup>25</sup> Clerks on trains 1 and 8 run only between Detroit and Grand Rapids, Mich. (157.60 miles), giving, in connection with trains 3 and 6, double service between these points daily, except Sunday.<sup>26</sup> Double service between Jackson and Grand Rapids, Mich. (94.72 miles) daily, except Sunday.<sup>27</sup> Shown in report of Detroit and Chicago R. P. O.<sup>28</sup> Balance of route, Denver to Loganport, Ind. (18.33 miles), covered by closed-pouch service. (See Table C.)<sup>29</sup> Shown in report of Michigan City and Indianapolis R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Detroit, Three Rivers, Mich., and Chicago, Ill.	9	274.49	Detroit, Jackson, Mich. (Mich. Cent.) .....	24006 (part)
			Jackson, Niles, Mich. (Mich. Cent.) .....	24008
			Niles, Mich., Chicago, Ill. (Mich. Cent.) .....	24006 (part)
Detroit, Mich., and Toledo, Ohio (day line).	9	60.50	Detroit, Mich., Toledo, Ohio (Mich. Cent.) .....	24035
Detroit, Mich., and Toledo, Ohio (night line).	9	65.90	Detroit, Mich., Toledo, Ohio (L. S. and M. S.) .....	24001
Dickson and Centreville, Tenn.	5	23.72	Dickson, Centreville, Tenn. (Nash. and Tuscaloosa) .....	19016
Downingtown and New Holland, Pa.	2	28.28	Downingtown, New Holland, Pa. (E. B. and W. Brch. Penn.) ..	8047
Downs and Stockton, Kans.	7	42.00	Downs, Alton, Kans. (C. Breh. U. P.) .....	23029
Dresden and Cincinnati, Ohio ..	5	185.67	Alton, Stockton, Kans. (Rooks Co.) .....	33047
			Dresden, Morrow, Ohio (Pitts., Cin. and Saint Louis) .....	21029
			Morrow, Cincinnati, Ohio (Pitts., Cin. and Saint Louis) .....	21014 (part)
Driftwood and Red Bank Furnace, Pa.	2	109.98	Driftwood, Red Bank Furnace, Pa. (Low Grade Div. Alleg. Valley) ..	8076
Dubuque, Iowa, and Mendota, Ill.	6	132.29	Dubuque, Iowa, Mendota, Ill. (Illinois Central) .....	23021 (part)
Dubuque and Sioux City, Iowa..	6	327.64	Dubuque, Sioux City, Iowa (Illinois Central) .....	27021 (part)
Duluth and Brainerd, Minn. <sup>17</sup> ....	6	114.67	Duluth, Brainerd, Minn. (North Pac.) .....	26011
Duluth, Minn., and Eau Claire, Wis.	6	160.80	Duluth, Minn., Superior Junction, Wis. (Chi., St. P., Minn. and Om.) ..	25051
			Superior Junction, Chicago Junction, Wis. (Chi., St. P., Minn. and Om.) ..	25028 (part)
			Chicago Junction, Eau Claire, Wis. (Chi., St. P., Minn. and Om.) ..	25048
Duluth and St. Paul, Minn.	6	154.80	Duluth, St. Paul, Minn. (St. Paul and Dul.) .....	26007
Dunkirk, N. Y., and Titusville, Pa.	2	91.41	Dunkirk, N. Y., Titusville, Pa. (Dunk., A. V. and P.) .....	6019
Du Pont, Ga., and Gainesville, Fla.	4	119.27	Du Pont, Ga., Gainesville, Fla. (S. F. and W. Rwy.) .....	15036
Dwight and Washington, Ill.	6	79.13	Dwight, Washington, Ill. (Chi. and Alton) .....	23019
Easton and Hazleton, Pa.	2	809.18	Easton, Penn Haven Junction, Pa. (Lehigh Valley) .....	28010 (part)
		45.53	Penn Haven Junction, Hazleton, Pa. (Lehigh Valley) .....	8016 (part)
East Saginaw and Lakeview, Mich.	9	71.39	East Saginaw, Alma, Mich. (Det., Lan. and Northern) .....	24030 (part)
East Saginaw and Port Huron, Mich. <sup>20</sup>	9	92.06	Alma, Lakeview, Mich. (Det., Lan. and Northern) .....	24041 (part)
			East Saginaw, Zion, Mich. (Pt. Huron and No. Western) .....	24025
			Zion, Pt. Huron, Mich. (Pt. Huron and No. Western) .....	24032 (part)
Eatonton and Macon, Ga.	4	58.73	Eatonton, Gordon, Ga. (Cent. R. R. of Ga.) .....	15014
			Gordon, Macon, Ga. (Cent. R. R. of Ga.) .....	15010 (part)

\* Shown in report of Detroit and Chicago R. P. O.

<sup>2</sup> Clerks appointed to Detroit and Chicago R. P. O.<sup>1</sup> On trips outward this clerk takes charge of registered matter. Local service performed by day line.<sup>3</sup> 1 clerk detailed as transfer register clerk at union depot, Toledo, Ohio.<sup>6</sup> New service, and not reported last year.<sup>12</sup> 12 trips per week between Dresden and Washington C. H., Ohio, distance 107.66 miles; 6 trips residue.<sup>7</sup> Mail-apartment cars between Dresden and Washington C. H., Ohio, are paid for by the Department. 1 reserve car.<sup>8</sup> Dresden to Cincinnati, 3 crews, 1 clerk to crew. Dresden to Washington C. H., 2 crews, 1 clerk to crew.<sup>9</sup> Covered by Pittsburgh and Cincinnati R. P. O. (36.30 miles).<sup>10</sup> In reserve.<sup>11</sup> Balance of route (212.55 miles) covered by Mendota and Centralia, Ill., R. P. O.<sup>12</sup> 1 helper between Freeport and Mendota, Ill. (63.49 miles).<sup>13</sup> Reserve.<sup>14</sup> Day line.<sup>15</sup> 2 helpers on day line between Dubuque and meeting point. One clerk detailed to transfer duty at Sioux City, Iowa.<sup>16</sup> Night line.<sup>17</sup> Service on this line was established this year.<sup>18</sup> Distance (8.20 miles) covered by Ashland, Wis., and Saint

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
(1)	Pounds.	July 1, 1884	11	Miles. 30.28	4	Miles. 26.71	6	171,831	{	1	16 8	9 0	4	1	(2)
10430	834	July 1, 1884	61	27.57	62	24.81	6 <th>1</th> <th>18 0</th> <th>9 0</th>			1	18 0	9 0			
(1)	16,713	July 1, 1884	11	20.50	4	25.84	6								
59.50	543	July 1, 1884	301	29.65	306	30.93	6	37,873	1	17 10	8 8	1	1	1	
64.90	4,634	July 1, 1884	2101	25.96	130	11.90	6	41,253	1	36 0	9 0	1	1	2	
34.59	159	July 1, 1884	61	9.84	62	10.32	6	21,109	1	7 0	4 6	1	1	1	
28.29	303	July 1, 1885	253	8	250	15	6	17,703	1	7 6	7 1	1	1	1	
24.08	543	July 1, 1886	63	20	64	20	7	30,660	1	17 6	9 4½	1	1	1	
18.65	432	July 1, 1886	63	20	64	20	7	116,229	1	12 4	6 10	85	1	5	
148.73	778	July 1, 1884	11	23.76	18	22.02	6		1	12 0	6 6				
			7	23.40	4	21.84	6		1	15 0	7 0				
(7)	20,281	July 1, 1884	11	24.24	18	22.98	6		1	14 6	6 10				
109.91	584	July 1, 1885	2	19	1	18	6	68,847	2	17 6	8 9	2	1	2	
132.29	3,794	Nov. 3, 1884	5	22.34	4	20.83	6	82,813	161	14 8	8 5	2	1	123	
327.59	2,944	July 1, 1883	4	22.40	3	22.02	6	205,103	131	27 6	9 0				
			2	23.19	1	24.49	6	205,103	131	30 0	9 0	145	1	1513	
									1	30 2	9 0	145	1	1513	
									2	24 0	9 0				
									1	27 1½	9 0				
									1	24 1	9 0				
114.67			7	21.88	8	22.80	7	83,709	131	19 0½	8 10	2	1	2	
69.94	55	July 1, 1883	91	22.30	92	24.20	6	100,661	1	16 1	6 7				
(18)	591	Apr. 16, 1884	91	8.84	92	9.84			1	22 1	9 3½	2	1	2	
79.11	816	Apr. 16, 1884	91	25.61	92	24.23									
155.59	1,235	July 1, 1883	2	26.03	1	24.32	6	96,905	2	22 0	8 6	3	1	3	
91.28	605	July 1, 1885	1	22	4	23	6	57,223	131	22 0	9 4	192	1	2	
									1	15 6	8 6				
									161	13 0	7 0				
119.27	393	Feb. 11, 1885	59	24	60	24	7	87,067	1	18 0	9 3	2	1	2	
70.12	239	July 1, 1883	122	23.93	121	27.92	6	43,901	1	13 10	9 5	1	1	1	
(22)	3,459	July 1, 1885	2	27	7	21	6	43,397	2	10 0	8 0	2	1	2	
			18	26	3	26	6	43,397	2	14 0	8 4	2	1		
			6	25	21	29	246	28,501	1	10 0	6 0	(24)			
									161	15 0	8 0				
14.80	645	July 1, 1885	2	18	7	15	6		(25)			(26)			
98.78	527	July 1, 1884	18	18	3	16	6		(25)			(26)			
			3	11.01	2	20.48	6		(25)	1	10 3	5 6	(27)		
32.61	334	July 1, 1884	5	11.01	8	20.48	6	44,690	{	1	9 8	6 9	1	1	1
78.85	248	July 1, 1884	5	25.63	8	22.28	6			1	9 6	6 0			
(20)	575	July 1, 1884	5	25.63	8	22.28	6	57,631	(21)						
38.53	184	July 1, 1884	25	14	26	12	6	36,765	1	15 9	8 4	1	1	1	
(22)	2,157	July 1, 1884													

Paul, Minn., R. P. O. This line was reported last year as Spooner and Eau Claire, Wis., R. P. O. Increased distance run this year 77.70 miles.

<sup>19</sup> Relieved every third week by a Buffalo and Jamestown clerk.

<sup>20</sup> Double daily service and additional run (45.53 miles) to Mauch Chunk and return.

<sup>21</sup> Balance of route (8.80 miles) covered by Hazleton and Snubury R. P. O.

<sup>22</sup> 54.10 miles covered by New York and Elmira R. P. O.

<sup>23</sup> 1 helper, Easton to Hazleton and return.

<sup>24</sup> Short run, Easton to Mauch Chunk; same clerks as on Nos. 2 and 18. 1 from Mauch Chunk in the a. m. and 1 from Easton in the p. m.

<sup>25</sup> Clerks and cars shown on route No. 8010.

<sup>26</sup> Remainder of route (7.20 miles), Alma to Ithaca, Mich., covered by closed-ponch service. (See Table C.)

<sup>27</sup> 1 clerk appointed to Ludington and Toledo R. P. O. alternates between this line and the Manistee and East Saginaw R. P. O.

<sup>28</sup> Runs on route 24042, Zion to Port Huron, Mich. (12.75 miles).

<sup>29</sup> 1 clerk alternates between the East Saginaw and Port Huron, Port Huron and Detroit, and Port Austin and Port Huron R. P. O's.

<sup>30</sup> Shown in report of Port Austin and Port Huron R. P. O.

<sup>31</sup> Reported on route 24025.

<sup>32</sup> Reported in Atlanta and Savannah R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Eau Claire, Wis., and Wabasha, Minn.	6	49.40	Eau Claire, Wis., Wabasha, Minns. (Chi., Mil. and St. P.).....	25047
Elba and Rocky Mount, Va.....	3	37.26	Elba, Rocky Mount, Va. (Frank. Div. Va. Mid.).....	11022
Elizay and Marietta, Ga.....	4	67.95	Elizay, Ga., and Marietta, Ga. (M. and N. G. R. R.).....	15030
Elmira, N. Y., and Blossburgh, Pa.	2	52.41	Elmira, N. Y., Blossburgh, Pa. (Tioga Broh N. Y., L. E. and W.).....	8020
Elmira, N. Y., and Wilkes Barre, Pa. <sup>1</sup>	2	124.13	Elmira, Waverly, N. Y. (N. Y., L. E. and W.).....	(part) 6001
			Waverly, N. Y., Wilkesbarre, Pa. (Lehigh Valley).....	(part) 8010
Elmira, N. Y., and Williamsport, Pa.	2	79.13	Elmira, N. Y., Williamsport Pa. (No. Central).....	(part) 8021
Emporia and Howard, Kans.....	7	76.50	Emporia, Howard, Kans., (A., T. and S. F.).....	33023
Erie and Pittsburgh, Pa.....	2	148.00	Erie, Homewood, Pa. (Erie and Pitta.).....	8044
			Homewood, Pittsburgh, Pa. (Pitts., F. W. and Chic.).....	21009
Essex Junction, Vt., and Boston, Mass.	1	241.86	Essex Junction, Bellows Falls, Vt. (Ct. Vermont).....	2003
			Bellows Falls, Vt., Fitchburg, Mass. (Cheshire).....	3055
			Fitchburg, Boston, Mass. (Fitchburgh).....	19021
Evansville, Ind., and Nashville, Tenn. <sup>17</sup>	5	157.70	Evansville, Ind., Nashville, Tenn. (Louis. and Nash.).....	(part) 20025
Evansville, Ind., and Saint Louis, Mo. <sup>20</sup>	5	164.89	Evansville, Ind., East Saint Louis, Ill. (Louis. and Nash.)...	28032
Fairland and Martinsville, Ind..	5	37.81	Fairland, Martinsville, Ind. (Fair., Frank. and Martins.)...	22016
Fair Oaks and Yeddo, Ind.....	5	77.27	Fair Oaks, Attica, Ind. (Chi. and G't South.).....	22028
			Attica, Yeddo, Ind. (Chi. and G't South.).....	22031
Fargo, Dak., Barnesville and Saint Paul, Minn.	6	243.36	Fargo, Dak., Barnesville, Minn. (St. Paul, Minn. and Man.).....	22605
			Barnesville, Saint Cloud, Minn. (St. P., Minn. and Man.).....	(part) 22604
			Saint Cloud, Minneapolis, Minn. (St. P., Minn. and Man.).....	(part) 26040
			Minneapolis, Saint Paul, Minn. (St. P., Minn. and Man.).....	(part) 26006
Fargo, Dak., and Ortonville, Minn.	6	118.20	Fargo, Dak., Ortonville, Minn. (Fargo and South.).....	(part) 35019
Fargo and La Moure, Dak.....	6	88.15	Fargo, La Moure, Dak. (North. Pac.).....	35015
Farley and Cedar Rapids, Iowa..	6	57.81	Farley, Cedar Rapids, Iowa (Chi., Mil. and St. Paul).....	27020
Farmington and Lewiston, Me....	1	47.12	Farmington, Leeds Junction, Mo. (Me. Cent.).....	23
			Leeds Junction, Lewiston, Me. (Me. Cent.).....	(part) 25
Fernandina and Orlando, Fla....	4	215.58	Fernandina, Waldo, Fla. (F. R. and N. Co.).....	(part) 16001
			Waldo, Tavares, Fla. (F. R. and N. Co.).....	(part) 16011
Flomaton, Ala., and Pensacola, Fla.	4	44.84	Tavares, Orlando, Fla. (T. O. and A. R. E.).....	16022
			Flomaton, Ala., Pensacola, Fla. (L. and N. R. E.).....	16003
Florence, S. C., and Augusta, Ga.	4	164.37	Florence, Columbia, S. C. (W. C. and A. R. R.).....	14002
			Columbia, S. C., Augusta, Ga. (C. C. and A. R. R.).....	(part) 13007
Florence and Douglas, Kans.....	7	54.86	Florence, Douglas, Kans. (A., T. and S. F.).....	(part) 33017
Florence and Ellinwood, Kans.....	7	98.87	Florence, Ellinwood, Kans. (A., T. and S. F.).....	33030
Fonda and Des Moines, Iowa.....	6	115.17	Fonda, Des Moines, Iowa (Wab., St. L. and Pac.).....	27046

<sup>1</sup> 820 miles, Tioga Junction to Lawrenceville, double daily service except Sunday.<sup>2</sup> Balance of route (15.01 miles) covered by closed-pouch service. (See Table C.)<sup>3</sup> Short run, New York and Elmira R. P. O.<sup>4</sup> 17.75 miles covered by New York and Dunkirk R. P. O.<sup>5</sup> Clerks accounted for on New York and Elmira R. P. O.<sup>6</sup> 106.38 miles covered by New York and Elmira R. P. O.<sup>7</sup> Car and clerk shown on route 6001.<sup>8</sup> In reserve. One clerk relieves Canandaigua and Elmira clerk every third week.<sup>9</sup> 1 clerk, transfer duty, Erie, Pa.<sup>10</sup> In reserve.<sup>11</sup> 34.60 miles covered by Pittsburgh and Chicago R. P. O., Fifth Division.<sup>12</sup> Cars and clerk shown on route 8044.<sup>13</sup> 1 clerk detailed as transfer clerk at Rutland, Vt.<sup>14</sup> Reserve cars.<sup>15</sup> Balance of route covered by Boston and Troy R. P. O. (55.80 miles).<sup>16</sup> Covered by Boston and Troy R. P. O. (49.60 miles).<sup>17</sup> Formerly Henderson and Nashville R. P. O.; extended to Evansville, Ind., July 15, 1885; increased distance, 12.81 miles.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
49.58	Pounds. 182	July 1, 1883	1	23.04	2	25.04	6	30,924	1	<i>Ft. In.</i> 18 5	<i>Ft. In.</i> 9 2½	1	1	1
37.47	128	July 1, 1885	44	10.57	43	11	6	23,324	1	5 3	5 1	1	1	1
67.76	219	July 1, 1884	2	16	1	16	6	43,412	1	8 0	5 6	1	1	1
249.93	588	July 1, 1885	1	20	4	19	6	32,809	1	12 4	9 5	1	1	1
(4)	12,297	July 1, 1885	0	27	30	27	6	77,705	1	20 0	8 3½	1	1	(6)
(6)	3,459	July 1, 1885	0	26	30	25	6	-----	(7)	-----	-----	(7)	-----	-----
78.81	3,039	July 1, 1885	2	26	1	25	6	49,535	2	15 1	8 7	2	1	2
76.59	281	July 1, 1886	55	19	56	19	8	47,945	(9) 1	15 0	8 0	1	1	1
112.93	1,505	July 1, 1885	24	24	21	23	6	92,648	2	12 0	7 7	3	1	94
(11)	23,000	July 1, 1885	24	22	21	22	6	-----	(10) 1	20 0	9 0	-----	-----	-----
127.97	4,099	July 1, 1885	53	18.36	10	24.71	6	151,404	(12) 1	15 0	9 0	(12) 4	2	120
64.60	3,374	July 1, 1885	53	27.43	10	27.04	-----	-----	1	23 0	6 10	-----	-----	-----
(16)	6,568	July 1, 1885	53	31.32	10	31.99	-----	-----	1	24 2	6 10	-----	-----	-----
157.02	2,253	Feb. 15, 1886	51	23.64	52	23.40	7	114,776	184	14 3	9 6	3	1	105
163.38	1,063	Aug. 15, 1882	52	29.28	51	27.06	7	120,005	213	14 9	9 6	3	1	3
38.35	169	July 1, 1884	53	10.98	54	9.38	6	23,669	1	12 0	7 0	1	1	1
56.34	70	Mar. 17, 1884	1	25.14	2	21.48	6	48,371	1	12 7	7 5	2	1	3
21.32	64	July 1, 1884	1	16.68	2	15.36	6	-----	1	14 0	7 4	-----	-----	-----
24.54	3,666	Apr. 1, 1884	2	22.16	1	22.16	6	152,343	2	24 5	9 4	4	1	4
143.79	3,730	Apr. 1, 1884	2	22.12	1	20.79	-----	-----	-----	-----	-----	-----	-----	-----
64.81	-----	-----	2	25.97	1	22.25	-----	-----	-----	-----	-----	-----	-----	-----
(24)	383	Dec. 1, 1883	2	18.31	1	18.31	-----	-----	-----	-----	-----	-----	-----	-----
118.20	468	July 1, 1886	4	26.76	1	26.76	6	73,993	1	15 9	7 6	2	1	2
88.34	408	July 1, 1886	51	17.31	52	17.31	6	55,182	2	24 6	9 1	1	1	1
57.87	870	July 1, 1885	19	19.68	20	18.61	6	36,189	1	16 0	6 11	1	1	1
36.30	870	July 1, 1885	56	19.60	70	19.10	6	29,497	1	19 2	7 9	1	1	1
(27)	1,521	Feb. 11, 1885	56	12.84	70	12.58	-----	-----	1	19 3	7 10	-----	-----	-----
284.15	1,046	July 1, 1884	7	20	8	20	7	157,373	3	13 6	7 0	4	1	206
94.45	870	Feb. 15, 1886	7	20	8	20	-----	-----	-----	-----	-----	-----	-----	-----
32.95	593	Oct. 15, 1885	4	20	1	20	-----	-----	-----	-----	-----	-----	-----	-----
44.84	1,033	July 1, 1884	5	15	6	17	6	29,080	302	14 0	9 1	1	1	1
2183.00	6,781	July 1, 1884	48	20	47	22	7	119,990	301	12 9	9 0	-----	-----	-----
(28)	2,082	July 1, 1884	47	20	48	22	-----	-----	301	13 8	9 3	-----	-----	-----
54.86	311	July 1, 1886	61	21	62	21	6	34,342	1	25 5	8 10	3	1	3
98.87	624	July 1, 1886	73	21	74	21	6	61,893	1	20 0	9 0	-----	-----	-----
114.22	317	July 1, 1883	2	19.15	1	17.90	6	72,096	1	12 0	7 7	1	1	1
									1	13 5	9 3	2	1	3
									1	14 0	7 11	2	1	3

12 cars in reserve.

12 clerks act as helpers between Henderson, Ky., and Nashville, Tenn.; distance 107 miles.

This line, formerly in sixth division, transferred to Fifth Division December 15, 1885.

1 car in reserve.

Balance of route (23.78 miles) covered by Boundary Line and Saint Paul, Minn., R. P. O.

Balance of route (172.14 miles) covered by Boundary Line and Saint Paul, Minn., R. P. O.

Distance (10.68 miles) covered by Boundary Line and Saint Paul, Minn., R. P. O.

Balance of route covered by Bath and Lewiston R. P. O. (15.03 miles), and closed-pouch service between Leeds Junction and Lewiston (18.32 miles). (See Table C.)

Balance of route covered by Skowhegan and Portland R. P. O. (92.27 miles).

Covered by Skowhegan and Portland R. P. O. (10.66 miles).

71 miles shown in Waldo and Cedar Keys R. P. O.

1 transfer clerk Baldwin, Fla.

3 reserve cars.

110 miles reported in Wilmington and Jacksonville R. P. O.

Reported in Charlotte and Augusta R. P. O.



TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Fond du Lac and Milwaukee, Wis.	6	64.18	Fond du Lac, Milwaukee, Wis. (Chi. and No. West) .....	25012
Forreston and Aurora, Ill.	6	81.58	Forreston, Aurora, Ill. (Chi. and Iowa) .....	23038
Fort Branch and Mount Vernon, Ind.	5	38.67	Fort Branch, Mount Vernon, Ind. (Evans. and Terre Haute) ..	22089
Fort Gratiot, Mich., and Chicago, Ill.	9	337.73	Fort Gratiot, Mich., Chicago, Ill. (Chi. and Gd. Trunk) .....	24039
Fort Howard, Wis., and Chicago, Ill.	6	243.33	Fort Howard, Wis., Chicago, Ill. (Chi. and No. West) .....	25009
Fort Howard, Wis., and Winona, Minn.	6	215.40	Fort Howard, Wis., Winona, Minn. (G. Bay, Win. and St. P.) ..	25027
Fort Scott and Anthony, Kans.	7	215.11	Fort Scott, Anthony, Kans. (St. L., Ft. S. and W.) .....	23036
Fort Scott, Kans., and Joplin, Mo.	7	76.77	Fort Scott, Kans., Joplin, Mo. (K. C., Ft. S. and G.) .....	23008
Fort Wayne, Ind., and Cincinnati, Ohio.	5	180.59	Fort Wayne, Cambridge City, Ind. (Ft. W., Cin. and Lou.) ...	22020
			Cambridge City, Ind., Harrison, Ohio (White Water) .....	21031
			Harrison, Valley Junction, Ohio (Cin., Ind., St. L. and Chi.) ..	21071
			Valley Junction, Cincinnati, Ohio (Cin., Ind., St. L. and Chi.) ..	22002
Fort Worth and Galveston, Tex.	7	346.70	Fort Worth, Galveston, Tex. (G., C. and S. F.) .....	21027
Frankfort, Ind., and Saint Louis, Mo. <sup>11</sup>	5	245.44	Frankfort, Ind., East Saint Louis, Ill. (Tol., Cin. and St. L.) ...	22046
Fredericksburgh and Orange C. H., Va.	3	38.70	Fredericksburgh, Orange C. H., Va. (P., F. and P.) .....	11020
Gainesville and Social Circle, Ga.	4	52.27	Gainesville and Social Circle, Ga. (G., J. and S. R. R.) .....	15034
Galesburg and Havana, Ill.	6	62.03	Galesburg, Havana, Ill. (Fulton Co. N. G.) .....	23067
Galva, Ill., and Burlington, Iowa	6	85.15	Galva, Gladstone, Ill. (Chi., Bur. and Qcy.) .....	23070
			Gladstone, Ill., Burlington, Iowa (Chi., Bur. and Qcy.) .....	23007
Garrison and Butte City, Mont. <sup>12</sup>	8	51.00	Garrison, Silver Bow, Mont. ....	24001
			Silver Bow, Butte City, Mont. (Utah and Northern Ry.) .....	24003
Geneva, N. Y., and Williamsport, Pa.	2	172.29	Geneva, Corning, N. Y. (Fall Brook Coal Co.) .....	21013
			Corning, N. Y., Stokesdale Junction, Pa. (Fall Brook Coal Co.) ..	21065
			Williamsport, Stokesdale Junction, Pa. ....	21010
Georgetown and Cincinnati, Ohio. <sup>13</sup>	5	47.78	Georgetown, Columbia, Ohio (Cin., George and Porta.) .....	21060
			Columbia, Cincinnati, Ohio (Pitta., Cin. and Saint Louis) .....	21014
Georgetown, Del., and Franklin City, Va.	2	56.26	Georgetown, Del., Franklin City, Va. (Del., Md. and Va. Brech., P., W. and B.) .....	21006
Gilman and Springfield, Ill.	6	112.77	Gilman, Springfield, Ill. (Illinois Central) .....	23034
Girard and Chanute, Kans.	7	41.23	Girard, Chanute, Kans. (South Kans.) .....	23089
Girard and Galena, Kans.	7	48.29	Girard, Kans., Joplin, Mo. (St. L. and S. F.) .....	23020
			Joplin, Mo., Galena, Kans. (St. L. and S. F.) .....	22054
Glendive and Billings, Mont.	6	225.28	Glendive, Billings, Mont. (North. Pac.) .....	22001

1 car in reserve.

1 car held in reserve.

A clerk from Detroit and Chicago R. P. O. is detailed to this line as helper between Fort Gratiot and Battle Creek, Mich. (159.75 miles).

2 clerks detailed to transfer duty at Chicago, Ill.

29 miles of route 23008 covered by Kansas City and Memphis R. P. O., and 6.30 miles covered by closed-pouch service between Joplin and Webb City, Mo. (See Table C.)

Reserve car.

No mail carried on route 22020 between Cambridge City and Coonerville, Ind. (10.50 miles). (See Table C.)

<sup>8</sup> Closed-pouch service between Hagerstown and Cambridge City, Ind.; distance 7.17 miles. (See Table C.)<sup>9</sup> Covered by the Chicago and Cincinnati R. P. O. (17.70 miles).<sup>10</sup> 1 reserve car.<sup>11</sup> Toledo, D. J. Phos and Saint Louis R. P. O. curtailed to end at Frankfort, Ind., July 1, 1885. Frankfort and Saint Louis established as a separate R. P. O. same date.<sup>12</sup> Trains 9 and 10 between Frankfort, Ind., and Charleston, Ill. Trains 11 and 12 between Charleston and East Saint Louis, Ill.<sup>13</sup> Distance (10 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	<i>Pounds</i>			<i>Miles.</i>		<i>Miles.</i>				<i>Ft. In.</i>	<i>Ft. In.</i>			
64.07	3,770	July 1, 1883	6	29.21	5	28.13	6	40,177	1	12 8	9 2	1	1	1
81.57	4,576	July 1, 1883	4	24.92	1	26.27	6	51,069	2	8 4	8 10	2	1	2
38.75	163	July 1, 1884	21	22.98	22	22.98	6	24,207	2	8 1	9 0	1	1	1
338.46	811	July 1, 1884	4	29.34	1	23.23	6	211,419	3	9 5	6 0	4	1	4
242.70	6,373	Apr. 1, 1884	6	22.35	5	23.25	6	152,325	3	50 0	9 5	4	2	10
215.50	459	July 1, 1883	1	21.39	2	20.70	6	134,840	3	12 0	7 6	3	1	3
215.11	722	July 1, 1886	3	21.50	4	21.50	7	157,030	2	17 6	7 23	3	1	3
76.40	2,333	July 1, 1886	5	22	6	22	7	56,042	1	18 13	8 10 1	1	1	1
96.98	319	July 1, 1884	1	25.50	2	25.26	6	113,049	2	14 0	9 14	3	1	3
55.91	391	July 1, 1884	1	26.28	2	27.85	6		2	11 9	7 7	3	1	3
7.40	643	July 1, 1884	1	21.42	2	24.96	6		2	11 10	7 6			
(9)	18,154	Jan. 1, 1884	1	18.96	2	26.52	6							
346.70	1,414	July 1, 1886	2	23	1	23	7	253,091	124	20 6	9 0	5	1	5
245.03	178	July 1, 1884	10.92	10.92	10.44	10.44	6	153,645	1	9 4	7 3	4	1	4
									1	9 6	7 3			
									1	7 9	5 10			
									1	12 0	5 9			
									1	11 9	5 8			
39.00	211	July 1, 1885	1	14.06	2	12.60	6	24,226	1	7 0	7 4	1	1	1
52.27	138	July 1, 1884	2	13	1	13	6	32,721	1	6 4	5 4	1	1	1
60.81	279	July 1, 1883	1	16.26	2	14.35	6	38,831	1	8 0	6 0	1	1	1
75.17	471	July 1, 1883	141	21.06	142	26.32	6	53,204	1	6 11	6 10	1	1	1
(13)	54,621	Mar. 11, 1884	11	22.56	12	28.20			161	10 1	6 10 1			
44.22	941	July 1, 1886	631	12.75	632	12.48	7	37,230	1	19 8	7 6	1	1	1
	2,289	July 1, 1886	604	21	603	16.80								
57.76	1,066	July 1, 1885	1	25	6	22	6	107,854	2	15 0	9 0	3	1	3
1734.57	1,423	July 1, 1885	1	21	6	26	6		(15)			(15)		
78.52	803	July 1, 1885	1	20	6	27	6		(18)			(18)		
42.17	594	May 1, 1886	3	14.40	4	13.74	6	26,941	21	14 0	9 0			
(12)			3	11.28	4	11.28	6		21	10 8	7 8	1	1	1
355.21	374	Feb. 11, 1886	105	27	104	27	6	35,219	1	9 6	6 9	1	1	1
112.72	396	July 1, 1883	1	21.36	2	24.47	6	70,591	1	13 10	7 5	2	1	2
41.23	98	July 1, 1886	30	10	29	10	6	25,810	1	11 8	7 5			
38.69	257	July 1, 1886	26	18	25	17	7	35,252	1	12 0	6 0	1	1	1
10.00	190	July 1, 1883	27	18	28	17	7		1	20 8	7 2	1	1	1
225.28	10,412	Apr. 16, 1884	1	22.14	2	22.14	7	164,454	(26)			4	1	4

14 Reserve.

15 Last year this line was covered by Garrison and Ogden R. P. O.

16 7 miles of route 41003, between Silver Bow and Butte City, Mont., covered by Butte City and Ogden R. P. O.

17 Balance of route (16.43 miles), covered by closed-pouch service. (See Table C.)

18 Cars and clerks shown on route 6103.

19 In reserve.

20 Service extended Hamersville to Georgetown February 18, 1886; increased distance 7.46 miles.

21 Car dropped and received at Columbia, Ohio. No local service between Columbia and Cincinnati by this R. P. O.

22 Covered by Pittsburgh and Cincinnati R. P. O. (4.70 miles).

23 25.09 miles covered by Harrington and Lowes R. P. O.

24 11 miles of route 2804, between Oronogo and Joplin, Mo., covered by closed-pouch service. (See Table C.)

25 Balance of route (4,955.56 miles) covered by Saint Paul, Minn., and Bismarck, Dak.; Bismarck, Dak., and Glendive, Mont.; Glendive and Helena, Mont., and Helena, Mont., and Portland, Oreg., R. P. O's.

26 Cars run through from Saint Paul, Minn., to Portland, Oreg. (See Saint Paul, Minn., and Bismarck, Dak., R. P. O.)

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerk register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Glyndon, Md., and Gettysburgh, Pa.	2	51.42	Gettysburgh, Valley Junction, Pa. (Han. Junc., Han. and Gettys.). Valley Junction to Intersection, Pa. (Han. Junc., Han. and Gettys.). Intersection, Pa., Glyndon, Md. (Han. Junc., Han. and Gettys.).	8102 (part) 8082 (part) 10020
Goldsborough and Greensborough, N. C.	3	130.01	Goldsborough, Greensborough, N. C. (N. C. Div., Rich. and Dan.).	13004
Goldsborough and Morehead City, N. C.	3	94.93	Goldsborough, Morehead City, N. C. (Atlan. and N. C.).....	13005
Good Water and Opelika, Ala.	4	60.15	Good Water, Opelika, Ala. (Col. and Western Rwy.).....	17016
Grafton, W. Va., and Chicago, Ill. <sup>1</sup>	5	200.25	Grafton, W. Va., Bellaire, Ohio (Balto. and Ohio).....	21003 (part) 21001 (part) 21010 (part)
<i>Eastern Division</i> .....			Bellaire, Newark, Ohio (Central Ohio).....	21047 (part)
<i>Western Division</i> .....	5	359.65	Newark, Chicago, Ohio (Balto. and Ohio)*.....	12002
Grafton, W. Va., and Cincinnati, Ohio.	5	300.16	Chicago, Ohio, Chicago, Ill. (Balto. and Ohio).....	21028
			Grafton, Parkersburgh, W. Va. (Balto. and Ohio).....	12002
Grafton and Parkersburgh, W. Va.	3	104.54	Grafton, Benwood Junction (n. o.), W. Va. (Balto. and Ohio)...	10003 (part)
Grafton and Wheeling, W. Va. ...	3	99.44	Benwood Junction (n. o.), Wheeling, W. Va. ....	12015 (part)
Grand Rapids, Mich., and Cincinnati, Ohio.	5	303.89	Grand Rapids, Mich., Fort Wayne, Ind. (Grd. Rap. and Ind.).....	24018 (part)
			Fort Wayne, Richmond, Ind. (Grd. Rap. and Ind.).....	22021 (part)
			Richmond, Ind., Hamilton, Ohio (Cin., Rich. and Chic.).....	21025 (part)
			Hamilton, Cincinnati, Ohio (Cin., Ham. and Day.).....	21026 (part)
Grand Rapids, Mich., and Elkhart, Ind. <sup>20</sup>	9	115.02	Grand Rapids, White Pigeon, Mich. (L. S. and M. S.).....	24004 (part)
			White Pigeon, Mich., Elkhart, Ind. (L. S. and M. S.).....	21095 (part)
Grand Rapids, Mich., and La Crosse, Ind.	9	154.54	Grand Rapids, Mich., La Crosse, Ind. (Chi. and West. Mich.)...	24021
Green Bay and Milwaukee, Wis.	6	114.50	Green Bay, Milwaukee, Wis. (Mil. and North.).....	225016 (part)
Greenport and New York, N. Y.	2	98.60	Greenport, Long Island City, N. Y. (Long Island).....	6045
Green River, Wyo., and Huntington, Oreg.	6	571.22	Green River, Granger, Wyo. (Union Pac.).....	34001 (part)
Greensborough, N. C., and Bennettsville, S. C.	3	155.78	Granger, Wyo., Huntington, Oreg. (Oreg. Short Line).....	37001 (part)
Greensborough and Winston, S. C.	3	29.10	Greensborough, N. C., and Bennettsville, S. C. (C. F. and Y. V.)	13011
Greensborough and Winston, S. C.	3	29.10	Greensborough, Winston, N. C. (Salem Br., Rich. and Dan.)...	13012
Greenup and Willard, Ky. <sup>23</sup>	5		Greenup and Willard, Ky. (East Ky.).....	20013

<sup>1</sup> Balance of route (6.23 miles) covered by closed-pouch service. (See Table C<sup>a</sup>.)  
In reserve.

<sup>2</sup> Balance of route (5.64 miles) covered by closed-pouch service. (See Table C<sup>a</sup>.) Double daily service Sundays excepted. Clerk records arrival and departure at Gettysburgh by slip.

<sup>4</sup> Cars and clerks shown on route 8102.

<sup>5</sup> This line is in two divisions, dividing at Newark, Ohio. Eastern Division, Grafton, W. Va., to Newark, Ohio, postal carrying on trains 5 and 6, between Baltimore, Md., and Newark, Ohio, seven times per week. Western Division, Newark, Ohio, to Chicago, Ill., cars running on trains 9 and 10, six times per week; cars lying over at Newark four hours in both directions. This line, together with the Sandusky, Newark and Wheeling, and the Grafton and Wheeling R. P. O.'s form daily

double service between Grafton, W. Va., and Chicago, Ohio.

<sup>6</sup> Covered by lines of the Third Division (95.25 miles).

<sup>7</sup> 1 reserve car.

<sup>8</sup> 1 clerk detailed transfer duty at Shelby, Ohio. 1 clerk detailed transfer duty at Newark, Ohio.

<sup>9</sup> Closed-pouch service between Newark and Columbus, Ohio (33 miles). (See Table C<sup>a</sup>.)

<sup>10</sup> Covered by Sandusky, Newark and Wheeling R. P. O. (84.49 miles).

<sup>11</sup> 13 cars on line between Baltimore, Md., and Saint Louis, Mo. (See Baltimore and Grafton R. P. O., Third Division report, for full equipment of line.)

<sup>12</sup> Day line, 4 crews, 3 clerks to crew.

<sup>13</sup> 4 clerks running in mail apartment cars between Cincinnati and Parkersburgh, and Parkersburgh, W. Va., and Chillicothe, Ohio. On trips west act as helpers on

in the United States on June 30, 1885—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	<i>Pounds</i>			<i>Miles.</i>		<i>Miles.</i>				<i>Ft. In.</i>	<i>Ft. In.</i>			
23.70	671	July 1, 1885	5	22	4	22	6	32,189	1	17 4	7 5	2	1	2
37.20	431	July 1, 1885	9	23	8	22	6	32,189	2 <sup>2</sup>	17	8 8			
20.32	7,090	July 1, 1885	5	22	4	21	6		(4)			(4)		
129.89	1,125	July 1, 1884	9	23	8	22	6		(1)			(1)		
94.05	509	July 1, 1884	5	22	4	21	6		(1)			(1)		
60.15	238	July 1, 1884	9	23	8	22	6		(1)			(1)		
1.11	21,912	July 1, 1885	5	29.04	5	17	6	37,654	1	12 9	6 9	1	1	1
103.47	7,261	July 1, 1884	5	36.06	6	33.18	7	146,183	2 <sup>4</sup>	51 5	8 10	4	2	18
(9)	6,889	July 1, 1884	5	36.06	6	33.18	7							
271.00	4,930	July 1, 1884	9	26.46	10	25.62	6	225,141	2 <sup>3</sup>	51 5	8 10	4	2	
104.50	24,137	July 1, 1884	3	29.70	4	27.12	7	219,117	(11)	50 0	9 4	124	3	134
193.15	24,538	July 1, 1884	1	34.32	2	34.67	7	219,117				144	3	
(15)	24,107	July 1, 1884	3	25.74	4	24.18	7							
43.25	21,912	July 1, 1885	1	30.29	2	31.53	7							
4.00	...	...	681	24	606	24.96	6	65,442	1	20 8	8 9	2	1	2
(9)	1,831	July 1, 1884	3	25.97	8	28.57	7	72,591	1	17 10	8 3	2	1	2
92.73	645	July 1, 1884	3	6 25	8	6 25	6							
(19)	1,605	July 1, 1884	2	29.29	3	31.50	6	100,235	1	14 0	6 9	4	1	174
(17)	5,577	July 1, 1884	2	27.77	3	25.98	6		1	22 2	8 10			
96.32	1,760	July 1, 1884	2	28.64	3	25.14	6							
(21)	69,142	July 1, 1885	2	30.48	3	30.48	6							
151.54	1,829	July 1, 1884	1	24.18	4	23.67	6	72,003	1	16	7 10			
111.14	1,066	Mar. 18, 1885	3	25.82	2	25.03	6	72,003	1	15		4	1	4
95.23	1,582	Aug. 25, 1885	1	28.76	4	28.05	6							
(26)	27,325	July 1, 1886	3	21.91	2	28.05	6		(22)					
541.58	2,315	Apr. 15, 1885	4 & 14	21.62	1 & 19	18.02	6	96,732	213	15	9	3	1	3
155.34	336	Feb. 16, 1885	2	26.61	1	26.61	6	71,677	2	24 1	8 10	2	1	2
29.08	766	July 1, 1884	2	27.77	3	25.98	6	61,734	231	22 0	9 1			
	126	July 1, 1884	1	28.76	4	28.05	6		1	17 10	8 10	2	1	2
			34	27	9	26	6	416,991	271	15	8			
			501	26.06	502	24.32	7		214	50 8	9 3	7	1	7
			501	24.03	502	23.85			21	60 1	8 11			
			2	16.73	1	16.60	6	97,518	1	11 0	6 8	3	1	3
									1	10 0	8 2			
									21	11 0	8 3			
			10	19.20	9	20.70	7	21,243	1	8 0	6 9	1	1	1
			12	21.22	11	16.98	6	18,210						
			1	13.90	2	13.90	6	2,811	1	10 0	4 8	1	1	

day line, Chillicothe to Cincinnati, Ohio. Second clerks of day line, run east to Chillicothe, Ohio, in mail apartment car, with Parkersburgh to Cincinnati R. P. O. acting as helpers. 4 clerks detached to transfer duty at Cincinnati, Ohio. 2 clerks detached to clerical duty in office of superintendent Fifth Division.

<sup>14</sup> Night line, 4 crews, 3 clerks to crew.

<sup>15</sup> 101.30 miles covered by the Grafton and Cincinnati R. P. O.

<sup>16</sup> Covered by lines of the Ninth Division (142.78 miles).

<sup>17</sup> These clerks do no local work between Richmond, Ind., and Cincinnati, Ohio, running in car of the Chicago, Richmond and Cincinnati R. P. O. in both directions as helpers.

<sup>18</sup> Covered by Chicago, Richmond and Cincinnati R. P. O. (45.06 miles).

<sup>19</sup> Covered by the Toledo and Cincinnati R. P. O. (25.40 miles).

<sup>20</sup> Double service daily except Sunday.

<sup>21</sup> Shown in report of New York and Chicago R. P. O.

<sup>22</sup> Reported on route 21004.

<sup>23</sup> 1 car held in reserve.

<sup>24</sup> Balance of route covered by Menominee, Mich., and Green Bay, Wis., R. P. O. (52.09 miles), and between Pike and Crevitz, Wis. (19.90 miles), by closed pouches. (See Table C.)

<sup>25</sup> Reserve.

<sup>26</sup> Distance (30.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.

<sup>27</sup> Whole cars. This line was reported last year as Grand Pike and Huntington R. P. O. Increased distance run this year, 30.40 miles.

<sup>28</sup> R. P. O. service discontinued August 15, 1885. R. R. service curtailed to begin at Grayson same date. (See Table C.) R. R. service restored between Grayson and Willard May 17, 1886.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Greenville and Bangor, Me. ....	1	91.03	Greenville, Oldtown, Me. (Bang. and Pis.) .....	14
			Oldtown, Bangor, Me. (Me. Cent.) .....	112
Greenville and Belton, S. C. ....	4	26.27	Greenville, Belton, S. C. (G. and C. R. R.) .....	(part) 14001
Greenville and Butler, Pa. ....	2	58.87	Greenville, Butler, Pa. (Shen. and Alleg.) .....	(part) 8051
Greenville and Columbus, Ga. ....	4	51.77	Greenville, Columbus, Ga. (Col. and Rome R. R.) .....	15024
Greenwood Lake and New York, N. Y. ....	2	50.06	Greenwood Lake, New York, N. Y. (N. Y. and Green Lake) ..	7034
Greycourt, N. Y., and Belvidere, N. J. ....	2	63.36	Greycourt, N. Y., Belvidere, N. J. (Lehigh and Hud. Riv.) ...	7052
Griffin and Carrollton, Ga. ....	4	60.37	Griffin, Carrollton, Ga. (S. G. and N. Ala. R. R.) .....	15022
Gurdon and Camden, Ark. ....	7	34.28	Gurdon, Camden, Ark. (St. L., I. M. and S.) .....	29010
Hagerstown and Weverton, Md. ....	3	24.52	Hagerstown, Weverton, Md. (Wash. and Annap. Co. Br. B. and O.) .....	10005
Hamden and Portsmouth, Ohio. ....	5	58.34	Hamden Junction, Portsmouth, Ohio (Cin., Wash. and Balto.) ..	21018
Hannibal, Mo., and Denison, Tex. <sup>b</sup> ..	7	575.11	Hannibal, Sedalia, Mo. (Mo. Pac.) .....	23014
			Sedalia, Mo., and Denison, Tex. (Mo. Pac.) .....	23011
Hannibal and Gilmore, Mo. ....	7	85.60	Hannibal, Gilmore, Mo. (St. L. and H.) .....	23029
Harrington and Lowes, Del. ....	2	40.79	Harrington, Georgetown, Del. (D., M. and Va. Brch. P., W. and B.) ..	9506
			Georgetown, Lowes, Del. (D., M. and V. Brch. P., W. and B.) ..	(part) 9504
Harrisburg, Pa., and Baltimore, Md. ....	2	86.22	Harrisburg, Pa., Baltimore, Md. (No. Central) .....	10002
				(part)
Harrisburg, Pa., and Martinsburgh, W. Va. ....	2	94.79	Harrisburg, Pa., Martinsburgh, W. Va. (Cumb. Valley) .....	8080
Harrold and Fort Worth, Tex. <sup>10</sup> ..	7	147.37	Harrold, Fort Worth, Tex. (Ft. W. and D. C.) .....	31037
Hartford, Conn., and Millerton, N. Y. ....	1	70.96	Hartford, Conn., and Millerton, N. Y. (Conn. West.) .....	15018
				(part)
Hartford, and Saybrook, Conn. ....	1	45.36	Hartford, Saybrook, Conn. (Hart. and Conn. Val.) .....	15015
				(part)
Hastings and Cologne, Minn. ....	6	55.88	Hastings, Cologne, Minn. (Chi., Mil. and St. P.) .....	23010
				(part)
Hastings, Nebr., and Oberlin, Kans. ....	6	160.08	Hastings, Republican City, Nebr. (Rep. Val.) .....	34029
			Republican City, Nebr., Oberlin, Kans. (Bur. and Mo. Riv. in Nebr.) ..	(part) 34032
Havana and Springfield, Ill. ....	6	48.12	Havana, Springfield, Ill. (Wab. St. L. and Pac.) .....	23049
Hazleton and Sunbury, Pa. ....	2	52.61	Hazleton, Sugar Loaf, Pa. (Lehigh Valley) .....	8016
			Sugar Loaf, Sunbury, Pa. (S. H. and W. Brch. Penna.) .....	(part) 8015
Helena and Clarendon, Ark. ....	7	48.20	Helena, Clarendon, Ark. (Ark. Mid.) .....	29002
Helena, Mont., and Portland, Oreg. ....	8	757.40	Helena, Missoula, Mont. (Northern Pac. R. R. and O. R. and N. Co.) ..	226001
			Missoula, Mont., Wallula, Wash. (Northern Pac. R. R. and O. R. and N. Co.) ..	(part) 43009
			Wallula, Wash., Portland, Oreg. (Northern Pac. R. R. and O. R. and N. Co.) ..	44005

<sup>1</sup> Balance of route covered by Vanceborough and Bangor R. P. O. (102.26 miles).<sup>2</sup> Covered by Vanceborough and Bangor R. P. O. (12.60 miles); Greenville and Oldtown R. P. O. to May 22, 1885, inclusive; Greenville and Bangor R. P. O. from May 24, 1885, inclusive.<sup>3</sup> Reserve car.<sup>4</sup> 118.05 miles reported in Columbia and Walhalla R. P. O.<sup>5</sup> In reserve.<sup>6</sup> 8 months in the year the clerk runs to State Line only (45.00 miles). Clerk records arrival and departure at Greenwood Lake by slip.<sup>7</sup> 1 car in reserve. Clerk records arrival and departure at Chester, N. Y., by slip.<sup>8</sup> Mail apartment service between Sedalia, Mo., and Deni-

son, Tex. (431.46 miles) in addition to full car service. (See trains 153 and 154.)

<sup>9</sup> 1 reserve car; cars run to Taylor, Tex., over Denison and Taylor R. P. O.<sup>10</sup> 1 clerk detailed as chief clerk, Houston, Tex.; 1 clerk detailed to transfer service, Hannibal, and 1 at Sedalia, Mo.; 2 helpers on trains 151 and 153, between Sedalia, Mo., and Walnut, Kans. (122 miles). Last year there was double daily service between Sedalia, Mo., and Muscogee, Ind. Terr., only; distance increased 154.96 miles.<sup>11</sup> 55.31 miles covered by Georgetown and Franklin City R. P. O.<sup>12</sup> Car and clerk shown on route No. 9506.<sup>13</sup> 84.60 miles covered by Williamsport and Baltimore R. P. O.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
78.07 (7)	<i>Pounds.</i> 596 6,599	July 1, 1885 Feb. 11, 1885	4	19.15 16.80	1	18.75 15.12	6	40,788	1 #1	18 0 10 0	7 0 9 0	1	1	1
420.27	794	July 1, 1884	52	15	53	17	6	16,445	1	13 8	8 10	1	1	1
58.25	393	July 1, 1885	3	22	2	24	6	36,853	1 #1	13 0 13 11	7 0 6 11	1	1	1
50.65	137	Feb. 23, 1885	2	17	1	16	6	32,408	1 #1	11 9 9 4	6 8 7 3	1	1	1
51.46	235	July 1, 1885	18	17	3	22	6	429,476	1	10 0	6 6	1	1	1
63.36	-----	-----	7	24	8	25	6	30,663	#2	12 1	6 6	1	1	1
60.37	215	July 1, 1884	2	13	1	15	6	37,792	1	14 6	5 9	1	1	1
34.28	224	July 1, 1885	685	11	696	11	6	21,459	1	9 5	9 4	1	1	1
24.56	389	July 1, 1884	366	23.67	365	24.66	6	15,349	1	7 0	4 0	1	1	1
56.00	352	July 1, 1884	55	18.54	50	19.26	6	35,260	1	13 0	7 4	1	1	1
142.63	3,281	July 1, 1883	151	18.50	152	18.50	7	419,830	4 #1	50 6 50 6	9 0 9 0	8	2	1033
431.46	8,604	July 1, 1883	151	22	152	22	7	314,906	#3 2	22 0 21 9	9 6 9 3	6	2	
85.09	663	Oct. 2, 1885	1	26	2	22	6	53,642	1	15 0	7 0	2	1	2
125.09	374	Feb. 11, 1885	101	26	112	28	6	25,535	1	12 0	6 7	1	1	1
16.02 (14)	121 11,371	Feb. 11, 1885 July 1, 1885	101 12	28 23	112 11	30 24	6	53,974	(12) 1 #1 #1	20 0 20 0 15 0	9 0 4 0 5 7	(12) 2	1	2
91.87	1,942	July 1, 1885	3	26	6	24	6	59,339	1 1 #1 #1	23 10 20 0 15 6 15 0	8 8 8 7 8 4 1/2 8 7	3 (16)	1	144
148.71	944	July 1, 1886	1	20	2	20	7	107,580	2	17 2	9 4	2	1	173
70.93	1,101	July 1, 1885	7	23.72	8	24.70	6	51,665	1	12 9	6 9	2	1	2
			13	24.70	12	24.00	6	51,665	1 #1	13 10 10 4	6 9 6 11			
44.43	2,079	July 1, 1885	5	25.83	8	27.74	6	28,395	1	17 6	7 0	2	1	201
56.51	1,826	Apr. 13, 1885	9	26.33	12	29.28	6	28,395	1	10 6	9 0			
(25)	-----	-----	15	23.83	16	22.24	6	34,981	1 #1	14 4 10 5	7 4 1/2 6 9	1	1	1
78.67	675	July 1, 1886	79	17.16	80	17.15	6	100,210	1	18 2 1/2	8 9 1/2	2	1	2
48.10	307	July 1, 1883	203	12.50	204	13.17	6	30,123	1	24 10	8 7 1/2	1	1	1
28.80	645	July 1, 1885	70	26	3	20	6	32,934	1 1	10 6 8 0	6 6 6 0	1	1	1
44.41	242	July 1, 1885	7	22	14	22	6	-----	(26) 1	10 10	6 6	(26) 1	1	1
48.20	132	July 1, 1886	1	8	2	9	6	30,173	1	10 10	6 6	1	1	1
124.92	-----	-----	1	19.61	2	18.53	7	552,902	6	24 0	9 0	12	1	2214
417.03	7,068	July 1, 1886	1	20.05	2	20.06								
214.80	7,144	July 1, 1886	1	20.05	2	20.06								

14 1 helper from Harrisburg to Shippensburg and return twice daily. Double daily service, Sundays excepted.

15 Clerks shown on trains 3 and 6.

16 Reported last year as Wichita Falls and Fort Worth; increased distance 33.27 miles.

17 1 helper between Fort Worth and Bowie, Tex., 68 miles.

18 Balance of route covered in Second Division, State Line and Rhine Cliff R. P. O. (39.82 miles). Hartford and Rhine Cliff R. P. O. to October 18, 1885, inclusive; Hartford, Millerton R. P. O. from October 19, 1885, inclusive.

19 Balance of route covered by closed-pouch service between Saybrook and Saybrook Point (1.66 miles).

20 1 clerk employed as an acting clerk; appointment expired; successor not appointed.

21 Balance of route covered by Minneapolis Minn., and

Millbank, Dak., R. P. O. (159.90 miles); Millbank and Mitchell, Dak., R. P. O. (96.5 miles), and between Aberdeen and Ipswich, Dak. (26.33 miles), by closed pouches. (See Table C.)

22 Reserved.

23 Distance (81.50 miles) covered by Pacific Junction, Iowa, and McCook, Nebr., R. P. O.

24 Reserve. Service on this line was established this year.

25 Balance of route (14.80 miles) covered by Eastern and Hazelton R. P. O.

26 Cars and clerk shown on route 8016.

27 Balance of route 26001 covered by R. P. O. in the Sixth Division. R. P. O. divided into 2 divisions—east and west—with Spokane Falls, Wash., as the junction.

28 6 clerks to each division; 1 chief clerk at Portland, Oreg., 1 chief clerk at Helena, Mont.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of routes.
<b>Hempstead and Austin, Tex.</b> .....	7	<i>Miles.</i> 115.22	Hempstead, Austin, Tex. (H. & T. C.).....	31004
<b>Hendersonville, N. C., and Columbia, S. C.</b> .....	4	143.36	Hendersonville, N. C., Spartanburgh, S. C. (A. and S.).....	14011
			Spartanburgh, Alston, S. C. (S., U. and C.).....	14008
			Alston, Colian via S. C. (G. and C.).....	14001
<b>Henry and Saint Joseph, Mo.</b> ....	7	73.47	Henry, Saint Joseph, Mo. (W., St. L. and P.).....	(part) 2-012
<b>Heron Lake and Pipe Stone, Minn.</b> .....	6	65.33	Heron Lake, Pipe Stone, Minn. (Chi., St. P., Minn. and Om.).....	20028
<b>Hightstown, N. J., and Philadelphia, Pa.</b> .....	2	52.17	Hightstown, Camden, N. J. (Amboy Div. Penna.).....	7006
<b>Holden, Mo., and Le Roy, Kans.</b> ....	7	114.66	Holden, Mo., Paola, Kans. (Mo. Pac.).....	28024
			Paola, Mo., Le Roy Junction (n. o.), Kans. (Mo. Pac.).....	83031
<b>Horicon and Portage, Wis.</b> .....	6	53.17	Horicon, Portage, Wis. (Chi., Mil. and St. Paul.).....	25006
<b>Hornellsville and Buffalo, N. Y.</b> ....	2	91.69	Buffalo, Hornellsville, N. Y. (N. Y., L. E. and W.).....	6008
<b>Houston and Del Rio, Tex.</b> .....	7	390.23	Houston, San Antonio, Tex. (G., H. and S. A.).....	31002
			San Antonio, Del Rio, Tex. (G., H. and S. A.).....	31039
<b>Houston and Galveston, Tex.</b> .....	7	50.90	Houston, Galveston, Tex. (G., H. and H.).....	(part) 31001
<b>Howard City and Detroit, Mich.</b> <sup>10</sup> .....	9	161.22	Howard City, Detroit, Mich. (Det., Lan. and Northern).....	24017
<b>Humeston and Shenandoah, Iowa</b> .....	6	113.91	Humeston, Shenandoah, Iowa (Humes. and Shen.).....	27067
<b>Huntingdon, Pa., and Cumberland, Md.</b> .....	2	90.69	Huntingdon, Mount Dallas Station, Pa. (Hunt. and B. T.).....	8034
			Mount Dallas Station, Pa., Cumberland, Md. (Bedford Div. Penna.).....	8072
<b>Huntington, W. Va., and Lexington, Ky.</b> .....	5	139.96	Huntington, W. Va., Lexington, Ky. (Chesa. and Ohio).....	20016
<b>Indiana and Branch Junction, Pa.</b> .....	2	19.20	Indiana, Branch Junction, Pa. (W. P. Div. Penna.).....	8042
<b>Indianapolis, Ind., and Decatur, Ill.</b> .....	6	152.50	Indianapolis, Ind., Decatur, Ill. (Ind., Bloom. and West.).....	23055
<b>Indianapolis, Ind., and Louisville, Ky.</b> .....	5	111.21	Indianapolis, Jeffersonville, Ind. (Penna. Co.).....	152007
<b>Indianapolis, Ind., and Peoria, Ill.</b> .....	5	212.25	Indianapolis, Ind., Peoria, Ill. (Ind., Bloom. and West.).....	(part) 22018
<b>Indianapolis, Ind., and Saint Louis, Mo.</b> .....	5	265.72	Indianapolis, Terre Haute, Ind. (Ind. and Saint Louis).....	22025
<b>Indianapolis and Terre Haute, Ind.</b> .....	5	73.35	Terre Haute, Ind., East Saint Louis, Ill. (Ind. and Saint Louis).....	2-043
			Indianapolis, Terre Haute, Ind. (Terre Haute and Ind.).....	22002
<b>Indianapolis, Ind., Vandalia, Ill., and Saint Louis, Mo.</b> .....	5	240.72	Indianapolis, Terre Haute, Ind. (Terre Haute and Ind.).....	23002
			Terre Haute, East Saint Louis, Ill. (Terre Haute and Ind.).....	23044
<b>Indianapolis and Vincennes, Ind.</b> .....	5	118.70	Indianapolis, Vincennes, Ind. (Penna. Co.).....	22001
<b>Inman, Tenn., and Bridgeport, Ala.</b> <sup>12</sup> .....	5	25.04	Inman, Tenn., Bridgeport, Ala. (Nash., Chat. and St. L.).....	19012
<b>Ishpeming, Mich., and Fort Howard, Wis.</b> .....	6	179.50	Ishpeming, Mich., Fort Howard, Wis. (Chi. and No. West.).....	24031
<b>Ithaca and Owego, N. Y.</b> .....	2	35.00	Ithaca, Owego, N. Y. (Del., Lack. and West.).....	6042
<b>Jackson and Adrian, Mich.</b> .....	9	47.55	Jackson, Adrian, Mich. (L. S. and M. S.).....	24003
<b>Jackson, Hillsdale, Mich., and Fort Wayne, Ind.</b> .....	9	99.26	Jackson, Mich., Ft. Wayne, Ind. (L. S. and M. S.).....	24029
<b>Jackson and Natchez, Miss.</b> .....	4	99.55	Jackson, Natchez, Miss. (N., J. and C.).....	18010
<b>Jacksonville and Centralia, Ill.</b> ....	6	112.60	Jacksonville, Centralia, Ill. (Jack. and So. East.).....	23046

\* Reported in Columbia and Walthalla R. P. O.

\* Service on this line was established this year.

\* 4 clerks detailed as transfer clerks at Buffalo, N. Y.

\* In reserve.

\* This line is divided at San Antonio, Tex., into 2 divisions, Houston and San Antonio (218.01 miles), and San Antonio and Del Rio (172.22 miles).

\* 1 helper between Houston and Columbus, Tex. (85 miles).

\* 463.15 miles of route 310.08, between Del Rio and El Paso, Tex., covered by closed pouch service.

\* Reserve car at Houston.

\* Double daily service

\* In connection with Big Rapids and Detroit R. P. O. gives double service between Detroit and Ionia, Mich. (123.73 miles) daily except Sunday. Clerks of these 2 lines perform all service on both lines.

\* Held in reserve.

\* Car and clerk shown on route No. 8034.

\* 1 car in reserve.

\* Double daily service, Sundays excepted.

\* Closed-pouch service between Prison Station and New, Albany, Ind. (5.75 miles). Clerks run to Louisville Ky. (See Table C.)

\* Day line.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last road just-ment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	<i>Pounds.</i>			<i>Miles.</i>		<i>Miles.</i>				<i>Feet.</i>	<i>Inches.</i>			
115.22	911	July 1, 1886	21	19	22	19	7	84,111	2	14 0	8 10	2	1	8
50.75	225	July 1, 1884	52	13	53	16	6	89,743	1	7 6	8 8	3	1	8
68.39	271	July 1, 1884	52	18	53	18			1	7 0	6 10			
(1)	794	July 1, 1884	52	18	53	18			1	7 1	6 3			
73.47	756	July 1, 1884	5	23	4	23	7	53,633	1	11 4½	8 9½	2	1	2
53.54	154	Sept. 16, 1884	39	16.50	40	16.00	6	34,636	1	9 0	7 4	1	1	1
50.32			371	24	352	24	6	32,658	1	8 0	6 6	1	1	1
54.19	1,046	July 1, 1883	115	19	116	19	7	83,702	1	19 9	7 3	2	1	2
61.40	726	July 1, 1886							1	15 6	7 0	1	1	1
50.98	5,787	July 1, 1885	35	24.91	34	24.91	6	33,284	1	16 0	8 8	1	1	1
92.35	5,787	July 1, 1885	3	30			3	57,398	1	16 0	8 0	1	1	1
					8	32	3		4½	12 0	9 0			
218.01	1,882	July 1, 1886	20	22	19	23	7	284,868	2	20 0	9 2	6	1	67
171.13	1,218	July 1, 1880	20	21.50	19	23	7		1	19 6	8 10			
50.90	2,388	July 1, 1886	451	25	458	25	7	237,157	1	10 3	9 5	1	1	2
160.72	2,107	July 1, 1884	453	25	454	25	7	237,157	1	23 0	8 10	1	1	1
113.31	333	July 1, 1883	10	27.14	1	27.93	6	100,924	1	20 0	9 0	2	1	2
45.15	676	July 1, 1885	1	21.17	4	21.87	6	71,307	1½	15 0	9 0			
45.29	414	July 1, 1885	1	23	2	24	6	56,772	2	23 0	9 0	2	1	2
			3	24	4	23	6		1	14 8	8 7	2	1	2
140.20	1,300	July 1, 1884	1	21.60	6	20.16	6	87,615	(12)			(17)		
19.25	690	July 1, 1885	34	20	35	19	12	142,636	123	19 7	9 0	2	1	2
153.89	560	July 1, 1883	36	19	33	20			1	15 0	9 1	1	1	1
108.29	3,917	July 1, 1883	1	24.40	2	26.91	6	95,465	4½	11 2	8 0			
213.02	2,742	July 1, 1884	10	35.91	1	36.90	7	81,183	1	20 6	9 2	3	1	3
73.29	1,477	July 1, 1884	2	33.12	7	33.12	7	81,183	1	20 7	9 1			
190.13	1,222	July 1, 1884	1	22.62	6	23.50	6	132,869	1	15 8	10 0	162	1	176
(2)	40,874	July 1, 1884	9	28.26	8	27.36	6	166,341	134	18 0	8 8	182	1	196
(3)	40,874	July 1, 1884	9	24.12	8	24.16	6		20½	22 0	8 8	4	1	
(4)	38,301	July 1, 1884	3	26.34	4	26.34	6	45,917	20½	20 0	8 8			
118.21	699	July 1, 1884	11	26.88	12	27.24	286	150,691	123	40 0	9 0	4	2	8
24.84	105	May 1, 1884	11	24.96	12	30.00	6		123	16 0	9 2	4	1	(24)
179.45	2,529	July 1, 1884	5	26.94	6	26.40	6	73,054	2	14 8	8 8	2	1	2
35.11	601	July 1, 1885	91	9.36	92	11.52	6	11,426	1	8 0	6 0	1	1	1
47.41	1,190	July 1, 1884	2	22.23	1	22.23	7	131,035	271	36 0	9 5	3	1	284
98.39	652	July 1, 1884	8	22	9	21	6	21,910	272	35 5	8 7			
99.45	1,367	July 1, 1884							1	7 8	6 9	1	1	1
112.05	312	Nov. 20, 1884	115	26.78	116	27.60	6	29,766	4½	7 10	6 8			
			156	23.52	157	24.00	6	62,137	1	11 2	8 10	1	1	1
			2	16.50	1	16.50	7	72,672	1	16 10	9 0	2	1	2
			3	24.50	2	18.71	6	70,487	1	10 10	7 6	2	1	2
									1	13 8	7 9			
									1	13 0	6 6	2	1	2
									2½	12 0	7 6			

<sup>12</sup> 2 helpers between Indianapolis and Seymour, Ind., on day and night lines.<sup>13</sup> Night line.<sup>14</sup> 2 helpers between Indianapolis, Ind., and Danville, Ill.<sup>15</sup> Reserve car.<sup>16</sup> Covered by Pittsburgh and Saint Louis R. P. O. (74.39 miles).<sup>17</sup> This clerk holds an appointment on the Pittsburgh and Saint Louis R. P. O., and is shown with that line.<sup>18</sup> Clerks record arrival and departure at depot, Saint Louis, but accompany mail and registered matter to and from post-office. (.92 miles). 4 clerks on West

Division Pittsburgh and Saint Louis day line act as helpers on east trips between Saint Louis, Mo., and Indianapolis.

<sup>19</sup> These clerks hold appointments on the Pittsburgh and Saint Louis R. P. O., and are shown with that line.<sup>20</sup> Covered by the Pittsburgh and Saint Louis R. P. O. (166.61 miles).<sup>21</sup> R. P. O. service established October 6, 1885.<sup>22</sup> Whole car.<sup>23</sup> 1 helper between Fort Howard and Marinette, Wis.<sup>24</sup> Whole cars; 1 in reserve.<sup>25</sup> Reserve.



TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of routes.
		<i>Miles.</i>		
Jacksonville and Pensacola, Fla.	4	369.02	Jacksonville, Lake City, Fla. (F. R. and N. Co.)	16006
			Lake City, River Junction, Fla. (F. R. and N. Co.)	16002
Jacksonville and Tampa, Fla.	4	241.54	River Junction, Pensacola, Fla. (P. and A.)	16015
			Jacksonville, Sanford, Fla. (J. T. and K. W.)	16018
			Sanford, Tampa, Fla. (So. Fla.)	16007
Jacksonville and Titusville, Fla.	4	160.91	Jacksonville, Enterprise Junction (n. o.), Fla. (J., T. and K. W.)	16018 (part)
Jasper and Evansville, Ind.	5	55.81	Enterprise Junction (n. o.), Titusville, Fla. (J., T. and K. W.)	16025
Jefferson and McKinney, Tex.	7	155.68	Jasper, Evansville, Ind. (Louis., Evans. and St. Louis)	22032
			Jefferson, McKinney, Tex. (Mo. Pac.)	81013
Jefferson City and Bagnell, Mo.	7	43.54	Jefferson City, Bagnell, Mo. (Mo. Pac.)	28047
Jewell and Des Moines, Iowa.	6	60.02	Jewell, Des Moines, Iowa (Chi. and No. West.)	27030
Jewell and Lake City, Iowa.	6	58.74	Jewell, Lake City, Iowa (Chi. and No. West.)	27066
Johnstown and Rockwood, Pa.	2	45.71	Johnstown, Rockwood, Pa. (S. and C. Brch. B. and O.)	8070
Junction City and Parsons, Kans.	7	157.86	Junction City, Parsons, Kans. (Mo. Pac.)	83009
Kalamazoo and South Haven, Mich.	9	40.20	Kalamazoo, South Haven, Mich. (Mich. Cent.)	24007
Kane and Callery, Pa.	2	126.87	Kane, Callery, Pa. (Pitts. and Western)	8086
Kankakee and Kankakee Junction (n. o.), Ill.	6	71.52	Kankakee, Kempton, Ill. (Illinois Central)	23062 (part)
Kankakee and Seneca, Ill.	6	43.30	Kempton, Kankakee Junction, Ill. (Illinois Central)	23064 (part)
Kansas City, Mo., and Denver, Colo. <sup>1</sup>	7	639.82	Kankakee, Seneca, Ill. (Kank. and Seneca)	23055
			Kansas City, Mo., Denver, Colo. (U. P.)	83001
Kansas City and Joplin, Mo.	7	168.07	Kansas City, Pleasant Hill, Mo. (Mo. Pac.)	28001 (part)
Kansas City, Mo., and Memphis, Tenn. <sup>12</sup>	7	487.04	Pleasant Hill, Joplin, Mo. (Mo. Pac.)	28040
			Kansas City, Mo., Fort Scott, Kans. (K. C., Ft. S. and G.)	23088 (part)
			Fort Scott, Kans., Springfield, Mo. (K. C., Ft. S. and G.)	28036
Kansas City, Mo., and New Kiowa, Kans.	7	1637.12	Springfield, Mo., Memphis, Tenn. (K. C., S. and M.)	28017
			Kansas City, Mo., Ottawa, Kans. (South. Kans.)	33006
			Ottawa, Cherry Vale, Kans. (South. Kans.)	23004 (part)
			Cherry Vale, Wellington, Kans. (South. Kans.)	23005 (part)
Kansas City, Mo., and Pueblo, Colo. <sup>13</sup>	7	636.00	Wellington, New Kiowa, Kans. (South. Kans.)	33035 (part)
			Kansas City, Mo., Topeka, Kans. (A., T. and S. F.)	83016
			Topeka, Kans., South Pueblo, Colo. (A., T. and S. F.)	23010 (part)
Keene, N. H., and South Vernon, Vt. (n. o.)	1	24.35	Keene, N. H., South Vernon, Vt. (n. o.) (Conn. River)	8056
Kempton and Bloomington, Ill.	6	57.77	Kempton, Bloomington, Ill. (Illinois Central)	23062 (part)
Kenosha, Wis., and Rockford, Ill.	6	73.42	Kenosha, Wis., Rockford, Ill. (Chi. and No. West.)	25011

<sup>1</sup> Reserve cars.<sup>2</sup> Reported in Jacksonville and Tampa R. P. O.<sup>3</sup> Reserve car.<sup>4</sup> 1 car in reserve.<sup>5</sup> In reserve.<sup>6</sup> 1 car in shops.<sup>7</sup> Balance of route (13 miles) covered by closed-pouch service. (See Table C.)<sup>8</sup> Balance of route (58.06 miles) covered by Kempton and Bloomington, Ill., R. P. O.<sup>9</sup> Double daily service between Kansas City, Mo., and Ellis, Kans., 302 miles. Last year daily double service between Kansas City and Brookville; increased distance 102 miles.<sup>10</sup> 1 clerk detailed as chief clerk at large. 1 helper between Kansas City, Mo., and Topeka, Kans. (67 miles).<sup>11</sup> 34.50 miles distance on route 28001 covered by Saint Louis and Atchison R. P. O.<sup>12</sup> Double daily service between Kansas City and Springfield, Mo. (20.67 miles). Trains 1 and 2 between Kansas City and Springfield, and 3 and 4 between Kansas City and Memphis.<sup>13</sup> 76.49 miles of route 33008 covered by Fort Scott and Joplin R. P. O., and 630 miles covered by closed-pouch service between Joplin and Webb City, Mo. (See Table C.)<sup>14</sup> 2 helpers to trains 1 and 2 between Kansas City, Mo., and Fort Scott, Kans., (99 miles).

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
60.32	1,011	July 1, 1884	1	25	2	25	7	269,385	3	13 0	6 10	6	1	
155.87	765	July 1, 1884	1	25	2	25			1	10 9	6 10			
161.52	1,070	July 1, 1884	2	28	3	28			2	22 7	7 6	4	1	4
126.18	2,990	Feb. 11, 1885	3	25	4	26	7	176,324	2	19 0	6 4			
116.39	1,017	Apr. 1, 1885	1	24	2	24			1	11 0	7 2			
( <sup>7</sup> )	2,990	Feb. 11, 1885	1	26	6	26	6	100,730	2	17 6	7 6	3	1	3
40.42			1	20	6	20			1	13 3	7 4			
55.13	560	July 1, 1885	11	26.40	6	24.48	6	34,937	2	14 0	7 4	1	1	1
152.54	412	July 1, 1886	142	14	141	14	6	97,456	1	14 2	5 9	3	1	3
									1	13 6	5 7			
45.54	204	Jan. 1, 1885	93	12	91	11.50	6	38,508	1	11 5	5 7	1	1	1
59.93	760	July 1, 1883	55	17.76	54	19.20	6	37,572	1	10 5	7 5	1	1	1
58.69	299	July 1, 1883	23	13.41	24	13.41	6	36,771	1	12 2	7 5	1	1	1
45.09	246	July 1, 1885	92	23	93	23	6	28,614	1	18 0	8 6	1	1	1
157.86	824	July 1, 1886	173	17.50	174	17.50	7	115,238	1	15 0	8 6			
40.18	241	July 1, 1884	123	26.33	122	26.33	6	25,165	1	20 5	7 5	3	1	3
126.11	341	July 1, 1885	17	17	18	18	6	70,420	1	12 7	6 6	1	1	1
38.17	187	July 1, 1883	1	26.45	2	24.25	6	44,771	2	13 3	7 6	2	1	2
43.04	170	July 1, 1883	1	23.22	2	24.50			1	10 11	7 3	1	1	1
43.51	75	Feb. 10, 1882	23	11.08	24	11.33	6	27,106	1	14 0	7 0	1	1	1
639.82	5,861	July 1, 1886	201	30	202	29	7	467,069	3	24 0	9 4	6	2	1927
			203	22	204	28	6	189,052	2	24 0	9 4	4	2	
									1	25 2	9 0			
( <sup>11</sup> )	29,295	July 1, 1883	126	20	125	20	7	122,691	1	24 0	9 4			
133.70	879	July 1, 1883	126	22	125	22	7		1	20 5	7 5	3	1	3
99.00	2,333	July 1, 1886	3	25	4	25	7	355,539	4	25 6	9 11	5	2	1415
163.72	974	Nov. 1, 1883	1	24	2	24	7	147,949	2	25 2	9 0	3	1	
285.37	710	Apr. 1, 1884	3	22	4	22	7		1	25 11	8 11			
59.93	4,648	July 1, 1886	1	20.50	2	20.50	7		1	25 2	9 0			
98.00	2,740	July 1, 1886	3	23	4	23	7	246,098	4	22 1	9 1	5	162	1614
113.60	1,691	July 1, 1886	1	23	2	23	6	164,016	3	21 3	9 3	3	1	
68.71	903	July 1, 1886	3	20	4	20	7		1	20 24	8 9			
67.58	18,512	July 1, 1886	1	20	2	20	6		1	18 2	8 9			
568.19	11,653	July 1, 1886	3	20	4	20	7							
23.93	645	July 1, 1885	1	20	2	20	6							
58.96	187	July 1, 1883	3	19	4	19	7	1464,280	24	40 0	9 31	7	2	1332
72.40	2,256	Apr. 1, 1884	23	29	24	23	7	1464,280	24	40 0	9 31	7	2	
			5	28.50	6	28.50	7							
			3	24	4	22.50	7							
			18	24	3	24	6	15,243	1	8 10	7 0	1	1	1
			32	26.17	23	24	6	15,243						
			9	11.25	8	23.99	6	36,164	2	15 0	7 21	1	1	1
			91	12.62	92	13.83	6	45,061	1	12 6	7 2	1	1	1

<sup>12</sup> Reported last year as Kansas City and Attica, increased distance 21.37 miles. Double daily service between Kansas City, Mo., and Independence, Kans. (166.16 miles). Trains 1 and 2 between Kansas City and Independence, and 3 and 4 between Kansas City and New Kiowa.

<sup>13</sup> 1 helper trains 1 and 2, between Kansas City and Ottawa, 60 miles. Clerks on trains 3 and 4 separate at Attica, Kans., 1 going to New Kiowa and 1 performing service on Attica and Medicine Lodge R. P. O.

<sup>14</sup> 27.50 miles of route 33004, between Lawrence and Ottawa, Kans., covered by Lawrence and Burlington R. P. O., and 16.07 miles, between Cherry Vale and Colbyville, Kans., covered by closed-pouch service. (See Table C\*.)

<sup>15</sup> 17.59 miles of route 33005, between Wellington and Hunkersville, Kans., covered by closed-pouch service. (See Table C\*.)

<sup>16</sup> Double daily service.

<sup>17</sup> 1 reserve car on each line.

<sup>18</sup> 5 helpers between Kansas City, Mo., and Newton, Kans. (201 miles).

<sup>19</sup> 52.31 miles of route 33010 covered by Atchison and Topeka R. P. O.

<sup>20</sup> Balance of route (28.17 miles) covered by Kankakee and Kankakee Junction, Ill., R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Kent and Cincinnati, Ohio.....	5	254.27	Kent, Dayton, Ohio (N. Y., Lake Erie and West.) .....	121034 (part)
Keokuk and Centerville, Iowa...	6	90.76	Dayton, Cincinnati, Ohio (Clev., Col., Cin. and Ind.) .....	21042
Keokuk, Iowa, and Clayton, Ill....	6	43.09	Keokuk, Centerville, Iowa (Mo., Iowa and Nebr.) .....	28015 (part)
Ketchum and Shoshone, Idaho.....	8	70.00	Keokuk, Iowa, Clayton, Ill. (Wab. St. L. and Pac.) .....	23081 (part)
Keyaville and Clarksville, Va.....	8	31.64	Ketchum, Shoshone, Idaho (Oreg. Short Line R. R.) .....	42001
Kingston and Goshen, N. Y.....	2	44.46	Keyaville, Clarksville, Va. (Rich. and Mocklenb'gh) .....	11032
Knobel and Helena, Ark.....	7	140.52	Kingston, Montgomery, N. Y. (Walkil Valley) .....	6083
Knoxville and Maryville, Tenn...	3	16.83	Montgomery, Goshen, N. Y. (N. Y., L. E. and W.) .....	6009
La Crosse, Wis., and Dubuque, Iowa	6	122.47	Knobel, Forest City, Ark. (St. L., I. M. and S.) .....	29012
La Crosse, Wis., and Woonsocket, Dak.	6	400.45	Forest City, Helena, Ark. (St. L., I. M. and S.) .....	29008
La Fayette, Ind., and Quincy, Ill.	6	271.00	Knoxville, Maryville, Tenn. (Knox and Augusta) .....	19014
La Junta, Colo., and Albuquerque, N. Mex.	7	348.00	La Crosse, Wis., Dubuque, Iowa (Chi., Mil. and St. Paul) .....	27012 (part)
La Salle (n. o.) and Denver, Colo. <sup>1</sup>	7	119.50	La Crosse, Wis., Flandrau, Dak. (Chi., Mil. and St. Paul) .....	26023
Lake Crystal, Minn., and Eagle Grove, Iowa.	6	110.48	Flandrau, Egan, Dak. (Chi., Mil. and St. Paul) .....	1135007 (part)
Lake Geneva, Wis., and Elgin, Ill.	6	44.15	Egan, Woonsocket, Dak. (Chi., Mil. and St. Paul) .....	35008
Lake Station, Ind., and Joliet, Ill.	6	45.68	La Fayette, Ind., Quincy, Ill. (Wab., St. L. and Pac.) .....	121019 (part)
Lancaster, N. H., and Boston, Mass.	1	212.03	La Junta, Colo., Albuquerque, N. Mex. (A., T. and S. F.) .....	138006 (part)
Lancaster, Pa., and Frederick, Md.	2	81.67	La Salle (n. o.), Greeley, Colo. (D. P. R. and T. Co.) .....	38007 (part)
Lansing and Hillsdale, Mich. <sup>2</sup> ...	9	65.68	Greeley, Fort Collins, Colo. (G., S. L. and P.) .....	138027 (part)
Larabee and Clermont, Pa.....	2	22.33	Fort Collins, Denver, Colo. (Colo. Cent.) .....	138003 (part)
Larimore, Dak., and Breckenridge, Minn.	6	181.40	Lake Crystal, Elmore, Minn. (Chi., St. P., Minn. and Om.) .....	26029
			Elmore, Minn., Eagle Grove, Iowa (Chi. and No. West.) .....	27052 (part)
			Lake Geneva, Wis., Elgin, Ill. (Chi. and No. West.) .....	23004
			Lake Station, Ind., Joliet, Ill. (Mich. Central) .....	23022
			Lancaster, Concord, N. H. (Box and Lowell) .....	21006 (part)
			Concord, Nashua, N. H. (Concord) .....	1001
			Nashua, N. H., Boston, Mass. (Box and Lowell) .....	3016
			Lancaster, Columbia, Pa. (Penna.) .....	8027 (part)
			Columbia, Pa., Frederick, Md. (Penna.) .....	8032
			Lansing, Jonesville, Mich. (L. S. and M. S.) .....	24005
			Jonesville, Hillsdale, Mich. (L. S. and M. S.) .....	21095 (part)
			Larabee, Clermont, Pa. (Buff., N. Y. and Phila.) .....	8091
			Larimore, Everest, Dak. (St. Paul, Minn. and Man.) .....	235006 (part)
			Ripon, Dak., Breckenridge, Minn. (St. Paul, Minn. and Man.) .....	235003 (part)
			Portland Junction, Ripon, Dak. (St. Paul, Minn. and Man.) .....	85013

<sup>1</sup> Balance of route covered by Salamanca and Kent R. P. O.<sup>2</sup> These clerks do no local work between Dayton and Cincinnati, running in cars of the Cleveland and Cincinnati R. P. O. in both directions as helpers.<sup>3</sup> Covered by Cleveland and Cincinnati R. P. O. (56 miles).<sup>4</sup> Balance of route (41.34 miles) covered by Centerville and Humeston, Iowa, R. P. O.<sup>5</sup> Cars run through from Keokuk to Humeston, Iowa, covering Centerville and Humeston, Iowa, R. P. O.<sup>6</sup> Reserve.<sup>7</sup> Clerk shown on route No. 6083.<sup>8</sup> Reserve car at De Soto, Mo.<sup>9</sup> Balance of route covered by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O. (43.50 miles), and between Sabula and Clinton, Iowa (16.27 miles), by closed pouches. (See Table C<sup>a</sup>.)<sup>10</sup> Short run, La Crosse, Wis., to Wells, Minn. (150.70 miles).<sup>11</sup> Balance of route, Egan and Sioux Falls, Dak. (34.77 miles), covered by closed pouches. (See Table C<sup>a</sup>.)<sup>12</sup> Balance of route (203.10 miles) covered by Toledo, Ohio, and Saint Louis, Mo., R. P. O.<sup>13</sup> 2 helpers between La Fayette, Ind., and meeting point with train 44; 2 clerks detailed to this line from Chicago and Quincy, Ill., R. P. O., and 1 from Pinkneyville and Marion, Ill., R. P. O.; 1 clerk detailed as chief clerk at Quincy, Ill.; 1 clerk detailed to clerical duty at office of superintendent, Chicago, Ill.; 1 clerk detailed to transfer duty at Chicago, 1 at Decatur, and 2 at Quincy, Ill.<sup>14</sup> 178 30 miles of route 38006, between Albuquerque and Rincon, N. Mex., covered by Albuquerque and El Paso R. P. O., and 53.41 miles, between Rincon and Deming, N. Mex., covered by Rincon and Deming R. P. O.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
107.54	Pounds.	July 1, 1884	1	Miles. 25.98	4	Miles. 32.40	6	159,173	2	<i>Ft.</i> 18 0	<i>In.</i> 9 0	4	1	<sup>24</sup>
( <sup>27</sup> ) 90.76	5,577 382	July 1, 1884 July 1, 1883	3 3	25.85 19	12 2	31.99 21.17	6	56,816	<sup>52</sup> 16 0	8 4	9 0 6 10	2	1	3
43.08	640	July 1, 1883	443	21.15	442	21.15	6	26,974	1	17 7	8 7 3	1	1	1
68.99	407	July 1, 1886	521	17.50	522	21.53	6	43,830	1	10 2	6 6	1	1	1
31.63	216	July 1, 1885	50	11.38	51	11.73	6	19,118	1	12 0	3 0	1	1	1
34.12	435	July 1, 1885	4	24	1	22	6	27,832	2	18 2	8 10	1	1	1
10.63	547	July 1, 1885	176	30	177	18	6	-----	1	18 2	8 10	( <sup>7</sup> )	1	1
97.02	570	July 1, 1886	687	20	688	20	7	102,580	2	14 6	8 11	3	1	3
43.90	525	July 1, 1886	687	18	688	18	7	-----	<sup>51</sup> 24 10	8 11	-----	-----	-----	-----
18.27	125	July 1, 1884	1	11.29	2	7.53	6	10,535	1	8 10	7 8	1	1	1
121.47	2,442	July 1, 1883	5	27.53	6	29.56	6	76,666	1	20 1	9 3	2	1	2
311.84	1,580	July 1, 1883	1	22.60	4	10.50	6	250,682	1	22 0	9 4	6	1	9
4.40	404	July 1, 1886	3	17.34	2	17.18	6	94,338	1	21 1	9 4	<sup>103</sup>	1	-----
84.50	1,204	July 1, 1886	1	25.65	4	23.32	-----	-----	2	15 9	7 6	-----	-----	-----
271.44	11,242	July 1, 1884	45	22.58	44	25.01	6	169,646	3	50 0	9 3	4	3	<sup>1218</sup>
347.00	4,546	July 1, 1886	101	19	102	20	7	254,040	<sup>103</sup> 21 3	9 3	5	1	5	-----
( <sup>12</sup> )	1,615	July 1, 1886	343	24	344	24	7	87,235	1	13 8 1/2	8 11 1/2	2	1	2
24.05	434	July 1, 1886	343	24	344	24	7	-----	-----	-----	-----	-----	-----	-----
91.01	1,406	July 1, 1886	362	24	361	24	7	-----	-----	-----	-----	-----	-----	-----
44.20	234	July 1, 1883	17	13.20	14	27.79	6	69,160	<sup>51</sup> 12 1	7 4	2	1	2	-----
68.30	788	July 1, 1883	10	22.10	9	21.50	-----	-----	1	22 0	9 3	-----	-----	-----
44.13	218	July 1, 1883	20	24.65	19	23.56	6	27,638	<sup>12</sup> 12 2	7 5	1	1	1	-----
45.67	70	July 1, 1883	141	24.54	144	25.71	6	28,506	1	11 1	7 0	1	1	1
136.30	3,261	July 1, 1885	54	20.98	29	21.07	6	132,730	2	28 0	9 6	4	2	<sup>1209</sup>
( <sup>25</sup> )	11,733	July 1, 1885	54	27.09	29	16.80	-----	-----	<sup>51</sup> 25 6	8 6	-----	-----	-----	-----
( <sup>26</sup> )	14,366	July 1, 1885	54	26.52	29	26.52	-----	-----	-----	-----	-----	-----	-----	-----
<sup>27</sup> 12.10	938	July 1, 1885	85	24	82	26	6	51,125	1	15 0	8 6	2	1	2
69.30	542	July 1, 1885	2	21	1	19	6	-----	( <sup>28</sup> )	-----	( <sup>28</sup> )	-----	-----	-----
81.04	552	July 1, 1884	152	27.55	155	26.60	6	-----	-----	-----	-----	-----	-----	-----
( <sup>30</sup> )	69,142	Mar. 9, 1884	152	27.55	155	26.60	6	<sup>241</sup> 116	<sup>51</sup> 15 0	9 0	1	1	1	-----
22.30	273	July 1, 1885	22	15	23	13	6	13,979	1	8 7	6 8	<sup>221</sup>	1	1
78.64	443	July 1, 1886	48	15.66	47	14.92	6	82,256	1	20 0	9 2	2	1	2
62.38	763	July 1, 1886	48	15.21	47	16.90	-----	-----	<sup>51</sup> 16 0	8 9	-----	-----	-----	-----
40.08	453	July 1, 1886	48	20.15	47	19.35	-----	-----	-----	-----	-----	-----	-----	-----

<sup>15</sup> 1 reserve car.<sup>16</sup> Reported last year as Fort Collins and Denver; increased distance 29.96 miles.<sup>17</sup> Distance on route 38007 (6 miles) covered by Cheyenne and Denver R. P. O.<sup>18</sup> 15 miles of route 38027, between Fort Collins and Stout, Colo., covered by closed-pouch service. (See Table C.)<sup>19</sup> Denver and Georgetown R. P. O. runs over 16 miles of route 38003.<sup>20</sup> Balance of route (98.40 miles) covered by Tama City and Hawarden, Iowa, R. P. O.<sup>21</sup> 1 car in reserve.<sup>22</sup> Balance of route covered by closed-pouch service between Lancaster and Groveton Junction (9.58 miles).<sup>23</sup> 1 clerk detailed as transfer clerk at Manchester, N. H.<sup>24</sup> Reserve car.<sup>25</sup> Covered by Saint Albans and Boston R. P. O. (36.28 miles).<sup>26</sup> Covered by Saint Albans and Boston R. P. O. (39.85 miles).<sup>27</sup> Balance of route (18.88 miles) covered by closed-pouch service. (See Table C.)<sup>28</sup> Car and clerk shown on route No. 8027.<sup>29</sup> Runs on route 21095, Jonesville to Hillsdale, Mich. (4.50 miles).<sup>30</sup> Shown in report of New York and Chicago R. P. O.<sup>31</sup> Reported on route 24005.<sup>32</sup> This clerk runs to Olean as helper on Buffalo and Emporium R. P. O. (17.25 miles), not included in annual mileage.<sup>33</sup> Balance of route, Park River to Larimore, Dak. (36.47 miles), covered by closed pouches. (See Table C.)<sup>34</sup> Balance of route, Hope to Ripon, Dak. (20.84 miles) covered by closed pouches. (See Table C.)

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Lawrence and Burlington, Kans.	7	74.40	Lawrence, Ottawa, Kans. (South. Kans.)	183004 (part)
			Ottawa, Burlington, Kans. (South. Kans.)	33019
Leadville and Salida, Colo.	7	60.00	Leadville, Salida, Colo. (D. and R. G.)	38019 (part)
Leavenworth and Lawrence, Kans.	7	35.05	Leavenworth, Lawrence, Kans. (U. P.)	33002
Leavenworth and Miltonvale, Kans.	7	166.15	Leavenworth, Miltonvale, Kans. (K. C.)	33018
Leavenworth and Topeka, Kans.	7	57.40	Leavenworth, Meriden Junc. (n. o.), Kans. (L. T. and S. W.)	33038
			Meriden Junction (n. o.), Topeka, Kans. (A., T. and S. F.)	33010 (part)
Lebanon and Greensburgh, Ky.	5	31.81	Lebanon and Greensburgh, Ky. (Louis. and Nash.)	20024
Lebanon and Nashville, Tenn.	5	32.02	Lebanon and Nashville, Tenn. (Nash., Chatt. and St. Louis)	19001
Lenoir and Lancaster, S. C.	4	138.25	Lenoir, Hickory, N. C. (C. and L. N. G. R. R.)	13023
			Hickory, N. C., Chester, S. C. (C., C. and A. R. R.)	14007
Lenox and Jackson, Mich.	9	106.68	Chester, Lancaster, S. C. (C., C. and A. R. R.)	14018
Lexington and Louisville, Ky.	5	94.50	Lenox, Jackson, Mich. (Grand Trunk)	24033
			Lexington, La Grange, Ky. (Louis. and Nash.)	20003
			La Grange, Louisville, Ky. (Louis. and Nash.)	20004 (part)
Litchfield and Bethel, Conn.	1	39.03	Litchfield, Hawleyville, Conn. (Shepard)	5019
			Hawleyville, Bethel, Conn. (Dan. and Nor.)	5024
Little Falls and Morris, Minn.	6	88.33	Little Falls, Morris, Minn. (North. Pac.)	26046
Little Rock and Fort Smith, Ark.	7	168.50	Little Rock, Fort Smith, Ark. (L. R. and Ft. S.)	29003
Little Rock, Ark., and Leland, Miss. <sup>11</sup>	7	138.00	Little Rock, Arkansas City, Ark. (L. R., M. R. and T.)	29007 (part)
Lock Haven and Harrisburg, Pa.	2	118.63	Arkansas City, Ark., Leland, Miss. (L. N. O. and T.)	18020
			Lock Haven, Williamsport, Pa. (P. and E. Div. Penna.)	8022 (part)
			Williamsport, Sunbury, Pa. (P. and E. Div. Penna.)	8006
			Sunbury, Harrisburg, Pa. (No. Central)	10002 (part)
Lock Haven and Tyrone, Pa.	2	160.46	Lock Haven, Tyrone, Pa. (B. E. Broh. Penna.)	8038
			Bellefonte, Milesburgh, Pa. (Penna.)	8033 (part)
Logan and Nelsonville, Ohio.	5	32.98	Logan, New Straitsville, Ohio (Col., Hook. Val. and Tol.)	21084
Logan and Pomeroy, Ohio.	5	83.91	New Straitsville, Nelsonville, Ohio (Col., Hook. Val. and Tol.)	21077
			Logan, Pomeroy, Ohio (Col., Hook. Val. and Tol.)	21074
Logansport, Ind., and Columbus, Ohio.	5	196.25	Logansport, Ind., Bradford, Ohio (Pitta., Cin. and St. Louis)	22017
			Bradford and Columbus, Ohio (Chi. St. L. and Pitta.)	21015 (part)
Logansport, Ind., and Keokuk, Iowa.	6	283.02	Logansport, Ind., State Line (n. o.) (Chi. St. L. and Pitta.)	22014 (part)
			State Line (n. o.) Keokuk, Iowa (Tol., Peo. and West.)	272027 (part)
Los Angeles and Santa Ana, Cal.	8	35.15	Los Angeles, Santa Ana, Cal. (Southern Pac. Co.)	46017
Louisville and Bardstown, Ky. <sup>12</sup>	5	41.35	Louisville, Bardstown Junction, Ky. (Louis. and Nash.)	20005 (part)
			Bardstown Junction, Bardstown, Ky. (Louis. and Nash.)	20006 (part)
Louisville and Bloomfield, Ky.	5	58.16	Louisville, Anchorage, Ky. (Louis. and Nash.)	20004 (part)
			Anchorage, Shelbyville, Ky. (Louis. and Nash.)	20012
			Shelbyville, Bloomfield, Ky. (Louis. and Nash.)	20026

<sup>1</sup> 98 miles of route 33004, between Ottawa and Cherry Vale, Kans., covered by Kansas City and New Kiowa R. P. O., and 16.07 miles, between Cherry Vale and Coffeyville, Kans., covered by closed-pouch service. (See Table C.)

<sup>2</sup> 98.62 miles of route 33019, between South Pueblo and Salida, Colo., covered by Denver and Ogden R. P. O.

<sup>3</sup> Lawrence and Burlington cars run over this line.

<sup>4</sup> Trains 291 and 292 between Leavenworth and Garrison, Kans., and 293 and 294 between Garrison and Miltonvale, Kans.

<sup>5</sup> Reserve car.

<sup>6</sup> 11 miles distance on route 33010 covered by Atchison and Topeka R. P. O.

<sup>7</sup> Service increased to doubledaily service (except Sunday) April 8, 1896.

<sup>8</sup> Covered by Cincinnati and Nashville R. P. O. (27.40 mile).

<sup>9</sup> This line is operated in connection with Little Rock and Leland R. P. O., with 4 crews between Fort Smith and Leland, and 2 helpers between Pine Bluff and Morrilton, Ark. (62 miles).

<sup>10</sup> 2 reserve cars.

<sup>11</sup> Arkansas City and Warren R. P. O. runs over 7.50 miles of route 29007, between Arkansas City and Tripple, Ark. This line is operated in connection with Little Rock and Fort Smith R. P. O. (which see). Reported last year as part of Little Rock and Warren R. P. O., except portion between Arkansas City and Leland, which is new service.

<sup>12</sup> Cars shown under Little Rock and Fort Smith R. P. O.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual mileage of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
27.50	<i>Pounds.</i> 2,740	July 1, 1886	9	<i>Miles.</i> 16	10	16	6	46,574	2	<i>Ft. In.</i> 18 2	<i>Ft. In.</i> 8 9½	2	1	2
46.95	351	July 1, 1886	9	16	10	16	6							
69.00	2,714	July 1, 1886	8	20	7	24	7	43,800	1	19 8	7 8	1	1	1
25.05	456	July 1, 1886	231	18	232	18	6	21,941	(3)			1	1	1
167.91	576	July 1, 1886	291	15	292	16	6	104,010	2	15 6	7 8	3	1	3
46.98	139	July 1, 1886	293	12	294	12.50	6		51	9 10	6 6			
(6)	11,653	July 1, 1886	43	16	44	16	6	35,932	1	12 0	7 8	1	1	1
			43	16	44	16	6							
31.86	255	July 1, 1884	39	12.96	40	11.76	6	19,913	1	7 0	6 0	1	1	1
31.52	445	July 1, 1884	42	16.92	41	18.60	76	20,044	1	12 4	6 4	1	1	1
			44	13.74	43	13.80	6	4,611						
20.51	111	Aug. 11, 1885	52	13	53	13	6	86,545	51	5 3	7 1	3	1	3
25.62	330	Aug. 5, 1885	52	13	53	13			1	6 6	7 2			
29.47			52	12	53	12			1	11 6	6 10			
106.58	373	July 1, 1884	2 & 8	13.08	3 & 7	11.03	6	66,782	2	23 6	7 3	2	1	2
67.44	1,243	July 1, 1884	21	25.44	18	25.92	6	59,157	1	18 5	9 0	2	1	2
(6)	19,548	July 1, 1884	21	21	18	16.20	6							
32.98	296	July 1, 1885	3	19.75	2	10.28	6	24,432	1	6 4	6 6	1	1	1
6.68	277	July 1, 1885	3	24	1	18.99								
88.37	354	Jan. 1, 1883	11	19.49	12	19.50	6	55,294	1	23 9	8 10½	1	1	1
168.00	1,018	July 1, 1886	2	21	1	20	7	123,005	195	18 0	9 0	4	1	34
114.09	802	July 1, 1886	1	21	2	21	7	100,740	(12)			(11)		2
24.16	578	June 15, 1885	12	20	11	20	7							
(13)	1,383	July 1, 1885	14	27	15	27	6	148,525	2	20 0	8 7	2	1	16
			6	27	1	29	6		1	15 0	8 7	2	1	
(16)			14	27	15	33	6		(17)			(17)		
			6	27	1	27	6		(17)			(17)		
(18)	11,371	July 1, 1885	14	29	15	31	6		(17)			(17)		
			6	29	1	30	6		(17)			(17)		
55.25	624	July 1, 1885	53	20	50	19	6	37,848	1	11 0	8 2	1	1	1
292.70	82	July 1, 1885	53	8	50	12	6		(21)			(21)		
13.39	307	July 1, 1884	9	20.28	8	21.36	6	20,645	222	15 11	9 4	1	1	1
19.94	150	July 1, 1884	9	19.50	8	18	6							
83.71	900	July 1, 1884	1	20.04	2	25.38	6	52,528	2	16 2	9 4	3	1	23
			3	23.58	4	23.04	6	52,528						
114.20	532	July 1, 1884	12	28.52	1	27.36	6	124,105	1	11 8	8 8	3	1	11
(19)	42,547	July 1, 1884	12	27	1	33.36	6		21	11 10	8 6			
										18 0	8 10			
61.19	1,551	July 1, 1884	105	28.15	104	28.15	6	177,170	2	32 0	8 9	203	2	8
222.40	1,766	July 1, 1883	5	25.59	4	27.72			1	32 4	8 9	292	1	
			3	25.07	2	25.07			99	28 2	8 8			
35.23	598	July 1, 1886	11	13.16	12	12.72	7	25,650	1	8 4	6 11	1	1	1
(21)	16,847	July 1, 1885	29	18.90	30	18.90	6	12,570	1	6 10	6 8	1	1	1
17.93	195	July 1, 1884	29	13.80	30	15.96	6							
(22)	19,594	July 1, 1884	36	18	35	18.96	6	36,408	1	10 5	7 0	1	1	1
18.48	391	July 1, 1884	36	12.06	35	10.86	6							
27.75	201	July 1, 1884	36	14.88	35	13.65	6							

11 24.50 miles covered by Williamsport and Erie R. P. O.

12 Double daily service, except Sunday.

13 2 helpers.

14 40.96 miles covered by Williamsport and Baltimore R. P. O.

15 Cars and clerks shown on route 8022.

16 53.20 miles covered by Williamsport and Baltimore R. P. O.

17 Clerk performs double daily service (except Sunday)

between Millsburgh and Bellefonte (2.70 miles).

18 Balance of route (19.13 miles) covered by closed-pouch

service. (See Table C.)

19 Cars and clerks shown on route No. 8033.

20 1 reserve car.

21 These clerks make 2 round trips daily, except Sunday.

22 Clerks run in car of Pittsburgh and Saint Louis R. P. O.

on train 1 between Columbus and Bradford, Ohio, as helpers.

23 Covered by the Pittsburgh and Saint Louis R. P. O. (63

miles).

24 East Division, Logansport, Ind. to Peoria, Ill.

25 Balance of route, Keokuk, Iowa, to Warsaw, Ill., covered

by closed pouch service (0.47 miles). (See Table C.)

26 West Division, Peoria, Ill., to Keokuk, Iowa.

27 Reserve.

28 New R. P. O. service established June 5, 1886.

29 Covered by the Cincinnati and Nashville R. P. O. (22

miles).

30 Covered by the Cincinnati and Nashville R. P. O. (12

miles).

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Louisville, Ky., and Knoxville, Tenn.	5	267.50	Louisville, Lebanon Junction, Ky. (Louis. and Nash.)	20005 (part)
			Lebanon Junction, Ky., Jellico, Tenn. (Louis. and Nash.)	20007
			Jellico, Knoxville, Tenn. (East Tenn. Va. and Ga.)	118008
Louisville, Ky., and Nashville, Tenn.	5		Louisville, Ky., Nashville, Tenn. (Louis. and Nash.)	20005
Louisville and Paducah, Ky. ....	5	228.02	Louisville, Paducah, Ky. (Chesa. and Ohio and S. W.)	1120009 (part)
Louisville, Ky., and Saint Louis, Mo. <sup>12</sup>	5	268.57	Louisville, Ky., Oakland City, Ind. (Louis., Evans. and St. L.)	22048
			Oakland City, Ind., Mount Vernon, Ill. (Louis., Evans. and St. L.)	22023
			Mount Vernon, East Saint Louis, Ill. (Louis. and Nash.)	22032 (part)
Lovely Mount and Pocahontas, Va.	3	75.16	Lovely Mount, New River Depot, Va. (Norfolk and Western)	11013 (part)
Lowell and Ayer, Mass. ....	1	16.98	New River Depot, Pocahontas, Va. (Norfolk and Western)	11033 (part)
			Lowell, Ayer, Mass. (Bos. and Lowell)	3080
Lowell and Taunton, Mass. ....	1	62.01	*Lowell, South Framingham, Mass. (Old Colony)	3049
			South Framingham, Taunton, Mass. (Old Colony)	123051 (part)
Ludington, Mich., and Toledo, Ohio. <sup>13</sup>	0	278.19	Ludington, Monroe, Mich. (Flint and Pere Marquette)	24015
			Monroe, Mich., Toledo, Ohio (L. S. and M. S.)	24001 (part)
Lynchburgh, Va., and Bristol, Tenn.	3	204.48	Lynchburgh, Va., Bristol, Tenn. (Norfolk and Western)	11013
Lyons, N. Y., and Sayre, Pa. ....	2	92.22	Lyons, N. Y., Sayre, Pa. (Gen., Ith. and Sayre)	6072
McCook, Nebr., and Denver, Colo.	6	253.53	McCook, Nebr., Denver, Colo. (Bur. and Mo. Riv. in Nebr.)	234009 (part)
McLeansborough and Shawneetown, Ill.	6	41.00	McLeansborough, Shawneetown, Ill. (Louis. and Nash.)	23078
Mackinaw City and Detroit, Mich.	0	291.23	Mackinaw City, Detroit, Mich. (Mich. Cent.)	24018
Mackinaw City and Grand Rapids, Mich. <sup>14</sup>	9	226.30	Mackinaw City, Grand Rapids, Mich. (Gd. Rap. and Ind.)	224018 (part)
Macon and Brunswick, Ga. ....	4	190.60	Macon, Brunswick, Ga. (E. T., V. and Ga. R. R.)	15013 (part)
Macon, Ga., and Montgomery, Ala.	4	224.51	Macon, Ga., Eufaula, Ala. (S. W. R. R.)	15016 (part)
			Eufaula, Montgomery, Ala. (Mont. and Euf. R. R.)	17003

<sup>1</sup> Covered by Cincinnati and Nashville R. P. O. (20.60 miles).

<sup>2</sup> Day line.

<sup>3</sup> Clerks on day line run trains 23 and 24 between Louisville, Ky., and Jellico, Tenn. (261.74 miles).

<sup>4</sup> 1 helper between Louisville and Junction City, Ky., on trains 23 and 24; distance 94.50 miles.

<sup>5</sup> Night line.

<sup>6</sup> Clerks on night line run trains 25 and 26 between Junction City, Ky., and Knoxville, Tenn.; distance 171.76 miles, thus making lap-service between Junction City, Ky., and Jellico, Tenn.

<sup>7</sup> Route 19008, formerly covered by lines of the Third Division, transferred to the Fifth Division March 15, 1885.

<sup>8</sup> Covered by Cincinnati and Nashville R. P. O. (185 miles).

<sup>9</sup> Clerks formerly run south on train 5, returning in car of the Cincinnati and Nashville R. P. O. day line. Service and train withdrawn August 17, 1885. Clerks now act as helpers on Cincinnati and Nashville R. P. O. day line, trains 1 and 4, between Louisville, Ky., and Nashville, Tenn.

<sup>10</sup> Clerks are appointed to the Cincinnati and Nashville R. P. O., and are shown with that line.

<sup>11</sup> Remainder of route shown on Paducah and Memphis R. P. O. This also includes cars on Paducah and Memphis R. P. O. (all cars on line running between Louisville and Memphis), and 6 reserve cars.

<sup>12</sup> Formerly Louisville and Mount Vernon R. P. O.; extended December 15, 1885, to end at Saint Louis, Mo.; increased distance 77.90 miles.

<sup>13</sup> 2 reserve cars.

<sup>14</sup> Covered by Evansville and Saint Louis R. P. O. (76.18 miles).

<sup>15</sup> 1.54 miles covered by the Lynchburgh and Bristol R. P. O.

<sup>16</sup> In reserve.

<sup>17</sup> Reserve car.

<sup>18</sup> Balance of route covered by Boston, Clinton and Fitchburgh R. P. O. (40.47 miles), and closed-pouch service between Taunton and New Bedford (20.91 miles). (See Table C.)

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
(1)	Pounds.			Miles.		Miles.				Fl. In.	Fl. In.			
170.97	16,947	July 1, 1884	23	21.12	24	23.82	7	272,655	2	18 5	9 0	24	21	48
	1,302	July 1, 1884	23	21.12	24	20.70	7	-----	1	14 0	9 0	23	21	
66.12	824	July 1, 1884	25	24.60	26	24.84	7	-----	1	15 3	9 0			
(2)	16,947	July 1, 1884	25	24.48	26	24.48	7	17,968	2	14 2	9 7			
223.30	948	July 1, 1884	1	20.70	2	20.76	7	166,455	2	14 9	9 0	4	1	4
									1	14 8	8 10			
99.55	720	July 1, 1884	1	22.32	2	23.16	7	170,038	7	15 3	9 1			
88.56	339	July 1, 1884	1	25.68	2	27	7		134	14 0	7 6	4	1	4
(14)	1,053	Aug. 15, 1882	1	33.72	2	27.60	7							
(15)	6,223	July 1, 1885	21	18.48	22	18.48	6	47,050	2	18 3	8 7	2	1	2
									141	15 6	8 6			
73.69	394	July 1, 1885	21	23.83	22	20.04								
17.03	745	July 1, 1885	403	25.11	406	20.87	6	10,629	1	11 2	7 0	1	1	1
			409	22.32	410	25.11	6	10,629						
29.44	1,841	July 1, 1885	619	27.19	504	25.58	6	78,818	171	6 0	3 8			
			631	30.07	540	28.09	6	38,818	171	7 6	6 9			
32.26	1,330	July 1, 1885	619	29.77	504	20.37			1	13 2	6 2	2	1	2
			631	29.77	540	21.99				12 0	7 0			
254.41	2,653	July 1, 1884	3	24.91	4	26.20	6	174,397	171	14 0	7 0			
(17)	4,634	July 1, 1884	109	25.34	110	23.70	6		171	12 0	7 0			
204.40	6,222	July 1, 1885	3	30.60	4	27.50	7	149,270	203	20 0	8 10	4	1	219
92.58	848	July 1, 1885	109	26	102	29	6	57,729	231	40 2	8 10	4	2	210
255.40	3,479	July 1, 1886	39	31.86	40	29.13	7	186,537	231	41 0	8 7			
41.22	120	July 1, 1883	77	12.37	74	9.46	6	25,066	231	43 3	8 8			
290.22	1,957	July 1, 1884	92/	23.28	91	24.16	6	182,310	232	15 9	8 8	2	1	2
			204/	23.28	203	28.88	6	67,783	2	11 0	7 1	3	1	3
225.67	1,831	July 1, 1884	6	24.88	1	23.78	6	141,664	271	9 1	8 9 1/2			
190.60	667	July 1, 1884	15	24	16	24	7	139,138	1	8 0	6 0	1	1	1
144.57	1,049	July 1, 1884	1	22	2	23	7	163,892	2	11 0	7 1	3	1	3
80.49	890	July 1, 1884	1	22	2	23	7		271	9 1	8 9 1/2			

\* Runs on route 24001, Monroe, Mich., to Toledo, Ohio (24.47 miles). In connection with Manistee and East Saginaw and Bay City, Wayne and Detroit R. P. O's gives double service between Manistee Junction and Wayne (210.33 miles), daily, except Sunday.

1 car held in reserve.

2 clerks detailed to Bay City, Wayne and Detroit R. P. O.; 3 clerks detailed to Manistee and East Saginaw R. P. O. 1 of these clerks alternates between Manistee and East Saginaw R. P. O. and East Saginaw and Lakeview R. P. O.

Shown in report of Detroit and Toledo R. P. O., night line.

The cars on this line, together with those in use on the Baltimore and Bristol R. P. O., Roanoke to Bristol, run through to Chattanooga, Tenn., comprising the total equipment of the Bristol and Chattanooga R. P. O.

2 clerks detailed as helpers in the Baltimore and Bristol R. P. O. West Division.

1 car in reserve.

\* Balance of route (132.61 miles) covered by Omaha and McCook, Nebr., R. P. O.

Reserve.

Trains 202 and 203 carry an R. P. O. between Bay City and Detroit, Mich., and in connection with the through run gives double service between these points (107.74 miles) daily, except Sunday.

In connection with Cadillac and Fort Wayne and Grand Rapids and Cincinnati R. P. O's gives double service between Cadillac, Mich., and Fort Wayne, Ind. (240 miles) daily, except Sunday.

Balance of route (143.23 miles) covered by Cadillac and Fort Wayne R. P. O.

1 clerk assigned as chief clerk at Grand Rapids, Mich.; 1 clerk assigned as transfer clerk at Grand Rapids, Mich.; 4 clerks assigned to Cadillac and Fort Wayne R. P. O.

160.20 miles reported in Chattanooga and Macon R. P. O.

1 transfer clerk, Jesup, Ga.



TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Macon, Ga., and Opelika, Ala. ....	4	129.87	Macon, Columbus, Ga. (S. W.) Columbus, Ga., Opelika, Ala. (Col. and West.)	15011 17007
Manchester, N. H., Lawrence and Boston, Mass. ....	1	53.85	Manchester, N. H., Lawrence, Mass. (Man. and Law.) Lawrence, Boston, Mass. (Bos. and Maine)	3063 *3011 (part)
Manchester and Peterborough, N. H. ....	1	63.37	Manchester, Concord, N. H. (Concord) Concord, Contoocook, N. H. (Bos. and Low.) Contoocook, Peterborough, N. H. (Bos. and Low.)	*1001 (part) *1009 (part) 1010
Manhattan and Burlingame, Kans. ....	7	57.21	Manhattan, Burlingame, Kans. (M., A. and B.)	33034
Manistee and East Saginaw, Mich. <sup>8</sup> ....	9	148.13	Manistee, Manistee Junction, Mich. (Flint and Pere Marquette) Manistee Junction, East Saginaw, Mich. (Flint and Pere Marquette)	24045 24015 (part)
Mankato and Wells, Minn. ....	6	38.28	Mankato, Wells, Minn. (Chi., Mil. and St. Paul)	26024
Maquoketa and Davenport, Iowa. ....	6	43.85	Maquoketa, Davenport, Iowa (Chi., Mil. and St. Paul)	27018
Marion, Ohio, and Chicago, Ill. <sup>11</sup> ....	5	269.97	Marion, Ohio, Chicago Junction (n. o.), Ind. (Chi. and Atlantic)	21090
Marion and Council Bluffs, Iowa. ....	6	261.90	Marion, U. P. Transfer, Iowa (Chi., Mil. and St. Paul)	1927028 (part)
Marion and Running Water, Dak. ....	6	62.72	Marion, Running Water, Dak. (Chi., Mil. and St. Paul)	1427025 (part)
Marquette and Houghton, Mich. ....	6	95.20	Marquette, Houghton, Mich. (Marq., Hough. and Ont.)	24040
Marshalltown and Story City, Iowa. ....	6	39.55	Marshalltown, Story City, Iowa (Central Iowa)	27079
Mason City and Albia, Iowa. ....	6	169.55	Mason City, Albia, Iowa (Central Iowa)	1627010 (part)
Mayaville, Paris, Ky., and Cincinnati, Ohio. ....	5	130.32	Mayaville, Paris, Ky. (Ky. Cent.) Paris, Covington, Ky. (Ky. Cent.)	20015 20002 (part)
Meadville and Oil City, Pa. ....	2	36.62	Meadville, Oil City, Pa. (N. Y., P. and O.)	8043
Memphis, Tenn., and Grenada, Miss. ....	4	101.60	Memphis, Tenn., and Grenada, Miss. (Miss. and Tenn.)	18002
Memphis, Tenn., and Holly Springs, Miss. ....	4	45.87	Memphis, Tenn., and Holly Springs, Miss. (M., B. and A.)	18021
Memphis, Tenn., and Little Rock, Ark. ....	7	136.00	Memphis, Tenn., Little Rock, Ark. (M. and L. R.)	29001
Memphis, Tenn., and New Orleans, La. ....	4	454.70	Memphis, Tenn., New Orleans, La. (M., N. O. and T.)	18019
Menasha and Schleisingsville, Wis. ....	6	66.26	Menasha, Schleisingsville, Wis. (Wis. Central)	*25017 (part)
Mendota and Centralia, Ill. ....	6	211.99	Mendota, Centralia, Ill. (Illinois Central)	23021 (part)
Mendota and Fulton, Ill. ....	6	65.26	Mendota, Fulton, Ill. (Chi., Bur. and Qey.)	23013 (part)
Menominee, Mich., and Green Bay, Wis. ....	6	74.89	Menominee, Mich., Crivitz, Wis. (Wis. and Mich.) Crivitz, Green Bay, Wis. (Wis. and Mich.)	25057 *25016 (part)
Meridian, Miss., and New Orleans, La. ....	4	196.24	Meridian, Miss., and New Orleans, La. (N. O. and N. E.)	18010

<sup>1</sup> 29.67 miles 12 times a week.<sup>2</sup> Balance of route covered by Portland and Boston R. P. O. (89.33 miles).<sup>3</sup> Covered by Portland and Boston R. P. O. (27 miles). These clerks double the road between Manchester, N. H., and Lawrence, Mass.<sup>4</sup> Balance of route covered by Saint Albans and Boston R. P. O. (18.02 miles).<sup>5</sup> Covered by Saint Albans and Boston R. P. O. (18.26 miles).<sup>6</sup> Balance of route covered by Claremont and Lowell R. P. O. (42.93 miles), and closed-pouch service between Claremont and Claremont Junction (20.2 miles). (See Table C.)<sup>7</sup> Covered by Claremont and Lowell R. P. O. (11.97 miles);

Manchester and Peterborough R. P. O. July 1, 1885, to August 11, 1885, and from June 1 to 30, 1886; Contoocook and Peterborough R. P. O. from August 12, 1885, to May 31, 1886. This clerk runs in the same car with Claremont and Lowell R. P. O. between Concord and Manchester, N. H.

<sup>8</sup> Runs on route 24015, Manistee Junction to East Saginaw, Mich. (119.83 miles), and, in connection with Bay City, Wayne and Detroit and Ludington and Toledo R. P. O's, gives double service between Manistee Junction and Wayne, Mich. (210.33 miles) daily except Sunday.<sup>9</sup> Shown in report of Ludington and Toledo R. P. O.<sup>10</sup> Clerks appointed to Ludington and Toledo R. P. O.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Pounds.			Miles.	Miles.					Ft. In.	Ft. In.			
101.04	568	July 1, 1884	5	22	6	22	6	62,600	1	13 6	9 0			
29.53	824	July 1, 1884	3	20	2	23	16	18,573	1	15 3	9 0			
			1	20	4	26	6	18,573						
27.07	1,013	July 1, 1885	39	19.98	34	24.37	6	33,710	2	10 0	6 9	2	1	2
( <sup>6</sup> )	4,739	July 1, 1885	37	21.66	36	24	6	16,601						
			39	28.04	34	24.54	6							
( <sup>6</sup> )	11,733	July 1, 1885	12	25.71	3	21.60	6	24,303	1	8 6	6 0	1	1	1
( <sup>1</sup> )	452	July 1, 1885	12	18.78	3	21.09			1	9 0	7 0			
32.72	311	July 1, 1885	12	14.34	3	21.84								
57.21	430	July 1, 1886	12	14.25	1	14.25		35,813	1	12 0	9 0	1	1	1
27.13	901	July 1, 1884	705	24.42	706	24.42	6							
( <sup>6</sup> )	2,653	July 1, 1884	5	25.80	6	20.93	6	92,729	2	20 0	8 10	3	1	( <sup>16</sup> )
38.18			24	21.77	21	22.86	6	23,951	1	13 5	7 3	1	1	1
43.91	211	July 1, 1883	24	20.74	23	19.20	6	27,450	1	14 3	7 2	1	1	1
249.05	383	June 1, 1883	1	26.46	10	25.62	6	169,001	1	18 6	8 6	4	1	4
									( <sup>12</sup> )	10 1	6 10			
261.90	1,759	Apr. 1, 1884	3	23.40	2	21.87	6	163,949	1	23 7	9 4	4	1	4
									1	20 10	8 6			
63.00	1,940	July 1, 1883	51	16.64	52	13.87	6	39,263	1	12 2	7 0	1	1	1
95.93	743	Apr. 16, 1884	1	20.25	2	20.25	6	59,595	1	12 0	7 3	2	1	2
									1	14 0	6 10			
39.33	122	July 1, 1883	35	10.94	36	10.21	6	24,758	( <sup>14</sup> )	9 7	6 8			
									1	7 0	7 0	1	1	1
170.21	1,689	May 10, 1886	2	24.73	1	24.73	6	105,138	( <sup>12</sup> )	22 2	9 5 <sup>1</sup>	3	1	( <sup>18</sup> )
50.17	762	July 1, 1884	11	21.90	12	21.12	6	81,580	1	11 11	9 0	2	1	2
( <sup>12</sup> )	2,460	July 1, 1884	11	24.90	12	24.30	6		1	13 6	9 0			
36.67	572	July 1, 1885	85	27	86	17	6	22,924	1	16 0	7 0	1	1	1
102.34	827	July 1, 1884	2	21	1	22	7	74,168	( <sup>29</sup> )	18 0	9 0			
									1	12 3	7 8	2	1	2
45.87	223	July 15, 1885	1	18	2	20	6	28,715	1	12 4	7 2			
									1	17 1	6 10	1	1	1
135.00	2,850	July 1, 1882	3	19.50	2	19	7	99,280	2	22 0	8 8	3	1	3
455.60	1,120	Oct. 7, 1885	1	27	2	27	7	331,931	( <sup>21</sup> )	17 4	7 8			
									( <sup>26</sup> )	15 6	9 0	6	1	6
64.22	1,607	Apr. 1, 1884	6	28.50	5	39.32	6	41,479	( <sup>24</sup> )	15 2	7 7	1	1	1
212.85	3,794	Nov. 3, 1884	3	22.31	2	24.46	6	132,706	( <sup>2</sup> )	27 6	9 0	4	1	( <sup>25</sup> )
64.70	205	July 1, 1883	05	23.49	06	20.40	6	40,853	( <sup>16</sup> )	27 1	9 0			
22.79	232	July 1, 1884	4	26.64	1	27.75	6	46,881	1	8 0	6 0 <sup>1</sup>	1	1	1
52.09	1,066	Mar. 18, 1885	4	25.38	1	25.95			1	20 8	9 0	1	1	1
196.24	630	July 1, 1884	1	28	2	27	6	119,816	( <sup>27</sup> )	56 0	9 3	3	1	( <sup>28</sup> )

<sup>11</sup> Balance of route (20 miles) not paid for by Department.<sup>12</sup> Reserve cars.<sup>13</sup> Balance of route (89.28 miles) covered by Chicago, Sa-  
vanna, Ill., and Cedar Rapids, Iowa, R. P. O.<sup>14</sup> Balance of route (288.40 miles) covered by Calmar, Iowa,  
and Chamberlain, Dak., R. P. O.<sup>15</sup> Reserve.<sup>16</sup> Balance of route Lyle, Minn., to Mason City, Iowa (28.57  
miles), covered by closed pouches. (See Table C.)<sup>17</sup> 1 car in reserve.<sup>18</sup> 2 helpers between Albion and Chapin, Iowa.<sup>19</sup> Covered by Cincinnati and Livingston R. P. O. (80 miles).<sup>20</sup> In reserve.<sup>21</sup> Reserve car.<sup>22</sup> 2 reserve cars.<sup>23</sup> Balance of route covered by Ashland and Menasha, Wis.,  
R. P. O. (251.93 miles), and between Milwaukee and  
Schlesinger, Wis. (33.50 miles), by closed pouches.  
(See Table C.)<sup>24</sup> 2 cars in reserve.<sup>25</sup> 2 helpers between Mendota and Heyworth, Ill.; 1 clerk  
detailled to transfer duty at Bloomington, Ill.<sup>26</sup> Balance of route covered by Green Bay and Milwaukee,  
Wis., R. P. O. (114.14 miles), and between Pike and  
Crittitz, Wis. (19.90 miles), by closed pouches. (See  
Table C.)<sup>27</sup> 1 reserve car. No pay for car service.<sup>28</sup> 1 transfer clerk, Meridian, Miss.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Meridian and Vicksburgh, Miss. ....	4	140.70	Meridian, Miss., and Vicksburgh, Miss. (V. and M. R. R.)....	18003
Merrill and Tomah, Wis. ....	6	107.50	Merrill, Tomah, Wis. (Chi., Mil. and St. Paul) .....	25031
Mexico and Cedar City, Mo. ....	7	50.43	Mexico, Cedar City, Mo. (C. and A.) .....	28021
Michigan City and Indianapolis, Ind. ....	5	161.18	Michigan City and Indianapolis, Ind. (Wab., St. Louis and Pac.) .....	22004
Michigan City, Monon, and Indianapolis, Ind. ....	5	154.67	Michigan City, Monon, Ind. (Louis., New Alb. and Chi.) .....	<sup>2</sup> 2008 (part)
			Monon, Indianapolis, Ind. (Louis., New Alb. and Chi.) .....	<sup>2</sup> 2038 (part)
Middletown and New York, N. Y. ....	2	89.78	Middletown, New York, N. Y. (N. Y., Susq. and Western)....	7037
Millbank and Mitchell, Dak. ....	6	225.92	Millbank, Aberdeen, Dak. (Chi., Mil. and St. Paul) .....	<sup>2</sup> 2010 (part)
			Aberdeen, Ashton, Dak. (Chi., Mil. and St. Paul) .....	<sup>2</sup> 5012 (part)
Millerton and Dutchess Junction, N. Y. ....	2	57.97	Ashton, Mitchell, Dak. (Chi., Mil. and St. Paul) .....	35017
Milton and Mineral Point, Wis. ....	6	90.66	Millerton, Dutchess Junction, N. Y. (N. D. and Col.) .....	6083
			Milton, Gratiot, Wis. (Chi., Mil. and St. Paul) .....	<sup>2</sup> 5004 (part)
			Gratiot, Mineral Point, Wis. (Chi., Mil. and St. Paul) .....	<sup>2</sup> 5020 (part)
Milton and Stockton, Cal. ....	8	30.69	Milton, Stockton, Cal. (Stockton and Copperopolis R. R.) .....	46012
<i>Milwaukee, Wis., and Chicago, Ill.</i> .....	6	86.14	Milwaukee, Wis., Chicago, Ill. (Chi. and No. West.) .....	23001
Milwaukee and Lancaster, Wis. ....	6	168.40	Milwaukee, Montfort, Wis. (Chi. and No. West.) .....	25038
			Montfort, Lancaster Junction, Wis. (Chi. and No. West.) .....	<sup>2</sup> 5025 (part)
			Lancaster Junction, Lancaster, Wis. (Chi. and No. West.) .....	25042
Milwaukee and Prairie du Chien, Wis. ....	6	194.50	Milwaukee, Prairie du Chien, Wis. (Chi., Mil. and St. Paul) .....	25001
Minneapolis, Minn., and Des Moines, Iowa. ....	6	298.11	Minneapolis, Minn., Angus, Iowa (Minn. and St. Louis) .....	26021
			Angus, Des Moines, Iowa (Des M. and Ft. Dodge) .....	27031 (part)
Minneapolis, Minn., and Millbank, Dak. ....	6	191.60	Minneapolis, Cologne, Minn. (Chi., Mil. and St. Paul) .....	<sup>2</sup> 037
			Cologne, Minn., Millbank, Dak. (Chi., Mil. and St. Paul) .....	<sup>2</sup> 2610 (part)
Minneapolis, Minn., and Watertown, Dak. ....	6	224.30	Minneapolis, Birch Cooley, Minn. (Minn. and St. Louis) .....	26038
Minnewaukon and Jamestown, Dak. ....	6	90.07	Birch Cooley, Minn., Watertown, Dak. (Minn. and St. Louis) .....	26053
Missouri Valley, Iowa, and Chadron, Nebr. ....	6	443.42	Minnewaukon, Jamestown, Dak. (James and North.) <sup>10</sup> .....	35016
			Missouri Valley, California, Iowa (S. C. and Pac.) .....	27029 (part)
			California, Iowa, Fremont, Nebr. (S. C. and Pac.) .....	27077
			Fremont, Chadron, Nebr. (Fre., Elk. & Mo. Vall.) .....	<sup>2</sup> 3410 (part)
Monmouth Junction and Manassquan, N. J. ....	2	33.18	Monmouth Junction, Jamesburgh, N. J. (Penna.) .....	7005 (part)
			Jamesburgh, Sea Girt, N. J. (Penna.) .....	7023
Monroe and Adrian, Mich. ....	9	34.29	Monroe, Adrian, Mich. (L. S. and M. S.) .....	24002
Montandon and Bellefonte, Pa. ....	2	67.63	Lewisburgh, Bellefonte, Pa. (L. and T. Div. Penna.) .....	8067
		1.64		

<sup>1</sup> 1 reserve car. No pay for car service.<sup>2</sup> 1 reserve car.<sup>3</sup> Balance of routes covered by Chicago and Louisville R. P. O.<sup>4</sup> In reserve. Relieves every third week Port Jervis and New York clerk.<sup>5</sup> Balance of route covered by Minneapolis, Minn., and Millbank, Dak., R. P. O. (159.90 miles); Hastings and Cologne, Minn., R. P. O. (56.51 miles), and between Aberdeen and Ipswich, Dak. (26.33 miles), by closed pouches. (See Table C<sup>a</sup>.)<sup>6</sup> Balance of route, Ellendale to Aberdeen, Dak. (27.40 miles), covered by closed pouches. (See Table C<sup>a</sup>.)<sup>7</sup> Balance of route, Gratiot to Shullsburgh, Wis. (11.50 miles), covered by closed pouches. (See Table C<sup>a</sup>.)<sup>8</sup> 1 car in reserve.<sup>9</sup> Balance of route, Gratiot, Wis., to Warren, Ill. (7.15 miles), covered by closed pouches. (See Table C<sup>a</sup>.)<sup>10</sup> Whole cars; 1 in reserve.<sup>11</sup> 1 clerk detailed to transfer duty at Milwaukee, Wis.<sup>12</sup> Balance of route covered by Montfort, Wis., and Galena, Ill., R. P. O. (47.76 miles), and between Woodman and Lancaster Junction, Wis. (18.53 miles), by closed pouches. (See Table C<sup>a</sup>.)<sup>13</sup> 2 helpers between Waukesha and Prairie du Chien, Wis.; 1 clerk detailed to transfer duty at Prairie du Chien, Wis.<sup>14</sup> North Division, Minneapolis to Albert Lea, Minn.<sup>15</sup> 1 helper on North Division between Minneapolis and Montgomery, Minn.<sup>16</sup> Distance (38 miles) covered by Ruthven and Des Moines, Iowa, R. P. O.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	<i>Pounds.</i>			<i>Miles.</i>		<i>Miles.</i>				<i>Ft. In.</i>	<i>Ft. In.</i>			
140.69	1,531	July 1, 1884	1	24	2	23	7	102,711	13	44 0	9 0	3	1	3
108.07	551	July 1, 1883	2	23.75	1	23.75	6	67,295	1	13 0	7 7	2	1	2
50.43	278	July 1, 1883	138	15	137	12.50	6	31,569	1	17 6	9 0	1	1	1
161.62	913	July 1, 1884	31	20.14	36	22.20	6	100,899	24	13 9	9 0	3	1	3
59.58	967	July 1, 1884	12	20.94	11	26.40	6	96,823	3	14 0	9 4	3	1	3
95.56	785	July 1, 1884	12	23.77	11	25.92	6							
88.40	825	July 1, 1885	18	17	25	19	6	56,202	1	15 0	6 9½	2	1	2
96.50	1,826	Apr. 15, 1885	3	21.44	2	21.44	7	164,921	41	13 6	6 6	4	1	4
32.72	938	July 1, 1886	3	19.96	2	27.94			1	23 1	9 4			
95.88	1,554	July 1, 1886	3	26.46	2	23.39			1	20 10	9 3			
57.99	459	July 1, 1885	51	21	54	18	6	36,289	1	10 0	6 6	1	1	1
63.79	1,043	July 1, 1883	1	20.40	2	24.22	6	56,753	12	16 9	7 3½	2	1	2
25.80	1,057	July 1, 1883	1	23.53	2	25.50								
30.09	433	July 1, 1886	5	24.07	8	24.07	6	18,836	1	10 0	8 9	1	1	1
85.37	8,625	Apr. 1, 1884	5	28.33	10	28.33	6	53,924	1	50 0	9 5	2	1	4
			9	28.33	4	28.33	6	53,924	162	36 0	0 5	2	1	1
146.37	565	July 1, 1883	1	23.31	2	25.34	6	105,418	1	24 7	9 3	3	1	14
10.00	556	July 1, 1883	1	20	2	17.14			1	24 0	9 3			
12.31	749	July 1, 1883	1	18	2	18								
196.64	2,552	July 1, 1883	1	25.52	2	23.69	6	121,757	2	25 0	9 3	4	1	12
260.26	1,168	July 1, 1883	2	27	1	27	6	67,883	1	9 3	8 8			15
(14)	751	July 1, 1883	2	23.24	1	24.17	6	118,733	1	9 0	9 4	172	1	
			10	30.40	9	26.82			1	19 9	9 4			
33.17	1,710	July 1, 1883	1	23.88	4	23.83	6	119,941	181	8 10	9 0			
159.90	1,826	Apr. 15, 1885	1	23.88	4	23.86			1	20 9	8 8½	3	1	3
			1	23.88	4	23.86			1	21 1	9 4			
102.58	235	July 1, 1883	14	20.08	13	20.08	6	140,412	181	20 8	8 10			3
123.30	399	Dec. 1, 1884	14	24.58	13	24.51			2	29 0	9 0	3		
90.24	302	July 1, 1886	2	20.79	1	22.06	6	47,384	1	23 9	8 11	2	1	2
(11)	2,769	July 1, 1883	3	23.60	4	23.60	7	182,646	3	24 0	9 3½	24	1	10
32.23	1,076	July 1, 1883	3	20.62	4	23.75			181	22 0	9 3½	24	1	
405.27	2,490	July 1, 1886	3	22.95	4	23.85								
			3	18.36	4	19.78	7	141,050						
265.65	969	July 1, 1885	380	36	387	36	6	20,770	1	12 0	6 0	1	1	
27.43	488	July 1, 1885	380	26	387	27	6		(17)			(17)		
34.90	674	July 1, 1884	105	27.66	102	32.12	6	21,466	1	12 2	9 0	1	1	1
66.22	291	Apr. 1, 1886	3	21	12	15	6	43,363	1	8 5	6 9	1	1	1
			29	8	2	8	6		(18)			(18)		

<sup>10</sup> South Division, Albert Lea, Minn., to Des Moines, Iowa. This line was reported last year as Minneapolis, Minn., and Angus, Iowa, R. P. O. Increased distance run this year, 38 miles.

<sup>11</sup> Reserve.

<sup>12</sup> Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles); Millbank and Mitchell, Dak., R. P. O. (66.50 miles), and between Aberdeen and Ipwich, Dak. (26.33 miles), by closed pouches. (See Table C.)

<sup>13</sup> Service on this line was established this year.

<sup>14</sup> Distance (5.9 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

<sup>15</sup> East Division, Missouri Valley, Iowa, to Long Pine, Nebr.

<sup>16</sup> 2 helpers on East Division between Missouri Valley, Iowa, and Wisner, Nebr.

<sup>17</sup> West Division, Long Pine to Chadron, Nebr.

<sup>18</sup> Balance of route (53.69 miles), Chadron, Nebr., to Buffalo Gap, Dak., covered by closed pouches. (See Table C.)

<sup>19</sup> Balance of route (47.58 miles) covered by South Amboy and Philadelphia R. P. O. Clerk runs to Sea Girt and records arrival and departure at Manasquan by slip.

<sup>20</sup> Car and clerk shown on route No. 7005. Clerk runs to Trenton, N. J., in the a. m. without additional compensation.

<sup>21</sup> Short run between Montandon and Lewisburgh. Clerk performs double daily service between Montandon and Lewisburgh (1.64 miles).

<sup>22</sup> Car and clerk shown on trains 3 and 12.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of routes.
Montfort, Wis., and Galena, Ill. . .	6	<i>Miles.</i> 58.08	Montfort, Plattville Jct., Wis. (Chi. and No. West.) . . . . .	125025 (part)
			Plattville Jct., Plattville, Wis. (Chi. and No. West.) . . . . .	25043
			Plattville Jct., Wis., Galena, Illa. (Chi. and No. West.) . . . . .	125023 (part)
Montgomery, Ala., and New Orleans, La. . .	4	321.85	Montgomery and Mobile, Ala. (L. and N. R. R.) . . . . .	17012
			Mobile, Ala., and New Orleans, La. (L. and N. R. R.) . . . . .	17018
Montgomery and Selma, Ala. . . .	4	51.21	Montgomery and Selma, Ala., (L. and N. R. R.) . . . . .	17003
Montgomery and Somerville, Tex. . .	7	58.00	Montgomery, Navasota, Tex. (G., C. and S. F.) . . . . .	125018 (part)
Montrose and Tunkhannock, Pa. . .	2	29.16	Navasota, Somerville Tex. (G., C. and S. F.) . . . . .	81060
			Montrose, Tunkhannock, Pa. (Montrose) . . . . .	8078
Morgantown and Fairmont, W. Va. . .	3	25.88	Morgantown, Fairmont, W. Va. (F. M. and P.) . . . . .	12017
Mound House, Nev., and Keeler, Cal. . .	8	30172	Mound House, Nev., Keeler, Cal. . . . .	45004
			Belleville Junc. (n. o.), Candelaria, Nev. (Carson and Colorado R. R.) . . . . .	45006
Mount Carmel and Sunbury, Pa. . .	2	27.83	Mount Carmel, Sunbury, Pa. (No. Central) . . . . .	8023
Mount Pleasant and Keokuk, Iowa . .	6	50.40	Mount Pleasant, Keokuk, Iowa (St. L., Keo. and N. W.) . . . . .	128018 (part)
Muncie, Ind., and Bloomington, Ill. . .	5	201.85	Muncie, Ind., Bloomington, Ill. (Lake Erie and West.) . . . . .	121020 (part)
Muscatine and Montezuma, Iowa. . .	6	96.87	Muscatine, What Cheer, Iowa (Burl., C. Rep. and North.) . . . . .	27004
Muskegon and Allegan, Mich. <sup>1</sup> . . .	9	60.06	Thorburgh, Montezuma, Iowa (Burl., C. Rep. and North.) . . . . .	27065
			Holland, Allegan, Mich. (Chi. and West. Mich.) . . . . .	24023
			Muskegon, Holland, Mich. (Chi. and West. Mich.) . . . . .	24022 (part)
Nashville and Chattanooga, Tenn. . .	5	151.61	Muskegon, Holland, Mich. (Chi. and West. Mich.) . . . . .	19004
Nashville, Tenn., and Hickman, Ky. . .	5	169.50	Nashville, Chattanooga, Tenn. (Nash., Chatt. and St. Louis) . . . . .	19007
Nashville and Hope, Ark. . . . .	7	27.34	Nashville, Tenn., Hickman, Ky. (Nash., Chatt. and St. L.) . . . . .	29009
Nashville, Tenn., and Montgomery, Ala. . .	5	306.04	Nashville, Hope, Ark. (Ark. and La.) . . . . .	19006
Nebraska City and Beatrice, Nebr. . .	6	95.24	Nashville, Tenn., Decatur, Ala. (Louis. and Nash.) . . . . .	17004
Nebraska City and Grand Island, Nebr. . .	6	150.00	Decatur, Montgomery, Ala. (Louis. and Nash.) . . . . .	134005 (part)
			Nebraska City, Nemaha City, Nebr. (Nebraska) . . . . .	34019
			Nemaha City, Beatrice, Nebr. (Rep. Valley) . . . . .	34005 (part)
			Nebraska City, York, Nebr. (Nebraska) . . . . .	34011 (part)
			York, Aurora, Nebr. (Rep. Valley) . . . . .	34027 (part)
Necha, Dak., and Barnesville, Minn. . .	6	181.85	Aurora, Grand Island, Nebr. (Rep. Valley) . . . . .	35005
			Necha, Fargo, Dak. (St. P., Minn. and Man.) . . . . .	26005 (part)
			Fargo, Dak., Barnesville, Minn. (St. P., Minn. and Man.) . . . . .	21038 (part)
Newark and Shawnee, Ohio . . . .	5	48.62	Newark, Shawnee, Ohio (Balto. and Ohio) . . . . .	6101
New Berlin and Sidney Plains, N. Y. . .	2	25.31	New Berlin, Sidney Plains, N. Y. (N. B. Broh. N. Y. O., and W.) . . . . .	

<sup>1</sup> Balance of route covered by Milwaukee and Lancaster, Wis., R. P. O. (10 miles), and between Woodman and Lancaster Junction (n. o.) (18.53 miles), by closed pouches. (See Table C.)

<sup>2</sup> Distance covered by R. P. O. twice daily each way.

<sup>3</sup> Department pays for 40 feet cars only.

<sup>4</sup> 1 transfer clerk, Montgomery, Ala.

<sup>5</sup> Reserve car.

<sup>6</sup> 10.70 miles of route 31024 between Conroe and Montgomery, Tex., covered by closed-pouch service. (See Table C.)

<sup>7</sup> In reserve.

<sup>8</sup> Tri-weekly service only on route 45004 between Belleville Junction, Nev., and Keeler, Cal., a distance of 141 miles, and clerks alternate every 80 days between those two points.

<sup>9</sup> Other clerks embrace route 45006 daily.

<sup>10</sup> Balance of route (137.97 miles) covered by Burlington, Iowa, and Saint Louis, Mo., R. P. O.

<sup>11</sup> Balance of route covered by Sandusky and Muncie, R. P. O.

<sup>12</sup> See Sandusky and Muncie, R. P. O., for full equipment of line.

<sup>13</sup> Runs on route 24022, Muskegon to Holland, Mich. (\$5.50

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
21.50	Pounds 556	July 1, 1883	22	Miles. 18.43	21	Miles. 23.45	6	35,106	1	Ft. 12 0	In. 7 3	1	1	1
24.36	148	July 1, 1883	20	7	21	9.60								
26.26	556	July 1, 1883	22	19.50	21	24.46								
180.57	6,146	July 1, 1884	3	26	2	28	7	234,951	2	49 1	9 1	5	1	411
141.43	5,897	July 1, 1884	3	26	2	28	7	234,951	2	49 1	9 1	5	1	
51.23	1,007	July 1, 1884	52	15	53	16	7	37,383	1	10 5	5 2	1	1	1
28.17	167	July 1, 1886	18	10	19	10	7	40,150	1	13 6	9 0	1	1	1
27.20	110	July 1, 1886												
29.11	158	July 1, 1885	2	17	3	13	6	18,254	1	6 0	6 8	1	1	1
25.95	245	Mar. 15, 1886	701	17	702	17	6	18,892	1	4 0	6 1	1	1	1
293.00	426	July 1, 1886	1	14.36	2	14.54	7	117,325	3	17 8	8 7	1	1	1
6.81	425	July 1, 1886	3	16.34	4	16.34	.....	43,992		10 9	8 8	4	1	4
27.47	244	July 1, 1885	1	20	6	22	6	17,422	1	14 8	8 5	1	1	1
49.10	2,974	July 1, 1884	15	9.71	16	11.15	6	31,550	1	11 10	6 10	1	1	1
201.36	559	July 1, 1884	3	22.33	4	21.72	6	126,358	(12)	.....	.....	4	1	4
76.58	440	July 1, 1883	32	26.37	31	27.01	6	60,640	1	11 11	9 4	2	1	2
16.29	271	July 1, 1883	32	26.21	31	26.87								
24.64	322	July 1, 1884	26	23.33	23	21.93	6	59,128	1	17 6	9 3	2	1	
(14)	821	July 1, 1884	26	22.42	23	20.28	6	37,598	1	12 0	6 0	1	1	1
151.00	4,794	July 1, 1884	1	27.01	2	26.64	7	110,675	3	26 0	9 0	3	1	5
170.11	1,469	July 1, 1884	51	24.48	6	24.18	(15) 6	106,107	2	17 6	9 3	2	1	
27.34	436	July 1, 1886	1	13	2	13	7	179,958	1	15 0	8 10	3	1	165
122.72	3,350	July 1, 1884	3	27.72	2	24.54	7	223,409	3	9 6	6 0	1	1	1
183.28	2,689	July 1, 1884	3	27.36	2	29.22	7		1	18 9	8 9	4	2	128
27.60	375	July 1, 1883	53	18.06	54	19.59	6	59,620	1	20 0	9 6			
67.76	540	July 1, 1886	53	18.35	54	19.23	.....		1	18 4	8 9½	2	1	2
109.85	1,018	July 1, 1886	41	11.93	42	20.84	6	93,900	2	18 2½	8 9½	3	1	3
22.75	693	July 1, 1886	41	21.70	42	21.68				21 0	8 9½			
19.92	1,231	July 1, 1886	41	20.55	42	20.55				18 2½	8 9½			
168.29	1,322	July 1, 1886	4	21.04	3	22.54	6	113,838	2	22 0	9 4	3	1	3
(16)	3,666	Apr. 1, 1884	4	16.86	3	19.11	.....		23	11 6	7 1			
43.67	351	July 1, 1884	108	23.52	107	23.52	6	27,306	1	16 3	8 7	1	1	1
25.08	191	July 1, 1885	26	18	25	19	6	15,844	1	14 11	6 10	1	1	1

miles), and in connection with Big Rapids and Holland R. P. O., gives double service between these points daily, except Sunday.

<sup>14</sup> Shown in report of Big Rapids and Holland R. P. O.

<sup>15</sup> Additional daily service, except Sunday, established on this line November 15, 1885.

<sup>16</sup> 1 clerk detailed to transfer duty at Nashville, Tenn.: 1 helper between Nashville and Martin, Tenn. (141 miles), four days in the week, Mondays, Wednesdays, Thursdays, and Fridays.

<sup>17</sup> Double daily service; last year single daily.

<sup>18</sup> 4 helpers running over whole line.

<sup>19</sup> Balance of route (109.85 miles) covered by Nebraska City and Grand Island, Nebr., R. P. O.

<sup>20</sup> Balance of route (27.60 miles) covered by Nebraska City and Beatrice, Nebr., R. P. O.

<sup>21</sup> Balance of route (19.26 miles), Central City to Aurora, Nebr., covered by closed pouches. (See Table C.)

<sup>22</sup> Distance (23.89 miles) covered by Fargo, Dak., Barnesville and Saint Paul, Minn., R. P. O.

<sup>23</sup> Reserve. This line was reported last year as Neche, Dak., and Breckenridge, Minn., R. P. O. Decreased distance run this year, 26.93 miles.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> )	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Newburyport and Boston, Mass.	1	40.63	Newburyport, Wakefield, Mass. (Bos. and Maine) .....	3014
			Wakefield, Boston, Mass. (Bos. and Maine) .....	13011
New Castle and North Vernon, Ind.	3	69.88	New Castle, Rushville, Ind. (Ft. Wayne, Cin. and Lou.) .....	(part) 22042
New Hartford and Farmington, Conn.	1	14.30	Rushville, North Vernon, Ind. (Cin., Ind., St. L. and Chic.) ..	22015
New Haven, Conn., and New York, N. Y.	1	77.05	New Hartford, Farmington, Conn. (New H. and Northampton) ..	5021
New London and New Haven, Conn.	1	51.81	New Haven, Conn., New York, N. Y. (N. Y., N. H. and Hart.) ..	35005
New Orleans and Alexandria, La.	4	230.24	New London, New Haven, Conn. (N. Y., N. H. and Hart.) ....	(part) 5004
New Orleans, La., and Houston, Tex.	4	352.74	New Orleans, Cheneyville, La. (M. L. and T. R. R. and S. S. Co.) ..	30003
			Cheneyville, Alexandria, La. (Missouri Pacif. Rwy.) .....	30011
			New Orleans, Fayette, La. (M. L. and T. R. R. and S. S. Co.) ....	(part) 30093
			La Fayette, La., Orange, Tex. (La. W. R. R.) .....	30010
			Orange, Houston, Tex. (G., H. and S. A. R. R.) .....	31012
New Orleans, La., and Marshall, Tex.	4	369.37	New Orleans, Cheneyville, La. (Mo. Pacif. R. R.) .....	30002
			Shreveport, Cheneyville, La. (Mo. Pacif. R. R.) .....	30011
			Marshall, Tex., Shreveport, La. (Mo. Pacif. R. R.) .....	31009
Newport and Batesville, Ark.	7	29.60		(part)
Newport and Brinkley, Ark. <sup>14</sup>	7	148.00	Newport, Batesville, Ark. (St. L., I. M. and S.) .....	29014
Newton and Arkansas City, Kans. <sup>15</sup>	7	78.56	Newport, Brinkley, Ark. (B. and B.) .....	29006
			Newton, Arkansas City, Kans. (A., T. and S. F.) .....	33011
Newton and Caldwell, Kans.	7	81.09	Newton, Mulvane, Kans. (A., T. and S. F.) .....	33011
			Mulvane, Caldwell, Kans. (A., T. and S. F.) .....	(part)
Newton and Eldorado, Kans. <sup>11</sup>	7	32.66	Newton, Eldorado, Kans. (St. L., Ft. S. and W.) .....	33037
<i>New York, N. Y., and Chicago, Ill.</i> This line is divided into three divisions, as follows:	9			33046
New York and Syracuse, N. Y.— East Division.		289.50	New York, Syracuse, N. Y. (N. Y. C. and H. R.) .....	6011
				(part)

<sup>11</sup>Balance of route covered by Portland and Boston R. P. O. (106.33 miles).<sup>12</sup>Covered by Portland and Boston R. P. O. (10 miles).<sup>13</sup>Balance of route covered by Boston, Springfield, and New York R. P. O. (62.77 miles).<sup>14</sup>Covered by Boston, Springfield, and New York R. P. O. (73.23 miles).<sup>15</sup>1 clerk detailed as transfer clerk at New Haven, Conn.<sup>16</sup>Covered by Boston, Providence, and New York R. P. O. (51.78 miles).<sup>17</sup>1 clerk detailed as transfer clerk at New London, Conn.<sup>18</sup>Reported in New Orleans and Marshall R. P. O.<sup>19</sup>Reserve cars.<sup>20</sup>Reported in New Orleans and Alexandria R. P. O.<sup>21</sup>3 reserve cars.<sup>22</sup>1 detailed to chief clerk's office, New Orleans, La.; 2 helpers.<sup>23</sup>Balance shown in Texarkana and El Paso R. P. O., Seventh Division.<sup>24</sup>New service, and not reported last year.<sup>25</sup>Clerk runs between Brinkley and Auvergne, Ark., 48 miles; service between Auvergne and Newport performed by railway company in back, railroad not being completed between those points.<sup>26</sup>Trains 83 and 84, between Newton and Mulvane, Kans., and 601 and 602, Mulvane and Arkansas City, Kans.<sup>27</sup>Clerks on this line are appointed to Newton and Caldwell R. P. O., in connection with which the line is operated.<sup>28</sup>43 miles distance on route 33011 covered by Newton and Arkansas City R. P. O.<sup>29</sup>This line is operated in connection with the Newton and Arkansas City R. P. O., there being three clerks performing service on the two lines.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments. (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	<i>Pounds.</i>			<i>Miles.</i>		<i>Miles.</i>				<i>Ft.</i>	<i>In.</i>			
30.80	721	July 1, 1885	08	26.14	13	26.14	6	25,434	1	12 0	8 6	2	1	2
(7)	4,739	July 1, 1885	118	23.16	71	25.77	6	25,434						
24.89	278	July 1, 1884	68	18.99	13	18.99								
			118	17.26	71	20.68								
45.50	128	July 1, 1884	4	24.10	1	28.92	6	43,745	1	12 0	7 6	1	1	1
14.37	128	July 1, 1884	33	11.19	36	24.00	6	8,951	1	10 0	6 0	1	1	1
(4)	64,611	July 1, 1885	37	21.50	32	13.33	6	8,951						
(6)			24	28.16	47	27.12	6	48,233	1	16 4	6 10	1	1	52
210.36	2,814	July 1, 1885	12	27.79	7	26.13	6	32,433	1	15 0	8 7	2	1	73
(9)	596	July 1, 1883	22	27.30	39	26.82	6	32,433	1	12 11	6 4			
			50	22	51	20	7	168,075	2	18 0	9 0	4	1	4
(10)			50	20	51	20			92	15 9	9 1			
	2,814	July 1, 1886	20	26	19	26	7	264,800	115	22 7	9 1	5	1	128
113.15	2,714	July 1, 1886	20	26	19	20								
106.24	2,714	July 1, 1886	20	26	19	20								
172.30	1,436	July 1, 1886	301	17	304	17	7	269,640	4	20 6	7 2	6	1	6
157.25	1,161	July 1, 1886	301	17	304	17								
309.95			301	17	304	17								
20.60	329	July 1, 1886	678	9	677	9	7	21,608	1	14 0	7 7	1	1	1
59.46	97	July 1, 1886	2	14	1	14	7	195,040	1	10 0	6 0	1	1	1
78.56	1,201	July 1, 1886	83	17.50	84	19.50	6	49,179	1	19 2	9 0			(17)
(18)			601	17.50	602	19.50	6							
	1,201	July 1, 1886	83	17.50	84	19.50	6	50,762	1	19 2	9 0	3	1	193
38.30	767	July 1, 1886	83	19	84	20	6		261	13 5	9 3			
32.66	338	July 1, 1886	10	16	9	18	7	23,842	1	15 7	7 2	1	1	1
									(22)					2327
289.50	99,901	July 1, 1885	21	29.14	12	31.74	7	211,335	254	60 0	9 0	4	268	(24)
			23	27.20			0	181,227	1	60 0	9 0	4	274	
					2	31.20			2	60 0	9 0			
			7	35.31					1	60 0	9 0			
							7	211,335	1	50 0	9 0			
									1	49 5	9 0			
									1	60 0	9 0	4	2712	(25)
									1	50 0	9 0			
									1	49 5	9 0			

<sup>20</sup> Reserve car.<sup>21</sup> New service, and not reported last year.<sup>22</sup> The total equipment of this line is as follows: 24 cars, 60 feet by 9 feet; 6 cars, 50 feet by 9 feet; 6 cars, 49 feet 5 inches by 9 feet. Eight of these cars are held in reserve. The figures in the body of the report show the number and dimensions of cars upon each contract route.<sup>23</sup> Clerks are detailed as follows: 1 as chief clerk, Grand Central Depot, N. Y.; 1 as chief clerk, Chicago, Ill.; 2 in the office of chief clerk, railway mail service, Syracuse, N. Y.; 2 as transfer clerks, Union Depot, Cleveland, Ohio; 1 as transfer clerk, N. Y. P. and O. depot, Cleveland, Ohio; 2 as transfer clerks, Toledo, Ohio; 1 as transfer clerk, Elkhart, Ind.; 2 to railway mail service supply room, Cleveland, Ohio; 3 to railway mail service printing office, Cleveland, Ohio; 7 to office of superintendent railway mail service, Cleveland, Ohio; 6 to Cleveland and Toledo railway post-

office; 8 to Toledo and Chicago railway post-office; 4 to office of general superintendent railway mail service, Washington, D. C.

<sup>24</sup> The line is one man short. Actually, there are but 326 men in service on the line.<sup>25</sup> 2 cars on each train.<sup>26</sup> 2 clerks assigned as helpers on train 21, outward, and train 12, inward, between Utica and Buffalo, N. Y. (208.50 miles).<sup>27</sup> 2 clerks assigned as helpers on train 7, outward, and train 2, inward, between Albany and Syracuse, N. Y. (147.50 miles).<sup>28</sup> 4 clerks assigned as helpers on train 7, outward, and train 16, inward, between Albany and Syracuse, N. Y. (147.50 miles).<sup>29</sup> 1 clerk assigned as helper on train 7, outward, and train 16, inward, between New York and Albany, N. Y. (142 miles).



TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
<i>New York, N. Y., and Chicago, Ill.—Continued.</i> Syracuse, N. Y., and Cleveland, Ohio.—Middle Division.	9	836.26	Syracuse, Buffalo, N. Y. (N. Y. C. and H. R.).....	6011 (part)
			Buffalo, N. Y., Cleveland, Ohio (L. S. and M. S.).....	21095 (part)
Cleveland, Ohio, and Chicago, Ill.—West Division.	9	436.61	Cleveland, Ohio, Chicago, Ill. (L. S. and M. S.).....	*21095 (part)
			Elyria, Millbury, Ohio (L. S. and M. S.).....	*21007
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.).....	*21045
New York, N. Y., Dover, N. J., and Easton, Pa.	2	86.87	Hoboken, N. J., Easton, Pa. (Del., Lack. and West.).....	7013
<i>New York and Dunkirk, N. Y.</i> ...	2	461.38	New York, Dunkirk, N. Y. (N. Y., L. E. and W.).....	6001
New York and Elmira, N. Y.	2	303.58	Waverly, Elmira, N. Y. (N. Y., L. E. and W.).....	6001 (part)
			Waverly, N. Y., Easton, Pa. (Lehigh Valley).....	8010
			Metuchen, N. J., Easton, Pa. (Lehigh Valley).....	7018
			New York, N. Y., Metuchen, N. J. (Penn.).....	7004 (part)
New York, N. Y., and Hackettstown, N. J. <sup>1</sup>	2	62.79	New York, N. Y., Hackettstown, N. J. (Del., Lack. and West.).....	7013 (part)

<sup>1</sup> 2 cars on each train.<sup>2</sup> Shown on route 6011, Middle Division.<sup>3</sup> 2 clerks assigned as helpers on train 3 outward and train 12 inward, between Buffalo, N. Y., and Cleveland, Ohio (183.76 miles); 4 clerks assigned as helpers on train 1 outward and train 8 inward, between Buffalo, N. Y., and Cleveland, Ohio (183.76 miles).<sup>4</sup> This is the distance by route 21095. The distance from Cleveland, Ohio, to Chicago, Ill., via route 21095, Cleveland to Elyria, Ohio; thence over route 21007 to Millbury, Ohio; thence over route 21095 to Toledo, Ohio; thence over route 21045 to Elkhart, Ind.; thence over route 21095 to Chicago, Ill., is 344.55 miles.<sup>5</sup> Routes 21095, 21007, and 21045 constitute the main line of the Lake Shore and Michigan Southern Railway between Buffalo, N. Y., and Chicago, Ill.<sup>6</sup> 2 clerks assigned as helpers on train 1 outward, and train 2 inward, between Toledo, Ohio, and Chicago, Ill. (244.50 miles).<sup>7</sup> 2 clerks assigned as helpers on train 3 outward, and train 2 inward, between Cleveland and Toledo, Ohio (112.80 miles).<sup>8</sup> Shown on route 21095, West Division.<sup>9</sup> The opposite train (12) runs inward on route 21035 from Millbury to Elyria, Ohio (79.30 miles).<sup>10</sup> 7 trips outward.<sup>11</sup> The opposite train (7) runs outward on route 21095 from Cleveland, Ohio, to Chicago, Ill. (356.60 miles).<sup>12</sup> 7 trips inward.<sup>13</sup> The opposite train (2) runs inward from Millbury to Elyria, Ohio, on route 21095 (79.30 miles).<sup>14</sup> 6 trips outward.<sup>15</sup> The opposite train (12) runs inward, on route 21095 from Elkhart, Ind., to Toledo, Ohio (1-2.70 miles).

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	Pounds.			Miles.		Miles.				Ft. In.	Ft. In.			
152.50	99,901	July 1, 1885	21	29.14	12	32.74	7	245,470	14	60 0	9 0	4	7	
			23 & 3	27.20		31.20	6	210,499	1	60 0	9 0	4	8	
			7	35.31			7	245,470	2	60 0	9 0	4	8	
									1	50 0	9 0			
									1	49 5	9 0			
					16	31.57			1	60 0	9 0			
									1	50 0	9 0			
									1	49 5	9 0			
183.76	60,142	July 1, 1885	1	39.82			7	( <sup>2</sup> )	1	60 0	9 0	( <sup>2</sup> )	( <sup>2</sup> )	
					12	26		( <sup>2</sup> )	2	60 0	9 0	( <sup>2</sup> )	( <sup>2</sup> )	
			3	26.92	2	20	6	( <sup>2</sup> )	14	60 0	9 0	( <sup>2</sup> )	( <sup>2</sup> )	
									2	60 0	9 0			
			7	33.75				( <sup>2</sup> )	1	50 0	9 0			
									1	49 5	9 0	( <sup>2</sup> )		
					8	25.13	7	( <sup>2</sup> )	1	60 0	9 0		( <sup>2</sup> )	
									1	50 0	9 0			
									1	49 5	9 0			
356.24	60,142	July 1, 1885	1	39.82			7	255,924	1	60 0	9 0	4	85	
					12	26.34			2	60 0	9 0			
			3	26.92	2	29.09	6	217,066	14	60 0	9 0	4	76	
									2	60 0	9 0			
			7	33.75					1	50 0	9 0			
									1	49 5	9 0			
					8	25.13	7	255,924	1	60 0	9 0	4	9	
								( <sup>2</sup> )	1	50 0	9 0	( <sup>2</sup> )		
									1	49 5	9 0			
74.90	32,042	July 1, 1885	1	43.06	( <sup>2</sup> )		( <sup>10</sup> )	( <sup>2</sup> )	1	60 0	9 0			
			( <sup>11</sup> )		8	28.62	( <sup>12</sup> )		1	60 0	9 0	( <sup>2</sup> )		
									1	50 0	9 0			
									1	49 5	9 0			
134.26	30,210	July 1, 1885	3	29.76	( <sup>13</sup> )		( <sup>14</sup> )	( <sup>2</sup> )	2	60 0	9 0			
			1	40.27	( <sup>15</sup> )		( <sup>16</sup> )	( <sup>2</sup> )	1	60 0	9 0			
			3	26.41	2	29.83	6	( <sup>2</sup> )	14	60 0	9 0	( <sup>2</sup> )		
									1	60 0	9 0			
			( <sup>11</sup> )		8	29.83	( <sup>12</sup> )	( <sup>2</sup> )	1	50 0	9 0			
									1	49 5	9 0			
84.24	3,229	July 1, 1885	13	24	14	25	6	54,380	1	12 0	8 10	163	1	3
459.55	12,297	July 1, 1885	9	29	8	34	6	208,226	171	12 0	8 4	184	3	1847
			3	27	12	28	7	336,807	2	50 0	9 0	304	3	
									2	50 0	9 0	212	2	
( <sup>21</sup> )	12,297	July 1, 1885	2	39	5	20	6	190,041	3	50 0	9 0	4	1	237
									2	20 0	8 3 1/2			
									174	20 0	8 3 1/2			
205.57	3,459	July 1, 1885	2	28	5	28	6		( <sup>24</sup> )			( <sup>24</sup> )		
54.20	2,958	July 1, 1885	2	40	5	42	6		( <sup>24</sup> )			( <sup>24</sup> )		
( <sup>25</sup> )	126,401	July 1, 1885	2	36	5	37	6		( <sup>24</sup> )			( <sup>24</sup> )		
( <sup>27</sup> )	3,229	July 1, 1885	17	23	22	22	6	39,307	1	11 5	8 10	( <sup>28</sup> )		
									1	12 9	8 11			

<sup>16</sup> 1 clerk runs only on New York and Hackettstown R. P. O., and is relieved every third week by a clerk from this line.

<sup>17</sup> In reserve.

<sup>18</sup> Crews on trains 9 and 8 perform service daily, except Sunday, between New York and Hornellsville (132.63 miles).

<sup>19</sup> 3 helpers, Hornellsville and Binghamton; 2 helpers, Hornellsville and Susquehanna; 2 helpers, Hornellsville and Dunkirk; 2 clerks on Port Jervis and New York R. P. O.; 1 chief clerk at Buffalo, N. Y.; 4 clerks detailed to superintendent's office, New York; 5 clerks detailed as transfer clerks, 1 at Binghamton, 1 at Dunkirk, 2 at Elmira, 1 at Jersey City.

<sup>20</sup> Clerks on trains 12 and 3 perform service daily between New York and Hornellsville (332.63 miles).

<sup>21</sup> On Western Division, between Hornellsville and Dunkirk, on trains 3 and 12.

<sup>22</sup> 17.55 miles covered by New York and Dunkirk R. P. O.

<sup>23</sup> 1 helper between Elmira and Laceyville; 1 clerk short run, Elmira and Wilkes Barre; 1 clerk detailed as transfer clerk, Easton, Pa.

<sup>24</sup> Cars and clerks shown on route 6001.

<sup>25</sup> 26.20 miles covered by New York and Washington R. P. O.

<sup>26</sup> Short run, New York, Dover, and Easton.

<sup>27</sup> 60.20 miles covered by New York, Dover and Easton R. P. O.

<sup>28</sup> Clerk appointed to New York, Dover and Easton R. P. O., and is relieved every third week by a clerk from that line.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
New York, N. Y., and Philadelphia, Pa. <sup>1</sup>	2	91.82	New York, N. Y., Philadelphia, Pa. (Penna.) .....	7004
New York, N. Y., and Pittsburgh, Pa.	2	443.20	New York, N. Y., Philadelphia, Pa. (Penna.) .....	7004
			Philadelphia, Pittsburgh, Pa. (Penna.) .....	8001
New York, N. Y., and Point Pleasant, N. J.	2	60.64	New York, N. Y., Elizabethport, N. J. (New York and Long Branch). .....	7001 (part)
			Elizabethport, Point Pleasant, N. J. (New York and Long Branch). .....	7003 (part)
New York, N. Y., Somerville, N. J., and Easton, Pa.	2	75.09	New York, N. Y., Easton, Pa. (N. J. Cent. Div. P. and R.) ..	7001
New York, N. Y., and Washington, D. C.	2	227.85	New York, N. Y., Philadelphia, Pa. (Penna.) .....	7004
			Philadelphia, Pa., Bay View, Md. (P., W. and B.) .....	10001
			Bay View, Md., Washington, D. C. (Balto. and Potomac) .....	10013
Nineveh, N. Y., and Carbondale, Pa.	2	57.38	Ninerch, N. Y., Jefferson Junction, Pa. (Del. and Hudson Canal Co.). .....	6031
			Jefferson Junction, Carbondale, Pa. (N. Y., L. E. and West.) ..	8064 (part)
Norfolk and Columbus, Nebr. ....	6	50.64	Norfolk, Columbus, Nebr. (Om., Niobr. and Bl. Hills) .....	34012
Norfolk, Va., and Edenton, N. C. ....	3	75.25	Norfolk, Va., Edenton, N. C. (Norfolk Southern) .....	11028
Norfolk and Lynchburgh, Va. ....	3	205.22	Norfolk, Petersburg, Va. (Norfolk and Western) .....	11011
			Petersburgh, Lynchburgh, Va. (Norfolk and Western) .....	11012
Norfolk, Newport News, and Richmond, Va.	3	91.32	Norfolk, Newport News, Richmond, Va. (C. and O. R. R., and O. D. S. B. Co.) .....	11005 (part)

<sup>1</sup> Short run, New York and Pittsburgh.<sup>2</sup> 89.54 miles covered by New York and Washington R. P. O.<sup>3</sup> Service performed in New York and Washington R. P. O. Clerks accounted for in New York and Pittsburgh R. P. O.<sup>4</sup> Clerks shown on trains 15 and 14.<sup>5</sup> In reserve.<sup>6</sup> Train 27 changes to train 13 at Philadelphia, Pa.<sup>7</sup> Cars and clerks shown on route 7004.<sup>8</sup> Crews run from Harrisburg to Pittsburgh on train 3 and return as helpers on train 10 to Altoona thence on train 16 to Harrisburg.<sup>9</sup> In use west of Pittsburgh.<sup>10</sup> 12 helpers on trains 3 and 10; 1 chief clerk at Harrisburg, Pa.; 1 chief clerk detailed to General Superintendent's Office; 2 clerks detailed to superintendent's office, Second Division; 3 clerks New York and Philadelphia R. P. O.; 2 clerks to chief clerk's office, Harris-

burg, Pa.; 1 clerk, janitor, dormitory, Harrisburg, Pa.; 5 clerks Philadelphia and Harrisburg R. P. O.; 1 clerk, janitor, dormitory, Philadelphia, Pa.; 6 transfer clerks, Philadelphia, Pa.; 4 transfer clerks, Harrisburg, Pa.; 3 transfer clerks, Pittsburgh, Pa.; 1 transfer clerk, Lancaster, Pa. The total equipment of this line from New York, N. Y., to Saint Louis, Mo., is as follows: Penna. R. R., 17 cars, 60 feet by 8 feet 7 inches; Penna. R. R., 3 cars, 60 feet by 8 feet 7 inches; P. C. and St. L. R. R., 4 cars, 60 feet by 8 feet 7 inches; C., St. L. and P. R. R., 4 cars, 60 feet by 8 feet 7 inches; C., St. L. and P. R. R., 3 cars, 40 feet by 8 feet 7 inches; Little Miami R. R., 2 cars, 60 feet by 8 feet 7 inches; T. H. and T. R. R., 3 cars, 60 feet by 8 feet 7 inches; Vandalia R. R., 2 cars, 40 feet by 8 feet 7 inches; St. L., V. and T. H. R. R., 1 car, 60 feet by 8 feet 7 inches.

<sup>11</sup> Clerks on train 8, from Pittsburgh to Harrisburg, shown on train 27, and from Harrisburg to New York, shown on train 7, third section.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.				
(7)	Pounds.	July 1, 1886	<sup>#</sup> 15 28 99 31	Miles. 34 36		Miles. 34 36	6 6	57,479 57,479	1 1	<i>Ft. In.</i> 15 0 8 7 15 0 8 7	<i>Ft. In.</i> 8 7 8 7	3 (5)	1	(4)	
(7)	136,401	July 1, 1885	27 43 7 35 7 40 3d sec	8 40 10 38 4 37		8 40 10 38 4 37	7 7 6	{ { {	323,536 323,536 277,443	2 2 (1)	60 0 8 7 60 0 8 7 4 0 8 7	8 7 8 7 8	6 (17) (17)	8 5 4	1150 (12)
352.90	91,679	July 1, 1885	<sup>#</sup> 13 27 7 32 7 32 3d sec <sup>#</sup> 3 25	8 33 10 30 4 31 6 34		8 33 10 30 4 31 6 34	3 7 6 3	{ { { {	161,768 977,937 941,316	1 (8) (8) (8) (8)	60 0 8 7 60 0 8 7 60 0 8 7 60 0 8 7	8 8 8 8	(13) (13) (13) (13)	1 1 1 1	(13) (14)
(18)	3,412	July 1, 1885	302 25 306 33 318 37	313 33 317 35 307 42		313 33 317 35 307 42	6 6 6	37,960 37,960 37,960	1 1 1	15 0 8 7 15 0 8 7 28 8 8 10	8 7 8 7 7 0	1 1 1	2 1 1	184	
1749.10	4,900	Aug. 5, 1885	302 20 306 25 318 26	313 25 317 25 307 25		313 25 317 25 307 25	6 6 6	----- ----- -----	(18) (18) (18)	----- ----- -----	----- ----- -----	(18) (18) (18)	----- ----- -----	-----	
73.94	3,412	July 1, 1885	2 28 14 28	11 27 15 28		11 27 15 28	6 6	47,006 47,006	1 1	15 0 7 0 15 0 7 0	7 0 7 0	1 1	1 1	3	
90.80	136,401	July 1, 1885	27 43 15 28 23 31	62 36 40 35 58 32		62 36 40 35 58 32	6 6 7	154,482 154,482 166,330	2 2 2	60 0 8 7 60 0 8 7 60 0 8 7	8 7 8 7 8 7	4 4 4	4 3 4	2068	
91.80	58,491	July 1, 1885	27 41 15 31 23 29	62 41 40 32 58 29		62 41 40 32 58 29	6 6 7	----- ----- -----	(8) (8) (8)	----- ----- -----	----- ----- -----	(8) (8) (8)	----- ----- -----	-----	
45.40	57,708	July 1, 1885	27 34 15 32 23 23	62 32 40 32 58 24		62 32 40 32 58 24	6 6 7	----- ----- -----	(8) (8) (8)	----- ----- -----	----- ----- -----	(8) (8) (8)	----- ----- -----	-----	
21.70	259	July 1, 1885	2 28	1 29		1 29	6	35,920	1	60 0 8 7 10 0 6 8	8 7 6 8	1	1	1	
35.71	231	July 1, 1885	2 25	1 25		1 25	6	-----	(24)	8 11 6 7	6 7	1	1	1	
50.74	460	July 1, 1886	66 27.60	65 27.60		65 27.60	6	31,700	351	50 8 9 3	9 3	1	1	1	
75.07	745	July 1, 1885	2 22.77	1 22.77		1 22.77	6	47,106	262	12 0 6 9	6 9	2	1	2	
82.18	1,236	July 1, 1885	3 30.37	2 23.14		2 23.14	7	149,810	1	19 8 9 5	9 5	4	1	4	
123.70	857	July 1, 1885	3 25.01	2 26.36		2 26.36	6	57,166	1	15 0 8 2	8 2	2	1	2	
91.31	1,781	July 1, 1885	1 28.84	6 30.70		6 30.70	6	-----	-----	21 8 8 9	8 9	2	1	2	

<sup>12</sup> Clerks on train 4, from Pittsburgh to Harrisburg, are shown on train 7, third section, and Harrisburg to New York are shown on train 27.

<sup>14</sup> Clerks on train 6, from Pittsburgh to Harrisburg, are shown on train 7, third section, and from Harrisburg to New York are shown on train 27.

<sup>10</sup> 10.60 miles covered by New York, Somerville and Easton R. P. O.

<sup>11</sup> helper from New York to South Amboy on train 302, and return on train 307, additional clerk.

<sup>17</sup> 1.09 miles covered by closed-pouch service. (See Table C.)

<sup>18</sup> Cars and clerks shown on route 7001.

<sup>19</sup> Believe clerk on trains 14 and 15 every third week.

<sup>20</sup> 1 helper on train 27, New York to Philadelphia; 1 chief clerk, chief examiner of Second Division; 1 chief clerk

in charge of the line; 1 clerk in charge of early mails in lobby of N. Y. P. O.; 1 chief clerk detailed to superintendent's office, Second Division; 4 clerks detailed to General Superintendent's Office; 4 clerks detailed to superintendent's office, Second Division; 7 clerks detailed to transfer duty at Jersey City.

<sup>21</sup> 1 clerk from each crew detailed to run north on train 78 in baggage-car, and work New York City mail.

<sup>22</sup> Clerk records arrival and departure at Ninereveh by slip.

<sup>23</sup> 3.80 miles covered by closed-pouch service. (See Table C.)

<sup>24</sup> Cars and clerk shown on route 6031.

<sup>25</sup> Whole car.

<sup>26</sup> 1 in reserve.

<sup>27</sup> 12 miles of this service, Newport News to Norfolk, Va., performed by steamboat.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
Norfolk, Va., and Raleigh, N. C.	3	<i>Miles.</i> 179.02	Portsmouth, Va., Weldon, N. C. (Seaboard and Roanoke) ..	11015
North Adams and Pittsfield, Mass.	1	21.43	Raleigh, Weldon, N. C. (Raleigh and Gaston) .....	13001
North Anson and Portland, Me.	1	104.17	North Adams, Pittsfield, Mass. (Bos. and Albany) .....	3029
North Conway and Portsmouth, N. H.	1	82.09	North Anson, Oakland, Me. (Somerset) .....	18
North Creek and Saratoga, N. Y.	2	58.25	Oakland, Portland, Me. (Me. Cen.) .....	15
North Fair Haven, N. Y., and Sayre, Pa.	2	117.53	North Conway, Conway Junction (n. o.), N. H. (Bos. and Maine) ..	(part)
North Judson, Ind., and Streator, Ill.	6	110.20	Conway Junction (n. o.), Portsmouth, N. H. (Bos. and Maine) ..	1014
North Loup and Grand Island, Nebr.	6	50.03	North Creek, Saratoga, N. Y. (Adirondack) .....	3001
North Springfield and Chadwick, Mo.	7	34.79	North Fair Haven, N. Y., Sayre, Pa. (So. Central) .....	(part)
Northville and Fonda, N. Y.	2	25.79	Northville, Fonda, N. Y. (Fonda, Johns. and Glovers) .....	6085
Norwood and Rome, N. Y.	2	146.92	Norwood, DeKalb Junction, N. Y. (R., W. and O.) .....	6084
Nyack and New York, N. Y.	2	30.35	De Kalb Junction, Rome, N. Y. (R., W. and O.) .....	(part)
Oconto and Clintonville, Wis.	6	56.75	Nyack, New York, N. Y. (Northern of N. J.) .....	7017
Ogden and Salt Lake, Utah.	8	38.73	Oconto, Clintonville, Wis. (Mil., L. S. and West.) .....	25058
<i>Ogden, Utah, and San Francisco, Cal.</i>	8	834.65	Ogden, Salt Lake, Utah (Utah Central R. R.) .....	41001
Ogdensburg and Utica, N. Y.	2	134.78	Ogden, Utah, San Francisco, Cal. (Southern Pacific Co.) .....	(part)
Oil City, Pa., and Ashtabula, Ohio. <sup>14</sup>	9	88.10	Ogdensburg, Carthage, N. Y. (R. W. and O.) .....	46001
Olathe, Kans., and Ash Grove, Mo. <sup>15</sup>	7	153.29	Carthage, Utica, N. Y. (R. W. and O.) .....	6088
Omaha, Nebr., and Atchison, Kans.	7	166.33	Oil City, Pa., Ashtabula, Ohio (L. S. and M. S.) .....	6087
<i>Omaha and McCook, Nebr.</i>	6	297.90	Olathe, Kans., Raymore Junction (n. o.), Mo. (K. C., C. and S.) ..	(part)
			Raymore Junction (n. o.), Ash Grove, Mo. (K. C., C. and S.) ..	8045
			Omaha, Nebr., Atchison, Kans. (Mo. Pac.) .....	28016
			Omaha, Orecopolis, Nebr. (Bur. and Mo. Riv. in Nebr.) .....	20056
			Oreopolis, Hastings, Nebr. (Bur. and Mo. Riv. in Nebr.) .....	33040
			Hastings, McCook, Nebr. (Bur. and Mo. Riv. in Nebr.) .....	84004
Omaha, Nebr., and Marysville, Kans.	6	171.99	Valley, Valparaiso, Nebr. (Union Pac.) .....	34002
			Valparaiso, Lincoln, Nebr. (Om. and Rep. Vall.) .....	(part)
			Lincoln, Nebr., Marysville, Kans. (Om. and Rep. Vall.) .....	734000

<sup>1</sup> Balance of route covered by Skowhegan and Portland R. P. O. (25.13 miles).<sup>2</sup> Covered by Skowhegan and Portland R. P. O. (77.90 miles).<sup>3</sup> Shown in column 8, Skowhegan and Portland R. P. O. These clerks run between Oakland and Portland with Skowhegan and Portland clerk as assistant; North Anson and Portland R. P. O. from February 4, 1886; North Anson and Portland R. P. O. from February 5, 1886.<sup>4</sup> The cars used by this R. P. O. are also used by Bangor and Boston R. P. O.; short run; shown in column 13 that line.<sup>5</sup> Balance of route covered by Bangor and Boston R. P. O. (86.85 miles).<sup>6</sup> Covered by Bangor and Boston R. P. O. (10.50 miles).<sup>7</sup> Clerk records arrival and departure at North Creek by slip.<sup>8</sup> Short run, between Auburn, N. Y., and Sayre, Pa. (86 miles).<sup>9</sup> In reserve.<sup>10</sup> Reserve.<sup>11</sup> Mails handled in baggage car.<sup>12</sup> Double daily service, except Sunday.<sup>13</sup> Part baggage car.<sup>14</sup> Balance of route (19.55 miles) covered by closed-pouch service. (See Table C.)<sup>15</sup> Cars and clerks shown on route 6110.<sup>16</sup> Clerk shown on trains 202 and 205.<sup>17</sup> 1 car in reserve.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
78.98	<i>Pounds.</i> 957	July 1, 1885	48	17.76	47	19.66	6	112,066	2	<i>Ft. In.</i> 12 2	8 6	3	1	2
97.78	1,369	July 1, 1884	48	24.20	47	24.76	6	13,415	1	12 2	8 9	1	1	1
21.41	985	July 1, 1885	481	25.12	486	25.12	6	13,415	1	11 5	8 8	1	1	1
25.77	388	July 1, 1885	2	19.73	1	23.07	6	51,554	1	9 6	6 0	2	1	2
(7)	1,521	July 1, 1885	2	(8)	1	(8)	6			17 0	7 0	2	1	2
71.81	1,052	July 1, 1885	44	22.77	9	21.84	6	51,388		(4)		2	1	2
(9)	23,499	July 1, 1885	44	22.50	9	21.00	6							
58.72	808	July 1, 1885	6	18	1	19	6	36,464	1	13 5	5 7	2	1	1
118.11	754	July 1, 1885	15	22	8	23	6	73,574	1	12 8	6 9	2	1	2
			7	13	2	25	6	54,299	1	12 1	6 9	1	1	1
110.50	430	Mar. 19, 1884	1	14.66	2	11.58	6	68,985	1	11 3	6 8	2	1	2
50.09	583	July 1, 1886	82	20.26	81	20.28	6	31,819	1	13 11	6 11	2	1	2
34.79	237	Apr. 16, 1884	43	11	44	11	7	25,397	1	15 0	7 3	1	1	1
27.03	783	July 1, 1885	1	18	2	20	6	16,770	1	17 3½	6 10	1	1	1
			5	20	6	18	6	16,770	1	10 0½	6 5½	1	1	1
25.48	1,073	July 1, 1885	6	25	1	25	6	91,972	1	13 9	8 7	3	1	3
122.72	2,258	July 1, 1885	6	27	1	26	6		1	1024 6	7 2	3	1	3
28.59	598	July 1, 1885	202	28	205	20	6	18,999	1	9 6	6 9	1	1	1
			216	24	215	21	6	18,999	1	9 0	7 0	(16)	1	1
56.75	281	Dec. 25, 1884	24	24.89	23	24	6	35,525	1	5 0	7 0	1	1	1
37.50	837	July 1, 1886	1	28.17	2	30.98	7	28,272	1	14 0	7 8	1	1	1
50.41	21,862	July 1, 1886	1	20.39	2	20.27	7	609,294	1	14 2	8 8	1	1	1
783.02									1	55 1½	9 5½	10	2	2027
60.77	1,458	July 1, 1885	206	28	201	27	6	84,372	1	18 6	7 0	2	1	2
(12)	2,964	July 1, 1885	206	24	201	25	6		1	18 0	6 6	(13)	1	1
88.46	529	July 1, 1885	1	24.30	2	23.75	6	55,151	2	12 0	6 0	2	1	2
26.54			71	21.50	72	20	7	111,902	2	25 2	8 11½	3	1	2
129.20	244	Apr. 15, 1885	71	21.50	72	20	7							
165.33	1,285	July 1, 1886	4	26	3	22	6	104,123	2	20 5	7 5	3	1	2
16.60	4,087	July 1, 1886	1	19.92	2	28.46	7	217,467	3	40 10	9 0	4	2	8
(14)	3,964	July 1, 1884	1	21.07	2	22.69								
132.61	3,479	July 1, 1886	1	22.88	2	26.32								
(15)	23,990	Apr. 1, 1884	3	23.20	4	18.60	7	125,553	1	25 11	8 10½	3	1	8
38.26	646	July 1, 1886	41	27.82	42	27.82			1	24 9	8 10½			
20.30	1,009	July 1, 1886	41	24.24	42	24.24								
78.27	682	July 1, 1886	41	20.05	42	20.49								

<sup>13</sup> 157.99 miles of route 41001 covered by Salt Lake and Oasis R. P. O., and 86.50 miles from Oasis to Frisco, Utah, covered by closed-pouch service. (See Table C, "Deseret to Frisco.")

<sup>14</sup> 1 reserve car.

<sup>15</sup> 1 chief clerk at Ogden, Utah; 1 chief clerk at large; 6 clerks detailed to superintendent's office; 1 transfer clerk at Oakland Pier, Cal.; 2 helpers at Ogden, Utah; 4 city distributors; 2 clerks assigned to Sacramento, Benicia and San Francisco R. P. O.

<sup>16</sup> 1 clerk on Watertown and Utica R. P. O. (short run); 1 helper, Utica to Castorland and return.

<sup>17</sup> 74.34 miles covered by Watertown and Utica R. P. O. (short run).

<sup>18</sup> Clerks and cars shown on route 6088.

<sup>19</sup> In connection with Ashtabula and Youngstown R. P. O., gives double service between Ashtabula and Andover, Ohio (24.50 miles), daily, except Sunday.

<sup>20</sup> New service, and not reported last year.

<sup>21</sup> Distance (147.50 miles) covered by Pacific Junction, Iowa, and McCook, Nebr., R. P. O.

<sup>22</sup> Balance of route (255.40 miles) covered by McCook, Nebr., and Denver, Colo., R. P. O.

<sup>23</sup> Distance (34.80 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.

<sup>24</sup> Balance of route (52.60 miles) covered by Valparaiso and Stromsburg, Nebr., R. P. O.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
<i>Omaha, Nebr., and Ogden, Utah...</i>	6	<i>Miles.</i> 1035.30	U. P. Transfer, Iowa, Ogden City, Utah (Union Pac.) .....	34001
<i>Oneida and New York, N. Y. ....</i>	2	273.70	Oneida, Cornwall Station, N. Y. (N. Y., Ont. and West.) .....	8048
			Cornwall Station, New York, N. Y. (West Shore) .....	(part) 8129
<i>Oshkosh and Milwaukee, Wis. ....</i>	6	104.90	Oshkosh, Ripon, Wis. (Chi., Mil. and St. Paul) .....	(part) 25008
			Ripon, Milwaukee, Wis. (Chi., Mil. and St. Paul) .....	(part) 125003
<i>Oswego and Binghamton, N. Y. ....</i>	2	115.30	Oswego, Syracuse, N. Y. (Del., Lack. and West.) .....	6064
			Syracuse, Binghamton, N. Y. (Syr., Bing. and N. Y.) .....	6065
<i>Oswego and Oneida, N. Y. ....</i>	2	58.33	Oswego, Oneida, N. Y. (N. Y., Ont. and West.) .....	8048
<i>Oswego and Suspension Bridge, N. Y. ....</i>	2	151.19	Oswego, Suspension Bridge, N. Y. (R., W. and O.) .....	(part) 0038
<i>Ottawa and Emporia, Kans. ....</i>	7	57.28	Ottawa, Emporia, Kans. (South. Kans.) .....	33041
<i>Ottumwa, Iowa, and Moberly, Mo. <sup>18</sup></i>	7	131.30	Ottumwa, Iowa, Moberly, Mo. (W., St. L. and P.) .....	28007
<i>Owensborough and Russellville, Ky. ....</i>	5	72.62	Owensborough, Russellville, Ky. (Owens. and Nash.) .....	<sup>20</sup> 20014
<i>Pacific Junction, Iowa, and McCook, Nebr. ....</i>	6	308.10	Pacific Junction, Iowa, Plattsmouth, Nebr. (Chi., Bur. and Qev.) .....	(part) 27073
			Plattsmouth, Hastings, Nebr. (Bur. and Mo. Riv., in Nebr.) .....	34002
			Hastings, Oxford, Nebr. (Bur. and Mo. Riv., in Nebr.) .....	34029
			Oxford, McCook, Nebr. (Bur. and Mo. Riv., in Nebr.) .....	31009
				(part) 2-20009
<i>Paducah, Ky., and Memphis, Tenn. ....</i>	5	167.16	Paducah, Ky., Memphis, Tenn. (Chesa., Ohio, and So. West.) .....	(part) 21046
<i>Painesville and Youngstown, Ohio. ....</i>	5	62.45	Painesville, Youngstown, Ohio (Paines. and Youngs.) .....	16012
<i>Palatka and Tampa, Fla. ....</i>	4	210.46	Palatka, Rochelle, Fla. (Fla. So. Rwy) .....	(part) 16014
			Rochelle, Leesburgh, Fla. (Fla. So. Rwy) .....	(part) 16023
			Leesburgh, Pemberton's, Fla. (Fla. So. Rwy) .....	(part) 16024
			Pemberton's, Lakeland, Fla. (Fla. So. Rwy) .....	18007
			Lakeland, Tampa, Fla. (Fla. So. Rwy) .....	(part) 31007
<i>Palestine and Laredo, Tex. <sup>19</sup> ....</i>	7	418.25	Palestine, Laredo, Tex. (L. and G. N.) .....	<sup>21</sup> 3062
<i>Palmer, Mass., and New London, Conn. ....</i>	1	65.30	Palmer, Mass., New London, Conn. (N. L. Northn.) .....	(part) 21028
<i>Parkersburgh, W. Va., and Cincinnati, Ohio. ....</i>	5	196.49	Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balto.) .....	10015
<i>Peninsula Junction, Md., and Cape Charles, Va. ....</i>	2	73.51	Peninsula Junction, Md., Cape Charles, Va. (N. Y., P. and N.) .....	

<sup>1</sup> Omaha, Nebr., to Cheyenne, Wyo.<sup>2</sup> 2 helpers west on train No. 3, Omaha to Gothenburgh, Nebr., and east on train No. 2. 1 clerk detailed as chief clerk at Omaha, Nebr. 1 clerk detailed to transfer duty at Omaha, Nebr.<sup>3</sup> Short run: Union Pacific Transfer, Iowa, to North Platte, Nebr.<sup>4</sup> Reserve.<sup>5</sup> Omaha to North Platte, Nebr.<sup>6</sup> 1 of these cars in reserve.<sup>7</sup> Through.<sup>8</sup> Balance of route (57.99 miles) covered by Oswego and Oneida R. P. O.<sup>9</sup> 58.41 miles covered by Albany, Kingston, and New York R. P. O.<sup>10</sup> Cars and clerks shown on route 6048.<sup>11</sup> In reserve.<sup>12</sup> Balance of route, Ripon to Berlin, Wis. (13.08 miles) covered by pouch service. (See Table C.)<sup>13</sup> Double daily service except Sunday.<sup>14</sup> Cars and clerks shown on route 6064.<sup>15</sup> 216.39 miles covered by Oneida and New York R. P. O.<sup>16</sup> 151.13 miles covered by Richland and Niagara Falls R. P. O.<sup>17</sup> Clerks shown in Richland and Niagara Falls R. P. O. (long run).<sup>18</sup> Double daily service; last year single daily.<sup>19</sup> Reserve cars.<sup>20</sup> Balance of route covered by closed pouches (13.50 miles). (See Table C.)<sup>21</sup> 2 helpers between Pacific Junction, Iowa, and Hastings, Nebr.<sup>22</sup> Balance of route covered by Louisville and Paducah R. P. O.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
1034.08	Pounds. 27,325	July 1, 1886	1	23.12	2	23.07	7	755,769	7	60 1	8 11	10	3	341
			3	23.48	4	23.30	7	213,890	41	59 5	8 11	84	2	
216.30	698	July 1, 1885	2	25	1	24	6	171,336	2	12 6	7 3	711	1	4
(9)	1,403	July 1, 1885	2	26	1	23	6		1	14 5	7 2	(10)	4	
20.99	513	July 1, 1883	2	24	1	24	6	65,667	11	12 6	7 0		1	2
84.43	1,425	July 1, 1883	2	25.66	1	26.34	6		1	20 10	9 4		1	
35.02	2,428	July 1, 1885	6	35	3	32	6	144,356	2	18 0	6 0		1	3
80.30	1,880	July 1, 1885	6	35	3	32	6		11	15 7	7 4	(14)	1	
257.90	698	July 1, 1885	32	27	31	27	6	36,514	(14)	15 0	6 11	(14)	1	1
(10)	1,201	July 1, 1885	104	25	117	22	6	94,645	1	12 0	7 0		1	(15)
57.28	243	July 1, 1886	43	11	44	11.50	6	35,857	1	11 3	7 0		1	1
131.30	1,395	July 1, 1883	2	22	3	22	6	82,194	181	19 0	9 23	3	1	3
			8	22	7	22	6	82,194	181	19 64	9 23			
									191	21 114	9 33			
									191	18 9	9 23			
72.04	472	July 1, 1884	1	19.62	2	18.78	7	53,013	1	9 0	8 6		1	2
6.89	4,765	Apr. 1, 1884	3	20	4	20	7	224,913	2	41 5	9 0	4	2	110
152.47	7,641	July 1, 1886	3	20.02	4	22.40								
106.11	4,566	July 1, 1886	3&39	18.10	40&4	24.37								
-----	843	July 1, 1886	30	29.51	40	24.04								
166.10	948	July 1, 1884	7	21.30	8	23.46	7	122,027	(23)			3	1	3
62.43	239	July 1, 1884	2	17.46	3	17.88	6	39,094	242	12 3	6 2	1	1	1
240.07	333	July 1, 1884	1	20	2	20	6	131,748	2	16 9	7 7	3	1	3
2672.71	1,019	Feb. 15, 1886	1	20	2	20								
2930.19	706	Oct. 21, 1885	1	20	2	20								
43.86	533	June 1, 1885	19	21	20	21								
(20)	1,017	Apr. 1, 1885	19	21	20	21								
414.54	2,036	July 1, 1886	503	17.50	504	18	7	191,786	2	22 2	9 2	4	1	7
			501	17.50	502	18	7	113,537	2	22 2	9 2	3	1	
65.11	1,587	July 1, 1885	14	25.99	9	25.93	6	40,877	201	23 10	9 4			
(21)	24,538	July 1, 1884	5	29.22	6	22.74	6	123,003	221	10 8	6 5	1	1	1
									243	11 4	6 7			
73.32	1,135	July 1, 1885	65	22	94	26	6	46,017	1	16 0	9 0	4	1	(22)
										8 6	6 84	1	1	1

<sup>22</sup> For full equipment of line see Louisville and Paducah R. P. O., all cars running through between Louisville, Ky., and Memphis, Tenn.

<sup>23</sup> 1 reserve car.

<sup>24</sup> 9.70 miles shown Rochelle and Gainesville R. R. (See Table C.)

<sup>25</sup> 13.60 miles shown Leesburgh and Fort Mason R. R. (See Table C.)

<sup>26</sup> 10.50 miles shown Pemberton's and Brooksville R. R. (See Table C.)

<sup>27</sup> Reported in Jacksonville and Tampa R. P. O.

<sup>28</sup> This line is divided at San Antonio, Tex., into Palestine and San Antonio R. P. O. (262.72 miles), trains 503 and 504, and San Antonio and Laredo R. P. O. (153.53 miles), trains 501 and 502. Denison and San Antonio R. P. O. also runs over route 31007, Taylor and San Antonio, Tex. (116 miles).

<sup>29</sup> Reserve car at Palestine, Tex.

<sup>30</sup> Balance of route covered by Brattleborough and Palmer R. P. O. (58.28 miles).

<sup>31</sup> Reserve car.

<sup>32</sup> Covered by Grafton and Cincinnati R. P. O. (103.15 miles).

<sup>33</sup> 1 car in reserve.

<sup>34</sup> Clerks are appointed to Grafton and Cincinnati R. P. O., and are shown with that line. Run in mail apartment between Cincinnati and Parkersburg on east trips and Parkersburg and Chillicothe on west trips. On west trips act as helpers to Grafton and Cincinnati R. P. O. day line, Chillicothe to Cincinnati. Second clerks on Grafton and Cincinnati R. P. O. day line act as helpers to this R. P. O., between Cincinnati and Chillicothe on east trips.



TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Penn Haven and Mount Carmel, Pa.	2	53.25	Penn Haven, Mount Carmel, Pa. (Lehigh Valley).....	8011
Pentwater and Muskegon, Mich.	9	45.13	Park Place, Mahanoy City, Pa. (Lehigh Valley).....	8158
Peoria, Ill., and Evansville, Ind.	6	250.10	Pentwater, Muskegon, Mich. (Chi. and West Mich.).....	24052
Peoria and Galesburgh, Ill.	6	52.80	Peoria, Ill., Evansville, Ind. (Peo., Dec. and Evans.).....	23024
Peoria and Jacksonville, Ill.	6	84.50	Peoria, Galesburgh, Ill. (Chi., Bur. and Qcy.).....	23009
Peoria, Ill., and Oskaloosa, Iowa	6	190.82	Peoria, Jacksonville, Ill. (Wab., St. L. and Pac.).....	23038
Peterborough, N. H., and Worcester, Mass.	1	53.80	Peoria, Ill., Oskaloosa, Iowa (Central Iowa).....	23068
			Peterborough, N. H., Winchendon, Mass. (Cheshire).....	3058
			Winchendon, Worcester, Mass. (Bos., Barre and Gard.).....	3057
Phalanx Station and Alliance, Ohio.	5	25.38	Phalanx Station (n. o.), Alliance, Ohio (Cleve., Young. and Pitts.).....	21067
Philadelphia, Pa., and Atlantic City, N. J.	2	60.76	Philadelphia, Pa., Atlantic City, N. J. (Cam. and Atlantic) ..	7015
Philadelphia, Pa., and Baltimore, Md.	2	98.04	Philadelphia, Pa., Bay View, Md. (Md. Div. P., W. and B.) ..	10001
			Bay View, Baltimore, Md. (B. and Pot.).....	10018 (part)
Philadelphia, Pa., and Cape May, N. J.	2	83.60	Philadelphia, Pa., Cape May, N. J. (West Jersey).....	7041
Philadelphia, Pa., and Crisfield, Md.	2	162.92	Philadelphia, Pa., Wilmington, Del. (P., W. and B.).....	10001 (part)
			Wilmington, Delmar, Del. (P., W. and B.).....	9501
Philadelphia, Pa., and Dover, Del.	2	75.22	Delmar, Del., Crisfield, Md. (N. Y., P. and N.).....	9502
			Philadelphia, Pa., Wilmington, Del. (P., W. and B.).....	10001 (part)
			Wilmington, Dover, Del. (P., W. and B.).....	9501 (part)
Philadelphia and Harrisburg, Pa.	2	106.55	Philadelphia, Harrisburg, Pa. (Phila. Div. Penna.).....	8001 (part)
Philadelphia, Pa., and Port Deposit, Md.	2	68.80	Philadelphia, Wawa, Pa. (Cent. Div. P., W. and B.).....	8003 (part)
			Wawa, Pa., Port Deposit, Md. (Cent. Div. P., W. and B.).....	8008 (part)
Philadelphia, Pa., and Port Norris, N. J.	2	59.64	Philadelphia, Pa., Glassborough, N. J. (West Jersey).....	7041 (part)
			Glassborough, Bridgeton, N. J. (West Jersey).....	7051 (part)
			Bridgeton, Port Norris, N. J. (Cum. and Maurice River).....	7033
Philadelphia and West Chester, Pa.	2	28.50	Philadelphia, West Chester, Pa. (Cent. Div. P., W. and B.)....	8003
Piedmont and Davis, W. Va.	3	56.22	Piedmont, Shaw, W. Va. (W. Va. Cent. and Pitts.).....	22007 (part)
			Shaw, Davis, W. Va. (W. Va. Cent. and Pitts.).....	12009 (part)
Pierce City, Mo., and Fort Smith, Ark.	7	139.88	Pierce City, Mo., Ft. Smith, Ark. (St. L. and S. F.).....	28039
Pierce City, Mo., and Vinita, Ind. Ter.	7	73.66	Pierce City, Mo., Vinita, Ind. Ter. (St. L. and S. F.).....	228003 (part)

<sup>1</sup> Part baggage car.    <sup>2</sup> In reserve.<sup>3</sup> Cars and clerks shown on route 8011.<sup>4</sup> The service between Park Place and Mahanoy City is performed outward and inward by train 2.<sup>5</sup> 1 car in reserve.<sup>6</sup> This line was reported last year as Peoria and Keithsburg, Ill., and Morning Sun and Oskaloosa, Iowa, R. P. O's. These consolidated, and the former extended from Keithsburg, Ill., to Morning Sun, Iowa, form present line. Increased distance run this year, 18.30 miles.<sup>7</sup> These cars are also used by Winchendon and Worcester R. P. O.<sup>8</sup> Reserve cars.    <sup>9</sup> Reserve car.<sup>10</sup> Double daily service, except Sundays.<sup>11</sup> 91.80 miles covered by New York and Washington R. P. O.<sup>12</sup> Clerk runs south in New York and Washington R. P. O.<sup>13</sup> 14.4 miles covered by New York and Washington R. P. O.<sup>14</sup> Cars and clerks shown on route 10001.<sup>15</sup> 1 clerk on transfer duty at Camden, N. J.<sup>16</sup> In reserve. Double daily service, except Sunday.<sup>17</sup> 28.80 miles covered by New York and Washington R. P. O.<sup>18</sup> 1 clerk at Philadelphia, examiner, instructor, &c.; 1 helper, Philadelphia, Pa., to Clayton, Del., and return to Wilmington; 1 clerk on Philadelphia and Dover R. P. O. (short run).

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
46.89	Pounds. 374	July 1, 1885	2	25	3	20	6	23,395	1	12 6	8 2	1	1	1
3.27	345	July 1, 1885	2	14	(3)	(3)	6	28,251	(4)	13 0	8 10	(4)	1	1
45.13	443	July 1, 1884	22	16.50	27	17.60	6	156,562	1	19 9	9 2	1	1	4
249.81	383	July 1, 1883	12	22.05	1	23.08	6	33,053	1	19 4	8 11 1/2	1	1	1
53.23	1,222	July 1, 1883	124	28.58	127	27.34	6	52,897	1	35 0	9 5	3	1	2
84.52	682	July 1, 1883	1	22.64	6	22.64	6	119,453	3	10 0	7 0	3	1	3
190.82	275	July 1, 1883	3	21.25	4	21.21	6	33,678	1	15 0	6 6	1	1	1
16.58	203	July 1, 1885	35	12	500	17.45	6		1	10 7	7 1			
37.07	1,104	July 1, 1885	35	25.22	500	19.30			1	10 5	6 10			
26.10	184	July 1, 1884	2	17.70	1	18	6	15,888	1	8 3	7 0			
59.52	769	July 1, 1885	255	26	260	26	6	38,036	1	7 11	6 11	1	1	1
(11)	58,491	July 1, 1885	267	27	252	29	6	38,036	1	7 4	5 8			
(12)	57,708	July 1, 1885	27	41	24	27	6	61,373	1	6 8	5 10	1	1	182
81.74	1,025	July 1, 1885	5	31	20	30	6	52,334	1	19 0	6 8	1	1	
(17)	58,491	July 1, 1885	11	27	8	30	6	52,334	1	15 0	8 0	1	1	2
97.12	3,711	July 1, 1885	1	29	12	29	6	101,988	2	20 0	8 6	3	1	186
88.23	1,534	July 1, 1885	1	14	12	25	6		2	20 0	8 0			
(17)	58,491	July 1, 1885	39	27	24	26	6	47,088	1	12 0	6 10			
(21)	3,711	July 1, 1885	39	26	22	28	6		1	8 0	6 2			
(24)	91,679	July 1, 1885	77	35	14	31	6	66,700	1	20 0	8 0			
			74	33	70	32	6	66,700	1	20 0	8 0			
			13	(26)			3	33,350	1	15 10	9 5	2	1	(28)
(27)	1,850	July 1, 1885	8	21	37	25	6	43,069	1	15 10	9 5	2	1	(28)
51.57	845	July 1, 1885	30	27	23	27	6	43,069	1	15 10	9 5	2	1	(28)
(28)	1,025	July 1, 1885	8	22	37	22	6		1	10 0	6 0	1	1	182
20.20	897	July 1, 1885	30	21	23	18	6	37,334	1	6 4	6 2	1	1	
21.30	240	July 1, 1885	61	18	66	21	6	37,334	1	10 0	6 0	1	1	
27.81	1,850	July 1, 1885	63	24	64	26	6		1	14 9	8 0	1	1	182
11	124	July 1, 1885	61	27	66	25	6		1	14 9	8 0	1	1	
45.75	89	Oct. 1, 1885	63	27	64	32	6		1					
139.88	903	July 1, 1883	61	17	66	15	6		1					
73.61	4,236	July 1, 1883	63	17	64	16	6		1					
			6	20	17	21	6	17,841	1	7 5	6 8	1	1	1
			28	17	43	21	6	17,841	1	10 0	6 4	1	1	1
			1	13.75	2	14.50	6	35,193	1	8 6	7 0	1	1	1
			1	15.95	2	15.25			1					
			17	21.50	18	22	7	102,112	1	19 0	6 8	2	1	2
			3	24.50	4	24.50	7	53,772	1	17 0	6 6			
									1	17 0	6 8	1	1	1

19 Short run of Philadelphia and Crisfield R. P. O.

20 Clerk shown on Philadelphia and Crisfield R. P. O.

21 47.37 miles covered by Philadelphia and Crisfield R. P. O.

22 Car shown on trains 39 and 26.

23 Clerk shown on route 10001.

24 105.20 miles covered by New York and Pittsburgh R. P. O., of which this is a short run, and double daily service is performed, except Sundays.

25 1 helper runs west on train 77 and east on 14, and all are shown in New York and Pittsburgh R. P. O.

26 Service performed in New York and Pittsburgh R. P. O.

27 18.13 miles covered by Philadelphia and West Chester R. P. O.

28 Balance of route (1.17 miles) covered by closed-pouch service. (See Table C.)

29 Cars and clerks shown on route 8003.

30 17.04 covered by Philadelphia and Cape May R. P. O.

31 Cars and clerks shown on route 7041.

32 Cars and clerks shown on trains 6 and 17. Double daily service, except, Sundays.

33 Balance of route (2.83 miles) covered by closed-pouch service. (See Table C.)

34 287.20 miles of route 28003, between Saint Louis and Pierce City, Mo., covered by Saint Louis and Halstead R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
Pinkneyville and Marion, Ill. ....	6	50.41	Pinkneyville, Murphysborough, Ill. (St. Louis Coal) .....	22085
Pittsburgh, Pa., and Akron, Ohio. ....	5	136.23	Harrison Station (n. o.), Marion, Ill. (St. Louis Coal) .....	23035
			Allegheny, New Castle Junction, Pa. (Pitts. and West.) .....	8125
			New Castle Junction, Mahoningtown, Pa. (Pitts. and West.) ..	8044 (part)
Pittsburgh, Pa., and Bellaire, Ohio	5	94.83	Mahoningtown, Pa., Akron, Ohio (Pitts., Cleve. and Tol.) .....	21076
<i>Pittsburgh, Pa., and Chicago, Ill.: Eastern Division<sup>b</sup></i>	5	188.95	Pittsburgh, Pa., Bellaire, Ohio (Penna. Co.) .....	21003
<i>Western Division<sup>c</sup></i>	5	280.15	Pittsburgh, Pa., Chicago, Ill. (Penna. Co.) .....	221002
<i>Pittsburgh, Pa., and Cincinnati, Ohio.</i>	5	313.74	Pittsburgh, Pa., Columbus, Ohio (Pitts., Cin. and St. L.) .....	210.32
			Columbus, Cincinnati, Ohio (Pitts., Cin. and St. L.) .....	210.14
Pittsburgh, Pa., and Crestline, Ohio.	5	188.95	Pittsburgh, Pa., Crestline, Ohio (Penna. Co.) .....	21002 (part)
Pittsburgh and Fair Chance, Pa. ....	2	75.84	Southwest Junction, Pittsburgh, Pa. (Penna.) .....	8091 (part)
Pittsburgh and New Haven, Pa.	2	60.12	Southwest Junction, Fair Chance, Pa. (Penna.) .....	8104
<i>Pittsburgh, Pa., and Saint Louis, Mo.: Eastern Division<sup>d</sup></i>	5	381.00	Pittsburgh, New Haven, Pa. (P., McK. and Y. Div. P. and L. E.) ..	8159
<i>Western Division</i>	5	240.72	Pittsburgh, Pa., Columbus, Ohio (Pitts., Cin. and St. Louis) ..	21032
			Columbus, Ohio, Indianapolis, Ind. (Chi., St. Louis and Pitts.) ..	21015
			Indianapolis, Terre Haute, Ind. (Terre Haute and Ind.) ..	22002
Pittsburgh, Pa., Steubenville, Ohio, and Wheeling, W. Va. <sup>e</sup>	5	69.04	Terre Haute, Ind., East Saint Louis, Ill. (Terre Haute and Ind.) ..	22044
Pittsburgh and Washington, Pa. ....	2	31.62	Pittsburgh, Pa., Steubenville, Ohio (Pitts., Cin. and St. Louis) ..	21032 (part)
			Wheeling Junction (n. o.), Wheeling, W. Va. (Pitts., Cin. and St. Louis) ..	12005
			Pittsburgh, Mansfield Valley, Pa. (Pitts. Div. P., C. and St. L.) ..	21032
			Mansfield Valley, Washington, Pa. (Chartiers Div. P., C. and St. L.) ..	8055
Pittsburgh and West Brownsville, Pa. ....	2	54.34	Pittsburgh, West Brownsville, Pa. (Monong. Div. Penna.) ..	8081
Pittsburgh, Pa., and Wheeling, W. Va.	2	72.08	Pittsburgh, Pa., Wheeling, W. Va. (W. and P., B. and O.) ..	8040
Pittsfield, Mass., and Bridgeport, Conn.	1	110.49	Pittsfield, Mass., Bridgeport, Conn. (Hous.) .....	5012

<sup>1</sup> New service.<sup>2</sup> Balance of route, Mahoningtown to New Castle, Pa. (3.10 miles), covered by closed pouches. (See Table C.)<sup>3</sup> Reserve car.<sup>4</sup> These clerks do no local service between Pittsburgh and Wellsville, running in car of the Cleveland and Pittsburgh R. P. O. in both directions as helpers on trains 35 and 42.<sup>5</sup> East Division, Pittsburgh, Pa., to Crestline, Ohio.<sup>6</sup> This line is in two divisions, dividing at Crestline, Ohio.<sup>7</sup> Clerks record arrival and departure at depot, Crestline, but go to post-office for registered mail; distance, .15 mile.<sup>8</sup> 4 clerks and 1 helper in apartment cars between Pittsburgh and Crestline, helper running between Pittsburgh and Leetonia, Ohio; 4 clerks and 4 helpers run in apartment cars between Crestline and Chicago, helpers running over whole line; 1 clerk detailed as chief clerk, Crestline, Ohio; 1 clerk detailed as chief clerk, Chicago, Ill.; 2 clerks detailed, transfer duty, Crestline, Ohio; 1 clerk detailed, transfer duty, Fort Wayne, Ind.; 1 clerk detailed, transfer duty, Mansfield, Ohio; 1 extra clerk on East Division. Proposed to restore 4 crews to East Division by the appointment of 2 more clerks.<sup>9</sup> West Division Crestline, Ohio, to Chicago, Ill.<sup>10</sup> Covered by the Pittsburgh and Saint Louis R. P. O. (193.75 miles). The day line of this R. P. O. runs west, and the day and night lines run east between Pittsburgh and Columbus on same trains as Pittsburgh and Saint Louis R. P. O., but in separate cars.<sup>11</sup> Cars on this line all run through between New York, Cincinnati, and Saint Louis. For the full equipment of the whole line between those points see New York and Pittsburgh R. P. O., in Second Division report.<sup>12</sup> Day line.<sup>13</sup> 2 clerks running in mail apartment cars between Columbus and Cincinnati, Ohio; 2 helpers running between Newark and Cincinnati, Ohio, on night line, working Cincinnati, Ohio, city mail; 4 clerks detailed to clerical duty in office of superintendent Fifth Division; 1 clerk detailed to transfer duty at Columbus, Ohio; 1 clerk detailed as printer in office superintendent Fifth Division.<sup>14</sup> Night line.<sup>15</sup> Covered by Pittsburgh and Chicago R. P. O. (188.70 miles).<sup>16</sup> Clerks record arrival and departure at depot, Crestline, but go to post-office for registered mail (.15 mile).<sup>17</sup> Clerks on this line are appointed to the Pittsburgh and Chicago R. P. O., and are shown with that line; 1 helper between Pittsburgh and Leetonia, distance 63.20 miles.

*in the United States on June 30, 1886—Continued.*

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
23.21	60	Mar. 8, 1883	3	19.17	4	19.17	6	31,557		<i>Ft. In.</i>	<i>Ft. In.</i>	1	1	1
27.20	123	Mar. 25, 1886	3	18	4	16.80								
57.93	659	July 1, 1885	2	20.28	5	19.13	6	85,280	1	19 6	8 6	2	1	2
80	1,305	July 1, 1885	2	18	5	18	6		1	19 0	8 6			
78.10	431	Oct. 20, 1884	2	26.76	5	25.38	6		1	9 6	6 6			
94.80	4,986	July 1, 1884	35	22.68	38	20.64	6	59,364	1	19 8	8 10	2	1	4
188.70	23,000	July 1, 1885	3	22.92	10	22.38	7	137,934	5	60 0	8 11	3	3	41
279.50			3	28.62	10	27.95	7	204,510				4	3	
(19)	61,656	July 1, 1884	7	29.28	6	30.06	7	229,030	(1)	60 0	8 4	174	5	150
120.05	20,281	July 1, 1884	5	28.56	2	30.90	7	229,030				144	5	
(15)	23,000	July 1, 1885	7	31.98	6	33.48	7							
(16)	23,000	July 1, 1885	5	28.20	2	29.34	7							
(18)	91,679	July 1, 1885	7	22.68	6	25.50	166	118,283	2	20 0	8 8	4	1	(17)
44.72	814	July 1, 1885	42	29	47	25	6	47,476	1	14 10	8 6	1	1	1
59.51	317	July 1, 1885	42	22	47	23	6		(19)			(18)		
			8	21	9	23	6	37,635	1	9 6	6 4	1	1	1
193.75	61,656	July 1, 1884	7	20.28	2	30.80	7	278,130	(21)	60 0	8 4	225	6	2218
188.55	42,547	July 1, 1884	1	30.80	6	33.54	7	278,130		40 0	8 4	245	4	
74.39	40,874	July 1, 1884	1	31.02	106	29.04	7							
74.39	40,874	July 1, 1884	5	32.70	8	34.29	7	175,726				284	6	
166.69	38,301	July 1, 1884	1	34.80	2	32.10	7	175,726				284	5	
			5	30.80	8	32.10	7							
(28)	61,656	July 1, 1884	1	31.65	2	24.68	7							
			13	19.26	14	19.26	6	40,266	1	19 0	9 9	1	1	1
24.00	752	July 1, 1885	63	24.00	62	24.00	6		1	12 0	9 0			
(29)	61,656	July 1, 1885	21	12	32	14	6	19,794	1	15 0	9 0	1	1	291
			7	14	22	14	6	19,794	(31)			(31)		
22.90	1,179	May 1, 1884	21	32	32	21	6		(32)			(32)		
			7	20	22	20	6		(33)			(33)		
54.42	953	July 1, 1885	4	19	7	19	6	31,017	1	15 8	8 8	1	1	1
									1	18 0	9 0			
70.41	560	July 1, 1885	7	22	10	22	6	45,122	1	13 9	8 7	1	1	1
110.55	1,663	July 1, 1885	8	27.18	7	27.75	7	85,961	2	14 7	6 0	2	1	45
			10	29.46	13	28.33	6	69,167	1	14 7	6 0	2	1	
									1	14 7	6 0			

<sup>19</sup> 31.60 miles covered by New York and Pittsburgh R.  
P. O.

<sup>19</sup> Cars and clerks shown on route 8001.

<sup>20</sup> This line is in two divisions, dividing at Indianapolis, Ind.

■ Cars on this line all run through between New York, Cincinnati, and Saint Louis. For full equipment of whole line between those points, see New York and Pittsburgh R. P. O., in second division report. Letter and paper cars are 80 feet long, and storage cars are 40 feet long.

\* East Division day line, 5 crews, 6 clerks to crew.

4 clerks on the Indianapolis, Vandalia and Saint Louis R. P. O.; 1 clerk on the Indianapolis and Terre Haute R. P. O.; 1 clerk detailed as chief clerk at Indianapolis; 1 clerk detailed as chief clerk at Pittsburgh, Pa.; 1 clerk detailed as assistant chief clerk at Indianapolis; 1 clerk detailed to transfer duty, Columbus, Ohio; 5 clerks detailed to transfer duty, Indianapolis; 1 clerk detailed to transfer duty, Richmond, Ind.; 1 clerk detailed to transfer duty, Terre Haute, Ind.; 1 clerk detailed to transfer duty, Saint Louis, Mo.; 2 porters between Pittsburgh and Columbus on trains 1 and 8; 1 porter between Pittsburgh and Dennison on trains 6 and 7; 2 porters between Newark and Triniway.

Ohio, on trains 6 and 7; 2 porters between Cambridge City and Brazil, Ind., on trains 2 and 5 and 1 and 8.

City and Brazil, Ind., on trains 2 and 3 and 1 and 2.  
East Division, night line, 5 crews, 4 clerks to crew.  
Clerks of Logansport and Columbus R. P. O. run west  
on train 1 in car of this R. P. O. between Columbus  
and Bradford, Ohio, acting as helpers to night line.

Fourth clerks of West Division, day line, act as helpers to Indianapolis, Vandalia and Saint Louis B. P. O. on train 12, Saint Louis to Indianapolis.

West Division, night line, 4 crews, 5 clerks to crew.

R. P. O. service extended to Wheeling, W. Va., September 7, 1885.

Covered by the Pittsburgh and Saint Louis R. P. O.  
(43.30 miles).

3.50 miles covered by Pittsburgh and Saint Louis R.  
P. O.

**Double daily service, except Sundays.**

Car and clerk shown on trains 21 and 32.

Cars and clerks shown on route 21032.  
In reserve.

clerk detailed as transfer clerk at Bridgeport, Conn.

Reserve car; 6 round trips per week to August 1, 1885, inclusive; 7 round trips per week from August 2, 1885, inclusive.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Pittsfield and Hooksett, N. H. <sup>1</sup> ..	1	20.85	Pittsfield, Hooksett, N. H. (Concord) .....	1004
Plymouth and Concord, N. H. ....	1	51.40	Plymouth, Concord, N. H. (Bos. and Lowell) .....	1006 (part)
Point Pleasant and Charleston, W. Va. ....	3	57.96	Point Pleasant, Charleston, W. Va. (Kanawha and Ohio) ....	12010 (part)
Portage and Madison, Wis. ....	6	40.51	Portage, Madison, Wis. (Chi. Mil. and St. P.) .....	25023
Port Austin and Port Huron, Mich. ....	9	87.71	Port Austin, Port Huron, Mich., (Pt. Huron and No. Western) ..	24042
Port Huron and Detroit, Mich. ....	9	60.84	Port Huron, Detroit, Mich. (Gd. Trunk) .....	24028
Port Jefferson and Long Island City, N. Y. ....	2	58.00	Port Jefferson, Hicksville, N. Y. (Long Island) .....	8046
			Hicksville, Long Island City, N. Y. (Long Island) .....	8045 (part)
Port Jervis and New York, N. Y. ....	2	87.77	Port Jervis, New York, N. Y. (N. Y., L. E. and West.) .....	6001 (part)
			Ridgewood Junction, Rutherford Junction, N. J. (N. Y., L. E. and West.) ..	7055
Portland and Ashland, Oreg. ....	8	342.69	Portland, Ashland, Oreg. (Oreg. and Calif. R. R.) .....	44001
Portland, Me., and Boston, Mass. ....	1	116.70	Portland, Me., Boston, Mass. (B. and Maine) .....	8011
Portland and Corvallis, Oreg. ....	8	97.99	Portland, Corvallis, Oreg. (Oreg. and Calif. R. R.) .....	44002
Portland, Me., and Island Pond, Vt. ....	1	149.78	Portland, Me., Island Pond, Vt. (Grand Trunk) .....	177 (part)
Portland, Me., and Island Pond (short run) ..	1	92.16	Portland, Me., Gorham, N. H. (Grand Trunk) .....	177 (part)
Portland, Me., and Rochester, N. H. ....	1	52.74	Portland, Me., Rochester, N. H. (Port. and Roch.) .....	8
Portland, Me., and Swanton, Vt. ....	1	232.90	Portland, Me., Fabry House, N. H. (Port. and Ogd.) .....	16
			Fabry House, South Lunenburg, Vt. (Bos. and Lowell) .....	1007
Portland, Me., and Swanton, Vt. (short run) ..	1	72.87	South Lunenburg, Swanton, Vt. (St. Johns and Lake Cham.) ..	2011
Portland, Me., and Worcester, Mass. ....	1	147.34	Portland, Me., Bartlett, N. H. (Port. and Ogd.) .....	10 (part)
			Portland, Me., Rochester, N. H. (Port. and Roch.) .....	8
Portland, Me., and Worcester, Mass. (short run) ..	1	46.76	Rochester, N. H., Worcester, Mass. (Wor., Nash. and Roch.) ..	1612
Portland and Nazareth, Pa. ....	2	25.55	Nashua, N. H., Worcester, Mass. (Wor., Nash. and Roch.) ....	1012 (part)
Portsmouth and Cincinnati, Ohio. ....	5	107.97	Portland, Nazareth, Pa. (Bangor and Portland) .....	8128
Portsmouth and Concord, N. H. ....	1	59.25	Portsmouth, Cincinnati, Ohio (Cinti. and East.) .....	21052
Portsmouth and Manchester, N. H. ....	1	41.52	Portsmouth, Concord, N. H. (Concord) .....	1002
			Portsmouth, Manchester, N. H. (Concord) .....	1002 (part)

<sup>1</sup> Pittsfield and Lowell R. P. O. to August 11, 1885, inclusive; Pittsfield and Hooksett R. P. O. from August 12, 1885, inclusive.

<sup>2</sup> Balance of route covered by Lancaster and Boston R. P. O. (54.96 miles), and closed-pouch service between Lancaster and Groveton Junction (9.58 miles).

<sup>3</sup> Covered by Lancaster and Boston R. P. O. (51.34 miles).

<sup>4</sup> Reserve cars.

<sup>5</sup> Balance of route, Point Pleasant, W. Va., to C. H. V. and T. Junction (n. o.), Ohio (1.50 miles), covered by closed-pouch service. (See Table C.)

<sup>6</sup> 1 car held in reserve.

<sup>7</sup> On train 18 the clerk performs service between Northport and Jamaica; on train 15, between Jamaica and Port Jefferson; on train 32, between Port Jefferson and Westbury; and on train 31, between Westbury and Northport—liable to frequent changes by new time table.

<sup>8</sup> Clerk records arrival and departure by slip at Long Island City.

<sup>9</sup> 25.50 miles covered by Greenport and New York R. P. O.

<sup>10</sup> Cars and clerks shown on route 6046.

<sup>11</sup> 77.79 miles covered by New York and Dunkirk R. P. O.

<sup>12</sup> Clerks shown in New York and Dunkirk R. P. O.

<sup>13</sup> Relieved every third week by Middletown and New York R. P. O. clerk.

<sup>14</sup> Trains 15 and 16 run over route 7055, and trains 6 and 89 run entirely on route 6001, and annual miles of service included in route 6001. Short run New York and Dunkirk.

<sup>15</sup> 2 clerks double the road every day; every other week off duty.

<sup>16</sup> Reserve car.

<sup>17</sup> Balance of route covered by closed-pouch service between Island Pond, Vt., and Norton's Mills (16.02 miles). (See Table C.)

<sup>18</sup> 2 clerks as helpers between Portland and Island Pond; two clerks on Portland and Island Pond short run (92.16 miles).

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
20.35 ( <sup>2</sup> )	Pounds. 372 8,263	July 1, 1885 July 1, 1885	61 52	15 26.65	62 55	16.89 26.20	8 8	15,679 32,176	1 1	8 0 10 0	7 0 7 0	1 1	1 1	1 1
57.66	270	Feb. 15, 1886	2	16.08	1	16.08	6	36,282	41 1	8 8 7 2	6 1 6 8	1	1	1
40.77 87.71	412 571	July 1, 1883 July 1, 1884	46 3	27 18.31	45 2	24.30 20.23	6 6	25,359 54,906	1 1	13 0 16 6	7 7 7 6	1 1	1 1	1 1
90.84 83.95	2,387 716	July 1, 1884 Aug. 25, 1885	4 18	27.11 26	1 15	26.11 23	6 7	38,086 24,680	1 1	23 0 19 5	6 0 7 0	1 1	1 1	1 1
( <sup>7</sup> )	1,467	July 1, 1885	32 18	24 25	31 15	24 24	6 6	16,980	(10) (10)	16 6 20 0	6 10 9 10	1 2	12 1	(13) (15)
(11)	12,297	July 1, 1885	16 6	30 23	15 39	27 20	6 6	33,692 54,944	1	16 6 20 0	6 10 9 10	1	12 1	(13) (15)
9.98	2,607	July 1, 1885	16	30	15	27	6	(14)	1	16 6 20 0	6 10 9 10	1	12 1	(13) (15)
342.69 116.33	1,566 4,739	July 1, 1886 July 1, 1885	1 70	16.51 25.15	2 7	18.11 25.15	6 6	214,523 73,054	3 1	20 5 25 4	8 10 9 0	6 2	1 3	6 12 1
97.85 149.71	630 1,963	July 1, 1886 July 1, 1885	1 2	13.06 21.98	2 1	14.34 26.04	6 6	41,341 93,762	161 161	25 0 22 4	8 10 7 8	2 3	1 1	2 187
(20)	1,963	July 1, 1885	4	17.70	11	19.60	6	57,692	161 42	21 6 17 9	6 11 6 0	2	1	(21)
(22)	1,941	July 1, 1885	2	24.00	(23)	(23)	3	16,507	161 2	22 0 15 10	7 0 8 10	1	1	(24)
89.99 24.26	1,319 651	Jan. 20, 1886 Jan. 20, 1886	2 2	19.03 24.90	1 1	22.14 18.64	6 6	145,795	161 41	14 10 13 8	9 0 6 8	4	1	25
117.06 (27)	698 1,319	July 1, 1885 Jan. 20, 1886	2 4	19.94 22.15	1 1	21.13 22.73	6 6	44,356	1	10 0	6 8	1	1	(28)
55	1,941	July 1, 1885	4	24	3	24.96	6	92,234	1	14 6 15 10	8 8 8 10	3	2	28
95.04 (31)	2,103 2,103	July 1, 1885 July 1, 1885	4 4	22.44 20.46	3 7	29.01 22.10	6 6	29,271	1	18 0	6 10	1	1	(32)
25.54	211	July 1, 1885	4	17	5	18	6	15,994	1	7 1 6 0	6 9 6 8	1	1	1
108	497	July 1, 1884	28	17.46	21	18.22	6	67,589	1	12 0 11 10	6 0 7 6	2	1	2
59.16 (36)	847 847	July 1, 1885 July 1, 1885	52 44	18.46 22.71	9 51	21.93 23.14	6 6	37,090 25,931	1	15 0 10 0	6 0 6 8	1	1	32

\* Balance of route covered by Portland and Island Pond R. P. O. (57.72 miles), and closed-pouch service between Island Pond and Norton's Mills (16.02 miles).

\*\* Covered by Portland and Island Pond R. P. O. (91.99 miles).

† Shown in column 16, Portland and Island Pond R. P. O.

‡ Covered by Portland and Worcester R. P. O. (52.50 miles).

§ This clerk runs from Rochester, N. H., to Portland, Me., with Portland and Worcester clerk as assistant.

|| Shown in column 16, Portland and Worcester R. P. O.

¶ One clerk on short run between Portland and Bartlett (72.87 miles).

‡ Balance of route covered by Portland and Swanton R. P. O. (17.99 miles).

§ Covered by Portland and Swanton R. P. O. (72 miles).

|| Shown in column 16, Portland and Swanton R. P. O., Portland and Fryeburg R. P. O. to Aug. 1, 1885, Portland and Swanton R. P. O., short run, from August 3, 1885, inclusive.

\* 1 clerk between Nashua, N. H., and Worcester, Mass. (46.76 miles); 1 clerk between Portland, Me., and Rochester, N. H. (52.74 miles). (See columns 14 and 15, these lines.) The Portland and Rochester clerk runs from Rochester, N. H., to Portland, Me., with Portland and Worcester clerk as assistant.

† Balance of route covered by Portland and Worcester R. P. O. (48.47 miles).

‡ Covered by Portland and Worcester R. P. O. (46.57 miles).

§ Shown in column 16, Portland and Worcester R. P. O.

|| In reserve.

¶ 1 clerk between Portsmouth and Manchester, N. H. (41.52 miles). (See columns 14 and 15, that line.)

‡ Balance of route covered by Portland and Concord R. P. O. (17.76 miles).

§ Covered by Portsmouth and Concord R. P. O. (41.40 miles).

|| Shown in column 16, Portsmouth and Concord R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Pottsville and Philadelphia, Pa. . . . .	2	94.13	Pottsville, Philadelphia, Pa. (Phila. and Reading) . . . . .	8002
Pottsville, Tamaqua, and Herndon, Pa. . . . .	2	78.74	Pottsville, Herndon, Pa. (M. and S. Broh. P. and R.) . . . . .	8013
Powers, Mich., and Florence, Wis. . . . .	6	42.00	Powers, Mich., Florence, Wis. (Chi. and No. West) . . . . .	*24032 (part)
Providence, R. I., and New London, Conn. . . . .	1	65.24	Providence, R. I., Groton, Conn. (N. Y., P. and Bos.) . . . . .	4002
Providence and Pascoag, R. I. . . . .	1	23.75	Providence, Pascoag, R. I. (Prov. and Spring.) . . . . .	4006
Providence, R. I., and Willimantic, Conn. . . . .	1	59.04	Providence, R. I., Willimantic, Conn. (N. Y. and N. Eng.) . . . . .	4003
Pueblo and Silverton, Colo. . . . .	7	377.82	South Pueblo, Cucharas, Colo. (D. and R. G.) . . . . .	*38001 (part)
			Cucharas, Antonito, Colo. (D. and R. G.) . . . . .	*38004 (part)
			Antonito, Silverton, Colo. (D. and R. G.) . . . . .	39002
Quincy, Ill., and Kansas City, Mo. <sup>11</sup> . . . . .	7	226.00	Quincy, Ill., Cameron, Mo. (H. and St. J.) . . . . .	<sup>12</sup> 28005 (part)
			Cameron, Kansas City, Mo. (H. and St. J.) . . . . .	29010
Quincy, Ill., and Louisiana, Mo. . . . .	6	44.96	Quincy, Fall Creek, Ill. (Chi., Bur. and Qcy.) . . . . .	<sup>12</sup> 23041 (part)
			Fall Creek, Ill., Louisiana, Mo. (Chi., Bur. and Qcy.) . . . . .	23079
Quincy, Ill., and Trenton, Mo. . . . .	7	137.00	Quincy, Ill., Trenton, Mo. (Q., M. and P.) . . . . .	28019
Racine, Wis., and Rock Island, Ill. . . . .	6	197.88	Racine, Wis., Rock Island, Ill. (Chi., Mil. and St. P.) . . . . .	25024
Raleigh and Hamlet, N. C. . . . .	3	97.57	Raleigh, Hamlet, N. C. (Ral. and Ang. Air-Line) . . . . .	18010
Reading and Quarryville, Pa. . . . .	2	57.50	Reading, Sinking Springs, Pa. (L. V. Broh. P. and R.) . . . . .	8073 (part)
			Sinking Springs Junction, Pa. (R. and C. Div. P. and R.) . . . . .	8031 (part)
			Junction, Quarryville, Pa. (Lane. and Quarry.) . . . . .	8137
Reading, Pa., and Wilmington, Del. . . . .	2	74.07	Reading, Pa., Wilmington, Del. (Wilm. Northern) . . . . .	8054
Red Bank and Bridgeton, N. J. . . . .	2	95.20	Red Bank, Eatontown, N. J. (P. and R.) . . . . .	7049 (part)
			Eatontown, Whiting, N. J. (P. and R.) . . . . .	7026 (part)
			Whiting, Allison, N. J. (P. and R.) . . . . .	7029
Red Oak and Eastport, Iowa . . . . .	6	50.86	Allison, Bridgeton, N. J. (P. and R.) . . . . .	7031
Red Wing and Waterville, Minn. . . . .	6	66.73	Red Oak, Eastport, Iowa (Chi., Bur. and Qcy.) . . . . .	27074
			Red Wing, Waterville, Minn. (Minn. and St. Louis) . . . . .	29048
Reno and Preston, Minn. . . . .	6	57.70	Reno, Preston, Minn. (Chi., Mil. and St. P.) . . . . .	26032
Reno and Virginia City, Nev. . . . .	8	52.61	Reno, Virginia City, Nev. (Virginia and Truckee R. R.) . . . . .	45001

<sup>1</sup> In reserve.<sup>2</sup> 1 clerk detailed to transfer duty at Reading, Pa.<sup>3</sup> Double daily service between Pottsville and Shamokin, except Sundays.

Balance of route, Florence, Wis., to Crystal Falls, Mich. (16.21 miles), covered by closed pouches. (See Table C.)

<sup>4</sup> Covered by Boston, Providence and New York R. P. O. (61.80 miles).

Reserve car.

<sup>5</sup> 120 miles of route 38001, between Denver and South Pueblo, Colo., covered by Denver and Ogden R. P. O., and 36.90 miles, between Cucharas and El Moro, Colo., covered by closed-pouch service. (See Table C.)<sup>6</sup> 1 clerk detailed to transfer service South Pueblo, Colo.<sup>7</sup> 91 miles of route 38004, between Antonito, Colo., and Espanola, N. Mex., covered by closed-pouch service. (See Table C.)<sup>8</sup> Trains 51 and 52, between Durango and Silverton, Colo.<sup>11</sup> Double daily service.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimension of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
	<i>Pounds.</i>			<i>Miles.</i>		<i>Miles.</i>				<i>Ft. In.</i>	<i>Ft. In.</i>			
93.10	3,447	July 1, 1885	2 29	3 28	6		6	858,925	1	14 8	8 7	1	2	26
			4 29	5 24	6			58,925	1	15 3	8 7	1	1	
			6 23	21 23	0			58,925	1	15 3	8 7	1	2	
78.06	540	July 1, 1885	1 21	2 24	6		6	42,474	1	14 8	8 7	1	1	2
			3 22	4 19	6			42,474	1	14 6	8 8	1	1	
41.74	386	July 1, 1884	8 21.76	5 22.74	7		7	30,660	1	11 10	8 8	1	1	1
(*)	12,702	July 1, 1885	6 30.57	11 25.25	6		6	40,840	1	16 3	6 11	1	1	2
			22 24.46	15 26.09	6			40,840	1	15 10	6 10	1	1	
23.17	658	July 1, 1885	53 19.51	54 19.71	6		6	14,867	1	15 10	6 6	1		1
58.61	5,042	July 1, 1885	67 18.39	56 21.22	6		6	14,867	1	6 4	5 2	1		1
			13 13.70	20 23.40	6			36,959	1	14 2	6 8	1	1	1
50.00	2,975	July 1, 1886	3 22	2 22	7		7	275,444	4	13 8½	7 6	6	1	27
109.82	748	July 1, 1886	3 17.50	2 18	7		7							
215.66	745	July 1, 1886	3 20	2 20	7		7							
171.51	7,455	July 1, 1883	1051 15	1052 15	7		7	164,080	2	40 3	9 ½	4	2	1318
			1 22.50	2 22.50	7			164,080	(14) 1	39 1½	9 0	4	2	
54.98	681	July 1, 1883	3 20.50	4 20.50	7		7		(14) 1					
			1 22.50	2 22.50	7				1					
			3 20.50	4 20.50	7									
13.50	867	July 1, 1883	209 12.60	208 11.63	6		6	28,145	1	12 0	6 10½	1	1	1
31.46	250	July 1, 1883	209 12.64	208 12.64										
137.50	587	July 1, 1883	1 20.50	2 20.50	6		6	85,762	1	21 7½	9 2½	2	1	2
197.91	2,122	July 1, 1883	1 22.32	2 22.18	6		6	123,873	1	18 2	6 9	4	1	4
98.30	2,122	July 1, 1883	1 15.72	2 15.51	6		6	61,079	1	24 0	9 3	2	1	2
(17)	2,443	July 1, 1885	9 30	2 28	6		6	35,995	2	20 2	9 3	2	1	1
									12	13 6	6 6	2	1	
1028.00	417	July 1, 1885	9 21	2 25	6		6		(12) 1	12 11	8 8	1	1	1
										7 5	6 6			
23.50	210	July 1, 1885	9 5	2 14	6		6		(19) 1			(19)		
71.90	237	July 1, 1885	10 20	3 29	6		6	46,368	1	0 3	5 7	1	1	1
202.80	425	July 1, 1885	18 18	11 18	6		6	59,595	1	7 6	6 0			
									12	8 3	6 9	1	1	1
2130.41	471	July 1, 1885	18 27	11 30	6		6		(22) 1	7 9	6 4			
24.47	119	July 1, 1885	18 30	11 30	6		6		(22) 1					
37.81	70	July 1, 1885	18 25	11 24	6		6		(22) 1					
50.74	730	July 1, 1883	91 27.27	92 23.08	6		6	31,838	1	11 3½	8 10	1	1	1
68.70	358	Mar. 20, 1883	22 23.30	21 25.55	6		6	41,773	1	22 0	9 3	1	1	1
									321	9 3	8 0			
57.72	222	July 1, 1883	37 15.33	38 15.33	6		6	36,120	1	9 6	5 8	1	1	1
									331	8 11	5 10			
52.61	1,152	July 1, 1886	1 18.50	2 19.13	7		7	38,405	1	18 11	8 5½	1	1	1

23 36.28 miles of route 28005, between Cameron and Saint Joseph, Mo., covered by Cameron and Atchison R. P. O.

24 1 helper out of Quincy and 1 helper between Brookfield and Cameron, Mo. (67 miles): the latter helper alternated between Brookfield, Mo., and Atchison, Kans., with clerk on Cameron and Atchison R. P. O.

25 Cars on day line belong to C., B. and Q. Ry. (See Chicago and Quincy.)

26 Balance of route (6.29 miles), Fall Creek, Ill., to Hannibal, Mo., covered by closed pouches. (See Table C.)

27 1 car in reserve.

28 6 miles covered by Allentown and Harrisburg R. P. O.

29 11.73 miles covered by closed-pouch service. (See Table C.)

30 Cars and clerk shown on route 8073.

31 Balance of route (0.58 miles) covered by closed-pouch service. (See Table C.)

32 Balance of route (7.91 miles) covered by closed-pouch service. (See Table C.) 3.90 miles, Branchfort Junction to Eastontown, no service.

33 Cars and clerk shown on route 7049.

34 Reserve.



TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
<b>Rhineland and Milwaukee, Wis.</b>	6	<i>Miles.</i> 255.82	Rhineland, Montco, Wis. (Mil., L. S. and West.) ..... Montco, Eland, Wis. (Mil., L. S. and West.) ..... Eland, Manitowoc, Wis. (Mil., L. S. and West.) ..... Manitowoc, Milwaukee, Wis. (Mil., L. S. and West.) .....	25045 125050 (part) 25049 (part) 25018 (part)
<b>Richford and Saint Albans, Vt.</b>	1	28.91	Richford, Saint Albans, Vt. (Missisquoi) .....	2007
<b>Richford, Vt., and Springfield, Mass.</b>	1	260.98	Richford, Newport, Vt. (So. Eastern) ..... Newport, White River Junction, Vt. (Pass.) ..... White River Junction, Windsor, Vt. (Ct. Vermont) ..... Windsor, Bellows Falls, Vt. (Ver. Val. and Sul.) ..... Bellows Falls, Brattleborough, Vt. (Ver. Val. and Sul.) ..... Brattleborough, South Vernon, Vt. (New Lon. Northn.) ..... South Vernon, Vt., Springfield, Mass. (Conn. River) .....	2009 2010 (part) 2002 (part) 2004 2006 18062 (part) 3067
<b>Richford, Vt., and Springfield, Mass. (short run).</b>	1	124.39	White River Junction, Windsor, Vt. (Ct. Vermont) ..... Windsor, Bellows Falls, Vt. (Ver. Val. and Sul.) ..... Bellows Falls, Brattleborough, Vt. (Ver. Val. and Sul.) ..... Brattleborough, South Vernon, Vt. (New Lon. Northn.) ..... South Vernon, Vt., Springfield, Mass. (Conn. River) .....	12002 (part) 2004 2005 18062 (part) 3067
<b>Richland and Niagara Falls, N. Y.</b>	2	181.40	Richland, Oswego, N. Y. (R., W. and O.) ..... Oswego, Suspension Bridge, N. Y. (R., W. and O.) ..... Suspension Bridge, Niagara Falls, N. Y. (N. Y. C. and H. R.) .....	6034 6038 6016 (part)
<b>Richland and Syracuse, N. Y.</b>	2	42.33	Richland, Pulaaki, N. Y. (R., W. and O.) ..... Pulaaki, Syracuse, N. Y. (R., W. and O.) .....	6034 (part) 6037
<b>Richmond and Danville, Va.</b>	3	141.08	Richmond, Danville, Va. (Rich. and Dan.) .....	11006
<b>Richmond, Va., and Huntington, W. Va.</b>	3	419.46	Richmond, Va., Huntington, W. Va. (Ches. and Ohio) .....	11005
<b>Richmond, Lynchburgh, and Clifton Forge, Va.</b>	3	230.55	Richmond, Lynchburgh, Va. (Rich. and Alleghany) ..... Lynchburgh, Clifton Forge, Va. (Rich. and Alleghany) .....	11023 11037
<b>Richmond and Stanford, Ky.</b>	5	35.57	Richmond, Stanford, Ky. (Ky. Cen.) .....	20030
<b>Richmond, Va., and Wilmington, N. C.</b>	3	248.17	Richmond, Petersburg, Va. (Rich. and Petersburg) ..... Petersburgh, Va., Weldon, N. C. (Petersburgh) ..... Weldon, Wilmington, N. C. (Wilm. and Weldon) .....	11008 11009 13002
<b>Rincon and Deming, N. Mex.</b>	7	53.41	Rincon, Deming, N. Mex. (A., T. and S. F.) .....	13006 (part)

<sup>1</sup> Balance of route, Watersmeet, Mich., to Monico, Wis. (52.85 miles), covered by closed pouches. (See Table C.)

<sup>2</sup> Reserve.

<sup>3</sup> Balance of route, Eland to Wausau, Wis. (23.01 miles), covered by closed pouches. (See Table C.)

<sup>4</sup> Balance of route, Two Rivers to Manitowoc, Wis. (7.33 miles), covered by closed pouches. (See Table C.)

<sup>5</sup> 2 clerks as short-stops between Springfield and White River Junction (124.39 miles); 3 clerks on short run, White River Junction and Springfield (124.39 miles); 1 clerk detailed as transfer clerk at White River Junction, Vt.

<sup>6</sup> Balance of route covered by closed-pouch service between Newport and Derby Line, Vt. (10.14 miles).

<sup>7</sup> Miles of service as Richford and Concord R. P. O. Richford and Concord R. P. O. to August 29, 1885; Richford and Springfield R. P. O. from August 31, 1885, inclusive.

Richford and Springfield R. P. O. day line runs only between Newport and Springfield.

<sup>8</sup> Balance of route covered by Saint Albans and Boston R. P. O. (120.50 miles) and by Saint Albans and Ogdensburg R. P. O., Second Division (24.27 miles).

<sup>9</sup> Reserve cars.

<sup>10</sup> Balance of route covered by Palmer and New London R. P. O. (65.11 miles), and Brattleborough and Palmer R. P. O. (48 miles).

<sup>11</sup> Covered by Brattleborough and Palmer R. P. O. (10.28 miles).

<sup>12</sup> Balance of route covered by Saint Albans and Boston R. P. O. (120.50 miles), and Saint Albans and Ogdensburg R. P. O., Second Division (24.27 miles).

<sup>13</sup> Covered by Richford and Springfield R. P. O. (14 miles).

<sup>14</sup> Shown in column 16, Richford and Springfield R. P. O. (25.56 miles).

<sup>15</sup> Covered by Richford and Springfield R. P. O. (25.56 miles).

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
14.76	Pounds.		2	Miles 21.45	1	24.51	6	160, 143	2	24 8	9 3	4	1	4
52.83	271	Apr. 16, 1884	2	23.60	1	22.76			21	22 5	9 6			
110.60	687	July 1, 1883	2	20.66	1	22.66			21	22 4	9 4			
77.63	13,395	July 1, 1885	2	25.76	1	22.62								
28.79	458	July 1, 1885	2	10.50	3	11.19	6	18,067	1	8 4	6 10	1		1
31.57	1,022	July 1, 1885	4		3		6	143,729	1	20 8	6 10	4	2	18
105.15	3,128	Aug. 5, 1885	15	21.80	33	10.59	6	136,231	1	22 8	6 11	2	2	
14.00	5,453	July 1, 1885	15	22.13	33	28.65		719,777	1	16 0	7 1			
25.50	4,861	July 1, 1885	4	24	3	15.27			21	18 2	7 0			
24.04	4,919	July 1, 1885	15	33.60	33	24			21	21 8	6 4			
(11)	1,587	July 1, 1885	4	26	3	28.36			21	21 2	6 9			
51.88	6,514	July 1, 1885	15	33.19	33	26.89								
(12)	5,453	July 1, 1885	4	26.17	3	16.93								
(13)	1,587	July 1, 1885	15	33.48	33	30.63								
(14)	1,587	July 1, 1885	4	24	3	21.42								
(15)	1,587	July 1, 1885	15	33.33	33	30								
(16)	1,587	July 1, 1885	4	24	3	24.58								
(17)	1,587	July 1, 1885	15	34.48	33	31.57	6	77,868	1	26 6	6 5	3	1	(14)
(18)	1,587	July 1, 1885	15	14	23	27.99								
(19)	1,587	July 1, 1885	15	22.28	23	24								
(20)	1,587	July 1, 1885	15	28.80	23	19.20								
(21)	1,587	July 1, 1885	15	19.99	23	15								
(22)	6,514	July 1, 1885	15	23.07	23	24								
(23)	1,040	July 1, 1885	110	24	113	24	6	113,556	2	22 10	6 10	3	1	25
(24)	1,201	July 1, 1885	110	23	113	21	6		(22)			(22)		
(25)	8,979	July 1, 1885	110	11	113	11	6		(22)			(22)		
(26)	1,040	July 1, 1885	128	21	123	26	6	26,498	1	8 8	6 9	1	1	1
(27)	708	July 1, 1885	128	23	123	25	6		(22)			(22)		
(28)	1,904	July 1, 1885	50	27.46	51	26.49	7	102,988	23	41 2	8 10	3	1	3
(29)	1,781	July 1, 1885	5	21.78	2	21.60	6	287,006	1	18 8	9 0	12	1	12
									1	18 9	8 11			
									1	18 7	8 0			
									2	20 4	8 11			
									1	20 0	8 0			
147.07	942	July 1, 1885	1	22.44	6	23.11	7	165,994	23	16 0	8 0	4	1	4
84.20	467	July 1, 1885	1	26.40	2	25.74								
34.31	299	July 1, 1884	66	9.60	65	9.12	6	22,267	1	8 0	6 7	1	1	1
23.39	14,840	July 1, 1885	48	27.60	47	23.12	7	179,704	(23)			4	1	13
64.00	13,596	July 1, 1885	40	35.40	43	27.60	7	179,704				4	1	
162.07	11,291	July 1, 1884	48	29.28	47	26.51								
53.41	4,546	July 1, 1886	40	34.85	43	28.12								
			48	28.90	47	29.81								
			40	37.68	43	27.84								
			401	21.50	402	21	7	38,989	1	18 0	8 10	1	1	1

<sup>16</sup> Covered by Richford and Springfield R. P. O. (24.04 miles).<sup>17</sup> Balance of route covered by Palmer and New London R. P. O. (65.11 miles), and Brattleborough and Palmer R. P. O. (46 miles).<sup>18</sup> Covered by Brattleborough and Palmer R. P. O. (10.28 miles).<sup>19</sup> Covered by Richford and Springfield R. P. O. (51.88 miles).<sup>20</sup> Clerks record arrival and departure at Niagara Falls by ship.<sup>21</sup> 2 clerks on Oswego and Suspension Bridge R. P. O. (short run).<sup>22</sup> Cars and clerks shown on route 6034.<sup>23</sup> Covered by Suspension Bridge and Buffalo R. P. O. (1.80 miles).<sup>24</sup> 4.30 miles covered by Richland and Niagara Falls R. P. O.<sup>25</sup> Car and clerk shown on route 6034.<sup>26</sup> 1 in reserve.<sup>27</sup> This line is in 2 divisions, 8 clerks performing double daily (except Sunday) service. Richmond to Clifton Forge, and 4 clerks performing single daily service on trains 2 and 5, Clifton Forge to Huntington. Clerks on Eastern Division trains 2 and 5 run as helpers on same trains on Western Division, between Clifton Forge, Va., and White Sulphur Springs, W. Va.<sup>28</sup> See Washington and Richmond R. P. O.; same cars in use on both lines.<sup>29</sup> 1 transfer clerk at Richmond, Va., 2 helpers between Richmond and Weldon (84 miles), and 2 between Weldon and Wilmington (162.07 miles).<sup>30</sup> 347 miles of route 38006, between La Junta, Colo., and Albuquerque, N. Mex., covered by La Junta and Albuquerque R. P. O., and 178.30 miles, between Albuquerque and Raton, N. Mex., covered by Albuquerque and El Paso R. P. O.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of routes.
		<i>Miles.</i>		
Rochester and Elmira, N. Y. ....	2	112.50	Rochester, Corning, N. Y. (N. Y., L. E. and W.) .....	6005
			Corning, Elmira, N. Y. (N. Y., L. E. and W.) .....	6001
Rochester and Olean, N. Y. ....	2	106.53	Rochester, Hinsdale, N. Y. (B., N. Y. and P.) .....	(part) 6123
			Hinsdale, Olean, N. Y. (B., N. Y. and P.) .....	6058
Rochester, N. Y., and Punxsutawney, Pa. ....	2	228.32	Rochester, Bradford Junction, N. Y. (Buff., Roch. and Pitta.) ..	(part) 6102
			Bradford Junction, N. Y., Punxsutawney, Pa. (Buff., Roch. and Pitta.) ..	(part) 6127
Rochester and Suspension Bridge, N. Y. ....	2	74.89	Rochester, Suspension Bridge, N. Y. (R. and N. F. Div. N. Y. C. and L. R.) ..	6018
Rockaway and High Bridge, N. J. ....	2	30.57	Rockaway, High Bridge, N. J. (H. B. Broh. P. and R.) .....	(part) 7040
Rock Island and Peoria, Ill. ....	6	92.20	Rock Island, Peoria, Ill. (R. Isl'd and Peo.) .....	23040
Rock Island, Ill., and Saint Louis, Mo. ....	6	248.99	Rock Island, Ill., Saint Louis, Mo. (Chi., Bur. and Q'cy.) .....	23005
Rockland and Beaumont, Tex. ....	7	73.52	Rockland, Beaumont, Tex. (S. and E. T.) .....	31029
Rockland and Portland, Me. ....	1	88.42	Rockland, Woolwich, Me. (Knox and Lincoln) .....	15
			Bath, Brunswick, Me. (Me. Central) .....	11
			Brunswick, Portland, Me. (Me. Central) .....	146
Rogersville and Bull's Gap, Tenn. ....	3	16.27	Rogersville, Bull's Gap, Tenn. (Rogersville and Jefferson) ..	(part) 19003
Rome, Ga., and Selma, Ala. ....	4	197.60	Rome, Ga., Selma, Ala. (E. T. V. and G. R. R.) .....	(part) 17010
Rondout and Stamford, N. Y. ....	2	74.32	Rondout, Stamford, N. Y. (Ulster and Dela.) .....	(part) 6073
Rosenberg and Cuero, Tex. <sup>20</sup> .....	7	120.33	Rosenberg, Victoria, Tex. (N. Y., T. and M.) .....	(part) 31036
			Victoria, Cuero, Tex. (G., W. T. and P.) .....	(part) 31019
Rouse's Point and Albany, N. Y. <sup>21</sup> ..	2	114.54	Rouse's Point, West Chazy, N. Y. (D. and H. Canal Co.) .....	(part) 6033
			West Chazy, Albany, N. Y. (D. and H. Canal Co.) .....	(part) 6026
		101.98	Rutland, Castleton, Vt. (D. and H. Canal Co.) .....	(part) 6024
			Castleton, Vt., Whitehall, N. Y. (D. and H. Canal Co.) .....	(part) 6098
Ruthven and Des Moines, Iowa. ....	6	137.59	Ruthven, Tara, Iowa (Des M. and Ft. Dodge) .....	27087
			Tara, Des Moines, Iowa (Des M. and Ft. Dodge) .....	27031
Rutland, Bennington, Vt., and Troy, N. Y. ....	1	85.19	Rutland, North Bennington, Vt. (Benn. and Rut.) .....	2015
			North Bennington, Vt., State Line (Benn. and Rut.) .....	(part) 2018
			State Line, Hoosac Junction, N. Y. (Troy and Bos.) .....	6116
			Hoosac Junction, Troy, N. Y. (Troy and Bos.) .....	20067
Rutland, Vt., and Troy, N. Y. ....	2	94.26	Rutland, Vt., Eagle Bridge, N. Y. (D. and H. Canal Co.) .....	(part) 6024
			Eagle Bridge, Mechanicsville, N. Y. (B., H. Tunnel and W.) ..	6107
			Mechanicsville, Troy, N. Y. (D. and H. Canal Co.) .....	6026
Sacramento, Benicia, and San Francisco, Cal. <sup>22</sup> ..	8	90.69	Sacramento, San Francisco, Cal. (Southern Pacific Co.) .....	(part) 46001
Sacramento and San Francisco, Cal. ....	8	140.90	Sacramento, San Francisco, Cal. (Southern Pacific Co.) .....	(part) 46028

<sup>1</sup> Alternates with Danaville and Buffalo R. P. O.<sup>2</sup> 17 miles covered by New York and Dunkirk R. P. O.<sup>3</sup> Car and clerks shown on route 6003.<sup>4</sup> 6.96 miles covered by Buffalo and Emporium R. P. O.<sup>5</sup> Cars and clerks shown on route 6123.<sup>6</sup> Balance of route, 1.33 miles, covered by closed-pouch service. (See Table C.)<sup>7</sup> Cars and clerks shown on route 6102.<sup>8</sup> In reserve.<sup>9</sup> 1.80 miles covered by closed-pouch service. (See Table C.)<sup>10</sup> Clerk detailed to transfer duty at Suspension Bridge, N. Y.<sup>11</sup> Reserve.<sup>12</sup> Short run.<sup>13</sup> Reserve cars.<sup>14</sup> Balance of route covered by Bangor and Boston R. P. O. (108.90 miles).<sup>15</sup> Covered by Bangor and Boston R. P. O. (29.10 miles).<sup>16</sup> 53.20 miles reported in Chattanooga and Macon R. P. O.<sup>17</sup> 12.12 miles reported in Cleveland and Colutta R. R.

(See Table C.)

<sup>18</sup> 2 reserve cars.<sup>19</sup> Balance of route (4 miles) covered by closed-pouch service. (See Table C.)

In the United States on June 30, 1886—Continued.

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
94.97 ( <sup>7</sup> )	<i>Pounds.</i> 1,738 12,297	July 1, 1885	2	27	3	28	6	170,425	1	<i>Ft. In.</i> 14 4	9 2	2	1	2
100.02	850	July 1, 1885	30	23	35	23	6	66,688	1	15 6	8 9	2	1	2
( <sup>6</sup> )	1,492	July 1, 1885	30	21	35	21	6		1	15 6	8 9	( <sup>6</sup> )		
*107.00	668	July 1, 1885	1	25	4	24	6	142,928	2	15 0	9 0	4	1	4
120.94	321	July 1, 1885	1	20	4	15	6		( <sup>7</sup> )			( <sup>7</sup> )		
*74.53	3,851	July 1, 1885	9	29	10	29	6	46,881	1	15 0	9 0	2	1	103
30.76	83	July 1, 1885	5	22	4	23	6	19,136	1	8 0	6 8	1	1	1
91.60	875	July 1, 1883	4	25.40	1	26	6	57,717	1	16 0	9 0	2	1	2
245.52	2,279	Apr. 1, 1884	2	24.70	1	23.30	6	155,868	2	11 11	9 0	4	1	4
75.85	145	July 1, 1886	38	9	37	10	6	46,024	2	6 6	9 6	2	1	2
49.11	1,578	July 1, 1885	2	17.29	68	18.37	6	55,350	2	15 9	6 6	2	1	3
9.17	2,697	July 1, 1885	4	16.80	54	18.37	126	136,796	1	14 6	7 1	1		
( <sup>15</sup> )	185	July 1, 1884	4	20.88	54	20.88			152	12 6	6 5			
16.27	185	July 1, 1884	1	12.80	2	12.80	6	10,187	1	5 6	6 2	1	1	1
*107.60	1,496	July 1, 1884	3	22	4	20	7	144,248	174	12 1	7 6	3	1	3
*74.36	1,203	July 1, 1885	3	19	10	20	6	158,155	1	20 0	8 10	2	1	2
91.85	737	July 1, 1886	151	20	152	20	7	87,841	2	20 0	8 10	2	1	2
28.00	217	July 1, 1886							2	14 7	6 8	2	1	2
14.78	3,365	July 1, 1885	4	31	3	24	6	135,541	1	21 0	7 0	2	1	0
*177.00	4,939	July 1, 1885	4	15	3	15	6		( <sup>24</sup> )			( <sup>24</sup> )		
( <sup>26</sup> )	883	July 1, 1885	4	30	3	25	6		1	20 0	8 10	2	2	
14.35	929	July 1, 1885	4	29	3	28	6		( <sup>24</sup> )			( <sup>24</sup> )		
54.98	124	Feb. 22, 1883	2	21.36	1	23.17	6	86,131	2	21 0	7 0	2	1	2
82.50	758	July 1, 1883							11	13 0	9 3	2	1	2
52.75	3,892	July 1, 1885	4	20.32	7	26.46	6	53,328	1	14 0	7 0	2	1	2
2.02	4,129	July 1, 1885	4	18.49	7	22.20								
5.04	4,137	July 1, 1885	4	25.20	7	25.20								
( <sup>28</sup> )	6,909	July 1, 1885	4	27.60	7	27.60								
62.88	883	July 1, 1885	42	25	43	25	6	59,007	1	16 0	6 11	2	1	2
20.77	1,050	July 1, 1885	42	20	43	21	6		( <sup>29</sup> )			( <sup>29</sup> )		
( <sup>30</sup> )	4,939	July 1, 1885	42	21	43	19	6		( <sup>29</sup> )			( <sup>29</sup> )		
( <sup>32</sup> )	21,862	July 1, 1886	11	23.15	12	23.15	7	66,203	1	21 4	8 10	2	1	( <sup>32</sup> )
140.05	1,904	July 1, 1886	25	23.81	26	22.84	7	102,857	2	17 10	8 11	3	1	3

<sup>17</sup> Double daily service for 3 months, and 9 months single daily service, both except Sunday.

<sup>18</sup> Reported last year as Rosenberg and Victoria; increased distance 27.28 miles.

<sup>19</sup> 38.74 miles of route 31019 between Victoria and Indianola, Tex., covered by closed-pouch service. (See Table C.)

<sup>20</sup> This R. P. O. is in 2 divisions, Rouse's Point to Whitehall (114.54 miles) and Albany to Rutland (101.08 miles).

<sup>21</sup> Balance of route (1.75 miles) covered by closed-pouch service. (See Table C.)

<sup>22</sup> Cars and clerks shown on routes 6033 and 6024.

<sup>23</sup> 10.67 miles covered by Rutland and Troy R. P. O.

<sup>24</sup> Balance of route covered by closed-pouch service be-

tween North Bennington and Bennington, Vt. (5.07 miles).

<sup>25</sup> Balance of route covered by Boston and Troy R. P. O. (22.82 miles).

<sup>26</sup> Covered by Boston and Troy R. P. O. (25.33 miles).

<sup>27</sup> Car and clerks shown on route 6024.

<sup>28</sup> 10.84 miles covered by Rouse's Point and Albany R. P. O.

<sup>29</sup> Short run. Ogden and San Francisco R. P. O.

<sup>30</sup> Auxiliary to Ogden and San Francisco R. P. O., and clerks detailed from that line. Day run between San Francisco and Sacramento, Cal., shown on Ogden and San Francisco R. P. O. (89.79 miles).

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
<b>Sag Harbor and New York, N. Y.</b>	2	<i>Miles.</i> 100.75	Sag Harbor, Long Island City, N. Y. (Long Island).....	6093
<b>Saint Albans, Vt., and Boston, Mass.</b>	1	265.40	Saint Albans, White River Junction, Vt. (Ct. Vermont).....	*2002 (part) 1008
			White River Junction, Vt., Concord, N. H. (Bos. and Lowell)...	1001
			Concord, Nashua, N. H. (Bos. and Lowell).....	8016
			Nashua, N. H., Boston, Mass. (Bos. and Lowell).....	
<b>Saint Albans and North Bennington, Vt.</b>	1	152.47	Saint Albans, Essex Junction, Vt. (Ct. Vermont).....	*2002 (part) *2003 (part) *2015 (part)
			Essex Junction, Rutland, Vt. (Ct. Vermont).....	2002 (part) 6058
			Rutland, North Bennington, Vt. (Benn. and Rut.).....	
<b>Saint Albans, Vt., and Ogdensburgh, N. Y.</b>	2	143.05	Saint Albans, Vt., Rouse's Point, N. Y. (Central Vermont)....	
			Rouse's Point, Ogdensburgh, N. Y. (Ogd. and Lake Champlain).....	
<b>Saint Joseph, Mo., and Grand Island, Nebr.</b>	7	252.54	Saint Joseph, Mo., Grand Island, Nebr. (St. J. and G. I.).....	33007
<b>Saint Louis, Mo., and Atchison, Kans.<sup>14</sup></b>	7	283.13	Saint Louis, Mo., Atchison, Kans. (Mo. Pac.).....	28001
		47.08		
<b>Saint Louis, Mo., and Cairo, Ill.</b>	6	153.60	Saint Louis, Mo., Cairo, Ill. (Mobile and Ohio).....	23053
<b>Saint Louis, Mo., and Columbus, Ky.</b>	7	190.41	Saint Louis, Bismarck, Mo. (St. L., I. M. and S.).....	28002
<b>Saint Louis, Mo., and Eldorado, Ill.</b>	6	124.50	Bismarck, Mo., Columbus, Ky. (St. L., I. M. and S.).....	28034
			Saint Louis, Mo., Eldorado, Ill. (St. L., Alton and T. H.).....	23030
<b>Saint Louis, Mo., and Halstead, Kans.<sup>23</sup></b>	7	530.52	Saint Louis, Pierce City, Mo. (St. L. and S. F.).....	*28003 (part) 28020
			Pierce City, Mo., Halstead, Kans. (St. L. and S. F.).....	
<b>Saint Louis, Louisiana, and Kansas City, Mo.</b>	7	323.60	East Saint Louis, Ill., Kansas City, Mo. (C. and A.).....	28022
<b>Saint Louis, Moberly, and Kansas City, Mo.<sup>24</sup></b>	7	276.80	Saint Louis, Kansas City, Mo. (W., St. L. and P.).....	28004
<b>Saint Louis and Owosso, Mich.</b>	9	40.88	Saint Louis, Owosso, Mich. (Tol., A. A. and No. Mich.).....	24065

<sup>1</sup> Same crews on Babylon and New York R. P. O. (short run) alternately.

<sup>2</sup> 1 clerk detailed to transfer duty at Long Island City.

<sup>3</sup> In reserve.

<sup>4</sup> Balance of route covered by Saint Albans and Ogdensburgh R. P. O. (2 Division 24.27 miles), and Richford and Springfield R. P. O. (14 miles).

<sup>5</sup> 1 clerk detailed as chief clerk Boston, Mass.; 1 clerk detailed as printer, superintendent's office, Boston, Mass.; 1 clerk detailed as transfer clerk, Saint Albans, Vt.; 1 clerk detailed as transfer clerk, Concord, N. H.

<sup>6</sup> Balance of route covered by Saint Albans and Boston R. P. O. (95.73 miles), and Richford and Springfield R. P. O. (14.00 miles), and Saint Albans and Ogdensburgh R. P. O. (second division, 24.27 miles).

<sup>7</sup> Covered by Saint Albans and Boston R. P. O. (24.77 miles).

<sup>8</sup> Balance of route covered by Essex Junction and Boston R. P. O. (52.77 miles).

<sup>9</sup> Covered by Essex Junction and Boston R. P. O. (76.20 miles).

<sup>10</sup> Reserve car.

<sup>11</sup> Balance of route covered by closed-pouch service between North Bennington and Bennington, Vt. (5.07 miles).

<sup>12</sup> Covered by Rutland, Bennington and Troy R. P. O. (52.76 miles).

<sup>13</sup> Balance of route covered by Richford and Springfield R. P. O. (14 miles), and Saint Albans and Boston R. P. O. (120.50 miles).

<sup>14</sup> 1 clerk assigned to transfer service Saint Joseph, Mo.

<sup>15</sup> Reserve cars.

<sup>16</sup> Double daily service between Saint Louis and Kansas City, Mo. (283.13 miles), and single daily between Kansas City, Mo., and Atchison, Kans. (47.08 miles). Kansas City and Joplin R. P. O. runs over 34.50 miles of route 28001 between Kansas City and Pleasant Hill, Mo. Sedalia and Kansas City R. P. O. also runs over 11.50 miles of route 28001 between Independence and Kansas City, Mo.

<sup>17</sup> 7 helpers, 4 on trains 1 and 2, and 2 on trains 3 and 4, between Saint Louis and Jefferson City, Mo. (125 miles),

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crew.	Number of clerks to crews.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
100.15	Pounds. 1,121	Aug. 25, 1885	56	25	27	24	6	63,069	1	20 0	8 8	13	1	24
120.50	5,453	July 1, 1885	53	24.06	53	28.35	6	166,140	1	14 10	6 6			
69.76	6,579	Feb. 11, 1885	53	25.23	53	23.79		166,140	1	12 4	6 0	4	2	20
26.28	11,733	July 1, 1885	53	27.75	53	21.91			1	34 4	6 11			
39.85	14,363	July 1, 1885	53	27.99	53	30.43			1	42 8	8 9			
(7)	5,453	July 1, 1885	53	29.57	53	28.50	6	95,446	1	35 1	6 3			
(8)	4,099	July 1, 1885	53	28.47	53	31.36			1	22 5	7 3	3	1	3
(12)	3,892	Feb. 11, 1885	53	28.04	53	29.79			1	22 6	6 9			
1924.27	5,453	July 1, 1885	63	25.34	15	36.75			191	18 8	6 4			
119.16	1,381	July 1, 1885	63	24.72	15	28.20								
252.88	1,251	July 1, 1886	63	31.81	15	33.43								
331.20	29,295	July 1, 1883	50	24	63	24	6	89,540	2	13 4	6 10	2	1	2
			50	27	63	27	6		21	14 0	6 6			
			3	22.50	4	24	6	158,090	2	20 3	9 6	4	1	145
			3	22	4	28.50	7	206,685	182	20	9 6			
			3	23	4	23.50	6	206,685	2	60 0	9 3	4	4	1755
								29,472	2	60 0	9 3	1	1	
153.60	661	July 1, 1883	1	18.36	2	18.36	6	96,153	182	60 0	9 3			
(14)	15,777	July 1, 1883	607	22	608	20.50	7	143,379	181	49 1	8 11	3	1	3
121.28	1,005	July 1, 1883	607	22	608	20.50	7		2	12 6	7 8	3	1	184
121.65	1,981	July 1, 1883	1	22.79	4	23.45	6	77,937	201	14 5	9 3	3	1	
			17	13.38	18	13.38			1	24 0	9 2	2	1	213
287.20	4,236	July 1, 1883	3	24	4	25	7	209,663	1	14 6	5 6			
243.67	1,627	July 1, 1883	1	22	2	25	7	177,616	271	18 6	9 3			
320.94	1,664	July 1, 1883	3	24	4	25	7		256	50 0	9 0	4	2	2010
277.20	7,026	July 1, 1883	1	22	2	25	7		2	20 3	7 3	4	1	
40.88	402	Nov. 10, 1884	3	13.65	4	15.78	6	15,371	281	22 8	7 6	5	1	798

and 1 in yards at Saint Louis, Mo. 6 clerks detailed to office superintendent; 1 as chief clerk at Kansas City, Mo.; 1 as chief clerk at Denver, Colo.; 1 as chief clerk at Union Depot, Saint Louis, Mo., and 1 as chief clerk at large. 3 clerks detailed to transfer service at Saint Louis, Mo., 1 at Kansas City, Mo., and 1 at Atchison, Kans.

<sup>15</sup> 75 miles distance on route 28002 covered by Saint Louis and Texarkana R. P. O.

<sup>16</sup> 1 helper between Saint Louis and Bismarck, Mo. (75 miles).

<sup>17</sup> Reserve car at De Soto, Mo.

<sup>18</sup> 1 helper between Saint Louis, Mo., and Duquoin, Ill.

<sup>19</sup> Reserve.

<sup>20</sup> This line is divided at Pierce City, Mo., into Saint Louis and Pierce City, R. P. O. (287.21 miles), and Pierce City and Halstead R. P. O. (243.31 miles).

<sup>21</sup> 73.61 miles of route 28003 between Pierce City, Mo., and Vinita, Ind. Ter., covered by Pierce City and Vinita R. P. O.

<sup>22</sup> 2 full cars and 1 apartment in reserve.

<sup>23</sup> 2 helpers on trains 1 and 2 between Saint Louis and Newburgh, Mo. (119 miles); 1 clerk detailed as chief clerk at large.

<sup>24</sup> Mail apartment service on trains 1 and 2 between Saint Louis and Pierce City, Mo. (287.21 miles), in addition to full car service on trains 3 and 4.

<sup>25</sup> Trains 41 and 42 between Saint Louis, Mo., and Roodhouse, Ill., and 48 and 47 between Roodhouse, Ill., and Kansas City, Mo.

<sup>26</sup> 2 helpers between Saint Louis, Mo., and meeting point (128 miles), and 1 between Kansas City and Marshall, Mo. (84 miles).

<sup>27</sup> Double daily service on this line.

<sup>28</sup> 4 helpers, 2 on each line between Saint Louis and meeting point; 1 clerk detailed to transfer service, Kansas City, Mo.; 2 clerks (1 acting) detailed office superintendent.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
<i>Saint Louis, Mo., and Texarkana, Ark.</i> <sup>1</sup>	7	<i>Miles.</i> 491.72	Saint Louis, Bismarck, Mo. (St. L., I. M. and S.) .....	28002
			Bismarck, Mo., Texarkana, Ark. (St. L., I. M. and S.) .....	28026
Saint Paul, Minn., and Bismarck, Dak.	6	470.20	Saint Paul, Minn., Bismarck, Dak. (North. Pac.) .....	<sup>2</sup> 26001 (part)
<i>Saint Paul, Minn., and Council Bluffs, Iowa.</i>	6	368.67	Saint Paul, Minn., Sioux City, Iowa (Chi., St. P., Minn. and Om.) .....	28025
			Sioux City, Missouri Valley, Iowa (S. C. and Pac.) .....	27029
			Missouri Valley, Union Pacific Transfer, Iowa (Chi. and No. West.) .....	23003 (part)
Saint Paul, Minn., and Elroy, Wis.	6	197.08	Saint Paul, Minn., Elroy, Wis. (Chi., St. P., Minn. and Om.) .....	25039
Saint Paul and Sioux City, Iowa.	6	270.43	Saint Paul, Minn., Sioux City, Iowa (Chi., St. P., Minn. and Om.) .....	26025
Saint Paul, Minn., and Waterloo, Iowa. <sup>13</sup>	6	191.90	Saint Paul, Lyle, Minn. (Minn. and No. West.) .....	26055
			Lyle, Minn., Waterloo, Iowa (Illinois Central) .....	27022
Salamanca, N. Y., and Kent, Ohio.	5	202.68	Salamanca, N. Y., Kent, Ohio (N. Y., Lake Erie and West.) .....	<sup>12</sup> 21034 (part)
Salamanca, N. Y., and Oil City, Pa.	2	97.69	Salamanca, N. Y., Warren, Pa. (B., N. Y. and P.) .....	8164
			Warren, Irvine, Pa. (B., N. Y. and P.) .....	8022 (part)
			Irvine, Oil City, Pa. (B., N. Y. and P.) .....	8025 (part)
Salina and McPherson, Kans.	7	37.07	Salina, McPherson, Kans. (S. and S. W.) .....	33028
Salisbury, N. C., and Knoxville, Tenn.	3	273.73	Salisbury, Warm Springs, N. C. (Western N. C.) .....	13006
			Warm Springs, N. C., Morristown, Tenn. (E. Tenn., Va. and Ga.) .....	19009
			Morristown, Knoxville, Tenn. (E. Tenn., Va. and Ga.) .....	19002
Salt Lake and Oasis, Utah <sup>24</sup>	8	157.99	Salt Lake, Oasis, Utah (Utah Central R. E.) .....	<sup>24</sup> 41001 (part)
Sandusky, Ohio, and Muncie, Ind.	5	178.62	Sandusky, Ohio, and Muncie, Ind. (Lake Erie and West.) ..	<sup>22</sup> 21020 (part)
Sandusky, Newark, Ohio, and Wheeling, W. Va.	5	225.70	Sandusky, Newark, Ohio (Balto. and Ohio) .....	21010
			Newark, Bellaire, Ohio (Cent. Ohio) .....	21001 (part)
			Bellaire, Ohio, Benwood Junction, W. Va. (Balto. and Ohio) ..	19008
			Benwood Junction, Wheeling, W. Va. (Balto. and Ohio) .....	12015
Sandusky and Springfield, Ohio <sup>35</sup>	5	130.72	Sandusky, Springfield, Ohio (Ind., Bloom. and West.) .....	21012
<i>San Francisco and Los Angeles, Cal.</i>	8	482.27	San Francisco, Port Costa, Cal. ....	46001 (part)
			Port Costa, Lathrop, Cal. ....	48082
			Lathrop, Goshen, Cal. ....	48010
			Goshen, Los Angeles, Cal. (Southern Pacific Co.) .....	<sup>24</sup> 46014 (part)

<sup>1</sup> Double daily service on this line. Line is divided at Little Rock, Ark., into Saint Louis and Little Rock R. P. O. (346 miles) and Little Rock and Texarkana R. P. O. (145.72 miles). Saint Louis and Columbus R. P. O. also runs over route 28002.

<sup>2</sup> Reserve cars on each line.

<sup>3</sup> 5 crews, 3 clerks to a crew, on each line between Saint Louis and Little Rock; and 5 crews, 2 clerks to a crew, perform service on both lines between Little Rock and Texarkana.

<sup>4</sup> 1 helper in yards at Saint Louis, Mo.; 1 clerk detailed to office of superintendent, and 1 as chief clerk at Little Rock, Ark.

<sup>5</sup> Balance of route (811.24 miles) covered by Bismarck, Dak., and Glendive, Mont.; Glendive and Billings, Mont.; Billings and Helena, Mont.; and Helena, Mont., and Portland, Oreg., R. P. O's.

<sup>6</sup> Cars run through from Saint Paul, Minn., to Portland, Oreg., covering Bismarck, Dak., and Glendive, Mont.; Glendive and Billings, Mont.; Billings and Helena,

Mont.; and Helena, Mont., and Portland, Oreg., R. P. O's. Two cars in reserve.

<sup>7</sup> 2 helpers between Saint Paul and Brainerd, Minn., and 2 helpers between Fargo and Bismarck, Dak.; 1 clerk detailed to transfer duty at Saint Paul, Minn.

<sup>8</sup> Distance (78.18 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

<sup>9</sup> Distance (22.8 miles) covered by Cedar Rapids and Council Bluffs R. P. O. This line was reported last year as Saint Paul, Minn., and Sioux City, Iowa, R. P. O. Increased distance run this year, 98.24 miles.

<sup>10</sup> 1 helper between Elroy and Merrillan, Wis.

<sup>11</sup> Reserve.

<sup>12</sup> Distance (270.10 miles) covered by Saint Paul, Minn., and Council Bluffs, Iowa, R. P. O.

<sup>13</sup> This line was reported last year as Mona and Waterloo, Iowa, R. P. O. Increased distance run this year, 109.78 miles.

<sup>14</sup> Balance of route covered by Kent and Cincinnati R. P. O.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
75.28	<i>Pounds</i> 15,777	July 1, 1883	601 21 50	602 32 50	603 23 23	604 22 50	7	358,956	25	55 0	9 3	10	2	43
414.26	13,140	July 1, 1883	601 23 23	602 23 23	603 22 50	604 22 50	7	358,956	25	55 0	9 3	10	2	43
469.69	10,412	Apr. 16, 1884	1 22 54	2 24 15			7	343,246	615	24 6	9 1	7	1	12
270.11	2,903	July 1, 1883	1 23.62	2 21.86			7	269,129	2	49 6	8 9	5	2	10
(7)	2,769	July 1, 1883	8 26.71	7 23.90										
(8)	8,642	Apr. 1, 1884	7 27.86	8 22.80										
187.02	2,511	July 1, 1884	3 23.10	2 24.55			6	123,372	2	24 7	9 2 1/2	4	1	105
(12)	2,903	July 1, 1883	3 23.11	4 23.44			6	169,289	2	24 0	9 1	4	1	4
109.78	1,021	July 1, 1886	1 27.35	4 27.35			6	120,129	2	23 1 1/2	9 4	3	1	3
80.79	763	July 1, 1883	15 20.42	16 21.57										
181.67	2,040	July 1, 1884	3 25.89	12 30.42			7	147,956	1	30 0	9 6	4	1	146
42.19			29 21	28 23			6	61,154	1	30 0	9 4			
(14)	1,383	July 1, 1885	29 18	28 24			6		2	14 0	8 6	2	1	2
249.53	1,069	July 1, 1885	29 25	28 25			6		2	14 0	8 6	2	1	2
37.07	157	July 1, 1886	281 12.50	282 13			7	27,061	1	20 1	8 8	1	1	1
182.25	1,512	July 1, 1884	50 16.29	51 16.92			7	199,823	1	20 1	8 8	4	1	25
49.59	834	July 1, 1884	5 21.76	6 18.35					1	19 11	8 11			
(15)	6,520	July 1, 1884	5 27.89	6 27.89					1	20 2	8 5			
187.99	837	July 1, 1886	1 17.38	2 17.38			7	115,332	2	15 0	9 0	3	1	3
178.52	559	July 1, 1884	1 23.58	2 24.06			6	111,816	2	12 0	7 7	3	1	3
116.79	1,162	July 1, 1884	4 22.86	3 23.58			7	164,827	2	14 0	7 8			
(16)	5,751	July 1, 1884	4 24.66	3 26.52			7		2	12 0	7 4	4	2	28
(17)	21,912	July 1, 1885	4 8.58	3 6.09			7		2	15 6	9 6	3	1	3
(18)	1,067	July 1, 1884	4 9.60	3 9.60			7		2	15 6	9 6	3	1	3
131.35	1,067	July 1, 1884	3 25.44	4 23.34			6	108,391	2	15 6	9 6	3	1	3
(19)	21,862	July 1, 1886	19 21.92	20 22.08			7	352,057	6	55 1 1/2	9 5 1/2	7	1	13
62.23	5,068	July 1, 1886	19 28.23	20 28.93										
146.35	5,007	July 1, 1886	19 27.24	20 23.19										
241.62	3,859	July 1, 1886	19 20.86	20 19.85										

<sup>15</sup> 2 helpers running over whole line except Sundays and Mondays.

<sup>16</sup> Reserve car. <sup>17</sup> In reserve.

<sup>18</sup> 5.90 miles covered by Williamsport and Erie R. P. O.

<sup>19</sup> Cars and clerks shown on route 6164.

<sup>20</sup> Balance of route (45.60 miles) covered by Buffalo and Pittsburgh R. P. O.

<sup>21</sup> Mails handled in baggage-car.

<sup>22</sup> 1 helper between Salisbury and Hickory (58 miles) daily except Sunday.

<sup>23</sup> 41.80 miles covered by the Bristol and Chattanooga R. P. O.

<sup>24</sup> Reported last year as Salt Lake and Deseret R. P. O.

<sup>25</sup> 33.73 miles of route 41001 covered by Ogden and Salt Lake R. P. O., and 86.50 miles, from Oasis to Frisco, covered by closed-pouch service. (See Table C\*, "Deseret to Frisco.")

<sup>26</sup> Balance of route covered by Muncie and Bloomington R. P. O.

<sup>27</sup> These cars include all cars on Sandusky and Muncie and Muncie and Bloomington R. P. O's; also 3 reserve cars.

<sup>28</sup> 1 reserve car.

<sup>29</sup> 4 helpers running over whole line.

<sup>30</sup> Covered by the Grafton and Chicago R. P. O. (105.47 miles); balance of route covered by closed pouches. (See Table C\*.)

<sup>31</sup> Distance shown on Grafton and Chicago R. P. O. (1.11 miles); balance covered by lines of the third division.

<sup>32</sup> Covered by lines of the Third Division (3 miles).

<sup>33</sup> Formerly Sandusky and Cincinnati R. P. O. curtailed to end at Springfield, Ohio, January 11, 1886; decreased distance, 80 miles.

<sup>34</sup> 32.17 miles of route covered by Ogden and San Francisco R. P. O.

<sup>35</sup> 2 helpers at San Francisco, Cal.; 4 clerks detailed to San Francisco and Tulare R. P. O.

<sup>36</sup> Balance of route 46014 covered by the Deming and Los Angeles R. P. O. (248.71 miles).



TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of routes.
		<i>Miles.</i>		
San Francisco and Santa Cruz, Cal.	8	83.15	San Francisco, Santa Cruz, Cal. (So. Pac. Coast) .....	46001
San Francisco and Soledad, Cal.	8	144.72	San Francisco, Soledad, Cal. (Northern Div. S. P.) .....	46002
San Francisco and Tulare, Cal.	8	251.63	San Francisco, Port Costa, Cal. ....	46001
			Port Costa, Lathrop, Cal. ....	(part) 46032
			Lathrop, Goshen, Cal. ....	46010
			Goshen, Tulare, Cal. (Southern Pacific) .....	46014
				(part) 8017
Scranton and Northumberland, Pa.	2	80.48	Scranton, Northumberland, Pa. (Del., Lack. and West.) .....	28017
Seaford, Del., and Cambridge, Md.	2	33.64	Seaford, Del., Cambridge, Md. (C. and S. Breh. P., W. and B.) .....	10008
Sedalia and Kansas City, Mo. <sup>8</sup>	7	99.56	Sedalia, Independence, Mo. (Mo. Pac.) .....	28033
			Independence, Kansas City, Mo. (Mo. Pac.) .....	28001
				(part) 28042
Sedalia and Warsaw, Mo.	7	43.18	Sedalia, Warsaw, Mo. (Mo. Pac.) .....	17008
Selma and Akron Junction, Ala.	4	71.86	Selma, Akron Junction, Ala. (C., S. and M.) .....	17009
Selma, Ala., and Meridian, Miss.	4	114.28	Selma, Ala., Meridian, Miss. (E. T., V. and G.) .....	17017
Selma and Pine Apple, Ala.	4	47.79	Selma, and Pine Apple, Ala. (L. and N.) .....	23014
Shabbona and Rock Falls, Ill.	6	46.30	Shabbona, Rock Falls, Ill. (Chi., Bur. and Qcy.) .....	25019
Sheboygan and Princeton, Wis.	6	79.06	Sheboygan, Princeton, Wis. (Chi. and No. West.) .....	8022
Sheffield and Erie, Pa.	2	79.50	Sheffield, Erie, Pa. (P. and E. Div. Penna.) .....	(part) 40005
Shingle Springs and Sacramento, Cal.	8	48.75	Shingle Springs, Sacramento, Cal. (Sacramento Valley) .....	30016
Shreveport, La., and Houston, Tex. <sup>10</sup>	7	234.42	Shreveport, Logansport, La. (S. and H.) .....	31023
			Logansport, La., Houston, Tex. (H., E. and W. T.) .....	27029
Sioux City and Missouri Valley, Iowa.	6	76.10	Sioux City, Missouri Valley, Iowa (S. C. and Pac.) .....	34003
Sioux City, Iowa, and Omaha, Nebr.	6	128.93	Sioux City, Iowa, Omaha, Nebr. (Chi., St. P., Minn. and Om.) .....	135001
Sioux City, Iowa, and Yankton, Dak.	6	62.02	Sioux City, Iowa, Yankton, Dak. (Chi., Mil. and St. P.) .....	(part) 27034
Sioux Falls, Dak., and Sioux City, Iowa.	6	91.18	Sioux Falls, Elk Point, Dak. (Chi., Mil. and St. P.) .....	35001
			Elk Point, Dak., Sioux City, Iowa (Chi., Mil. and St. P.) .....	(part) 5
Skowhegan and Portland, Me. <sup>11</sup>	1	103.00	Skowhegan, Portland, Me. (Me. Cen.) .....	8089
Slatington and Reading, Pa.	2	43.63	Slatington, Reading, Pa. (S. and L. Breh. P. and R.) .....	15033
Smithville and Blakeley, Ga.	4	73.54	Smithville, Albany, Ga. (S. W.) .....	15040
Sodus Point and Stanley, N. Y.	2	34.03	Albany, Blakeley, Ga. (S. W.) .....	6090
			Sodus Point, Stanley, N. Y. (S. B. Div. No. Central) .....	7047
South Amboy, N. J., and Philadelphia, Pa.	2	62.92	South Amboy, Jamesburgh, N. J. (Amboy Div. Penna.) .....	7005
			Jamesburgh, Camden, N. J. (Amboy Div. Penna.) .....	(part) 22013
South Bend and Terre Haute, Ind.	5	184.01	South Bend, Terre Haute, Ind. (Terre H. and Ind.) .....	2016
South Londonderry and Brattleborough, Vt.	1	36.47	South Londonderry, Brattleborough, Vt. (Ct. Vermont) .....	24020
South Lyon, Mich., and Toledo, Ohio.	9	61.91	South Lyon, Mich., Toledo, Ohio (Tol., A. A. and No. Mich.) .....	19013
Sparta and Tullahoma, Tenn.	5	61.02	Sparta, Tullahoma, Tenn. (Nash., Chat. and St. L.) .....	25034
Sparta and Viroqua, Wis.	6	35.65	Sparta, Viroqua, Wis. (Chi., Mil. and St. Paul) .....	

<sup>1</sup> 1 reserve car.<sup>2</sup> Short run San Francisco and Los Angeles R. P. O., and clerks detailed from that line.<sup>3</sup> Double daily service except Sunday.<sup>4</sup> In reserve.<sup>5</sup> Double daily service on this line; last year single daily.<sup>6</sup> 11.50 miles distance on route 28001 covered by Salut Louis and Atchison R. P. O.<sup>7</sup> Reserve.<sup>8</sup> 78.80 miles covered by Williamsport and Erie R. P. O.<sup>9</sup> Clerk shown on Williamsport and Erie R. P. O.<sup>10</sup> Reported last year as Nacogdoches and Houston; distance increased 94.17 miles.<sup>11</sup> Reserve car.<sup>12</sup> Balance of route, Yankton to Scotland, Dak. (28.27 miles), covered by closed ponches. (See Table C.)

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
83.15	Pounds 792	July 1, 1886	7	22.67	8	20.32	6	52,051	1	8 0	7 6	1	1	1
142.96	1,622	July 1, 1886	7	22.09	18	21.02	7	105,645	13	17 0	9 9	3	1	3
(7)	21,862	July 1, 1886	17	25.80	18	26.07	6	157,520	13	17 0	9 9	4	1	(2)
(9)	5,068	July 1, 1886	17	29.63	18	29.91								
(2)	5,007	July 1, 1886	17	28.20	18	28.20								
(3)	3,889	July 1, 1886	17	27.90	18	26.63								
80.48	1,449	July 1, 1885	1	25	8	24	6	50,380	1	16 2	8 3	2	1	3
			5	24	2	27	6	50,380	1	20 6	9 4	1	1	
									41	15 5	8 2			
33.64	322	July 1, 1885	33	19	32	17	6	21,059	1	10 0	6 0	1	1	1
88.19	366	July 1, 1883	43	19	44	22	7	72,679	1	20 5	7 5	3	1	3
(6)	29,259	July 1, 1883	45	20	46	22	6	62,325	1	19 9	7 2			
			43	19	44	22	7							
			45	20	46	22	6							
43.18			167	13	168	13	6	27,030	1	11 10	5 10	1	1	1
71.86	350	July 1, 1884	52	15	53	15	6	44,984	1	12 0	6 9	1	1	1
114.24	691	July 1, 1884	3	23	4	23	7	83,424	1	14 9	8 9	2	1	2
47.80	252	July 1, 1884	49	12	50	13	6	29,917	1	7 9	6 4	1	1	1
46.25	112	July 1, 1883	93	28.14	94	29.62	6	28,884	1	7 8	6 11	1	1	1
									71	11 11	6 9			
79.13	494	July 1, 1883	63	18.45	62	18.81	6	49,491	1	13 8	7 6	2	1	2
(8)	1,383	July 1, 1885	17	24	18	26	6	49,823	1	15 0	8 0	1	1	(9)
48.75	557	July 1, 1886	1	14.62	2	14.62	6	30,517	1	6 6	6 0	1	1	1
41.72	174	July 1, 1886	2	16	1	16	7	171,127	1	14 1	7 7	3	1	3
192.70	297	July 1, 1886	2	16	1	16	7		1	13 8	7 5			
									11	13 3	7 6			
76.18	2,769	July 1, 1883	2	25.23	1	25.23	7	55,553	1	18 6	9 34	2	1	2
127.12	587	July 1, 1883	1	20.00	2	19.73	6	80,710	1	14 4	7 5	2	1	2
									1	11 9	9 4			
62.10	446	July 1, 1886	4	23.73	3	21.63	6	38,824	1	14 11	7 4	1	1	1
70.36	853	July 1, 1884	1	24.00	2	24.00	6	57,078	1	20 2	9 4	2	1	2
(12)	446	July 1, 1886												
102.93	1,521	Feb. 11, 1885	12	23.55	12	24.01	6	64,478	1	2 4	9 0	2	1	2
									1	42 0	8 4			
44.13	207	July 1, 1885	2	22	3	22	6	27,312	1	8 0	6 8	1	1	1
24.08	541	July 1, 1884	25	16	26	24	6	45,026	1	15 2	8 4	1	1	1
50.19	116	July 1, 1884	25	14	26	12.50								
33.50	127	July 1, 1885	22	21	23	21	6	21,303	1	16 0	8 0	1	1	1
									41	8 0	6 0			
13.63	853	July 1, 1885	315	27	318	28	6	39,388	1	20 0	8 0	1	1	2
			339	23	306	29	6	39,388	1	15 0	8 0	1	1	
147.58	909	July 1, 1885	315	24	318	26	6		(16)			(16)		
			17339	28	17306	31	6		(16)			(16)		
186.49	419	Feb. 11, 1885	51	27.06	52	27.06	6	115,190	41	11 0	8 0			
									1	16 0	9 2	3	1	3
36.40	335	Aug. 5, 1885	1	12.34	2	12.34	6	22,830	1	16 0	9 0			
									1	8 5	5 6	1	1	1
60.51	364	July 1, 1884	2	23.61	2	16.63	6	37,879	1	10 2	5 8			
									1	12 0	9 0	1	1	1
62.07	360	Dec. 22, 1884	72	16.50	71	16.08	6	38,199	1	8 0	6 0	1	1	1
35.83	291	July 1, 1883	33	12.14	34	13.70	6	22,317	1	11 10	7 6	1	1	1

<sup>12</sup> Distance (20.82 miles) covered by Sioux City, Iowa, and Yankton, Dak., R. P. O.

<sup>13</sup> The North Anson and Portland clerks run between Oakland and Portland, with the Skowhegan and Portland clerk as assistant. The Augusta and Portland clerk runs in connection with this R. P. O.

<sup>14</sup> 5.65 miles covered by Monmouth Junction and Manassas R. P. O.

<sup>15</sup> Cars and clerks shown on route 7047.

<sup>17</sup> Clerk on trains 339 and 806 records arrival and departure by alip at South Amboy.

## REPORT OF THE POSTMASTER-GENERAL.

TABLE A<sup>a</sup>.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
Spartanburgh, S. C., and Augusta, Ga.	4	134.73	Spartanburgh, S. C., and Greenwood, S. C. (G. L. and S. R. R.).	14021
Springfield and Grafton, Ill.	6	85.30	Greenwood, S. C., and Augusta, Ga. (A. and K. R. R.).	15037
			Springfield, Bates, Ill. (Wab., St. L. and Pac.).	21019
			Bates, Grafton, Ill. (Wab., St. L. and Pac.).	(part)
			Springfield, Mass., Hartford, Conn. (N. Y. and N. Eng.).	21038
				5016
Springfield and Wellston, Ohio	5	118.46	Springfield, Wellston, Ohio (Ohio South.).	21058
State Line and Rhinecliff, N. Y.	2	42.53	State Line, Rhinecliff, N. Y. (H. and C. W.).	5018
Statesville and Charlotte, N. C.	3	45.14	Statesville, Charlotte, N. C. (Charl., Col. and Aug.).	19009
Sterling and Rock Island, Ill.	6	52.43	Sterling, Barstow, Ill. (Chi., Bur. and Qey.).	23084
			Barstow, Rock Island, Ill. (Chi., Bur. and Qey.).	23005
				(part)
Stevens Point and Portage, Wis.	6	73.84	Stevens Point, Portage, Wis. (Wis. Central).	25015
Stoneborough and New Castle, Pa.	2	36.49	Stoneborough, New Castle, Pa. (Pitta. Div. B., N. Y. and P.).	8096
Stony Point and New York, N. Y.	2	42.88	Stony Point, N. Y., Jersey City, N. J. (N. J. and N. Y.).	7024
Streator and Fairbury, Ill.	6	31.98	Streator, Fairbury, Ill. (Wab., St. L. and Pac.).	23043
Sumner and Hampton, Iowa.	6	65.33	Sumner, Hampton, Iowa (Dub. and Dak.).	27051
Sunbury and Lewistown, Pa.	2	51.12	Sunbury, Selin's Grove Junction, Pa. (No. Central).	10022
				(part)
			Selin's Grove Junction, Lewistown, Pa. (Lewistown Div. Penna.).	8108
Suspension Bridge and Buffalo, N. Y.	2	24.35	Suspension Bridge, Buffalo, N. Y. (B. and S. B. Broh. N. Y. C. and H. R.).	6016
Switz City and Bedford, Ind.	5	41.08	Switz City, Bedford, Ind. (Bed., Spring., Owens. and Bloom.).	(part)
Syracuse, Auburn, and Rochester, N. Y.	2	104.71	Syracuse, Rochester, N. Y. (Aub. Broh. N. Y. C. and H. R.).	22036
				6013
Syracuse and Earlville, N. Y.	2	43.66	Syracuse, Earlville, N. Y. (Syr., Ont. and N. Y.).	6071
Table Rock, Nebr., and Concordia, Kans.	6	120.30	Table Rock, Wymore, Nebr. (Rep. Valley).	34020
			Wymore, Odell, Nebr. (Rep. Valley).	34018
				(part)
Tacoma, Wash., and Portland, Oreg.	8	145.60	Odell, Nebr., Concordia, Kans. (Chi., Iowa and Kans.).	34028
Tallulah and Athens, Ga.	4	72.76	Tacoma, Wash., Portland, Oreg. (Nor. Pac. R. R.).	43001
Tama City and Hawarden, Iowa.	6	243.34	Tallulah, Belton, Ga. (N. E. R. R.).	15043
			Belton, Athens, Ga. (N. E. R. R.).	15025
			Tama City, Eagle Grove, Iowa (Chi. and No. West.).	1627052
			Eagle Grove, Hawarden, Iowa (Chi. and No. West.).	1627070
				(part)
Tamaroa and Chester, Ill.	6	40.79	Tamaroa, Chester, Ill. (Wab., Chester and West.).	23047
Tehama and Sacramento, Cal.	8	124.41	Tehama, Roseville, Cal.	1740003
			Roseville, Sacramento, Cal. (Southern Pac. Co.).	1640001
				(part)
Temple and Coleman, Tex. <sup>19</sup>	7	160.18	Temple, Coleman, Tex. (G., Colo. and S. F.).	81049
Terre Haute and Evansville, Ind.	5	110.41	Terre Haute, Evansville, Ind. (Evans. and T. Haute).	22012
Terre Haute, Ind., and Peoria, Ill.	6	176.90	Terre Haute, Ind., Peoria, Ill. (Ill. Mid.).	23048
Terre Haute and Worthington, Ind.	5	41.08	Terre Haute, Worthington, Ind. (Terre Haute and So. East.).	22030

<sup>1</sup> Distance (13.37 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.<sup>2</sup> Balance of route (70.93 miles) covered by Hartford and Millerton R. P. O., First Division.<sup>3</sup> In reserve.<sup>4</sup> Distance (11.60 miles) covered by Rock Island, Ill., and Saint Louis, Mo., R. P. O.<sup>5</sup> 1 car in reserve.<sup>6</sup> Reserve.<sup>7</sup> This line was reported last year as Streator and Forest, Ill., R. P. O. Decrease in distance run this year, 5.42 miles.<sup>8</sup> 4.90 miles covered by Williamsport and Baltimore R. P. O.<sup>9</sup> Balance of route (4.75 miles) covered by closed-pouch service. (See Table C<sup>a</sup>.)<sup>10</sup> Baggage car.<sup>11</sup> This clerk is detailed from Albany and Rochester R. P. O., and is in charge of register-pouches between Buffalo, N. Y., P. O., and the Great Western Railway mail clerks, of Canada.<sup>12</sup> Car and clerk shown on trains 16 and 19.<sup>13</sup> 104 miles covered by Albany and Rochester R. P. O.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
66.20	371	Nov. 11, 1885	10	20	19	19	7	98,346	1	11 1	8 9	2	1	2
68.30			10	20	19	19								
(1)	11,242	July 1, 1884	545	12.18	544	15.84	6	53,398	1	11 4½	6 7	2	1	2
71.93	290	Mar. 19, 1884	545	10.85	544	10.45			1	17 5	8 7½			
32.60	511	July 1, 1885	123	21.81	148	21.81	6	20,213	1	14 10	7 7	1	1	1
			153	23.17	130	21.81	6	20,213						
118.89	270	July 1, 1884	2	18.66	1	16.86	6	74,156	2	14 0	7 0	2	1	2
339.82	1,101	July 1, 1885	9	15	6	20	6	26,624	1	10 0	6 0	1	1	1
									32	10 0	6 0			
45.71	435	July 1, 1884	52	14.66	53	14.66	6	28,257	1	9 10	7 4	1	1	1
40.53	234	July 1, 1883	31	19.44	32	19.44	6	32,821	1	11 4½	6 7½	1	1	1
(4)	2,279	Apr. 1, 1884	31	17.40	32	17.40								
73.51	445	July 1, 1883	10	24.41	9	24.41	6	46,224	2	15 0	7 8	1	1	1
									92	15 2	7 7			
35.33	333	July 1, 1885	1	20	2	18	6	22,843	1	14 0	8 10	1	1	1
42.32	378	July 1, 1885	16	21	1	18	6	26,843	1	6 6	8 0	1	1	1
									31	6 6	8 0			
731.98	260	July 1, 1883	253	12.20	250	18.90	6	20,019	1	11 2½	6 7	1	1	1
65.89	499	July 1, 1883	2	18.34	1	17.28	6	40,896	1	16 0	6 6	1	1	1
(8)	11,378	July 1, 1885	3	20	2	20	8	32,001	1	6 2	6 2	1	1	1
44.60	169	Jan. 1, 1885	3	22	2	25	6							
*24.73	8,979	July 1, 1885	16	25	19	26	6	15,243	(10)			1		(11)
			58	29	31	26	6	15,243	(15)					
41.47	175	July 1, 1884	2	13.67	1	14.46	6	25,716	1	7 1	5 3	1	1	1
(13)	4,375	July 1, 1885	9	24	8	24	6	65,548	1	21 0	8 9	2	2	4
44.30	348	July 1, 1885	1	18	4	11	6	27,331	1	9 1	8 6	1	1	1
									31	8 0	6 0			
40.42	3,627	July 1, 1886	65	29.40	66	23.52	6	75,308	1	8 3	7 4	2	1	2
(14)	3,020	July 1, 1886	65	18	66	18			31	16 0	8 10½			
72.79	532	July 1, 1886	65	21.30	66	22.42								
145.50	3,023	July 1, 1886	1	20.08	2	19.85	7	106,288	2	22 6	9 0	3	1	3
33.28	153	Feb. 20, 1884	50	17	53	22	6	45,548	2	11 3	7 0	2	1	2
39.59	380	July 1, 1884	50	14	53	17								
98.40	788	July 1, 1883	5	21.82	6	19.60	6	152,331	3	24 0	9 3	4	1	4
145.06	927	July 1, 1884	5	26.36	6	25.60								
41.76	640	July 1, 1883	2	16.28	3	16.50	6	25,534	1	8 3	7 0	1	1	1
									1	7 10	7 0			
105.06	2,723	July 1, 1884	11	24.88	12	25.74	7	90,819	2	8 6	6 6	2	1	2
	21,862	July 1, 1886	11	25.31	12	25.81								
160.18	652	July 1, 1886	11	21	12	20	7	116,931	1	13 6	9 0	3	1	3
109.71	2,454	July 1, 1884	1	27.84	8	27.84	6	69,117	1	16 2	9 4	2	1	2
									31	15 3	8 7			
177.96	226	July 1, 1883	1	18.31	2	17.70	6	110,739	2	11 10	6 11	3	1	3
40.98	224	July 1, 1884	9	21.84	10	24.06	6	25,716	2	5 5	9 3	1	1	1

<sup>14</sup> Distance (9 miles) covered by Crete and Red Cloud, Nebr., R. P. O.

<sup>15</sup> Balance of route (166.30 miles) covered by Lake Crystal, Minn., and Eagle Grove, Iowa, R. P. O.

<sup>16</sup> Balance of route (126.37 miles) covered by Columbia, Dak., and Hawarden, Iowa, R. P. O.

<sup>17</sup> Balance of route 46003 covered by Delta and Sacramento R. P. O. (85.10 miles).

<sup>18</sup> This R. P. O. covers 18.24 miles of route 46001, between Sacramento and Roseville Junction, Cal.

<sup>19</sup> Reported last year as Temple and Lampasas; increased distance, 103.25 miles.

<sup>20</sup> 1 clerk detailed to transfer duty at Evansville, Ind.

<sup>21</sup> Reserve car.

<sup>22</sup> 1 clerk detailed to transfer duty at Peoria, Ill.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Texarkana, Ark., and El Paso, Tex. <sup>1</sup>	7	869.23	Texarkana, Ark., Marshall, Tex. (T. and P.)	81010
			Marshall, El Paso, Tex. (T. and P.)	<sup>9</sup> 81009 (part)
Texarkana, Ark., and Houston, Tex.	7	836.63	Texarkana, Ark., Marshall, Tex. (T. and P.)	81010
			Marshall, Longview, Tex. (T. and P.)	81009 (part)
			Longview, Houston, Tex. (I. and G. N.)	81006 (part)
Texarkana, Ark., and Waco, Tex. <sup>7</sup>	7	258.75	Texarkana, Ark., Waco, Tex. (T. and St. L.)	<sup>9</sup> 81025 (part)
Texarkana, Ark., and Whitesborough, Tex.	7	173.67	Texarkana, Ark., Whitesborough, Tex. (T. and P.)	81011
Toccoa and Elberton, Ga.	4	51.45	Toccoa, Ga., and Elberton, Ga. (E. A. L.)	15028
Toledo, Ohio, and Allegan, Mich.	9	187.42	Toledo, Ohio, Allegan, Mich. (Mich. and Ohio)	24019
Toledo, Ohio, and Chicago, Ill.	9	244.99	Toledo, Ohio, Chicago, Ill. (L. S. and M. S.)	21096 (part)
Toledo and Cincinnati, Ohio	5	202.81	Toledo, Dayton, Ohio (Day. and Mich.)	21023
			Dayton, Cincinnati, Ohio (Cin., Ham. and Day.)	21026
Toledo and Columbus, Ohio	5	125.53	Toledo, Columbus, Ohio (Col., Hook. Val. and Tol.)	21053
Toledo and Findlay, Ohio	5	45.76	Toledo, Findlay, Ohio (Tol., Col. and South.)	21091
Toledo, Ohio, and Frankfort, Ind. <sup>11</sup>	5	207.39	Toledo, Delphos, Ohio (Tol., Cin. and St. Louis)	21061
			Delphos, Ohio, Kokomo, Ind. (Tol., Cin. and St. Louis)	21065
Toledo, Ohio, and La Fayette, Ind.	5	204.14	Kokomo, Frankfort, Ind. (Tol., Cin. and St. Louis)	22033
Toledo and Mansfield, Ohio	5	87.26	Toledo, Ohio, La Fayette, Ind. (Wab., St. Louis and Pac.)	21019 (part)
Toledo and Marietta, Ohio	5	262.83	Toledo, Mansfield, Ohio (Penna. Co.)	21043
			Toledo, Zoar Station, Ohio (Wheel. and Lake Erie)	21080
Toledo, Thurston, and Columbus, Ohio.	5	179.92	Zoar Station, Marietta, Ohio (Cleve. and Mar.)	<sup>9</sup> 21040 (part)
			Toledo, Thurston, Ohio (Ohio Cent.)	21055
Toledo, Ohio, and St. Louis, Mo. <sup>12</sup>	5	436.92	Thurston, Columbus, Ohio (Ohio Cent.)	21068
			Toledo, Ohio, Decatur, Ill. (Wab., St. Louis and Pac.)	<sup>9</sup> 21019 (part)
Towanda and Bernice, Pa.	2	30.72	Decatur, East Saint Louis, Ill. (Wab., St. Louis and Pac.)	23023
Tower City and Lebanon, Pa.	2	<sup>9</sup> 42.26	Towanda, Bernice, Pa. (Pa. and N. Y. Canal and R. R. Co.)	8060
			Tower City, Lebanon, Pa. (L. and T. Broh. P. and R.)	8059
Townsend, Del., and Centreville, Md.	2	85.21	Townsend, Del., Centreville, Md. (Q. A., Kent and T. Broh. P., W. and B.)	10010
Tracy City and Cowan, Tenn. <sup>13</sup>	5	21.18	Tracy City, Cowan, Tenn. (Tenn. Coal and R. R. Co.)	19010
Tracy, Minn., and Pierre, Dak.	6	255.69	Tracy, Minn., Pierre, Dak. (Chi. and No. West.)	26031
Tracy, Minn., and Redfield, Dak.	6	164.14	Tracy, Minn., Redfield, Dak. (Chi. and No. West.)	<sup>9</sup> 26014 (part)

<sup>1</sup> This line is divided at Dallas, Tex., into two divisions—Texarkana and Dallas R. P. O. (221.83 miles, and Dallas and El Paso R. P. O. (647.39 miles). Texarkana and Houston R. P. O. runs over route 81010, and 23 miles of route 81009, between Marshall and Longview, Tex.

<sup>2</sup> 2 reserve cars.

<sup>3</sup> 5 helpers between Texarkana, Ark., and Cisco, Tex. (368 miles).

<sup>4</sup> 39 95 miles of route 81009 covered by New Orleans and Marshall R. P. O.

<sup>5</sup> 72 miles distance on route 81010 and 23 miles on route 81009 covered by Texarkana and El Paso R. P. O.

<sup>6</sup> 1 helper between Texarkana, Ark., and Marshall, Tex. (72 miles).

<sup>7</sup> Reported last year as Texarkana and McGregor; decreased distance, 19.55 miles.

<sup>8</sup> 46.16 miles of route 81025, between Waco and Gatesville, Tex., covered by closed-pouch service. (See Table C.)

<sup>9</sup> 1 reserve car.

<sup>10</sup> 1 car held in reserve.

<sup>11</sup> Shown in report of New York and Chicago R. P. O.

<sup>12</sup> Clerks appointed to New York and Chicago R. P. O.

<sup>13</sup> Night line; seven trips per week.

<sup>14</sup> 4 helpers on the day line running over whole line;

<sup>15</sup> 4 helpers on night line running over whole line.

<sup>16</sup> Day line; six trips per week.

<sup>17</sup> 1 car in reserve.

<sup>18</sup> Formerly Toledo, Delphos and Saint Louis R. P. O.; curtailed to end at Frankfort, Ind., July 1, 1885. This line divides at Delphos, Ohio, and Decatur, Ind. Clerks run as follows: 2 clerks between Toledo and Delphos, Ohio; 2 clerks between Delphos, Ohio, and Decatur, Ind.; 2 clerks between Decatur and Frankfort, Ind.

<sup>19</sup> Covered by the Toledo and Saint Louis R. P. O. (205.33 miles).

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars of cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
72.26	Pounds. 10,345	July 11, 1886	301	21	304	21	7	634,531	23	21 4	9 2	12	1	17
794.52	4,211	July 1, 1886	301	20	304	21	7	-----	3	21 10	9 1			
( <sup>2</sup> )	10,345	July 1, 1886	303	22	302	22	7	241,360	1	21 1	9 1			
( <sup>2</sup> )	4,211	July 1, 1886	303	22	302	22	7	-----	1	23 8	9 5	5	1	16
236.23	2,978	July 1, 1886	453	22	452	22	7							
258.26	599	July 1, 1886	1	16	2	16	7	188,888	24	23 9	8 1	4	1	4
173.67	1,294	July 1, 1886	331	18	332	20	7	126,779	2	20 4½	7 11	3	1	3
51.45	191	July 1, 1884	1	14	2	13	6	31,425	1	10 0	4 6	1	1	1
156.92	214	Mar. 20, 1884	32	26	31	26.74	6	98,545	103	15 2	7 3	2	1	2
( <sup>1</sup> )	69,142	Mar. 9, 1884	25	26.14	22	25.02	6	153,364	2	40 0	9 0	4	2	(12)
142.61	4,441	July 1, 1884	1	25.80	28	25.80	137	148,051	(14)	20 0	9 3	4	2	1416
			25	24.06	8	25.44	166	126,959	-----			4	2	
59.38	5,577	July 1, 1884	1	29.55	28	29.28	7							
			25	29.55	8	30.84	6							
125.44	798	July 1, 1884	8	25.56	5	26.04	6	78,576	103	15 10	7 9	2	1	2
44.72	161	June 4, 1883	2	21.60	1	20.76	6	28,646	1	12 0	7 6			
74.69	798	July 1, 1884	1	16.38	2	16.38	6	129,826	1	9 2	6 5	1	1	1
									1	12 0	5 6	6	1	6
108.02	498	July 1, 1884	21	13.08	22	13.92	6		1	10 8	7 6			
25.70	259	July 1, 1884	3	16.98	6	8 10	6		1	7 0	6 6			
(18)	11,242	July 1, 1884	41	23.22	40	23.88	6	127,792	2	36 0	9 4	4	1	(19)
87.20	433	July 1, 1884	6	25.56	1	27.72	6	54,625	1	20 0	8 7	2	1	2
									1	21 3	8 7			
155.08	453	July 1, 1884	5	24.64	6	26.20	6	164,532	103	15 7½	8 10½	4	1	4
105.72	702	July 1, 1884	3	20.46	2	23.28	6							
148.68	377	July 1, 1884	2	24.30	1	24.30	6	111,378	2	16 2	7 2	3	1	3
(21)	558	July 1, 1884	2	26.46	1	22.92	6							
205.32	11,242	July 1, 1884	43	30.24	42	33.12	217	318,952	23	50 0	9 3½	6	5	236
(22)	7,767	July 1, 1883	43	28.20	42	32.22	7							
229.08	76	July 1, 1885	11	19	14	19	6	19,231	1	10 6	5 9	1	1	1
43.15	218	July 11, 1885	9	17	10	27	6	20,455	1	8 3	6 4	1	1	1
									201	8 0	6 3			
85.26	369	July 1, 1885	17	26	18	27	6	22,041	1	12 8	5 11	1	1	1
20.25	125	July 1, 1884	5	13.98	4	16.80	6	21,053	1	5 0	2 3	1	1	
255.71	1,753	July 1, 1883	1	24.92	2	23.38	7	180,654	103	24 0	9 3	4	1	116
164.14	1,451	July 1, 1883	1&33	22.58	2&34	19.45	6	102,752	102	16 0	7 6	3	1	3
									1	14 6	7 6			

<sup>15</sup> Clerks on this line are appointed to the Toledo and Saint Louis R. P. O. and are shown with that line.

<sup>16</sup> Route extended to Bowerston, March 15, 1886; increased distance 16.60 miles; closed-ponch service between Zoar Station and Bowerston. (See Table C.)

<sup>17</sup> Covered by Columbus and Middleport R. P. O. (29.58 miles).

<sup>18</sup> This line, together with Toledo and La Fayette, La Fayette and Quincy, and Chicago, Decatur and Saint Louis R. P. O.'s form double daily service between Toledo, Ohio, and Saint Louis, Mo.

<sup>19</sup> Balance of route covered by lines of Sixth Division (268.67 miles).

<sup>20</sup> Clerks record arrival and departure at depot, Saint Louis, Mo., but go to post-office for registered mail, .73 mile. Night line only.

<sup>21</sup> 1 clerk detailed as chief clerk at Toledo, Ohio; 1 clerk detailed to transfer duty, Fort Wayne, Ind.; 4 clerks in apartment cars between Toledo, Ohio, and La Fayette, Ind.

<sup>22</sup> Covered by lines of Sixth Division (113.44 miles).

<sup>23</sup> Including 5.4 miles lap service on Barclay Railroad between Towanda and Monroeton.

<sup>24</sup> Clerk records arrival and departure at Tower City by alpine.

<sup>25</sup> In reserve.

<sup>26</sup> This R. P. O. runs daily, including Sunday, up to January 1, 1886.

<sup>27</sup> 2 helpers between Tracy, Minn., and Iroquois, Dak.

<sup>28</sup> Balance of route (91.25 miles) covered by Winona and Tracy, Minn., R. P. O.

<sup>29</sup> 1 of these cars in reserve.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-offices. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Trenton and Adrian, Mich. <sup>1</sup> .....	9	49.60	Trenton, Corbus, Mich. (L. S. and M. S.) .....	24036 (part)
			Corbus, Adrian, Mich. (L. S. and M. S.) .....	24002 (part)
Trenton, Mo., and Leavenworth, Kan. <sup>2</sup> .....	7	103.00	Trenton, Mo., Leavenworth, Kans. (Chi., R. I. and P.) .....	27017 (part)
Turkey River and West Union, Iowa .....	6	58.34	Turkey River, West Union, Iowa (Chi., Mil. and St. P.) .....	27039
Two Bridges, N. J., and Stroudsburg, Pa. ....	2	47.90	Two Bridges, N. J., Stroudsburg, Pa. (N. Y., Sus. and West.) .....	7038
Tyler and Lufkin, Tex. <sup>3</sup> .....	7	89.43	Tyler, Lufkin, Tex. (Kas. and G. S. L.) .....	31044
Umatilla and Huntington, Oreg. ....	8	217.84	Umatilla, Huntington, Oreg. (Oreg. Ry. and Navign. Co.) .....	44003
Union City, Ind., and Dayton, Ohio. ....	5	47.45	Union City, Ind., Dayton, Ohio (Day. and Union) .....	21022
Utica and Binghamton, N. Y. ....	2	95.70	Utica, Norwich, N. Y. (D., L. and W.) .....	6041
			Norwich, Chenango Forks, N. Y. (D., L. and W.) .....	6040
			Chenango Forks, Binghamton, N. Y. (Syr., Bing. and N. Y.) .....	6065 (part)
Utica and Randallville, N. Y. ....	2	81.47	Utica, Randallville, N. Y. (Del. and Hud. Canal Co.) .....	6057
Valparaiso and Stromsburg, Nebr. ....	6	52.88	Valparaiso, Stromsburg, Nebr. (Om. and Rep. Vall.) .....	34008 (part)
Vancoborough and Bangor, Me. ....	1	114.44	Vancoborough, Bangor, Me. (Me. Cent.) .....	12
Vicksburgh, Miss., and Shreveport, La. ....	4	174.00	Vicksburgh, Miss., Shreveport, La. (V., S. and P.) .....	30008
Villisca, Iowa, and Bigelow, Mo. ....	6	69.24	Villisca, Iowa, Burlington Junction, Mo. (Chi., Bur. and Qcr.) .....	27009
Vincennes, Ind., and Cairo, Ill. ....	6	157.10	Burlington Junction, Bigelow, Mo. (K. C., St. Jo. and C. Bl.) .....	28044
			Vincennes, Ind., Saint Francisville, Ill. (Wab., St. L. and Pac.) .....	23037
			Saint Francisville, Cairo, Ill. (Wab., St. L. and Pac.) .....	123050 (part)
Wabasha and Zumbrota, Minn. ....	6	59.20	Wabasha, Zumbrota, Minn. (Chi., Mil. and St. Paul) .....	26022
Wadena and Fergus Falls, Minn. ....	6	53.36	Wadena, Fergus Falls, Minn. (North. Pac.) .....	26042 (part)
Wadesborough, N. C., and Florence, S. C. ....	4	66.32	Wadesborough, N. C., Cheraw, S. C. (Ch. and Salis.) .....	14014
Waldo and Cedar Keys, Fla. ....	4	71.00	Cheraw, Florence, S. C. (Ch. and Dar. R. R.) .....	14006
Wall Lake and Kingsley, Iowa. ....	6	71.30	Waldo, Cedar Keys, Fla. (F. R. and N. Co.) .....	16001 (part)
Washington, D. C., and Charlotte, N. C. ....	3	382.04	Wall Lake, Sac City, Iowa (Chi. and No. West.) .....	27050
			Sac City, Kingsley, Iowa (Chi. and No. West.) .....	27089
			Washington, D. C., Alexandria, Va. (Alex. and Washn.) .....	11018
			Alexandria, Lynchburgh, Va. (Va. Mid.) .....	11002
			Lynchburgh, Danville, Va. (Va. Mid.) .....	11016
			Danville, Va., Charlotte, N. C. (Rich. and Dan.) .....	11038
Washington and Evansville, Ind. ....	5	59.29	Washington, Evansville, Ind. (Evans. and Ind.) .....	22026
Washington and Knoxville, Iowa <sup>4</sup> .....	6	77.94	Washington, Knoxville, Iowa (Chi., R. I. Pac.) .....	27016

<sup>1</sup> Runs on route 24002, Corbus to Adrian, Mich. (12.80 miles).<sup>2</sup> Shown in report of Monroe and Adrian R. P. O.<sup>3</sup> Reported last year as Cameron, Plattsburgh and Atchison; increased distance, 39.58 miles.<sup>4</sup> Remainder of route 27017 covered by Davenport and Atchison R. P. O.; 54.68 miles covered by closed-pouch service, Cameron to Kansas City.<sup>5</sup> 1 helper between Trenton and Cameron, Mo. (48 miles).<sup>6</sup> Clerk records arrival and departure at Sparta, N. J., by slips.<sup>7</sup> New service, and not reported last year.<sup>8</sup> 1 clerk relieves Utica and Randallville clerk every third week.<sup>9</sup> Car and clerk shown on route 6041.<sup>10</sup> 11.27 miles covered by Oswego and Binghamton R. P. O.<sup>11</sup> Clerk records arrival and departure at Randallville by slip.<sup>12</sup> Relieved every third week by Utica and Binghamton R. P. O. Double daily service, except Sunday.<sup>13</sup> Car and clerk shown on trains 2 and 1.<sup>14</sup> Reserve car.<sup>15</sup> Balance of route (111.40 miles) covered by Danville, Ill., and Vincennes, Ind., R. P. O.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.		
43.57	Pounds. 240	July 1, 1886	121	25.27	120	17.30	6			Fl. In.	Fl. In.		
(?)	674	July 1, 1884	121	25.27	120	17.30	6	31,050	1	8 8	6 9	1	1
68.90	1,980	July 1, 1883	1	21	2	22	7	75,190	1	15 0	9 0	2	43
58.01	265	July 1, 1883	29	19.20	30	16.46	6	36,521	1	12 2	7 3	1	1
47.85	180	July 1, 1885	1	20	12	15	6	29,985	1	14 1	6 9	1	1
89.43	213	July 1, 1886	1	17	2	17	7	65,284	1	15 0	6 5	1	1
217.84	2,393	July 1, 1886	6	16.13	5	15.28	7	159,023	2	24 10	9 1	3	3
47.32	382	July 1, 1884	2	13.74	3	13.74	6	29,704	1	11 0	7 5	1	1
53.99	1,242	July 1, 1885	14	26	11	26	6	59,908	1	17 4	7 2	2	2
30.31	1,036	July 1, 1885	14	27	11	26	6		( <sup>9</sup> )			( <sup>9</sup> )	
(10)	1,880	July 1, 1885	14	27	11	33	6						
31.30	676	July 1, 1885	2	21	1	22	6	19,700	1	16 6	6 11	(12)	1
			4	22	3	22	6	19,700	(12)			(12)	
52.60	646	July 1, 1886	51	24.41	52	23.51	6	33,103	1	13 5	6 6	1	1
114.86	6,509	Feb. 11, 1885	64	24.01	71	24.01	6	71,639	2	40	9 0	2	2
			2	24.45	11	19.01	6	71,639	1	20 0	8 9	2	2
172.60	882	July 1, 1886	1	17.50	2	17.50	7	127,020	1	25 6	10 0		
									1	10 2	7 0	3	3
37.68	327	July 1, 1883	81	21.14	82	20.18	6	43,344	1	11 11	6 11	1	1
32.11	303	July 1, 1883	14	20.02	13	21.13			1	11 11	6 11	1	1
10.17	269	July 1, 1883	3	20.34	4	20.34	6	98,344	2	13 0	7 0	2	2
148.45	482	July 1, 1883	3	24.66	4	26.12							
59.24	213	July 1, 1883	1	16.74	2	17.14	6	37,059	1	8 0	5 9	1	1
51.95	166	Apr. 15, 1885	9	19.80	10	19.80	6	33,403	1	12 7	7 6	1	1
26.02	308	July 1, 1884	2	16.50	1	16.50	6	41,516	1	22 0	7 2	1	1
40.82	331	July 1, 1884	2	16.50	1	16.50				13 3	8 4	1	1
71.00	1,046	July 1, 1884	11	18	12	17	6	44,446	1	8 0	6 0	1	1
14.17	225	July 1, 1883	77	20.25	80	17.61	6	44,634	1	12 2	7 5	1	1
58.40	359	Apr. 16, 1884	77	20.33	80	20.35							
7.42	21,616	July 1, 1885	50	22.26	53	22.26	7	278,889	19 10	49 3	9	6	45
166.40	21,338	July 1, 1885	52	22.26	51	22.26	7	278,889				6	3
			50	26.27	53	27.35							
65.72	14,964	July 1, 1885	52	28.06	51	22.55							
143.21	14,436	July 1, 1885	50	23.89	53	28.23							
			52	27.19	51	24.95							
57.79	148	Feb. 15, 1883	50	26.03	53	30.14							
			52	31.24	51	26.85							
78.61	443	July 1, 1883	9	22.56	10	21.18	6	37,116	1	5 6	7 1	1	1
									1	5 6	6 6		
									1	22 6	9 4	1	1

\* Reserve.

17 Balance of route, Fergus Falls, Minn., and Milnor, Dak. (69.91 miles), covered by closed pouches. (See Table C.)

18 84.15 miles reported in Fernandina and Orlando R. P. O.

19 Cars on this line in use between Washington, D. C., and Atlanta, Ga. 2 in reserve.

20 2 helpers on trains 50 and 51, Washington, D. C., to Charlottesville, Va. (113.43 miles); 1 helper on trains 50 and 53, between Greensborough and Charlotte, N. C. (83 miles); 3 helpers on train 52, between Washington,

D. C., and Lynchburgh, Va. (173 12 miles); 2 helpers on trains 52 and 53, between Washington, D. C., and Charlottesville, Va. (113.42 miles); 3 clerks, daily (except Sunday) service, on short run between Washington, D. C., and Lynchburgh, Va. Clerks detailed as follows: 1 chief clerk as principal examiner for Third Division, 2 to office superintendent Third Division, and 1 as transfer clerk at Charlottesville, Va.

21 This line was reported last year as Davenport and Knoxville, Iowa, R. P. O. Decrease in distance run this year, 65.06 miles.



TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
		<i>Miles.</i>		
Washington, D. C., and Lynchburgh, Va.	3	172.98	Washington, D. C., Alexandria, Va. (Alex. and Washn.) .....	11018
Washington, D. C., and Richmond, Va.	3	116.93	Alexandria, Lynchburgh, Va. (Va. Mid.) .....	11002
			Washington, D. C., Richmond, Va. (A. and W. and R., F. and P.) .....	11001
Washington, D. C., and Strasburgh, Va.	3	93.55	Washington, D. C., Alexandria, Va. (Alex. and Washn.) .....	11018
			Alexandria, Manassas, Va. (Va. Mid.) .....	11002
			Manassas, Strasburgh, Va. (Man. Div. Va. Mid.) .....	11003
Watertown and Madison, Wis.	6	38.80	Watertown, Madison, Wis. (Chi., Mil. and St. P.) .....	25005
Watertown and Utica, N. Y.	2	91.93	Watertown, Utica, N. Y. (R., W. and O.) .....	6087
Way Cross, Ga., and Chattahoochee, Fla.	4	164.21	Way Cross, Thomasville, Ga. (S. F. and W. Rwy.) .....	15018
			Thomasville, Climax, Ga. (S. F. and W. Rwy.) .....	(part) 15031
			Climax, Ga., and Chattahoochee, Fla. (S. F. and W. Rwy.) .....	(part) 15044
Wells River and Montpelier, Vt.	1	38.64	Wells River, Montpelier, Vt. (Mont. and Wells Riv.) .....	2012
Wellsville, N. Y., and Bradford, Pa.	2	56.65	Wellsville, N. Y., Eldred, Pa. (Brad., Eld. and Cube) .....	6049
			Eldred, Kinzua Junction, Pa. (Brad., B. and K.) .....	8133
			Kinzua Junction, Bradford, Pa. (Brad., B. and K.) .....	8132
West Lebanon, Ind., and Le Roy, Ill.	6	76.20	West Lebanon, Ind., Le Roy, Ill. (How., Raut. and East.) .....	(part) 23058
West Liberty and Council Bluffs, Iowa.	6	279.36	West Liberty, U. P. Transfer, Iowa (Cbl., R. Isld. and Pac.) .....	127014
West Point, Miss., and Mobile, Ala.	4	232.99	West Point, Miss., Mobile, Ala. (M. and O. R. R.) .....	(part) 18004
West Point and Richmond, Va.	3	39.07	West Point, Richmond, Va. (R., Y. R. and Ches.) .....	(part) 11007
West Winsted and Bridgeport, Conn.	1	62.22	West Winsted, Bridgeport, Conn. (Naugatuck) .....	5011
Wheeling and Parkersburgh, W. Va.	3	94.71	Wheeling, Parkersburgh, W. Va. (Ohio River) .....	12013
White Heath and Decatur, Ill.	6	29.70	White Heath, Decatur, Ill. (Wab., St. L. and Pac.) .....	23077
Whiting and Tuckerton, N. J.	2	29.48	Whiting, Tuckerton, N. J. (Tuckerton) .....	7032
Wichita and Kingman, Kans. <sup>10</sup>	7	45.89	Wichita, Kingman, Kans. (W. and W.) .....	33042
Willimantic and New Haven, Conn.	1	54.69	Willimantic, New Haven, Conn. (N. Y., N. H. and H.) .....	5014
Williamsburg, Mass., and New Haven, Conn.	1	85.59	Williamsburg, Mass., New Haven, Conn. (N. H. and Northampton) .....	5010
Williamsport, Pa., and Baltimore, Md.	2	179.83	Williamsport, Sunbury, Pa. (No. Central) .....	8022
			Sunbury, Pa., Baltimore, Md. (No. Central) .....	10002
Williamsport and Erie, Pa.	2	249.68	Williamsport, Erie, Pa. (P. and E. Div., Pa.) .....	8022

<sup>1</sup> 7.42 miles covered by the Washington and Charlotte R. P. O.

<sup>2</sup> Clerks shown on Washington and Charlotte R. P. O., of which this line is a short run.

<sup>3</sup> 166.40 miles covered by the Washington and Charlotte R. P. O.

<sup>4</sup> These cars in use between Washington, D. C., and Wilmington, N. C.

<sup>5</sup> 1 helper on train 40, between Washington, D. C., and Fredericksburgh, Va., 54.04 miles. Clerks detailed as follows: 2 to New York and Washington R. P. O., between those points (227.85 miles) and 4 to same R. P. O., between Newark, N. J., and Washington, D. C. (218.71 miles) to make a separation of mails for connecting lines at Washington, D. C.; 1 chief clerk, Third Division;

1 chief clerk and 2 transfer clerks at Washington D. C.; 5 to office of general superintendent R. M. S., and 2 to office of superintendent Third Division.

<sup>6</sup> Clerks on train 40 return on train 47.

<sup>7</sup> 7.42 miles covered by the Washington and Charlotte R. P. O.

<sup>8</sup> 25.60 miles covered by the Washington and Charlotte R. P. O.

<sup>9</sup> Short run of Ogdensburgh and Utica R. P. O. Clerks shown in Ogdensburgh and Utica R. P. O.

<sup>10</sup> 58.92 miles reported in Albany and Thomasville R. P. O.

<sup>11</sup> 9.40 miles reported in Climax and Bainbridge R. R. (See Table C\*.)

<sup>12</sup> Reserve car.

<sup>13</sup> In reserve.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules)				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
(1)	Pounds.	July 1, 1885	58	Miles 22.26	59	Miles 22.26	6	108,285	2	Ft. In. 41 2	Ft. In. 8 10	(2)	.....	(3)
(4) 115.90	21,338	July 1, 1885	58	23.77	59	24.77	6 6 7 7	79,278 85,358 42,679 489,165 270,829 58,562	48	50 0	8 9	2 2 2	2 4 3	280
	19,326	July 1, 1885	42	25.21	43	25.80								
			48	28.19	7	24.94								
			40	31.17	(5)	.....								
(7) (8) 62.93 39.00	21,616	July 1, 1885	56	22.26	57	22.26	6		1			2	1	2
	21,338	July 1, 1885	56	24.83	57	24.18								
	528	July 1, 1885	56	19.38	57	19.58	6	24,289	1	11 0	7 6	1	1	1
	247	July 1, 1885	23	26.33	24	27.97								
91.77 104.19	1,074	July 1, 1885	202	26	205	28	6	57,548	1	18 6	7 6	1	1	(9)
		1,074	July 1, 1884	7	25	8								
127.59	884	July 1, 1884	7	25	8	32	6	24,188	1	9 7	7 0	1	1	
		1,090	July 1, 1884	7	25	8								
32.17 38.85	697	July 1, 1885	31	21.82	110	22.24	6	35,463	121	12 0	7 0	1	1	
		344	July 1, 1885	4	17	3								
14.25 50.32	389	July 1, 1885	4	20	3	20	6		(14)	9 7	6 11	(14)		
		220	July 1, 1885	4	12	3								
76.67	159	July 1, 1883	1	13.82	2	13.41	6	48,463	161	11 6	5 6	1	1	1
		4,827	Apr. 1, 1884	1	22.63	2								
279.10 224.10	3	23.92	4	24.27	7	203,933	7	203,933	(18)			194	2	2015
		1,320	July 1, 1884	2	21	1								
38.72 62.29	438	July 1, 1885	50	19.98	51	19.11	6	24,457	1	10 6	6 8	1	1	1
		1,857	July 1, 1885	5	22.86	10								
93.27	491	July 1, 1884	1	22.56	2	23.02	6	50,288	181	16 0	6 0	1	1	258
		231	July 1, 1883	3	12.04	4								
36.63 29.24	202	July 1, 1885	2	20	1	28	6	18,592	1	10 0	7 0	1	1	1
		843	July 1, 1886	4	27	3								
45.89 54.65	3,481	July 1, 1885	10	27.60	1	28.66	6	28,727	(20)	12 0	7 7	1	1	1
		1,539	July 1, 1885	53	29.38	22								
85.52	55		10	28.38	6		6	53,579	1	14 10	6 10	3	1	3
		1,388	July 1, 1885	4	27	3								
40.06 138.01	11,371	July 1, 1885	4	25	3	24	6	112,574	2	0	8 4	3	4	118
		1,383	July 1, 1885	3	27	4								
248.75							6	156,390	131	40 0	8 4	(22)	4	1

<sup>14</sup> Cars and clerk shown on route 6049.<sup>15</sup> Balance of route (15.84 miles) covered by closed-pouch service. (See Table C.)<sup>16</sup> Reserve. This line was reported last year at West Lebanon, Ind., and Howard, Ill., R. P. O. Increased distance run this year, 18 miles.<sup>17</sup> Balance of route (38.85 miles) covered by Chicago, Ill., and West Liberty, Iowa, R. P. O.<sup>18</sup> Cars run through from Chicago, Ill., to U. P. Transfer, Iowa. (See Chicago, Ill., and West Liberty, Iowa, R. P. O.)<sup>19</sup> Day line.<sup>20</sup> 2 helpers between Colfax and Council Bluffs, Iowa; 1 clerk detailed to transfer duty at Des Moines, Iowa.<sup>21</sup> Night line.<sup>22</sup> 261.79 miles reported in Chicago and West Point R. P. O.<sup>23</sup> See Cairo and West Point R. P. O.<sup>24</sup> 2 helpers.<sup>25</sup> 1 clerk detailed as relief on this line and on New Haven and New York R. P. O.<sup>26</sup> Reserve cars.<sup>27</sup> Balance of route (7.50 miles) covered by closed-pouch service. (See Table C.)<sup>28</sup> Double daily service, except Sunday.<sup>29</sup> Car and clerk shown on trains 2 and 1.<sup>30</sup> Reported last year as Newton and Kingman; decreased distance, 26 miles.<sup>31</sup> 1 clerk detailed to transfer duty at Williamsport, Pa.<sup>32</sup> Cars and clerks shown on route 8008.<sup>33</sup> 1 clerk on Sheffield and Erie R. P. O. (short run).

## REPORT OF THE POSTMASTER-GENERAL.

TABLE A\*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.
Williamsport and Gazzam, Pa. . . . .	2	141.34	Williamsport, Jersey Shore, Pa. (B., C. C. and S. W.) . . . . .	8150 (part)
Williamsport and Reading, Pa. . . . .	2	142.30	Jersey Shore, Gazzam, Pa. (B., C. C. and S. W.) . . . . .	8112 (part)
			Williamsport, Port Clinton, Pa. (P. and R.) . . . . .	8014
			Port Clinton, Reading, Pa. (P. and R.) . . . . .	8002 (part)
Wilmington and Charlotte, N. C. . . . .	3	188.40	Wilmington, Charlotte, N. C. (Car. Central) . . . . .	13003
Wilmington, N. C., and Jacksonville, Fla. . . . .	4	494.14	Wilmington, N. C., and Florence, S. C. (W., C. and A. R. R.) . . . . .	14002 (part)
			Florence, S. C., and Charleston, S. C. (N. E. R. R.) . . . . .	14005
			Charleston, S. C., and Savannah, Ga. (C. and S. Rwy.) . . . . .	14004
			Savannah, Ga., and Jacksonville, Fla. (S. F. and W. Rwy.) . . . . .	15009
Wilmington, Del., and Landenburgh, Pa. . . . .	2	20.38	Wilmington, Del., Landenburgh, Pa. (Balto. and Phila.) . . . . .	9305
Winchendon and Palmer, Mass. . . . .	1	49.94	Winchendon, Palmer, Mass. (Bos. and Alb.) . . . . .	9030
Winchendon and Worcester, Mass. . . . .	1	38.95	Winchendon, Worcester, Mass. (Bos., B. and Gard.) . . . . .	9037
Winona and Tracy, Minn. . . . .	6	229.43	Winona, Saint Peter, Minn. (Win. and Saint Peter) . . . . .	29015
			Saint Peter, Tracy, Minn. (Minn. and St. Peter) . . . . .	29014 (part)
Worcester, Mass., and Norwich, Conn. . . . .	1	59.72	Worcester, Mass., Norwich, Conn. (N. Y. and N. Eng.) . . . . .	5001
Worcester, Mass., and Providence, R. I. . . . .	1	44.14	Worcester, Mass., Providence, R. I. (Prov. and Wor.) . . . . .	4001
Worthington, Minn., and Sioux Falls, Dak. . . . .	6	62.50	Worthington, Minn., Sioux Falls, Dak. (Chi., St. P., Minn. and Om.) . . . . .	29020 (part)
Xenia, Ohio, and Richmond, Ind. . . . .	5	58.20	Xenia, Dayton, Ohio (Pitts., Cin. and St. Louis) . . . . .	21011
			Dayton, Ohio, Richmond, Ind. (Pitts., Cin. and St. Louis) . . . . .	21030
Yates City and Rushville, Ill. . . . .	6	63.95	Yates City, Rushville, Ill. (Chi., Bur. and Qey.) . . . . .	23008
Yazoo City and Jackson, Miss. . . . .	4	46.18	Yazoo City, Miss., and Jackson, Miss. (Ill. Cent. R. R.) . . . . .	18018
York, Ala., and Artesia, Miss. . . . .	4	90.71	York, Ala., and Columbus, Miss. (Ga. Pacif. Rwy.) . . . . .	18005
			Columbus, Miss., and Artesia, Miss. (M. and O. R. R.) . . . . .	18014
York and Peach Bottom, Pa. . . . .	2	40.67	York, Peach Bottom, Pa. (York and P. B.) . . . . .	8092
Ypsilanti and Hilldale, Mich. . . . .	9	62.14	Ypsilanti, Hilldale, Mich. (L. S. and M. S.) . . . . .	24024

\* 15.80 miles covered by Geneva and Williamsport R. P. O.

\* Clerk signs arrival and departure at Gazzam by slip.

\* Car and clerk shown on route 8150.

\* In reserve.

\* 20 miles covered by Pottsville and Philadelphia R. P. O.

\* Cars and clerks shown on route No. 8014.

\* 1 acting clerk not included in this number.

\* 83 miles shown in Florence and Augusta R. P. O.

\* 3 reserve cars. Department pays for 50-foot cars on trains 40 and 47, and for 40-foot cars on trains 42 and 43.

\* 3 helpers, 1 transfer clerk, Charleston, S. C.; 1 chief clerk, Charleston, S. C.

\* 3 reserve cars.

\* Department pays for 50-foot cars on trains 40 and 47, and for 40-foot cars on trains 42 and 43.

\* 1 of these cars is a reserve car.

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

Miles of route for which railroad is paid.	Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
			Train No. outward.	Average speed.	Train No. inward.	Average speed.				Length.	Width.			
(1)	Pounds.			Miles.		Miles.				Ft. In.	Ft. In.			
116.01	803	July 1, 1885	4	21	3	24	6	88,479	1	12 0	9 0	1	1	1
122.07	376	July 1, 1885	4	22	3	23	6	89,080	(2) 2	15 0	8 8	(2) 2	1	2
(5)	3,447	July 1, 1885	4	23	1	31	6		(5) 41	14 0	8 8	(5) 41		
188.52	512	July 1, 1884	1	14.96	2	15.96	6	117,938	2	16 0	9 0	3	1	72
*110.00	6,781	July 1, 1884	40	34	43	27	7	360,722	78	14 3	9 0	6	3	1830
102.00	8,326	July 1, 1884	40	29	43	25	7	360,722	113	9 9	8 10	7	1	
115.00	7,191	July 1, 1884	40	31	43	25			1	42 6	9 5			
171.50	7,442	July 1, 1884	40	25	47	28			2	42 2	8			
19.48	72	July 1, 1885	4	17	5	17	6	12,758	121	44 4	8	1	1	1
50.18	390	July 1, 1885	400	16.74	453	45.3	6	31,262	41	7 6	6 10	1	1	1
(14)	1,104	July 1, 1885	505	22.20	508	22.42	6	23,819	132	10 0	6 0	1	1	162
139.80	4,101	July 1, 1883	3	20.52	4	21.58	6	143,623	173	35 4	9 3	4	1	186
91.25	1,451	July 1, 1883	3	24.65	4	25.83								
59.68	1,313	July 1, 1885	6	20.42	9	22.08	6	37,385	1	12 2	7 0	1	1	1
43.92	1,692	July 1, 1885	8	24.79	7	21.69	6	27,632	1	16 4	6 8	2	1	2
			36	22.63	33	21.69	6	27,632	1	16 4	6 8			
62.72	294	July 1, 1883	21	21.22	22	21.22	6	39,125	201	16 7	6 8	1	1	1
16.77	1,258	July 1, 1884	7	27.60	6	19.32	6	36,433	1	11 11	9 3 1/2	1	1	1
42.13	1,065	July 1, 1884	7	24.78	6	26.10	6		1	20 1	8 0	1	1	1
63.94	536	July 1, 1883	133	21.61	154	22.25	6	40,033	1	13 7 1/2	7 1	1	1	1
46.18	327	Aug. 1, 1884	11	12	12	10.50	6	28,909	22	12 0	6 10 1/2	1	1	1
76.60	124	Feb. 1, 1885	2	15	1	21	6	47,952	1	14 6	7 2	1	1	1
14.11	366	July 1, 1884	2	14	1	14	12	17,666	1	15 3	8 11	2	1	2
40.59	302	July 1, 1885	3	14	2	17	6	25,429	1	8 7	7 0	1	1	1
62.14	351	July 1, 1884	153	23.65	154	24.44	6	38,900	41	13 8	7 6	1	1	1
									1	8 8	6 9	1	1	1

<sup>14</sup> Covered by Peterborough and Worcester R. P. O. (37 67 miles).<sup>15</sup> The cars used on this line are also used by Peterborough and Worcester R. P. O. (See remarks that line.)<sup>16</sup> 1 clerk detailed as transfer clerk at Worcester, Mass.<sup>17</sup> Whole cars; one in reserve.<sup>18</sup> 2 helpers between Winona and Kasson, Minn.<sup>19</sup> Balance of route (164.14 miles) covered by Tracy, Minn., and Redfield, Dak., R. P. O.<sup>20</sup> Reserve car.<sup>21</sup> Balance of route, Sioux Falls to Salem, Dak. (39.65 miles), covered by closed pouches. (See Table C.) This line was reported last year as a portion of Saint Paul, Minn., and Sioux Falls, Dak., R. P. O. Increased distance run this year, 62.50 miles.<sup>22</sup> Reserve.<sup>23</sup> 13.50 miles 12 times a week.

## REPORT OF THE POSTMASTER-GENERAL.

TABLE A<sup>a</sup>.—*Statement of railway post-offices in operation*  
RECAPITULATION.

Division.	Number of railway post-office lines.	Number of crews.	Number of railway postal clerks at work on lines.	Whole number of clerks appointed to railway lines.	Distance in miles run by clerks from register to register.	Miles of railroad over which clerks run.
First.....	73	190	360	403	7,168.58	5,685.23
Second.....	153	318	537	619	14,105.67	11,691.24
Third.....	53	150	239	266	6,560.56	5,697.16
Fourth.....	75	219	263	309	11,595.51	10,915.67
Fifth.....	117	389	717	769	19,342.25	15,919.72
Sixth.....	214	590	913	973	31,203.53	29,497.13
Seventh.....	117	367	550	580	20,340.83	19,804.24
Eighth.....	29	100	118	129	6,344.43	5,983.97
Ninth.....	40	149	429	464	7,023.79	6,040.54
Total.....	871	2,472	4,126	4,512	123,745.15	110,672.30
Total as per report for fiscal year ended June 30, 1885.....	858	2,400	3,972	4,314	121,328.88	107,506.05
Increase.....	13	72	154	198	2,416.27	3,166.25

Total miles of railroad route (including terminal distances from depots to post-offices) .....	123,745.15
Total miles of railroad route over which railway postal clerks run.....	110,672.30
Total miles of railroad route upon which there is no service by railway postal clerks.....	12,685.31
Total annual miles of railway postal service by clerks.....	100,923,910
Total annual miles of railway service, express mails, and closed pouches.....	64,775,479
Average annual distance run by each postal clerk in the performance of duty.....	40,827

in the United States on June 30, 1888—Continued.

## RECAPITULATION.

Annual miles of railroad service performed by clerks.	Number of cars and apartments.					Total number of letters and pieces of ordinary mail matter handled.	Total registered packages and cases handled.	Total through registered pouches (including inner registered sacks) handled.
	Whole cars in use.	Whole cars in reserve.	Apartments in use.	Apartments in reserve.	Total cars and apartments.			
6,415,888	20	1	123	51	194	437,864,610	1,243,426	66,132
12,059,651	27	23	223	104	357	645,999,965	2,410,588	122,425
6,001,770	29	6	67	18	130	267,855,940	1,093,777	61,899
9,462,523	30	6	132	29	197	378,687,860	1,398,914	61,634
15,642,508	45	9	203	55	313	933,003,320	2,106,347	153,467
23,300,426	97	15	302	78	492	1,072,872,890	3,442,064	105,551
17,131,144	31	14	196	56	297	840,648,300	2,013,005	82,239
4,457,425	18	1	48	5	72	174,304,460	889,694	21,499
6,453,575	33	10	69	11	123	558,284,110	923,183	123,725
100,923,910	350	85	1,362	407	2,204	5,329,521,475	15,525,998	798,571
96,401,800	362	83	1,299	421	2,165	4,018,059,400	15,890,934	728,243
4,523,110	*12	2	63	*14	39	281,462,075	304,986	75,328

\* Decrease.

Total number of letters, pieces of ordinary mail matter, registered packages, and through registered pouches handled.....	5,345,846,044
Total number of errors in distribution.....	1,280,443
Average annual number of errors made by each postal clerk.....	305
Average daily miles run by each crew.....	121.76

H. Ex. 1, pt. 4—32

TABLE B<sup>b</sup>.—*Statement of steamboat mail service, with postal clerks, in operation*

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Baltimore and Benedict, Md....	8	10098	Baltimore, Benedict, Md.....	Henry Williams.....	123
Baltimore and Crisfield, Md....	8	10094	Baltimore, Wilson's Wharf, Md.	Eastern Shore Steamboat Company.	238.50
Baltimore, Md., and Fredericksburgh, Va.	3	11100	Fredericksburgh, Va., Baltimore, Md.	Henry Williams.....	293.50
Baltimore and Freeport, Md....	8	11099	Baltimore, Freeport, Md.....	Maryland Steamboat Company	200
Baltimore, Md., and Norfolk, Va.	8	11096	Norfolk, Va., Baltimore, Md.....	Baltimore Steam Packet Company.	200
Bayou Sara and Baton Rouge, La.	4	80095	Baton Rouge, Bayou Sara, La.....	.....	82
	2	6983	Brooklyn, N. Y., Jersey City, N. J.	Brooklyn Annex Company...	8.50
Cairo, Ill., and Elmot, Ark.....	7	28099	Cairo, Ill., Elmot, Ark.....	Saint Louis and Vicksburgh Packet Company (Anchor Line).	173
Canandaigua and Naples, R. P. O.	2	6979	Canandaigua, Naples, N. Y....	Canandaigua Lake Steam Navigation Company.	22
Cape Charles and Norfolk, Va.	2	11094	Cape Charles, Norfolk, Va.....	R. B. Cook.....	38
Cut Off and Mouth Saint Francis River, Ark.	7	29094	Cut Off, Mouth Saint Francis River, Ark.	O. K. Joplin.....	59
Demopolis and Mobile, Ala....	4	17097	Demopolis, Mobile, Ala.....	.....	240
Evansville, Ind., and Bowling Green, Ky. <sup>2</sup>	5	20096	Evansville, Ind., Bowling Green, Ky. (Green River).	C. G. Smallhouse.....	200.29
Evansville, Ind., and Paducah, Ky.	5	20099	Evansville, Ind., Paducah, Ky. (Ohio River).	F. Hopkins.....	150.65
Faison, Miss., and Vicksburgh, Miss.	4	18099	Faison, Miss., Vicksburgh, Miss.	.....	209
	2	7544	Fisher's Island, N. Y., Noank, Conn.	Thomas L. Beebe.....	6
Franklin, Va., and Edenton, N. C.	8	11097	Edenton, N. C., Franklin, Va....	Albemarle Steam Navigation Company.	108
Gallipolis, Ohio, and Huntington, W. Va.	8	21180	Gallipolis, Ohio, Huntington, W. Va.	William Bay.....	45.50
Geneva and Watkins, N. Y.....	2	6985	Geneva, Watkins, N. Y.....	Seneca Lake Steam Navigation Company.	42.50

in the United States at any time during the year ended June 30, 1886.

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, &c.
			Length, feet and inches.	Width, feet and inches.				
25,584	12	1	13 0	5 0	1	1	1	Makes all Baltimore connections.
71,260	6	2	9 0	10 0	4	1	4	Service on this route is performed between Baltimore and Crisfield (115 miles) 6 times a week, and twice a week the residue of the route (123.50 miles) from May 1 to December 31, and twice a week to Crisfield and once a week the residue of the route, from January 1 to April 30, in each year.
61,048	2	1	7 10	5 9	2	1	2	Connects at Fredericksburgh, Va., with Washington and Richmond, and Fredericksburgh and Orange Court House R. P. O's.
41,600	2	1	10 0	3 0	1	1	1	Connects at Baltimore with lines centering at that point.
125,200	6	1	10 6	7 0	2	1	2	Connects at Baltimore and Norfolk with lines centering at those points.
20,032	6	1	10 0	6 0	1	1	1	Connects New Orleans and Marshall R. P. O. at Baton Rouge, La.
13,146	(1)	1						<sup>1</sup> Closed-pouch service 36 times per week. Connects with New York and Washington R. P. O., New York and Pittsburgh R. P. O., New York and Philadelphia R. P. O., Middletown and New York R. P. O., New York and Elmira R. P. O.
54,149	3	4	8 4	7 0	2	1	2	Reported last year as Cairo and Memphis; decreased distance, 90.00 miles. Makes Cairo, Ill., connections. Connects at Columbus, Ky., with Saint Louis and Columbus R. P. O., at Hickman, Ky., with Nashville and Hickman R. P. O., and at Elmot, Ark., with Goldsust and Memphis R. P. O. Steamboat line.
9,181	(1)	1						<sup>1</sup> Closed-pouch service for 8 months, 6 times per week. Connects Canandaigua and Elmira R. P. O., Canandaigua and Batavia R. P. O., Syracuse, Auburn and Rochester R. P. O., Albany and Rochester R. P. O.
27,740	1	1	12 0	8 0	1	1	1	Connects Peninsula Junction and Cape Charles R. P. O., Norfolk and Lynchburg R. P. O., Norfolk and Raleigh R. P. O.
6,136	1	1	Boat's office.		1	1	1	Connects at Marianna, Ark., with Knobel and Helena R. P. O., and at mouth Saint Francis River with Memphis and Vicksburg R. P. O. Steamboat line. Reported last year as Lester and Memphis; decreased distance, 269.00 miles.
24,960	1	1	6 0	5 0	1	1	1	Connects Montgomery and New Orleans R. P. O. at Mobile, Ala., Selma and Meridian R. P. O. at Demopolis, Ala.
4,006	2	(2)	8 0	6 3				<sup>2</sup> This R. P. O. discontinued from July 31, 1885.
		(2)	5 0	6 3				Connected at Evansville, Ind., with Evansville and Paducah, Evansville and Nashville, Evansville and Saint Louis, Jasper and Evansville, Louisville and Evansville, Peoria and Evansville, Terre Haute and Evansville, and Washington and Evansville R. P. O's; at Livermore and South Carrollton, Ky., with Owensboro and Russellville R. P. O.; at Rockport, Ky., with Louisville and Paducah R. P. O.; and at Bowling Green, Ky., with Bowling Green and Memphis and Cincinnati and Nashville R. P. O's.
94,307	6	1	7 0	8 0	2	1	2	<sup>3</sup> Connects at Evansville, Ind., with Evansville and Bowling Green, Evansville and Nashville, Evansville and Saint Louis, Jasper and Evansville, Louisville and Evansville, Peoria and Evansville, Terre Haute and Evansville, and Washington and Evansville R. P. O's; at Henderson, Ky., with Evansville and Nashville R. P. O.; at Mount Vernon, Ind., with Evansville and Saint Louis and Fort Branch and Mount Vernon R. P. O's; at Shawneetown, Ill., with Flora and Shawneetown and McLean and Shawneetown R. P. O's; at Paducah, Ky., with Paducah and Cairo, Paducah and Memphis, and Louisville and Paducah R. P. O's.
		4	6 6	7 0				<sup>4</sup> Reserve boat.
21,736	1	1	(5)		4	1	1	<sup>5</sup> Mails carried in cabin.
								<sup>6</sup> Nominal salary officer of boat.
2,817	(7)							Makes all connections at Vicksburg, Miss.
								<sup>7</sup> 6 trips per week for 6 months and 3 trips per week for 6 months, in closed pouches.
33,696	3	1	8 2	6 9	1	1	1	Connects Providence and New London R. P. O.
28,483	6	1	8 3	6 0	1	1	1	Connects at Edenton with Norfolk and Edenton R. P. O., and at Franklin with Norfolk and Raleigh R. P. O.
27,231	6	1	8 10	8 2	2	1	2	At Huntington connects Clifton Forge and Huntington R. P. O., and at Gallipolis, Logan and Pomeroy R. P. O.
		1	7 4	5 1				Connects Syracuse, Auburn and Rochester R. P. O.; Canandaigua and Elmira R. P. O., Albany and Rochester R. P. O., Geneva and Williamsport, R. P. O., and Lyons and Sayre R. P. O.



TABLE B<sup>b</sup>.—*Statement of steamboat mail service, with postal clerks, in operation in*

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Golddust and Memphis, Tenn..	7	29099	Golddust, Memphis, Tenn .....	James Lee .....	102.50
Greenwood, Miss., and Vicksburgh, Miss.	4	18100	Greenwood, Miss., Vicksburgh, Miss. ....		242
Jacksonport, Ark., and Terrene, Miss.	7	29093	Jacksonport, Ark., Terrene, Miss. ....	Milton Harry and C. M. Postal .....	362
Jamestown and Mayville, N. Y.	2	7520	Jamestown, Mayville, N. Y. ....	Chautauqua Lake Steamboat Company.	21
Johnsonville, Tenn., and Waterloo, Ala.	5	19097	Johnsonville, Tenn., Waterloo, Ala. (Tennessee River).	W. G. Brown .....	148
London and Kingston, Tenn.	5	19098	London, Kingston, Tenn. (Tennessee River).	W. S. Allison .....	
Louisville, Ky., and Evansville, Ind.	5	20097	Louisville, Ky., Evansville, Ind. (Ohio River).	W. C. Hite .....	217.72
Memphis, Tenn., and Friar's Point, Miss.	4	29098	Memphis, Tenn., Friar's Point, Miss. ....		111
Memphis, Tenn., and Vicksburgh, Miss.	4	29097	Memphis, Tenn., Ark. City, Ark. ....		216
		29096	Ark. City, Ark., Vicksburgh, Miss. ....		198.75
Natchez, Miss., and Bayou Sara, La.	4	30092	Natchez, Miss., Bayou Sara, La. ....		110
New Orleans and Port Eads, La.	4	30100	New Orleans, Port Eads, La. ....		128
New Orleans and Port Vincent, La.	4	30097	New Orleans, Port Vincent, La. ....		105
Norfolk and Richmond, Va.	3	11089	Norfolk, Richmond, Va. ....	Virginia Steamboat Company.	151
Paducah, Ky., and Cairo, Ill.	5	20100	Paducah, Ky., Cairo, Ill. (Ohio River).	F. Hopkins .....	51.21
Palatka and Drayton Island, Fla.	4	16080	Palatka, Drayton Island, Fla. ....		40
Parkersburgh, W. Va., and Pomeroy, Ohio.	3	12099	Parkersburgh, W. Va., Pomeroy, Ohio. ....	J. W. Williams and E. F. Maddy.	87.50
	2	6980	Penn Yan, Hammondsport, N. Y.	Keuka Navigation Company..	21
	2	6986	Plattsburgh, N. Y., Burlington, Vt.	Champlain Transportation Company.	24
Portland and Astoria, Oreg.	8	44100	Portland, Astoria, Oreg. ....	Oregon Railway and Navigation Company.	96

the United States at any time during the year ended June 30, 1886—Continued.

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, &c.
			Length, feet and inches.	Width, feet and inches.				
21,320	2	1	7 0	6 0	1	1	1	Reported last year as Elmot and Memphis; increased distance 3.50 miles. Makes Memphis, Tenn., connections, and connects at Elmot, Ark., with Cairo and Elmot R. P. O., steamboat line.
25,168	1	1 <sup>1</sup>	( <sup>1</sup> )	-----	1	1	1	Makes all connections at Vicksburgh, Miss. <sup>1</sup> Mails carried in cabin.
75,296	2	2	Boat's office.		2	1	2	<sup>2</sup> Nominal salary; officer of boat. Connects at Newport, Ark., with Saint Louis and Texarkana and Newport and Batesville R. P. O.'s; at Duvall's Bluff, Ark., with Memphis and Little Rock R. P. O.; at Clarendon, Ark., with Cairo and Texarkana and Helena and Clarendon R. P. O.'s; at Terrene, Miss., with Memphis and Vicksburgh R. P. O.
4,382	12	1	10 0	6 10	( <sup>4</sup> )	-----	-----	Connects Buffalo and Jamestown R. P. O., Buffalo and Pittsburgh R. P. O., Salamanca and Kent R. P. O. <sup>3</sup> Service for 2 months only. <sup>4</sup> Acting clerk additional.
30,784	2	( <sup>5</sup> )	-----	-----	4	1	( <sup>6</sup> )	Connects at Johnsonville, Tenn., with Nashville and Hickman R. P. O. <sup>5</sup> No mail apartments. <sup>6</sup> These clerks are also clerks of the steamboats on which they run.
7,015	6	1	6 6	6 0	-----	-----	-----	Connected at Loudon, Tenn., with Bristol and Chattanooga R. P. O. This R. P. O. discontinued November 9, 1885.
136,293	6	3	9 3	6 2	3	1	3	Connects at Louisville, Ky., with Chicago and Louisville, Cincinnati and Louisville, Cincinnati, North Vernon and Louisville, Cincinnati and Nashville, Louisville and Bardotown, Louisville and Paducah, Louisville and Knoxville, Louisville and Bloomfield, Louisville and Saint Louis, Lexington and Louisville, and Indianapolis and Louisville R. P. O.'s; at West Point, Ky., with Louisville and Paducah R. P. O.; at Rockport, Ind., with Rockport Branch of Louisville, Evansville and Saint Louis Railway; at Owensborough, Ky., with Owensborough and Russellville R. P. O.; at Evansville, Ind., with Evansville and Paducah, Evansville and Nashville, Evansville and Saint Louis, Jasper and Evansville, Peoria and Evansville, Terre Haute and Evansville, and Washington and Evansville R. P. O.'s.
34,632	3	2	6 0	6 0	1	1	1	Makes all connections at Memphis, Tenn.
45,072	2	2	7 4	7 10	1	1	1	Connects Little Rock and Leland R. P. O. at Ark. City, Ark.
62,208	3	3	8 8	7 8	3	1	3	Makes all connections at Memphis, Tenn., and Vicksburgh, Miss.
34,430	3	1	7 9	6 6	1	1	1	Connects Jackson and Natchez R. P. O. at Natchez, Miss.
762,283	76	2	6 0	8 0	2	-----	-----	Makes all connections at New Orleans, La. <sup>7</sup> 79 miles, New Orleans to Buras, 6 times a week; 37 miles, Buras to Port Eads, 3 times a week; 12 miles, side supply of Pilot Town, 1 time a week.
21,910	2	1	( <sup>8</sup> )	-----	1	1	1	<sup>8</sup> Mails carried in cabin.
47,112	3	1	9 8	3 2	1	1	1	Connects at Norfolk and Richmond with lines centering at those points.
32,057	6	1	6 3	5 6	1	1	1	Connects at Paducah, Ky., with Louisville and Paducah, Paducah and Memphis, and Evansville and Paducah R. P. O.'s; at Cairo, Ill., with Cairo and New Orleans, Cairo and Elmot, Cairo and Poplar Bluffs, Cairo and Texarkana, Cairo and West Point, Centralia and Cairo, Saint Louis and Cairo, Paducah and Cairo, and Vincennes and Cairo R. P. O.'s.
20,040	6	1	( <sup>9</sup> )	-----	101	1	1	Makes all connections at Palatka, Fla. <sup>9</sup> Mails carried in cabin.
54,775	6	1	10 0	5 8	2	1	2	<sup>10</sup> Nominal salary; officer of boat. Connects at Parkersburgh with Grafton and Cincinnati and Grafton and Parkersburgh R. P. O.'s.
9,860	(11)	-----	-----	-----	-----	-----	-----	<sup>11</sup> Closed-pouch service 6 times a week, for 9 months only. Connects Canandaigua and Elmira R. P. O.
11,268	(12)	-----	-----	-----	-----	-----	-----	<sup>12</sup> Closed-pouch service for 9 months only, 6 times a week. Connects Cambridge Junction and Burlington R. P. O., Essex Junction and Boston R. P. O.
61,348	6	2	14 6	6 6	2	1	2	Connects at Kalama, Wash., with Tacoma and Portland R. P. O., and at Portland, Oreg., with Helena and Portland R. P. O., Portland and Ashland R. P. O., and Portland and Cervallis R. P. O.

## REPORT OF THE POSTMASTER-GENERAL.

TABLE B<sup>b</sup>.—Statement of steamboat mail service, with postal clerks, in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Portsmouth and Cincinnati, Ohio. <sup>1</sup>	5	21149	Portsmouth, Cincinnati, Ohio (Ohio River).	Cincinnati, Portsmouth, Big Sandy and Pomeroy Packet Company.	128.67
Port Townsend and Tacoma, Wash.	8	43009	Tacoma, Port Townsend, Wash.	Oregon Railway and Navigation Company.	89.75
Rome, Ga., and Gadsden, Ala. . .	4	17100	Rome, Ga., Gadsden, Ala. . .		155
	2	6982	Sag Harbor, N. Y., New London, Conn.	New London and Long Island Steamboat Company.	42
Sehome and Seattle Wash. . . .	8	43098	Seattle, Sehome, Wash. . . . .	James C. Brittain. . . . .	163
Semlahmoo and Port Townsend, Wash.	8	43097	Port Townsend, Semlahmoo, Wash.	William T. Monroe. . . . .	130
Ticonderoga and Lake George, N. Y.	2	6984	Ticonderoga, Lake George, N. Y.	Champlain Transportation Company.	40
Vicksburgh and Natchez, Miss.	4	30001	Vicksburgh, Natchez, Miss. . .		100
Vicksburgh, Miss., and New Orleans, La.	4	30006	Vicksburgh, Miss., and New Orleans, La.		408
Zanesville and Marietta, Ohio. <sup>6</sup>	5	21148	Zanesville, McConnellsville, Ohio (Muskingum River).	K. M. Armstrong. . . . .	27.03
		21147	McConnellsville, Marietta. (Muskingum River).		48.25

*the United States at any time during the year ended June 30, 1886—Continued.*

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Number of clerks appointed to lines.	Remarks—Connections with railway post-offices, &c.
			Length, feet and inches.	Width, feet and inches.				
61,131	6	1	6 0	8 0	2	1	2	<sup>1</sup> 1 clerk makes three round trips per week between Portsmouth and Cincinnati, and 1 clerk makes three round trips per week between Maysville, Ky., and Cincinnati; also three round trips per week between Portsmouth and Cincinnati, Ohio, by closed pouches. Connects at Portsmouth, Ohio, with Columbus and Ashland, Hamden and Portsmouth, and Portsmouth and Cincinnati R. P. O's. Connects at Maysville, Ky., with Maysville, Paris, and Cincinnati R. P. O.; at New Richmond, Ohio, with New Richmond Branch C. and E. Rwy. Connects at Cincinnati, Ohio, with Chicago and Cincinnati, Chicago, Richmond, and Cincinnati, Cincinnati and Chattanooga, Cincinnati, Hamilton, and Indianapolis, Cincinnati and Livingston, Cincinnati and Louisville, Cincinnati and Nashville, Cincinnati, North Vernon, and Louisville, Cincinnati and Saint Louis, Cleveland and Cincinnati, Columbus and Cincinnati, Dresden and Cincinnati, Fort Wayne and Cincinnati, Georgetown and Cincinnati, Grafton and Cincinnati, Grand Rapids and Cincinnati, Kent and Cincinnati, Maysville, Paris, and Cincinnati, Parkersburgh and Cincinnati, Pittsburgh and Cincinnati, Portsmouth and Cincinnati, Toledo and Cincinnati, and Delphos and Cincinnati R. P. O's.
56,183	6	2	6 7	6 0	2	1	2	Connects at Tacoma, Wash., with Tacoma and Portland R. P. O., and at Port Townsend, Wash., with Semiahmoo and Port Townsend R. P. O.
32,240 18,623	2	1	6 5	6 1	1	1	1	Makes all connections at Rome, Ga. Closed-pouch service for 8½ months; 6 times per week.
33,904	2	1	6 6	6 0	1	1	1	Connects at Sehome, Wash., with Semiahmoo and Port Townsend R. P. O.
27,040	2	1	9 0	4 6	1	1	1	Connects at Port Townsend, Wash., with Port Townsend and Tacoma R. P. O., and at Sehome, Wash., with Sehome and Seattle R. P. O.
9,738	76	1	9 11	6 2	( <sup>2</sup> )			<sup>2</sup> Closed-pouch service for 4½ months only, 6 times per week. <sup>3</sup> Acting clerk additional
31,300	3	1	8 0	8 6	1	1	1	Makes all connections at Natchez, Miss., and Vicksburgh, Miss.
42,432	1	1	( <sup>4</sup> )	( <sup>5</sup> )	1	1	1	Makes all connections at Vicksburgh, Miss., and New Orleans, La. <sup>4</sup> Mails carried in cabin. <sup>5</sup> Nominal salary; officer of boat
47,125	6	1	6 0	5 0	2	1	2	Connects at Zanesville, Ohio, with Bellaire and Zanesville, Grafton and Chicago, Sandusky, Newark and Wheeling, and Dresden and Cincinnati R. P. O's. Connects at Marietta, Ohio, with Grafton and Cincinnati, Parkersburgh and Cincinnati, and Toledo and Marietta R. P. O's.
		1	8 0	6 0				<sup>6</sup> Zanesville and McConnellsville, Ohio, 12 times per week, 6 times with and 6 times without clerks.

## REPORT OF THE POSTMASTER-GENERAL.

TABLE B<sup>a</sup>.—Statement of steamboat mail service, with postal clerks, in operation during the fiscal year ended June 30, 1886—Continued.

## RECAPITULATION.

Division.	Number of lines.	Total number of crews.	Total number of clerks.	Miles of route run by clerks.	Annual miles of service run by clerks.	Number of mail apartments.
First.....						
Second.....	5	3	3	261.00	133,986	6
Third.....	9	15	15	1,447.00	483,758	13
Fourth.....	13	17	17	2,294.75	483,443	19
Fifth.....	8	14	14	771.53	412,718	10
Sixth.....						
Seventh.....	4	6	6	696.50	156,901	8
Eighth.....	4	6	6	480.75	178,475	6
Ninth.....						
Total.....	43	61	61	5,051.53	1,854,281	62
Totals as per report for fiscal year ended June 30, 1885.....	46	75	75	6,781.19	2,063,864	84
Decrease.....	3	14	14	829.66	209,583	22

Total miles of route ..... 5,951.53  
 Total annual miles of service ..... 1,854,281  
 Average annual distance run by each clerk ..... 30,898



TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and parts of rail

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Aberdeen and Ipswich, Dak ...	6	26010 (part)	Hastings, Minn., Ipswich, Dak.	Chicago, Milwaukee and Saint Paul.	126.33
Aberdeen and Muldon, Miss ...	4	18007	Muldon, Aberdeen, Miss	Mobile and Ohio R. R.	9.50
Alameda and San Francisco, Cal.	8	46026	San Francisco, Alameda, Cal.	Central Pacific R. R.	11.62
Alamosa and Del Norte, Colo ...	7	38011	Alamosa, Del Norte, Colo.	Denver and Rio Grande	31.82
Albany and Brodhead, Wis ...	6	25044	Brodhead, Albany, Wis.	Chicago, Milwaukee and Saint Paul.	7.00
Alma and Ithaca, Mich. <sup>a</sup> .....	9	424039 (part)	East Saginaw, Ithaca, Miss	Detroit, Lansing and Northern	7.20
Alma and Plainview, N. C. ....	3	13017	Alma, Plainview, N. C.	Alma and Little Rock	12.88
Alta and Bingham Junction, Utah.	8	41006	Bingham Junction, Alta, Utah.	Denver and Rio Grande Rwy.	18.40
Alton Junction and Alton, Ill.	5	23661	Alton Junction (n. o.), Chicago and Alton Junction (n. o.), Ill.	Indianapolis and Saint Louis	4.15
Altoona and Henrietta, Pa. ....	2	8036	Altoona, Henrietta, Pa.	Pennsylvania	27.92
Americus and Lumpkin, Ga. ....	4	15050	Americus, Lumpkin, Ga.	Americus, Preston and Lumpkin R. R.	38.78
Amesbury and East Salisbury, Mass.	1	3007	East Salisbury, Amesbury, Mass.	Eastern R. R.	4.49
Anderson and Noblesville, Ind.	5	22637	Anderson, Noblesville, Ind.	Anderson, Lebanon and Saint Louis.	19.96
Andersonville and Buena Vista, Ga.	4	15947	Andersonville, Buena Vista, Ga.	Buena Vista R. R.	26.63
Anglesea Junction and Anglesea, N. J.	2	7061	Anglesea Junction, Anglesea, N. J.	West Jersey	5.25
Anniston and Sycamore, Ala. ....	4	17029	Anniston, Sycamore, Ala.	Anniston and Atlantic R. R.	45.52
Ansonia and New Haven, Conn	1	5017	New Haven, Ansonia, Conn.	New Haven and Derby R. R.	13.27
Antonita, Colo., and Espanola, N. Mex.	7	438004 (part)	Cucharas, Colo., Espanola, N. Mex.	Denver and Rio Grande	91.00
Artesia and Starkville, Miss	4	18015	Artesia, Starkville, Miss	Mobile and Ohio R. R.	11.60
Ashburnham and Ashburnham Depot, Mass.	1	3070	Ashburnham Depot, Ashburnham, Mass.	Ashburnham R. R.	2.62
Ashland and Milford, Mass ...	1	3060	Milford, Ashland, Mass.	Hepkinton R. R.	11.65
Ashland and Monico, Wis ...	6	25063	Watersmeet, Mich., Ashland, Wis.	Milwaukee, Lake Shore and Western.	98.74
		25050 (part)	Eland, Wis., Watersmeet, Mich.	Milwaukee, Lake Shore and Western.	752.85
Atchison Junction, Mo., and Atchison, Kans.	7	28032	Atchison Junction, Mo., Atchison, Kans.	Chicago, Rock Island and Pacific.	29.45
Atco Junction and Glassborough, N. J.	2	7035	Atco Junction, Glassborough, N. J.	Williamstown	17.71
Atlantic and Griswold, Iowa.	6	27054	Atlantic, Griswold, Iowa	Chicago, Rock Island and Pacific.	15.20
Atlantic Highlands and Hopping, N. J.	2	7016	Hopping (n. o.), Atlantic Highlands, N. J.	Philadelphia and Reading.	2.10

roads over which no railway post-offices run, in operation, during the fiscal year ended June 30, 1886.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
19,221	7	8	Apr. 15, 1885	Pounds. 1,828	Ft. In. 6	Supplied by Aberdeen, Dak., and by Millbank and Mitchell, Dak., R. P. O. Connects at Aberdeen, Dak., with Ellendale and Aberdeen, Dak., pouch service, and Columbia, Dak., and Hawarden, Iowa, and Millbank and Mitchell, Dak., R. P. O's. <sup>1</sup> Balance of route covered by Hastings and Cologne, Minn., Minneapolis, Minn., and Millbank, Dak., and Millbank and Mitchell, Dak., R. P. O's. (See Table A*.)
13,870	14	4	July 1, 1884	230	.....	<sup>2</sup> Seven round trips per week between Oakland Pier (n. o.) and Alameda (7.79 miles); 31 trips inward between Alameda and San Francisco. Supplied from San Francisco by local trains over route 46031. Pouches returned via this route. Connects at Oakland Pier, Cal., with Ogden, Utah, and San Francisco, Cal., R. P. O.
25,583	27	14	July 1, 1886	281	.....	
19,919	6	16	July 1, 1886	219	.....	Connects at Alamosa with Pueblo and Silverton R. P. O.
4,757	6	6	Apr. 15, 1882	97	6	Supplied by Brodhead, Wis., and by Milton and Mineral Point, Wis., R. P. O.
9,014	12	12	July 1, 1884	527	.....	<sup>3</sup> Connects at Alma, Mich., with East Saginaw and Lakeview R. P. O.
8,062	6	8	July 1, 1884	64	.....	<sup>4</sup> Balance of route (38.78 miles) covered by East Saginaw and Lakeview R. P. O.
11,518	6	6	July 1, 1886	30	.....	Connects at Alma with Wilmington and Charlotte R. P. O.
5,196	12	8	July 1, 1884	187	.....	Connects at Bingham Junction with Denver, Colo., and Ogden, Utah, R. P. O. Supplied by Salt Lake City post-office.
34,956	12	32	July 1, 1885	407	.....	Connects at Altoona with New York and Pittsburgh P. P. O.
24,276	6	8	Apr. 5, 1886	101	.....	
11,242	24	21	July 1, 1885	353	.....	Amesbury exchanges pouches with Salisbury, Newburyport, Boston, Bangor and Boston, Bangor and Boston (n. r.), and Newburyport and Boston R. P. O's.
12,495	6	8	July 1, 1884	53	.....	Connects at Anglesea Junction with Philadelphia and Cape May R. P. O.
16,470	6	8	Aug. 5, 1885	98	.....	
6,573	12	4	July 1, 1885	79	.....	<sup>5</sup> Twelve trips a week, Anniston to Talladega, 30 miles.
47,270	16	14	Oct. 1, 1884	74	.....	New Haven exchanges pouches with Ansonia, Birmingham, Derby, Orange, Tyler City, Waterbury, Seymour and West Winsted and Bridgeport R. P. O.; Boston Springs and New York R. P. O. exchanges pouches with Ansonia, Birmingham, and Derby.
33,228	24	52	July 1, 1885	565	.....	
28,483	8	28	July 1, 1886	748	.....	Connects at Antonita with Pueblo and Silverton R. P. O.
16,936	14	6	July 1, 1884	351	.....	<sup>6</sup> Balance of route 38:04 (109.82 miles) covered by Pueblo and Silverton R. P. O. (See Table A*.)
4,320	18	10	July 1, 1885	128	.....	Ashburnham exchanges pouches with Boston, Boston and Troy, and Essex Junction and Boston R. P. O's.
14,836	12	16	July 1, 1885	75	.....	Ashland exchanges pouches with Hayden Row and Hopkinton; Boston exchanges pouches with Hayden Row, Hopkinton, and Millford.
61,811	6	38	Oct. 15, 1885	101	1 0	<sup>7</sup> Balance of route, Monico to Eland, Wis. (52.83 miles), covered by Rhinelander and Milwaukee, Wis., R. P. O. (See Table A*.) Supplied by Ashland, Wis., and by Rhinelander and Milwaukee, Wis., R. P. O.; connects at Ashland, Wis., with Ashland and Menasha, Wis., and with Ashland, Wis., and Saint Paul, Minn., R. P. O's.
33,084	.....	.....	Apr. 16, 1884	271	.....	Connects at Atchison Junction with Trenton and Leavenworth R. P. O.; also makes all Atchison connections.
18,436	6	10	July 1, 1883	1,126	.....	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O.; connects at Griswold, Iowa, with Griswold and Red Oak, Iowa, pouch service.
22,173	12	6	July 1, 1885	87	.....	
19,030	12	16	July 1, 1883	176	6	Twelve round trips per week for six months of the year.
2,911	6	4	Apr. 26, 1886	75	.....	



TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Atlantic and West Quincy, Mass.	1	3065	Atlantic, West Quincy, Mass.	Old Colony R. R.	3.67
Atoka and Lehigh, Ind. Ter.	7	32001	Atoka, Lehigh, Ind. Ter.	Missouri Pacific	8.05
Attica, and Covington, Ind.	5	22047	Attica, Covington, Ind.	Wabash, Saint Louis and Pacific.	14.91
Auburn and Hope, R. I.	1	4008	Auburn, Hope, R. I.	New York, Providence & Boston R. R.	10.62
Auburn, R. I., and Warwick, R. I.	1	4010	Auburn, Warwick, R. I.	New York, Providence and Boston.	7.70
Anburndale Station (n. o.) and Newton Lower Falls, Mass.	1	3027	Anburndale Station (n. o.) and Newton Lower Falls, Mass.	Boston and Albany R. R.	2.09
Andubon and Atlantic, Iowa	6	27044	Atlantic, Andubon, Iowa	Chicago, Rock Island and Pacific.	25.93
Avoca and Carson, Iowa	6	27063	Avoca, Carson, Iowa	Chicago, Rock Island, and Pacific.	17.80
Balcony Falls and Lexington, Va.	8	11029	Balcony Falls, Lexington, Va.	Branch, Richmond and Alleghany.	22.13
Baldwin and Louisa, La.	4	30015	Baldwin, Louisa, La.	Morgana, La., and Texas R. R. & S. S. Co.	15
Ballston and Schenectady, N. Y.	2	6025	Schenectady, Ballston, N. Y.	Del. and Hud. Canal Co.	15.20
Bangor and Bethlehem, Pa.	2	8048	Bethlehem, Bangor, Pa.	Phila. and Reading	82.20
Bangor Junction (n. o.), Pa., and Brainards, N. J.	2	8115	Bangor Junction, Pa., Brainards, N. J.	Bangor and Portland	4.57
Bardstown Junction and Bardstown, Ky. <sup>1</sup>	5	20006	Bardstown Junction, Bardstown, Ky.	Louisville and Nashville	17.93
Barnesville and Thomaston, Ga.	4	15019	Barnesville, Thomaston, Ga.	Central R. R. of Ga.	16.53
Barton and Saint Clairsville, Ohio.	5	21097	Saint Clairsville, Barton, Ohio.	Saint Clairsville and Northern.	4.35
Bartos and Pottstown, Pa.	2	8057	Pottstown, Bartos, Pa.	Phila. and Reading	13.22
Baton Rouge Junction (n. o.) and Baton Rouge, La.	4	30013	Baton Rouge Junction (n. o.), Baton Rouge, La.	Missouri Pacific R. R.	8.72
Battle Mountain and Austin, Nev.	8	45003	Battle Mountain, Austin, Nev.	Nevada Central R. R.	94.10
Bayfield and Ashland Junction, Wis.	6	25028 (part)	Hudson, Bayfield, Wis.	Chicago, St. Paul, Minn., and Omaha.	21.34
Bayhead Junction and Whiting, N. J.	2	7054	Whiting, Bayhead Junction, N. J.	Phila. and Long Branch	28.89
Bay Port and East Saginaw, Mich. <sup>2</sup>	9	24054	Bay Port, East Saginaw, Mich.	Saginaw, Tuscola, and Huron.	46.97
Beach Haven and Tuckerton, N. J.	2	7032 (part)	Whiting, Beach Haven, N. J.	Tuckerton	7.50
Bear Creek Junction (n. o.) and Morrison, Colo.	7	38022	Bear Creek Junction (n. o.), Morrison, Colo.	Denver, South Park and Pacific.	9.74
Beaumont and Sabine Pass, Tex.	7	31045	Beaumont, Sabine Pass, Tex.	G., H. and S. A.	30.30
Belleville and East Saint Louis, Ill.	6	23088	East Saint Louis, Belleville, Ill.	Illinois and St. Louis	15
Belleville and Lawrenceburgh, Kans.	7	33044	Belleville, Lawrenceburgh, Kans.	Junction City and Ft. Kearney.	17.44
Bellmont and Jefferson, Ga.	4	15045	Bellmont, Jefferson, Ga.	Gainesville, Jefferson and Southern R. R.	13.51
Benore and Tyrone, Pa.	2	8113	Tyrone, Benore, Pa.	Pennsylvania	26.61
Berkeley and West Oakland, Cal.	8	46024	Berkeley, West Oakland, Cal.	Central Pacific R. R.	5.78
Berlin and Garrett, Pa.	2	8080	Berlin, Garrett, Pa.	Baltimore and Ohio	4.83
Bermuda Hundred and Winterpock, Va.	3	11017	Bermuda Hundred, Winterpock, Va.	Brighthope Hwy Co.	23.61
Berrien Springs and Buchanan, Mich. <sup>4</sup>	9	24050	Berrien Springs, Buchanan, Mich.	St. Joseph Valley	11.07
Beulah and Elkader, Iowa	6	27623	Beulah, Elkader, Iowa	Chicago, Milwaukee and St. Paul.	18.99

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
4,594	12	10	July 1, 1885	90	.....	Boston exchanges pouches with East Milton and West Quincy. Extra round trip daily to East Milton.
5,039	6	2	July 1, 1886	32	.....	Connects at Atoka with Hannibal and Denison R. P. O.
18,667	12	8	June 2, 1884	30	.....	
13,296	12	20	July 1, 1885	252	.....	Providence exchanges pouch with Howard, Pontiac, Phenix, Fiskdale and Hope.
4,640	12	4	.....	.....	.....	Providence exchanges pouches with Warwick.
3,925	18	10	July 1, 1885	104	.....	Newton Lower Falls exchanges pouches with Boston and Anburndale.
32,464	12	32	July 1, 1883	278	1 0	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O.; connects at Audubon, Iowa, with Manning and Audubon, Iowa, pouch service, and at Atlantic, Iowa, with Atlantic and Griswold, Iowa pouch service.
22,285	12	24	July 1, 1883	141	0 6	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Carson and Hastings, Iowa, pouch service, and at Avoca, Iowa, with Harlan and Avoca, Iowa, pouch service.
27,706	12	20	July 1, 1885	251	.....	Connects at Balcony Falls with Richmond, Lynchburgh, and Clifton Forge R. P. O. and Lexington with Baltimore and Lexington R. P. O.
9,300	6	4	July 1, 1886	35	.....	
19,030	12	12	July 1, 1885	194	.....	
40,314	12	16	July 1, 1884	195	.....	
8,582	18	16	.....	.....	.....	
5,773	6	20	July 1, 1884	195	.....	<sup>1</sup> R. P. O. established on this line, together with route 20005, January 5, 1886, and is now the Louisville and Bardstown R. P. O. (See Table A*.)
20,406	12	6	July 1, 1884	149	.....	
5,446	12	6	Mar. 16, 1885	56	.....	
16,551	12	10	July 1, 1885	169	.....	
19,097	21	6	July 1, 1886	106	.....	
29,359	3	4	July 1, 1886	194	.....	Connects with Ogden, Utah, and San Francisco, Cal., R. P. O. at Battle Mountain.
13,359	6	4	Apr. 16, 1884	591	0 6	<sup>2</sup> Balance of route covered by Ashland, Wis., and St. Paul, Minn., R. P. O. (See Table A*.) Supplied by Bayfield, Wis., and by Ashland, Wis., and St. Paul, Minn., R. P. O.
36,170	12	12	July 1, 1885	34	.....	
58,800	12	24	Aug. 1, 1884	137	.....	<sup>3</sup> Connects at East Saginaw with Bay City, Wayne, and Detroit, Bay City and Jackson, East Saginaw and Lakeview, East Saginaw and Port Huron, Ludington and Toledo, and Manistee and East Saginaw R. P. O's.
2,347	12	8	July 1, 1885	292	.....	Service 3 months each year. Balance of route (29.24 miles) covered by Whiting and Tuckerton R. P. O. (See Table A*.)
7,110	7	4	July 1, 1886	81	.....	Trains run into Denver, Colo., and make all Denver connections.
9,484	3	2	July 1, 1886	43	.....	Connects at Beaumont with New Orleans and Houston and Rockland and Beaumont R. P. O's.
10,950	7	2	Mar. 15, 1886	68	0 6	Supplied from Saint Louis, Mo., and transfer clerk at East Saint Louis, Ill. Connects at East Saint Louis, Ill., with lines centering at that point.
12,731	7	12	July 1, 1886	157	.....	Trains run into Concordia, Kans., and connect Concordia and Junction City and Table Rock and Concordia R. P. O's.
8,457	6	2	July 1, 1884	48	.....	
32,063	12	16	July 1, 1885	92	.....	
11,456	10	12	July 1, 1886	220	.....	Supplied by Oakland and San Francisco.
10,554	12	4	July 1, 1885	20	.....	
17,909	6	4	July 1, 1885	20	.....	Connects at Chester with Richmond and Wilmington R. P. O.
13,800	12	12	July 1, 1884	147	.....	<sup>4</sup> Connects at Buchanan, Mich., with Detroit and Chicago and Detroit, Three Rivers and Chicago R. P. O's.
10,636	6	20	July 1, 1883	164	1 0	Supplied by initial and terminal offices, and by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Birmingham and Coalburgh, Ala.	4	15042 (part)	Atlanta, Ga., Coalburgh, Ala.	Georgia Pacific Rwy.	19.22
Birmingham and Pratt Mines, Ala.	4	17023	Birmingham, Pratt Mines, Ala.	Pratt Coal and Coke Co.	6.74
Birmingham and Whiting, N. J.	2	7068	Whiting, Birmingham, N. J.	Pennsylvania.	18.75
Black River Junction (n. o.) and Stuck Junction (n. o.), Wash.	8	48012	Stuck Junction, Black River Junction, Wash.	Puget Sound Shore R. R.	13.50
Black Rock and Buffalo, N. Y.	2	6126	Buffalo, Black Rock, N. Y.	Grand Trunk Rwy. of Canada	4.59
Blackville and Barnwell, S. C.	4	14018	Blackville, Barnwell C. H., S. C.	Barnwell R. R.	9.64
Blanchester and Hillsborough, Ohio.	5	21017	Blanchester, Hillsborough, Ohio	Cincinnati, Washington and Baltimore.	21.00
Bloomfield and Titusville, Pa.	2	8068	Bloomfield, Titusville, Pa.	Buff., N. Y. and Phil.	10.49
Blossburgh and Hoytville, Pa.	2	6020	Elmhurst, N. Y., Hoytville, Pa.	N. Y., L. E. and W.	15.01
Bluestone Junction (n. o.) and Bramwell, W. Va.	8	12016 (part)	Bluestone Junction (n. o.), Bramwell, W. Va.	Norfolk and Western	2.64
Bonne Terre and Summitville, Mo.	7	28043	Bonne Terre, Summitville, Mo.	St. Joe and Desloge	13.20
Boston and Cook Street Station (n. o.).	1	3074	Boston, Cook Street Station (n. o.), Mass.	N. York and New England R. R.	2.14
Boston and Dedham, Mass.	1	3086	Boston, Dedham, Mass.	Boston and Providence R. R.	9.75
Boston and Waltham, Mass.	1	3072	Boston, Waltham, Mass.	Fitchburgh R. R.	11.05
Bolle's Junction (n. o.) and Riparia, Wash.	8	43010	Bolle's Junction, Riparia, Wash.	Oregon Railway and Navigation Co.	31.10
Boulder and Sunset, Colo.	7	38029	Boulder, Sunset, Colo.	Greeley, Salt Lake and Pacific.	13.11
Boulder Creek and Felton, Cal.	6	46045	Felton, Boulder Creek, Cal.	South Pacific Coast R. R.	8.14
Boundary Line (n. o.) and Presque Isle, Me.	1	1	Boundary Line (n. o.), Presque Isle, Me.	New Brunswick Railway	30.51
Bowling Green and Tontogany, Ohio.	5	21070	Tontogany, Bowling Green, Ohio.	Bowling Green	5.94
Bradford Junction and Salamanca, N. Y.	2	6102 (part)	Rochester, Salamanca, N. Y.	Buff., Roch. and Pitts.	41.33
Braintree Junction (n. o.) and Kingston, Mass.	1	3064	Braintree Junction (n. o.), Kingston Station (n. o.).	Old Colony R. R.	32.20
Brandon and Markesan, Wis.	6	25055	Brandon, Markesan, Wis.	Chicago, Milwaukee and St. Paul.	11.78
Brandywine and Mechanicsville, Md.	3	10025	Brandywine, Mechanicsville, Md.	Southern Maryland	20.30
Breadyville and Abington Station, Pa.	2	8109	Abington Station, Breadyville, Pa.	Phila. and Reading	9.83
Bridgeport and Exton, Pa.	2	8007	Bridgeport, Exton, Pa.	Phila. and Reading	16.93
Bridgeton and Bridgeton Junction (n. o.), Me.	1	22	Bridgeton, Bridgeton Junction, (n. o.), Me.	Bridgeton and Saco River R. R.	16.30
Bristol and Franklin, N. H.	1	1020	Franklin, Bristol, N. H.	Northern R. R.	13.13
Brookfield Junction (n. o.) and Danbury, Conn.	1	5022	Danbury, Brookfield Junction (n. o.), Conn.	Housatonic R. R.	6.30
Brighton and Boulder, Colo.	7	38002	Brighton, Boulder, Colo.	Denver and Boulder Valley	27.69
Bruce and Turtle Lake, Wis.	6	26069	Bruce, Turtle Lake, Wis.	Minn., Sault Ste. Marie and Atlantic.	45.95

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
5,772	6	2	July 1, 1884	428	.....	<sup>1</sup> 167.54 miles reported as Atlanta and Birmingham R. P. O. (See Table A <sup>2</sup> .)
8,438	12	4	July 1, 1884	46	.....	
28,975	12	12	July 1, 1885	87	.....	
9,855	7	12	July 1, 1886	104	.....	Supplied by Tacoma and Seattle post-offices, and by Tacoma, Wash., and Portland, Oreg., R. P. O. Established January 26, 1886. Commenced service February 25, 1886. Connects at Stuck Junction with Puyallup Junction and Stuck Junction R. R.
4,810	9	<sup>14</sup>	July 1, 1885	180	.....	<sup>2</sup> Including sacks.
12,069	12	4	Dec. 11, 1882	18	.....	
20,292	12	32	July 1, 1884	456	.....	
13,133	12	14	July 1, 1885	588	.....	<sup>3</sup> Balance of route (49.98 miles) covered by Elmira and Blossburgh R. P. O. (See Table A <sup>2</sup> .)
9,896	6	6	July 1, 1885	588	.....	Connects at Bluestone Junction (n. o.) with Lovely Mount and Pocahontas R. P. O.
1,652	6	4	Feb. 23, 1886	87	.....	Connects at Summitville with Saint Louis and Columbus and Saint Louis and Texarkana R. P. O's.
33,058	24	8	July 2, 1883	120	.....	Boston exchanges pouches with Brookline, Chestnut Hill, Newton Centre, Newton Highlands, with additional round trip to Newton Centre and five additional trips to Brookline.
11,443	12	32	.....	.....	.....	Boston exchanges pouches with Jamaica Plain, Roslindale, West Roxbury, and Dedham.
18,810	18	24	July 1, 1885	449	.....	Waltham exchanges pouches with Watertown, Boston, Boston Spring, and New York, and Bangor and Boston R. P. O's.
20,751	18	13	July 1, 1885	197	.....	Boston exchanges pouches with Watertown.
22,703	7	6	July 1, 1886	42	.....	Connects at Belle's Junction with Dayton and Wallula, Wash., R. P. O.
8,207	6	14	July 1, 1886	116	.....	Connects at Boulder with La Salle and Denver R. P. O.
10,191	12	4	July 1, 1886	66	.....	Connects at Felton with San Francisco and Santa Cruz, Cal., R. P. O.
38,198	12	26	Apr. 15, 1886	259	.....	Vanceborough and Bangor R. P. O. exchanges pouches with Fort Fairfield, Caribon, and Presque Isle. East Lyndon exchanges with Caribon and Fort Fairfield. Caribon exchanges with Fort Fairfield.
11,155	18	8	July 1, 1884	156	.....	
1,665	12	4	July 1, 1885	668	.....	<sup>4</sup> Balance of route (107.90 miles) covered by Rochester and Punxsutawney R. P. O. (See Table A <sup>2</sup> .)
40,314	12	88	July 1, 1885	416	.....	Boston exchanges pouches with East Braintree, Weymouth, North, East, and South Weymouth, Hingham, Nantasket, Hull, Cohasset, Scituate, Scituate Centre, North Scituate, Beechwood, Egypt, Greenbush, Sea View, Marshfield, East and Centre Marshfield, Castle Cove, Brant Rock, Duxbury, South Duxbury, and Island Creek. One additional round trip daily from Braintree Junction to Hingham.
7,874	6	12	July 1, 1884	180	.....	<sup>6</sup> Supplied by Brandon, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O.
12,707	6	22	July 1, 1885	220	.....	Connects at Brandywine with Bowie and Pope's Creek R. P. O.
12,807	12	14	July 1, 1885	190	.....	
31,196	12	20	July 1, 1885	58	.....	
20,407	12	16	July 1, 1885	224	.....	Port. Swan. R. P. O. exchanges with Sandy Creek, Bridgeton, North Bridgeton, and Harrison.
8,219	6	22	July 1, 1885	142	.....	Bristol exchanges pouches with Hill, Franklin, Franklin Falls, Concord, Saint Albans and Boston, and Claremont and Lowell R. P. O's. Hill exchanges with Franklin Falls, Concord, Saint Albans and Boston, and Claremont and Lowell R. P. O's.
15,775	24	8	July 1, 1885	109	.....	Danbury exchanges pouches with Pittsfield and Bridgeport R. P. O.
20,214	7	16	July 1, 1886	274	.....	Trains run from Denver, Colo., and make all Denver connections. Connects at Boulder with La Salle and Denver R. P. O., and at Erie and Canfield, Colo., with Lyons and Denver closed-pouch service.
23,765	6	14	Jan. 20, 1885	60	.....	<sup>6</sup> Supplied by Turtle Lake and Cameron, Wis. Connects at Turtle Lake, Wis., with Ashland, Wis., and Saint Paul, Minn., R. P. O., and at Cameron, Wis., with Duluth, Minn., and Eau Claire, Wis., R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminus of route.	Corporate title of company.	Miles of route.
Buffalo and Opelika, Ala. ....	4	17014	Opelika, Buffalo, Ala. ....	East Alabama Rwy. ....	22.19
Buffalo Gap, Dak., and Chadron, Nebr. ....	6	34010	Fremont, Nebr., Buffalo Gap, Dak. ....	Fremont, Elkhorn and Mo. Valley. ....	455.69
Burlington and Medford, N. J. ....	2	7007	Burlington, Medford, N. J. ....	Penna. (Amboy Div.) ....	14.82
Burson and Lodi, Cal. ....	8	46043	Lodi, Burson, Cal. ....	San Joaquin and Sierra Nevada R. R. ....	22.90
Bustleton R. R. Station and Holmesburgh Junction, Pa. ....	2	8161	Holmesburgh Junction, Bustleton R. R. Station. ....	Penna. ....	4.04
Buzzard's Bay and Wood's Holl, Mass. ....	1	3045	Buzzard's Bay, Wood's Holl, Mass. ....	Old Colony R. R. ....	17.83
Cades and Saint Martinsville, La. ....	4	30012	Cades, Saint Martinsville, La. ....	Morgan's La. and Tex. R. R. and S. S. Co. ....	6.90
Calamine and Platteville, Wis. ....	6	25021	Calamine, Platteville, Wis. ....	Chicago, Milwaukee and St. Paul. ....	18.75
Calais and Princeton, Me. ....	1	17	Calais, Princeton, Me. ....	St. Croix and Penobscot R. R. ....	21.28
Calumet and Houghton, Mich. ....	6	24067	Houghton, Calumet, Mich. ....	Mineral Range ....	15.62
Cameron and Kansas City, Mo. ....	7	27017 (br'ch)	Cameron, Kansas City, Mo. ....	Chicago, Rock Island and Pacific. ....	54.98
Canada Line and Rouse's Point, N. Y. ....	2	6066	Rouse's Point, Canada Line, N. Y. ....	Champlain and St. Lawrence. ....	1.71
Canada Line (n. o.) and Saint Albans, Vt. ....	1	2006	Saint Albans, Vt., Canada Line (n. o.), Vt. ....	Central Vermont R. R. ....	17.33
Canon City and Westcliffe, Colo. ....	7	38010	Canon City, Westcliffe, Colo. ....	Denver and Rio Grande ....	31.20
Canton Junction (n. o.) and Stoughton, Mass. ....	1	3037	Canton Junction (n. o.), Stoughton, Mass. ....	Boston and Providence R. R. ....	4.16
Cape Vincent and Watertown, N. Y. ....	2	6035	Watertown, Cape Vincent, N. Y. ....	Rome, Wat. and Ogdensburgh. ....	25.77
Carbonado and Tacoma, Wash. ....	8	43005	Tacoma, Carbonado, Wash. ....	Northern Pacific R. R. ....	34.83
Carbon Centre, Mo., and Miami, Kans. ....	7	28041	Carbon Centre, Mo., Miami, Kans. ....	K. C., Ft. S. and G. ....	24.05
Carbondale and Grand Tower, Ill. ....	6	23039	Carbondale, Grand Tower, Ill. ....	Grand Tower and Carbondale. ....	25.39
Carey and Delphos, Ohio ....	5	21051	Delphos, Carey, Ohio ....	East and West Air Line ....	56.60
Carey and Findlay, Ohio ....	5	21021	Carey, Findlay, Ohio ....	Indiana, Bloomington and Western. ....	16.00
Caro and Saginaw, Mich. <sup>1</sup> ....	9	24014	Caro, Saginaw, Mich. ....	Michigan Central. ....	34.04
Carroll and Kirkman, Iowa. ....	6	27071	Carroll, Kirkman, Iowa ....	Chicago and North Western. ....	35.01
Carrollton, N. Y., and Bradford, Pa. ....	2	8024	Bradford, Pa., Carrollton, N. Y. ....	N. Y., L. E. and Western ....	11.58
Carson and Hastings, Iowa ....	6	27058	Hastings, Carson, Iowa ....	Chicago, Burlington and Quincy. ....	16.25

parts of railroads over which no railway post-offices run, in operation, &amp;c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
13,894	6	6	July 1, 1884	97		
40,854	7	8	July 1, 1886	2,490	1 0	Balance of route covered by Missouri Valley, Iowa, and Chadron, Nebr., R. P. O. (See Table A*.)
21,647	14	10	July 1, 1885	102		
16,717	7	26	July 1, 1886	534		Connects at Lodi with Sacramento and San Francisco, Cal., R. P. O., and also supplied by Lodi post-office.
5,058	12	8	July 1, 1885	42		
22,323	12	36	July 1, 1885	514		Boston and Wellfleet exchanges pouches with Monument Beach, Pocasset, Calumet, North Falmouth, West Falmouth, Falmouth, Wood's Holl, East Falmouth, Cottage City, Edgartown, Vineyard Haven, Nantucket, and Siasconset.
10,074	14	4	July 1, 1886	83		
23,475	12	16	July 1, 1883	216	6	Supplied by initial and terminal offices, and by Milton and Mineral Point, Wis., R. P. O. Connects at Platteville, Wis., with Mountfort, Wis., and Galena, Ill., R. P. O.
18,321	6	8	July 1, 1885	46		Calais exchanges with Baring, Princeton, and Milltown. Princeton exchanges with Baring.
19,431	12	10	Apr. 15, 1886	318	6	Supplied by Houghton, Mich., and by Marquette and Houghton, Mich., R. P. O.
74,553	13	10	July 1, 1883	1,980		Quincy and Kansas City R. P. O. runs over same track between Cameron and Kansas City. Trains over this route carry closed mails between Kansas City and lines centering there, and Daveuport and Atchison and Trenton and Leavenworth R. P. O's.
2,101	12	62	July 1, 1885	2,729		
10,848	6	8	July 1, 1885	542		Saint Albans and Boston R. P. O. exchanges pouches with Highgate Springs, Vt., and Montreal, P. Q.
19,531	6	20	July 1, 1886	264		Connects at Cañon City with Denver and Ogden R. P. O.
10,416	24	10	July 1, 1885	138		Stoughton exchanges pouches with Boston and Boston and Providence R. P. O.
82,264	12	24	July 1, 1885	364		
21,804	6	14	July 1, 1886	147		Connects at Tacoma with Tacoma, Wash., and Portland, Oreg., R. P. O. and with Port Townsend and Tacoma R. P. O. (steamboat line).
15,058	6	30	July 1, 1883	178		Connects at Rich Hill, Mo., with Kansas City and Joplin R. P. O., and at Miami, Kans., with Kansas City and Memphis R. P. O.
81,788	12	10	July 1, 1883	189	6	Supplied by Carbondale, Ill. Connects at Carbondale, Ill., with Centralia and Cairo, Ill., R. P. O., and with Pinckneyville and Marion, Ill., R. P. O. Connects at Murphysborough, Ill., with Saint Louis, Mo., and Cairo, Ill., R. P. O.
35,432	6	40	July 1, 1884	294		
20,032	12	10	July 1, 1884	76		
63,927	18	66	July 1, 1884	281		At Vassar, Mich., connects East Saginaw and Port Huron and Mackinaw City and Detroit R. P. O's.
						At East Saginaw, Mich., connects Bay City, Wayne and Detroit, East Saginaw and Lakeview, Ludington and Toledo, and Manistee and East Saginaw R. P. O's.
43,832	12	28	July 1, 1883	170	1 0	At Saginaw connects Bay City and Jackson R. P. O. Supplied by Carroll, Iowa, and Manning, Iowa, and by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Connects at Carroll, Iowa, with Carroll and Mapleton and Cedar Rapids and Council Bluffs, Iowa, R. P. O's. Connects at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and with Manning and Audubon, Iowa, pouch service.
23,996	24	40	July 1, 1885	879		
20,345	12	6	July 1, 1883	127	6	Supplied by initial and terminal offices. Connects at Carson, Iowa, with Avoca and Carson, Iowa, pouch service, and at Hastings, Iowa, with Burlington and Council Bluffs, Iowa, R. P. O., and with Hastings and Sidney, Iowa, pouch service.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southwest.	Division.	Number of route.	Contract designation, terminus of route.	Corporate title of company.	Miles of route.
Carthage and San Antonio, N. Mex.	7	89099	Carthage, San Antonio, N. Mex.	Atch., Top., and Santa Fé....	7.00
Castleton and Gunnison, Colo..	7	18014 (part)	Schuander's Station (n. o.), Castleton, Colo.	Denver, South Park and Pacific.	14.92
Castroville and Monterey, Cal..	8	46030	Monterey, Castroville, Cal.....	Monterey R. R.....	16.57
Catawissa Junction and Sonestown, Pa.	2	8110	Catawissa Junction, Sonestown, Pa.	Williamsport and North Branch.	21.65
Central City and Aurora, Nebr.	6	34011 (part)	York, Central City, Nebr.....	Republican Valley.....	*18.26
Centralia and Columbia, Mo....	7	28009	Centralia, Columbia, Mo.....	Wabash, St. Louis and Pacific.	22.22
Centreville and Yankton, Dak.	6	35021	Centreville, Yankton, Dak.....	Chicago and North Western...	29.39
Chadbourne and Mount Tabor, N. C.	3	13024	Chadbourne, Mount Tabor, N. C.	Wilmington, Chadbourne and Conwayborough.	13.33
Chagrin Falls and Solon, Ohio..	5	21079	Solon, Chagrin Falls, Ohio.....	Chagrin Falls and Southern...	6.08
Chambersburgh, Pa., and Edgemont, Md.	2	10021	Edgemont, Chambersburgh, Pa.	Western Maryland .....	21.93
Chambersburgh and Waynesborough, Pa.	2	8077	Chambersburgh, Waynesborough, Pa.	Mont Alto .....	23.43
Charlotte and Rochester, N. Y.	2	6021	Rochester, Charlotte, N. Y.....	N. Y. C. and Hud. River.....	9.04
Chatham and Hudson, N. Y.....	2	8069	Hudson, Chatham, N. Y.....	Boat. and Albany .....	17.96
Chehaw and Tuskegee, Ala.....	4	17019	Chehaw (n. o.), Tuskegee, Ala..	Tuskegee R. R.....	6
Cherry Vale and Coffeyville, Kans.	7	*33004 (part)	Lawrence, Coffeyville, Kans...	Southern Kansas .....	16.07
Cherry Valley and Cobleskill, N. Y.	2	6027	Cobleskill, Cherry Valley, N. Y.	Del. and Hud. Canal Co.....	22.86
Chippewa Falls and Eau Claire, Wis.	6	25026 (part)	Abbotsford, Eau Claire, Wis...	Wisconsin and Minnesota ....	*10.80
Claremont and Claremont Junction (n. o.), N. H.	1	1009	Claremont, Claremont Junction (n. o.), N. H.	Concord and Claremont R. R..	2.02
Claremont and Waverly Station, Va.	3	11034	Claremont, Waverly Station, Va.	Atlantic and Danville.....	18.50
Clarion Junction and Clarion, Pa.	2	8147	Clarion Junction, Clarion, Pa..	Pitts. and Western.....	4.42
Clarke City and Buckingham, Ill.	6	23088	Buckingham, Clarke City, Ill...	Illinois Central .....	9.54
Cleveland, Tenn., and Cohutta, Ga.	4	*17010 (part)	Selma, Ala., Cleveland, Tenn...	E. Tenn., Va. and Ga.....	*12.12
Climax and Bainbridge, Ga....	4	15031 (part)	Thomasville, Ga., Bainbridge, Ga.	Savh., Fla. and Western Rwy.	*9.40
Clinton and Osceola, Mo.....	7	28955	Clinton, Osceola, Mo .....	Kansas City and Southern...	27.29
Clinton and Port Hudson, La....	4	30006	Clinton, Port Hudson, La .....	Louis., N. O. and Texas R. R...	21.83
Cloquet and Junction, Minn....	6	26068	Junction, Cloquet, Minn .....	St. Paul and Duluth .....	6.69

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
5,833	7	8	July 1, 1886	230	.....	Connects at San Antonio with Albuquerque and El Paso R. P. O.
10,802	7	4	May 26, 1884	385	.....	Connects at Gunnison with Como and Gunnison and Denver and Ogden R. P. O's, and Crested Butte and Gunnison pouch service.
24,192	14	4	July 1, 1886	169	.....	<sup>1</sup> Balance of route 38014 (63.80 miles) covered by Como and Gunnison R. P. O. (See Table A*.)
27,106	12	32	July 1, 1885	177	.....	Connects with San Francisco and Soledad, Cal., R. P. O. Pouches also exchanged with San Francisco.
12,057	6	8	July 1, 1886	693	0 6	<sup>2</sup> Balance of route covered by Nebraska City and Grand Island, Nebr., R. P. O. (See Table A*.) Supplied by initial and terminal offices and by Nebraska City and Grand Island, Nebr., R. P. O. Connects at Central City, Nebr., with Omaha, Nebr., and Ogden, Utah, R. P. O.
32,441	14	22	July 1, 1883	460	.....	Connects at Centralia with Saint Louis, Louisiana and Kansas City R. P. O., and Saint Louis, Moberly and Kansas City R. P. O.
42,900	14	8	July 1, 1886	271	0 6	Supplied by initial and terminal offices and by Columbia, Dak., and Hawarden, Iowa, R. P. O. Connects at Centerville, Dak., with Columbia, Dak., and Hawarden, Iowa, R. P. O., and at Yankton, Dak., with Sioux City, Iowa, and Yankton, Dak., R. P. O., and with Yankton and Scotland, Dak., pouch service.
8,344	6	4	July 1, 1885	24	.....	Connects at Chadbourne with Wilmington and Jacksonville R. P. O.
15,224	24	10	July 1, 1884	228	.....	
27,458	12	6	July 1, 1885	110	.....	
29,364	12	10	July 1, 1885	292	.....	
33,054	36	*36	July 1, 1885	652	.....	<sup>3</sup> Including sacks.
33,796	18	10	July 1, 1885	133	.....	
3,756	6	2	July 1, 1884	122	.....	
10,060	6	10	July 1, 1886	2,740	.....	Connects at Cherry Vale with Kansas City and New Kiowa, Saint Louis and Halstead, and Arcadia and Cherry Vale R. P. O's.
28,620	12	16	July 1, 1885	226	.....	<sup>4</sup> Balance of route 33004 covered by Lawrence and Burlington R. P. O. (27.50 miles), and Kansas City and New Kiowa R. P. O. (98 miles). (See Table A*.)
6,761	6	4	Mar. 1, 1883	395	0 6	<sup>5</sup> Balance of route covered by Abbotsford, Wis., and Saint Paul, Minn., R. P. O. (See Table A*.) Connects at Eau Claire, Wis., with Saint Paul, Minn., and Elroy, Wis., R. P. O., and Eau Claire, Wis., and Wabasha, Minn., and Duluth, Minn., and Eau Claire, Wis., R. P. O's.
6,322	30	20	July 1, 1885	452	.....	Claremont exchanges pouches with West Claremont, Richmond, and Springfield R. P. O., Richmond and Springfield R. P. O., S. R. and New York, N. Y. Newport exchanges with Richmond and Springfield R. P. O. and Richmond and Springfield R. P. O., S. R. Claremont and Lowell exchanges with Richmond and Springfield and Boston and Troy R. P. O's.
11,581	6	6	July 1, 1885	67	.....	Connects at Waverly Station with Norfolk and Lynchburgh R. P. O.
16,076	24	16	July 1, 1885	185	.....	
6,003	6	4	Apr. 2, 1883	11	0 6	Supplied by Buckingham, Ill., and by Kankakee and Kankakee Junction, Ill., R. P. O.
8,848	7	6	July 1, 1884	1,493	.....	<sup>6</sup> 197.60 miles shown as Rome and Selma R. P. O. (See Table A*.) <sup>7</sup> 55.20 miles shown as Chattanooga and Macon R. P. O. (See Table A*.)
11,709	12	4	July 1, 1884	881	.....	<sup>8</sup> 27.59 miles shown as Way Cross and Chetia, R. P. O. (See Table A*.)
17,146	6	13	July 1, 1885	139	.....	Connects at Clinton with Hannibal and Devison R. P. O. and at Clinton and Oaccola with Olathe and Ash Grove R. P. O.
13,660	6	6	July 1, 1886	.....	.....	
4,188	6	2	Jan. 10, 1885	67	0 6	Supplied by Junction, Minn., and by Duluth and Brainerd, Minn., R. P. O. Connects at Junction, Minn., with Duluth and Saint Paul, Minn., R. P. O.



TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Clove Valley and Clove Branch Junction, N. Y.	2	6114	Clove Branch Junction, Clove Valley, N. Y.	Newburgh, Dutcheas and Conn.	8.10
Coburn Junction and Ponca, Nebr.	6	34007	Coburn Junction, Ponca, Nebr.	Chicago, St. Paul, Minn. and Omaha.	16.37
Cochran and Hawkinsville, Ga.	4	15038	Cochran, Hawkinsville, Ga.	E. Tenn., Va. and Ga. R. R.	10.39
Coleman and Mount Pleasant, Mich. <sup>1</sup>	9	24043	Coleman, Mount Pleasant, Mich.	Flint and Pere Marquette	15.04
Colorado Springs and Manitou Springs, Colo.	7	38030	Colorado Springs Station (n. o.), Manitou Springs Station (n. o.), Colo.	Denver and Rio Grande	5.40
Colton and Los Angeles, Cal.	8	46047	Colton, Los Angeles, Cal.	California Southern R. R. Co.	58.58
Colton and Scofield, Utah	8	41009	Colton, Scofield, Utah	Denver and Rio Grande Rwy.	17.30
Columbia Junction and Delaware Station, N. J.	2	7059	Delaware Station, Columbia Junction, N. J.	N. Y., Susq. and Western	3.16
Columbia and Middletown, Pa.	2	8027 (part)	Lancaster, Middletown, Pa.	Pennsylvania	718.88
Columbus and La Grange, Tex.	7	31014	Columbus, La Grange, Tex.	G., H. and S. A.	31.61
Conesus Lake Junction and Lakeville, N. Y.	2	6047	Conesus Lake Junction, Lakeville, N. Y.	Conesus Lake	1.90
Courtoe and Montgomery, Tex.	7	531024 (part)	Courtoe, Navasota, Tex.	Gulf, Colorado and Santa Fé.	16.70
Cook Street Station (n. o.) and Bellingham, Mass.	1	3033	Cook Street Station (n. o.), Bellingham, Mass.	N. York and New England R. R.	22.64
Cooperstown and Cooperstown Junction, N. Y.	2	6086	Cooperstown, Cooperstown Junction, N. Y.	Cooperstown and Susq. Valley	16.50
Cooperstown and Sanborn, Dak.	6	35018	Sanborn, Cooperstown, Dak.	Sanborn, Cooperstown and Turtle Mountain.	37.53
Copley and Milton Junction (n. o.), Mich. <sup>4</sup>	9	24059	Copley, Milton Junction (n. o.), Mich.	Grand Rapids and Indiana	14.18
Cornwall and Conewago, Pa.	2	8154	Cornwall, Conewago, Pa.	Colebrook Valley	16.96
Cornwell and Mount Sterling, Ky.	5	20022	Mount Sterling and Cornwell, Ky.	Coal Road Construction Co.	18.75
Cortland and Sycamore, Ill.	6	23052	Cortland, Sycamore, Ill.	Chicago and Northwestern	5.24
Coudersport and Port Allegheny, Pa.	2	8144	Port Allegheny, Coudersport, Pa.	Coudersport and Port Allegheny.	17.57
Council Grove and Hope, Kans.	7	33050	Council Grove, Hope, Kans.	Topeka, Salina and Western	35.80
Covington and Sneddy's Mills, Ind.	5	22040	Covington, Snoddy's Mills, Ind.	Chicago and Eastern Illinois	9.49
Cresson and Ebensburg, Pa.	2	8037	Cresson, Ebensburg, Pa.	Penn'a.	11.59
Crested Butte and Gunnison, Colo.	7	38016	Crested Butte, Gunnison, Colo.	Denver and Rio Grande	28.40
Crown Point and Hammondsville, N. Y.	2	6099	Crown Point, Hammondsville, N. Y.	Crown Point Iron Co.	11.95
Cucharas and El Moro, Colo.	7	538001 (part)	Denver, El Moro, Colo.	Denver and Rio Grande	36.90
Cummins and Varner, Ark.	7	29016	Cummins, Varner, Ark.	Varner Branch	5.28
Cuthbert and Fort Gaines, Ga.	4	15041	Cuthbert, Fort Gaines, Ga.	Southwestern R. R.	24.23
Daguscabonda and Dagus Mines, Pa.	2	8130	Daguscabonda, Dagus Mines, Pa.	Daguscabonda.	6.01
Danville, Mocksville, and Southwestern Junction (n. o.), Va., and Leaksville, N. C.	3	13022	Danville, Mocksville, and Southwestern Junction (n. o.), Va., and Leaksville, N. C.	Danville, Mocksville and Southwestern.	7.97
Decorah and Conover, Iowa	6	27026	Conover, Decorah, Iowa	Chicago, Milwaukee and Saint Paul.	9.37

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
5,070	6	0	July 1, 1883	44		
10,247	6	8	July 1, 1886	194	0 6	Supplied by Sioux City, Iowa, and Ponca, Nebr. Connects at Coburn Junction, Nebr., with Sioux City, Iowa, and Omaha, Nebr., R. P. O., and with Corvinton and Norfolk, Nebr., R. P. O.
13,008	12	4	July 1, 1884	171		
18,830	12	10	July 1, 1884	210		<sup>1</sup> Connects at Coleman, Mich., with Ludington and Toledo and Manistee and East Saginaw R. P. O's.
7,884	14	14	July 1, 1886	235		Connects at Colorado Springs with Denver and Ogden, and Denver and Pueblo R. P. O's.
42,763	7	20	July 1, 1886	438		Established March 27, 1886; commenced service March 29, 1886. Connects at Colton with Colton and National City, Cal., R. P. O. Albuquerque, N. Mex., and Mojave, Cal., R. P. O. exchange pouches with Los Angeles, Ontario, and Pomona, via Waterman and Colton R. R.
10,829	6	2	July 1, 1886	19		Connects with Denver, Colo., and Ogden, Utah, R. P. O.
1,978	6	4	July 1, 1885	62		
23,638	12	54	July 1, 1885	938		<sup>2</sup> Balance of route (12.10 miles) covered by Lancaster and Frederick R. P. O. (See Table A*.)
19,788	6	8	July 1, 1886	237		Connects at Columbus with Houston and Del Rio R. P. O.
1,189	12	4	July 1, 1885	54		
12,191	7	6	July 1, 1886	107		Connects at Conroe with Texarkana and Houston R. P. O., and at Montgomery with Montgomery and Somerville R. P. O.
14,172	6	42	July 1, 1885	252		<sup>3</sup> Balance of route 31024 (28.17 miles) covered by Montgomery and Somerville R. P. O.
20,638	12	22	July 1, 1885	395		Boston exchanges pouches with Newton, Upper Falls, Highlandville, Needham, Charles River Village, Dover, Millis, Medway, West Medway, Caryville, North Bellingham, and Bellingham, with additional round trips to North Bellingham.
23,494	6	8	July 1, 1886	115	1 0	Supplied by initial and terminal offices. Connects at Sanborn, Dak., with Saint Paul, Minn., and Bismarck, Dak., R. P. O.
26,630	18	28	Oct. 15, 1885	102		<sup>4</sup> At Milton Junction (n. o.), Mich., connects with Cadillac, Fort Wayne, and Mackinaw City, and Grand Rapids R. P. O's.
21,234	12	12	July 1, 1885	43		
11,738	6	4	July 1, 1884	97		
13,121	24	12	July 1, 1883	273	0 6	Supplied by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O., and by Cortland, Ill.
21,998	12	12	July 1, 1885	205		
26,134	7	20	July 1, 1886	197		Connects at Council Grove with Junction City and Parsons R. P. O.
5,941	6	2	July 1, 1884	37		
14,511	12	6	July 1, 1885	255		
17,778	6	10	July 1, 1886	160		Connects at Gunnison with Como and Gunnison, and Denver and Ogden R. P. O's, and Castleton and Gunnison closed-pouch service.
7,480	6	4	July 1, 1885	43		
23,099	6	14	July 1, 1886	2,975		Connects at Cucharas with Pueblo and Silverton R. P. O.; supplied by closed pouches made by transfer clerk, South Pueblo, Colo.
3,305	6	2	July 1, 1886	32		<sup>5</sup> Balance of route 38001 covered by Denver and Ogden R. P. O. (120 miles) and Pueblo and Silverton R. P. O. (50 miles). (See Table A*.)
14,542	6	4	July 1, 1884	96		Connects at Varner with Little Rock and Leland R. P. O.
7,525	12	4	July 1, 1885	65		
4,989	0	6	Aug. 10, 1884	39		Connects at Danville and Mocksville and Southwestern Junction (n. o.), with Danville and Stuart R. P. O.
11,731	12	10	July 1, 1883	484	0 0	Supplied by Conover, Iowa, and by Chicago, Ill., McGregor Iowa, and Saint Paul, Minn., R. P. O. Connects at Decorah, Iowa, with Decorah and Cedar Rapids, Iowa, R. P. O.

TABLE C.—Statement of mail service performed in closed pouches and upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
De Land Landing (n. o.) and De Land, Fla.	4	16620	De Land Landing (n. o.), and De Land, Fla.	De Land and St. John's River Rwy.	5.30
Delhi and Walton, N. Y.	2	6050	Walton, Delhi, N. Y.	N. Y., Ont. and Western	17.29
Del Rio and El Paso, Tex.	7	131039 (part)	San Antonio, El Paso, Tex.	G., H. and S. A.	463.15
Denver and Logansport, Ind.	9	22027 (part)	Detroit, Mich., Logansport, Ind.	Wabash, St. Louis and Pacific.	18.33
Derby Line and Newport, N. H.	1	2010	White River Junction, Derby Line, Vt.	Connecticut and Passumpsic and Massawippi R. R.	9.72
Deseret and Frisco, Utah	8	41001 (part)	Ogden City, Frisco, Utah	Utah Central Rwy.	86.50
Deabler and McComb, Ohio.	5	21050	Deabler, McComb, Ohio.	McComb, Deabler and Toledo.	10.28
Detroit, Bay City Crossing and Saginaw, Mich.	9	24049	Detroit, Bay City Crossing, Saginaw, Mich.	Flint and Pere Marquette.	3.76
De Witt and Tobias, Nebr.	6	34026	De Witt, Tobias, Nebr.	Nebraska and Colorado.	23.74
Dexter and Newport, Me.	1	2	Newport, Dexter, Me.	Maine Central	14.92
Dickey and Dillon, Colo.	7	38026	Dickey Station (n. o.), Dillon, Colo.	Denver, South Park and Pacific.	2.78
Dillsburgh and Mechanicsburgh Junction and Shippensburg, Pa.	2	8126	Dillsburgh, Mechanicsburgh Junction, Shippensburg, Pa.	Harrisburgh and Potomac.	28.82
Dodge and Clay City, Ky.	5	20033	Dodge, Clay City, Ky.	Kentucky Union.	14.75
Dolomite, Ala., and Wheeling Station (n. o.).	4	17018	Dolomite, Ala., and Wheeling Station (n. o.).	Woodward Iron Co.	4.80
Dover and Chester, N. J.	2	7014	Dover, Chester, N. J.	Del., Lack. and West. (M. and E. Div.).	14.05
Dover and Portsmouth, N. H.	1	1016	Portsmouth, Dover, N. H.	Eastern R. R.	11.82
Doylestown and Lansdale, Pa.	2	8075	Lansdale, Doylestown, Pa.	Phila. and Reading.	10.71
Dresden and Penn Yan, N. Y.	2	8007	Dresden, Penn Yan, N. Y.	Fall Brook	6.23
Dudley and Saxton, Pa.	2	8138	Saxton, Dudley, Pa.	Hunt and Broad Top.	6.18
Eagle and Elkhorn, Wis.	6	25041	Elkhorn, Eagle, Wis.	Chicago, Milwaukee and St. Paul.	17.56
Eagle Bend and Sauk Centre, Minn.	6	26047	Sauk Centre, Eagle Bend, Minn.	St. Paul, Minn., and Manitoba.	87.34
East Berlin and Berlin, Pa.	2	8033	Berlin, East Berlin, Pa.	Han Juno, Han. and Gettys.	7.23
East Las Vegas and Las Vegas, Hot Springs, N. M.	7	39007	E. Las Vegas, Las Vegas, Hot Springs, N. Mex.	Atch., Top. and Santa Fé	6.45
Easton and Oxford, Md.	2	9503 (part)	Easton, Oxford, Md.	P., W., and B. (Del. and Ches. Div.).	10.62
East Saugus and Boston, Mass.	1	3002	Boston, Saugus, Mass.	Eastern R. R.	10.74
Ebervale and Lumber Yard, Pa.	2	8134	Lumber Yard, Ebervale, Pa.	Lehigh Valley	6.23
Echo and Belton, Tex.	7	31041	Echo, Belton, Tex.	Missouri Pacific	7.17

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
3,318	6	2	Feb. 2, 1885	Pounds. 211	Ft. In. .....	
21,647	12	18	July 1, 1885	236	.....	
338,100	7	96	July 1, 1886	1,218	.....	Connects at Del Rio with Houston and Del Rio R. P. O.; at El Paso with Texarkana and El Paso, and Albuquerque and El Paso R. P. O.'s. El Paso, Tex., and Deming, N.M., closed-pouch service, and Mexican Central Rwy. <sup>1</sup> Balance of route 31639 (171.13 miles) covered by Houston and Del Rio R. P. O. (See Table A*.) <sup>2</sup> Balance of route (186.03 miles) covered by the Detroit and Peru R. P. O. (See Table A*.) <sup>3</sup> At Denver, Ind., connects Detroit and Peru, and Michigan City and Indianapolis R. P. O.'s. At Logansport, Ind., connects Chicago, Richmond and Cincinnati, Logansport and Keokuk, South Bend and Terre Haute, Toledo and La Fayette, and Toledo and Saint Louis R. P. O.'s. Richmond and Springfield R. P. O. Day line exchange pouches with Derby line. North Derby, Beebe Plain, Montreal, Quebec, Staunstead and Staunstead and Sherbrooke R. P. O. Richmond and Springfield R. P. O. night line exchanges with Derby Line, Beebe Plain. Newport exchanges with North Derby, Derby Line, Beebe Plain and Lenoxville. Balance of route (174.50 miles) covered by Ogden and Salt Lake, Utah R. P. O., and Salt Lake and Deseret, Utah, R. P. O. (See Table A*.)
11,475	6	12	July 1, 1884	530	.....	
6,084	6	28	Aug. 5, 1885	3,128	.....	
53,145	7	8	July 1, 1886	837	.....	
12,871	12	10	July 1, 1884	47	.....	
7,452	19	41	July 1, 1884	286	.....	<sup>4</sup> At Detroit and Bay City Crossing connects Bay City, Wayne and Detroit and Ludington and Toledo R. P. O.'s. At Saginaw connects Bay City and Jackson and East Saginaw and Lakeview R. P. O.'s.
14,861	6	10	July 1, 1886	168	6	Supplied by initial and terminal offices, and by Nebraska City and Beatrice, Nebr., R. P. O.; connects at De Witt, Nebr., with Crete and Red Cloud, Nebr., R. P. O.
18,679	12	20	July 1, 1885	318	.....	Bangor and Boston R. P. O. day line exchanges pouches with Corinna, Cambridge, Dexter, and Dover. Dexter exchanges with Corinna and Newport; Newport exchanges with Corinna.
1,740	6	2	July 1, 1886	43	.....	Connects at Dickey with Denver and Leadville R. P. O.
27,062	9	24	July 1, 1885	178	.....	
3,018	6	16	Mar. 15, 1886	97	.....	<sup>5</sup> Established March 24, 1886. Distance 14.75 miles.
3,105	6	2	July 1, 1884	15	.....	
26,386	18	6	July 1, 1885	165	.....	
17,715	12	10	July 1, 1885	135	.....	Dover exchanges pouches with Dover Point, Portsmouth, Bangor and Boston R. P. O. and Boston with one additional trip from Portsmouth daily.
23,522	30	24	July 1, 1885	564	.....	
9,828	15	9	Aug. 26, 1885	65	.....	
8,868	6	4	July 1, 1885	90	.....	
10,992	6	16	July 1, 1883	42	6	Supplied by initial and terminal offices. Connects at Eagle, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O., and at Elkhorn, Wis., with Racine, Wis., and Rock Island, Ill., R. P. O.
23,375	6	16	July 1, 1884	103	6	Supplied by Sauk Centre, Minn. Connects at Sauk Centre, Minn., with Fargo, Dak., Barnesville and St. Paul, Minn., R. P. O., and with Little Falls and Morris, Minn., R. P. O.
9,052	12	8	July 1, 1885	76	.....	
14,116	21	12	July 1, 1886	103	.....	Connects at E. Las Vegas with La Junta and Albuquerque R. P. O.
9,972	9	6	July 1, 1885	497	.....	<sup>6</sup> Balance of route (44.08 miles), covered by Clayton and Easton R. P. O. (See Table A*.)
13,446	12	28	July 1, 1885	199	.....	Boston exchanges pouches with Faulkner, Maplewood, Linden, Cliftondale, Saugus, and E. Saugus, with additional round trip to Maplewood daily.
7,709	12	6	July 1, 1885	169	.....	
10,408	14	8	July 1, 1886	246	.....	Connects at Echo with Dennison and San Antonio R. P. O., and at Belton with Temple and Coleman R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Echo and Park City, Utah .....	8	41008	Echo, Park City, Utah .....	Echo and Park City R. R. ....	28.45
Eckley and Tunnel, Pa. ....	2	8135	Tunnel, Eckley, Pa. ....	Lehigh Valley .....	1.20
Egan and Sioux Falls, Dak. ....	6	35007 (part)	Flandreau, Sioux Falls, Dak. ....	Chicago, Milwaukee and St. Paul.	84.77
Eland and Wausau, Wis. ....	6	25049 (part)	Manitowoc, Wausau, Wis. ....	Milwaukee, Lake Shore and Western.	23.01
Elizabethtown and Cecilian, Ky. ....	5	20010	Elizabethtown, Cecilian, Ky. ....	Chesapeake, Ohio and South Western.	6.87
Elkton and Guthrie, Ky. ....	5	20001	Elkton, Guthrie, Ky. ....	Louisville and Nashville .....	11.95
Ellendale and Aberdeen, Dak. ....	6	35012 (part)	Ellendale, Ashton, Dak. ....	Chicago, Milwaukee and St. Paul.	37.40
Ellenville and Summitville, N. Y. ....	2	6113	Summitville, Ellenville, N. Y. ....	N. Y., Ont. and West. ....	8.55
Elmer and Salem, N. J. ....	2	7021	Elmer, Salem, N. J. ....	West Jersey .....	17.35
El Paso, Tex., and Deming, N. Mex. ....	7	39005	El Paso, Tex., Deming, N. Mex. ....	Cent. Pac. (lessee South. Pac.)	88.72
Emmitsburgh and Rocky Ridge, Md. ....	3	10019	Emmitsburgh, Rocky Ridge, Md. ....	Emmitsburgh .....	6.94
Essex and Wenham Depot, Mass. ....	1	3008	Wenham Depot, Essex, Mass. ....	Eastern R. R. ....	5.45
Eufaula and Clayton, Ala. ....	4	17021	Eufaula, Clayton, Ala. ....	Eufaula and Clayton R. R. ....	21.58
Eureka and Hydeaville, Cal. ....	8	46044	Eureka, Hydeaville, Cal. ....	Eureka and Eel River R. R. ....	28.45
Ewensville and Vincentown, N. J. ....	2	7064	Ewensville, Vincentown, N. J. ....	Penna. (Amboy Div.) .....	3.04
Fall Creek, Ill., and Hannibal, Mo. ....	6	23041 (part)	Quincy, Ill., Hannibal, Mo. ....	Chicago, Burlington and Quincy.	46.29
Farmington and Phillips, Me. ....	1	20	Farmington, Phillips, Me. ....	Sandy River R. R. ....	18.25
Fergus Falls, Minn., and Milnor, Dak. ....	6	28042 (part)	Wadena, Minn., Milnor, Dak. ....	Northern Pacific .....	46.91
Flemington and Lambertsville, N. J. ....	2	7009	Lambertville, Flemington, N. J. ....	Pennsylvania .....	12.46
Flomaton and Repton, Ala. ....	4	17026	Flomaton and Repton, Ala. ....	Louisville and Nashville R. R. ....	29.87
Florence, Wis., and Crystal Falls, Mich. ....	6	24032 (part)	Powers, Crystal Falls, Mich. ....	Chicago and North Western .....	46.21
Florence and Tuscumbia, Ala. ....	4	17025	Tuscumbia and Florence, Ala. ....	Memphis and Charleston R. R. ....	6.29

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
41,537	14	16	July 1, 1886	324		Connects at Echo with Omaha, Neb., and Ogden, Utah, R. P. O. Pouches exchanged with Ogden and Salt Lake City.
751	6	4	July 1, 1885	37		
21,766	6	16	July 1, 1886	404	1 0	<sup>1</sup> Balance of route covered by La Crosse, Wis., and Woonsocket, Dak., R. P. O. (See Table A*.) Supplied by Sioux Falls, Dak., and by La Crosse, Wis., and Woonsocket, Dak., R. P. O. Connects at Sioux Falls, Dak., with Sioux Falls, Dak., and Sioux City, Iowa, and Worthington, Minn., and Sioux Falls, Dak., R. P. O.'s; and with Sioux Falls and Salem, Dak., pouch service.
26,808	12	18	July 1, 1886	687	6	<sup>2</sup> Balance of route covered by Rhineland and Milwaukee, Wis., R. P. O. (See Table A*.) Supplied by initial and terminal offices, and by Rhineland and Milwaukee, Wis., R. P. O. Connects at Wausau, Wis., with Merrill and Tomah, Wis., R. P. O.
7,975	12	6	July 1, 1884	68		
14,961	12	10	Mar. 16, 1885	98		
27,303	7	12	July 1, 1886	938	6	<sup>3</sup> Balance of route covered by Millbank and Mitchell, Dak., R. P. O. Supplied by initial and terminal offices. Connects at Aberdeen, Dak., with Columbia, Dak., and Hawarden, Iowa, and Millbank and Mitchell, Dak., R. P. O.'s, and with Aberdeen and Ipswich, Dak., pouch service.
10,705	12	4	July 1, 1885	245		
27,153	15	14	July 1, 1885	213		
64,766	7	12	July 1, 1886	959		Connects at El Paso with Albuquerque and El Paso, and Texas and El Paso R. P. O.'s, with Del Rio and El Paso closed-pouch service and Mexican Central Rwy.; at Deming with Deming and Los Angeles, and Rincon and Deming R. P. O.'s, and Silver City and Deming closed-pouch service.
8,688	12	22	July 1, 1885	203		Connects at Rocky Ridge with Baltimore and Williamsport and Baltimore and Bristol R. P. O.'s.
6,823	12	4	July 1, 1885	80		Essex exchanges pouches with Bangor and Boston R. P. O. and Boston.
13,478	6	4				
20,768	7	18	July 1, 1886	444		Supplied by initial and terminal offices.
3,818	12	4	July 1, 1885	57		
3,937	6	12	July 1, 1883	867	1 6	<sup>4</sup> Balance of route covered by Quincy, Ill., and Louisiana, Mo., R. P. O. (See Table A*.) Connects at Fall Creek, Ill., with Quincy, Ill., and Louisiana, Mo., R. P. O., and at Hannibal, Mo., with Bluffs, Ill., and Hannibal, Mo.; Hannibal and Gilmore, Mo.; Hannibal, Mo., and Denison, Tex., and Burlington, Iowa, and Saint Louis, Mo., R. P. O.'s, and with Hannibal and Palmyra, Mo., pouch service.
22,849	12	46	July 1, 1885	179		Farmington and Lewiston R. P. O.'s exchange pouches with Fairbank, Strong, Phillips, West Freeman, Salem, Kingsfield. Farmington exchanges with Fairbanks, Strong, Phillips, West Freeman, Salem, Kingsfield. Phillips exchanges with Fairbanks and Strong. Strong exchanges with Fairbanks West Freeman, Salem, and Kingsfield. Salem exchanges with West Freeman and Kingsfield.
41,885	6	16	Apr. 15, 1885	166	1 0	<sup>5</sup> Balance of route covered by Wadena and Fergus Falls, Minn., R. P. O. (See Table A*.) Supplied by initial and terminal offices and by Wadena and Fergus Falls, Minn., R. P. O. Connects at Fergus Falls, Minn., with Fargo, Dak., Barnesville and Saint Paul, Minn., R. P. O., and with Pelican Rapids and Fergus Falls, Minn., pouch service; at Breckinridge, Minn., with Boundary Line and Saint Paul, Minn., R. P. O., and with Larimore, Dak., and Breckinridge, Minn., R. P. O.
19,500	15	16	July 1, 1885	179		
18,699	6	4	July 1, 1884	12		
21,981	13	14	July 1, 1884	386	6	<sup>6</sup> Balance of route covered by Powers, Mich., and Florence, Wis., R. P. O. (See Table A*.) Supplied by Florence, Wis., and by Powers, Mich., and Florence, Wis., R. P. O. Connects at Iron River Junction, Mich., with Iron River Junction and Iron River, Mich., pouch service.
7,876	12	4	July 1, 1884	165		

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Flourtown and Conshohocken, Pa.	2	8074	Conshohocken, Flourtown, Pa.	Philadelphia and Reading ....	7.19
Fond du Lac and Iron Ridge, Wis.	6	25035	Fond du Lac, Iron Ridge, Wis.	Chicago, Milwaukee and St. Paul.	23.33
Forks Creek and Central City, Colo.	7	38021	Forks Creek, Central City, Colo.	Colorado Central .....	11.29
Fort Collins and Stout, Colo...	7	38027 (part)	Greeley, Stout, Colo.....	Greeley, Salt Lake and Pacific.	15.00
Fort Madison and Birmingham, Iowa.	6	27064	Fort Madison, Birmingham, Iowa.	Ft. Madison and Northwestern.	41.69
Fort Mason and Leesburgh, Fla.	4	16014 (part)	Rochelle and Fort Mason, Fla..	Florida Southern Rwy.....	712.00
Fort Valley and Perry, Ga.....	4	15017	Fort Valley and Perry, Ga.....	Southwestern R. R. ....	12.36
Fostoria and Flint, Mich. <sup>2</sup> .....	9	24047	Fostoria, Flint, Mich.....	Flint and Pere Marquette....	24.46
Frackville and Pottsville, Pa...	2	8050	Pottsville, Frackville, Pa.....	Philadelphia and Reading ....	11.55
Franklin and Bellingham, Mass	1	3075	Bellingham, Franklin, Mass. ..	Millford, Franklin and Providence R. R.	5.37
Franklin, Mass., and Valley Falls, R. I.	1	3006	Franklin, Mass., Valley Falls, R. I.	New York and New England R. R.	14.46
Franklin Furnace and Branchville Junction, N. J.	2	7025 (part)	Waterloo, Franklin Furnace, N. J.	Sussex.....	43.63
Frederick and Araby, Md.....	3	10004	Araby, Frederick, Md.....	Baltimore and Ohio.....	3.85
Freeland and Jeddo, Pa.....	2	8058	Jeddo, Freeland, Pa.....	Lehigh Valley .....	2.47
Fulton and Guerneville, Cal...	8	46027	Fulton and Guerneville, Cal....	San Francisco and North Pacific R. R.	16.09
Gadsden, Ala., and Atalla, Ala.	4	17020	Atalla and Gadsden, Ala.....	East Alabama Rwy.....	5.90
Gainesville, Ala., and Narkeeta, Miss.	4	17011	Gainesville, Ala., and Narkeeta, Miss.	Tram Road Transfer Co.....	22.09
Galesville and Trempealeau, Wis.	6	25054	Trempealeau, Galesville, Wis..	Chicago and Northwestern....	8.23
Garner and Dow, Iowa.....	6	27057	Dow, Garner, Iowa.....	Burlington, Cedar Rapids and Northern.	33.09
Garro and London, Colo.....	7	38024	Garro, London, Colo.....	Denver, South Park and Pacific.	15.75
Geneva and Aurora, Ill.....	6	23056	Geneva, Aurora, Ill.....	Chicago and Northwestern....	10.63
Genoa and Cedar Rapids, Nebr.	6	34025	Genoa, Cedar Rapids, Nebr....	Omaha, Niobrara and Black Hills.	30.31
Georgetown and Haverhill, Mass.	1	3013	Georgetown, Haverhill, Mass..	Boston and Maine R. R.....	7.31
Georgetown and Round Rock, Tex.	7	31026	Georgetown, Round Rock, Tex.	L and G. N.....	10.23
Georgetown and Silver Plume, Colo.	7	38020 (part)	Golden, Silver Plume, Colo....	Colorado Central.....	4.53
Gilbertville and Canton, Me....	1	19	Mechanics' Falls, Gilbertville, Me.	Rumford Falls and Buckfield R. R.	1.63
Gilroy and Tres Pinos, Cal.....	8	46034	Gilroy, Tres Pinos, Cal.....	Southern Pacific R. R.....	20.20

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
4,501	6	4	July 1, 1885	Pounds. 40	Ft. In. ....	
20,095	12	24	July 11, 1883	147	1 6	Supplied by Fond du Lac, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Fond du Lac, Wis., with Fond du Lac and Milwaukee, Wis., Fort Howard, Wis., and Chicago, Ill., and with Sheboygan and Princeton, Wis., R. P. O's, and at Iron Ridge, Wis., with Oshkosh and Milwaukee, Wis., R. P. O.
16,483	14	6	July 1, 1886	328	.....	Connects at Forks Creek with Denver and Georgetown R. P. O.
9,390	6	4	July 1, 1886	434	.....	Connects at Fort Collins with La Salle and Denver R. P. O.
26,098	6	14	Mar. 16, 1886	75	6	<sup>1</sup> Balance of route 38627 (24.05 miles) covered by La Salle and Denver R. P. O. (See Table A*.) Supplied by Fort Madison, Iowa. Connects at Fort Madison, Iowa, with Burlington, Iowa, and Saint Louis, Mo., and with Burlington, Iowa, and Carrollton, Mo., R. P. O's.
8,513	6	8	Feb. 15, 1886	1,019	.....	<sup>2</sup> Balance of route shown as Palatka and Tampa R. P. O. (See Table A*.)
16,101	12	4	July 1, 1884	95	.....	<sup>3</sup> At Otter Lake connects Mackinaw City and Detroit R. P. O.
15,312	6	12	July 1, 1884	84	.....	At Flint, Mich., connects Bay City, Wayne and Detroit, Fort Gratiot and Chicago, and Ludington and Toledo R. P. O's.
14,460	12	10	July 1, 1885	197	.....	Milford exchanges pouches with Providence, Boston and Hopewell Junction R. P. O. exchanges with Bellingham and Milford.
10,084	18	10	July 1, 1885	125	.....	Boston exchanges pouches with Wrentham, Sheltonville, South Attleborough, and Dumond Hill. Providence exchanges with Abbott's Run, Arnold's Mills, Diamond Hill, South Attleborough, West Wrentham, Sheltonville, and Milford. Boston and Hopewell Junction R. P. O. exchanges with West Wrentham and Sheltonville.
18,103	12	34	July 1, 1885	143	.....	<sup>4</sup> Balance of route (14.86 miles) covered by Franklin Furnace and Waterloo R. P. O. (See Table A*.)
10,805	12	8	July 1, 1885	336	.....	Connects at Araby with Baltimore and Martinsburgh, and Baltimore and Winchester R. P. O's, both east and west, and at Frederick with Lancaster and Frederick R. P. O.
6,426	16	13	July 1, 1885	583	.....	Connects at Fulton with Cloverdale and San Francisco, Cal., R. P. O.
1,546	6	4	July 1, 1885	161	.....	
11,745	7	4	July 1, 1886	76	.....	Supplied by Trempealeau, Wis., and by Chicago, Ill., and Winona, Minn., R. P. O.
3,693	6	2	July 1, 1884	171	.....	Supplied by initial and terminal offices. Connects at Dows, Iowa, with Cedar Rapids, Iowa, and Watertown, Dak., R. P. O., and at Garner, Iowa, with Calmar, Iowa, and Chamberlain, Dak., R. P. O. Connects at Belmond, Iowa, with Hampton and Belmond pouch service.
13,828	6	4	July 1, 1884	121	.....	Connects at Garo with Como and Gunnison R. P. O.
10,303	12	16	Apr. 23, 1883	116	6	
20,714	6	10	Mar. 18, 1885	87	6	Supplied by initial and terminal offices. Connects at Geneva, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O., and at Aurora, Ill., with Chicago, Ill., and Burlington, Iowa, Chicago and Forreston, Ill., and Dubuque, Iowa; Forreston and Aurora, Ill.; Chicago and Streator, Ill., and Chicago and Quincy, Ill., R. P. O's.
11,498	7	20	July 1, 1886	171	.....	Supplied by initial and terminal offices, and by Columbus and Albion, Nebr., R. P. O.
23,240	30	36	Nov. 15, 1883	251	6	South Groveland exchanges pouches with Haverhill and Newburyport and Boston R. P. O.
19,237	6	16	July 1, 1886	146	6	Connects at Round Rock with Denison and San Antonio and Palestine and Laredo R. P. O's.
4,576	6	4	July 1, 1885	65	.....	<sup>5</sup> Connects at Georgetown with Denver and Georgetown R. P. O. Balance of route 38626 (35.5 miles) covered by Denver and Georgetown R. P. O.
14,021	14	12	July 1, 1886	285	.....	Gilbertville exchanges pouches with Canton and Mechanics' Falls R. P. O.
6,143	13	4	July 1, 1886	842	.....	Connects at Gilroy with San Francisco and Soledad, Cal., R. P. O. Supplied also by San Francisco, Cal.
1,020	6	2	July 1, 1885	388	.....	
27,301	13	12	July 1, 1886	232	.....	



TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Glade Spring and Saltville, Va.	3	11014	Glade Spring, Saltville, Va.	Norfolk and Western	9.65
Glasgow Junction and Glasgow, Ky.	5	20011	Glasgow Junction, Glasgow, Ky.	Louisville and Nashville	11.00
Glen Carbon and Schuylkill Haven, Pa.	2	8061	Schuylkill Haven, Glen Carbon, Pa.	Philadelphia and Reading	13.64
Glen Ellen and San Francisco, Cal.	8	46039	San Francisco, Glen Ellen, Cal.	Sonoma Valley R. R.	46.35
Goshen and Pine Island, N. Y.	2	6010	Goshen, Pine Island, N. Y.	N. Y., L. E. and W.	12.09
Grafton and Philippi, W. Va.	3	12012	Grafton, Philippi, W. Va.	Grafton and Greenbrier	24.00
Grafton and Woodland, Cal.	8	46007	Grafton, Woodland, Cal.	California Pacific R. R.	9.84
Grantsburgh, Wis., and Rush City, Minn.	6	26051	Rush City, Minn., Grantsburgh, Wis.	St. Paul and Duluth	17.34
Grosse Isle and Slocum Junction (n. o.), Mich.	9	24011	Grosse Isle, Slocum Junction (n. o.), Mich.	Michigan Central	2.36
Gratiot and Shullsburgh, Wis.	6	25004 (part)	Milton Junction, Shullsburgh, Wis.	Chicago, Milwaukee and Paul.	11.50
Gratiot, Wis., and Warren, Ill.	6	25, 020 (part.)	Warren, Ill., Mineral Point, Wis.	Chicago, Milwaukee and Saint Paul.	17.15
Great Falls and Rollinsford (n. o.), N. H.	1	1021	Rollinsford (n. o.), Great Falls, N. H.	Boston and Maine R. R.	2.68
Greenfield and Kampsville, Ill.	6	23060	Greenfield, Kampsville, Ill.	Litchfield, Carrollton and Western.	22.90
Greensburgh and Columbus, Ind.	5	22049	Greensburgh, Columbus, Ind.	Columbus, Hope and Greensburgh.	26.90
Greenup and Willard, Ky.	5	20013	Willard, Greenup, Ky.	Eastern Kentucky	34.31
Green Spring and Romney, W. Va.	8	12014	Green Spring, Romney, W. Va.	Baltimore and Ohio	16.64
Greenville, Miss., and Arcola, Miss.	4	18011	Greenville, Miss., and Arcola, Miss.	Georgia Pacific R. R.	21.90
Greenwich and Johnsonville, N. Y.	2	6082	Johnsonville, Greenwich, N. Y.	Greenwich and Johnsonville.	15.34
Grinnell and Montezuma, Iowa	6	27032	Grinnell, Montezuma, Iowa	Central Iowa	17.49
Griswold and Red Oak, Iowa	6	27055	Red Oak, Griswold, Iowa	Chicago, Burlington and Quincy.	19.88
Groveton and Lancaster, N. H.	1	1006	Groveton, N. H., Wells River, Vt.	Boston, Concord and Montreal R. R.	10.68
Guide and Waxahachie, Tex.	7	31021	Guide, Waxahachie, Tex.	Cent. Tex. and N. W.	12.08
Guthrie Centre and Menlo, Iowa	6	27059	Menlo, Guthrie Centre, Iowa	Chicago, Rock Island and Pacific.	15.05
Hagerstown and Cambridge City, Ind.	5	21031 (part.)	Harrison, Ohio, Hagerstown, Ind.	White Water	7.17
Halifax and Scotland Neck, N. C.	3	13019	Halifax, Scotland Neck, N. C.	Wilmington and Weldon	21.00
Halstead and Moorhead, Minn.	6	26052	Moorhead, Halstead, Minn.	St. Paul, Minneapolis and Manitoba.	34.31

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
8,040	6	2	July 1, 1880	64		Connects at Glade Spring with Lynchburgh and Bristol R. P. O.
10,329	9	8	July 1, 1884	349		
17,077	12	20	July 1, 1885	123		
33,835	7	6	July 1, 1886	88		San Francisco exchanged with Sonoma and Glen Ellen, and Glen Ellen and Sonoma exchange.
15,136	12	14	July 1, 1885	101		Connects at Grafton with Grafton and Cincinnati, Grafton and Parkersburgh, Grafton and Wheeling, Grafton and Chicago, and Baltimore and Grafton R. P. O's.
15,024	6	6	July 1, 1885	101		Pouches exchanged with Sacramento and San Francisco. Supplied by Rush City, Minn. Connects at Rush City, Minn., with Duluth and Saint Paul, Minn., R. P. O.
7,183	7	6	July 1, 1886	65		<sup>1</sup> At Slocum Junction (n. o.), Mich., connects Detroit and Toledo R. P. O. day line.
10,854	6	4	Feb. 1, 1884	62	0 6	<sup>2</sup> Balance of routes covered by Milton and Mineral Point, Wis., R. P. O. (See Table A*.) Connects at Gratiot, Wis., with Milton and Mineral Point, Wis., R. P. O., and with Gratiot, Wis., and Warren, Ill., pouch service.
1,477	6	12	July 1, 1884	27		<sup>3</sup> Balance of route covered by Milton and Mineral Point, Wis., R. P. O. (See Table A*.) Connects at Warren, Ill., with Chicago, Ill., and Dubuque, Iowa, and Dubuque, Iowa, and Mendota, Ill., R. P. O's. Connects at Gratiot, Wis., with Milton and Mineral Point, Wis., R. P. O., and Gratiot and Shullsburgh, Wis., pouch service.
14,398	12	8	July 1, 1883	1,043	0 6	Portland and Boston R. P. O. exchanges pouches with Great Falls, Berwick, and North Conway and Portsmouth R. P. O. Great Falls exchanges with Dover, Boston, and Portsmouth and Manchester R. P. O.
8,952	12	28	July 1, 1883	1,057	1 0	Supplied by Greenfield, Ill., and Carrollton, Ill. Connects at Greenfield, Ill., with Rock Island, Ill., and Saint Louis, Mo., R. P. O., and at Carrollton, Ill., with Saint Louis, Louisiana, and Kansas City, Mo., R. P. O's.
6,710	24	25	July 1, 1885	247		<sup>4</sup> Prior to May 25, 1886, six round trips over whole line, and six between Hope and Columbus, distance 11.30 miles. This line shown in last year's report in Table A*. Greenup and Willard R. P. O. August 15, 1885, service curtailed at Grayson, Ky., and R. P. O. service discontinued May 17, 1889; R. R. service restored between Grayson and Willard, making R. R. service over whole line. Six additional trips between C. & O. Junction and Grayson. Distance 4.50 miles.
14,335	6	8	May 1, 1884	38	0 6	Connects at Green Spring with Baltimore and Grafton R. P. O.
24,912	12	14	Jan. 15, 1884	111		
16,642	6	46	July 1, 1884	126		
20,833	12	10	July 1, 1885	108		
15,987	7	4	July 1, 1884	75		
28,809	18	12	July 1, 1885	180		
21,897	12	10	July 1, 1883	161	0 6	Supplied by Grinnell, Iowa. Connects at Grinnell, Iowa, with West Liberty and Council Bluffs, Iowa, and Mason City and Albia, Iowa, R. P. O's, and at Montezuma, Iowa, with Muscatine and Montezuma, Iowa, R. P. O.
23,638	12	16	July 1, 1883	89	0 6	Supplied by initial and terminal offices, and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Red Oak, Iowa, with Red Oak and Eastport, Iowa, R. P. O., and at Griswold, Iowa, with Atlantic and Griswold, Iowa, pouch service.
13,371	12	22	July 1, 1885	3,263		Lancaster and Boston R. P. O. exchanges pouches with Northumberland, Greenport, and Portland and Island Pond R. P. O. Portland and Island Pond R. P. O. exchanges with Northumberland and Lancaster. Lancaster exchanges with Northumberland and Greenport.
17,637	14	18	July 1, 1880	440		Connects at Guide with Denison and Houston R. P. O., and Roberts and Guide closed-pouch service.
18,812	12	28	July 1, 1883	180	1 0	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O.
4,468	6	2	July 1, 1884	391		<sup>5</sup> Balance of route (55.91 miles) covered by the Fort Wayne and Cincinnati R. P. O. (See Table A*.)
13,141	6	4	July 1, 1884	105		Connects at Balifex with Richmond and Wilmington R. P. O.
10,705	3	9	Apr. 1, 1884	48	0 6	Supplied by Moorhead, Minn. Connects at Moorhead, Minn., with St. Paul, Minn., and Bismarck, Dak., and Fargo, Dak., Barnesville and Saint Paul, Minn., R. P. O's.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Hammondsport and Bath, N. Y. Hampton and Belmond, Iowa.	2 6	6096 27078	Bath, Hammondsport, N. Y. Hampton, Belmond, Iowa.	Bath and Hammondsport Central Iowa	2.40 22.82
Hannibal and Palmyra, Mo.	7	28060	Hannibal, Palmyra, Mo.	Hannibal and St. Joseph	15.93
Hanover Junction and Valley Junction, Pa.	2	8102 (part)	Hanover Junction, Gettysburg, Pa.	Han. Junc., Han. and Gettys.	16.23
Harbor and Ashtabula, Ohio.	5	21098	Ashtabula Harbor, Ohio.	Ashtabula Street Rwy Co.	4.00
Harbor Springs and Petoskey, Mich.	9	24056	Harbor Springs, Petoskey, Mich.	Grand Rapids and Indiana	8.25
Harlan and Avoca, Iowa.	6	27045	Avoca, Harlan, Iowa.	Chicago, Rock Island and Pacific.	14.21
Harrodsburgh Junction (n. o.) and Harrodsburgh, Ky.	5	20021	Harrodsburgh, Harrodsburgh Junction (n. o.), Ky.	Southwestern	5.44
Hart and Mears, Mich.	9	24046	Hart, Mears, Mich.	Chicago and West Michigan	4.15
Hartington and Wakefield, Nebr.	6	84022	Wakefield, Hartington, Nebr.	Chicago, Saint Paul, Minn., and Omaha.	83.80
Hart's Road and Jacksonville, Fla.	4	16009	Hart's Road, Jacksonville, Fla.	Fla. Rwy. and Nav. Co.	23.27
Hartwell and Bowersville, Ga.	4	15029	Hartwell, Bowersville, Ga.	Hartwell R. R.	10.15
Harwood and Gonzales, Tex.	7	81040	Harwood, Gonzales, Tex.	G., H. and S. A.	12.62
Hastings and Sidney, Iowa.	6	27043	Hastings, Sidney, Iowa.	Chicago, Burlington and Quincy.	22.22
Hayt's Corners and Willard, N. Y.	2	6128	Hayt's Corners, Willard, N. Y.	Geneva, Ith., and Sayre.	5.75
Hull and Old Colony Station (n. o.), Mass.	1	3077	Old Colony Station (n. o.), Hull, Mass.	Nantasket Beach R. R.	7.75
Hazle Creek Bridge and Audenried, Pa.	2	8012	Hazle Creek Bridge, Audenried, Pa.	Lehigh Valley	8.52
Hebron and Chester, Nebr.	6	34024	Chester, Hebron, Nebr.	Nebraska and Colorado	11.83
Helena and Wickes, Mont.	8	36002	Helena, Wickes, Mont.	Helena and Jefferson Co.	26.66
Henderson and Morganfield, Ky.	5	20034	Henderson, Morganfield, Ky.	Ohio Valley	25.00
Henderson and Overton, Tex.	7	31015	Henderson, Overton, Tex.	L and G. N.	16.57
Henderson and Oxford, N. C.	3	13014	Oxford, Henderson, N. C.	Oxford and Henderson	14.20
Hicksford, Va., and Margarettsville, N. C.	3	11036	Hicksford, Va., Margarettsville, N. C.	Meherrin Valley	18.77
Highlands and Branchport Junction, N. J.	2	7026 (part)	Highlands, Whiting, N. J.	Phila. and Reading	97.91
Hilbert and Appleton, Wis.	6	25040	Hilbert, Appleton, Wis.	Milwaukee and Northern	21.88
Hilliard's and Branchton Junction, Pa.	2	8152	Branchton Junction, Hilliard's, Pa.	Shenango and Allegheny	10.47
Hillsborough and Sardinia, Ohio.	5	21086	Hillsborough, Sardinia, Ohio.	Columbus and Maysville	19.56
Hinckley and Saint Cloud, Minn.	6	26049	Saint Cloud, Hinckley, Minn.	St. Paul, Minneapolis and Manitoba.	63.04
Hodges and Abbeville, S. C.	4	14009	Hodges, Abbeville, S. C.	Columbia and Greenville R. R.	11.93
Holdrege and Elwood, Nebr.	6	34031	Holdrege, Elwood, Nebr.	Nebraska and Colorado	26.87
Hollidaysburgh Junction (n. o.) and Newry, Pa.	2	8140	Hollidaysburgh Junction, Newry, Pa.	Penna.	2.06
Holyoke and Westfield, Mass.	1	3069	Holyoke, Westfield, Mass.	New Haven and Northampton R. R.	11.20
Honesdale and Carbondale, Pa.	2	8116	Honesdale, Carbondale, Pa.	Del. and Hnd. Canal Co.	19.62
Honesdale and Lackawaxen, Pa.	2	8009	Honesdale, Lackawaxen, Pa.	N. Y., L. E. and W.	24.94

ports of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
17,653	18	12	July 1, 1885	260	.....	Supplied by initial and terminal offices. Connects at Hampton, Iowa, with Mason City and Albia, Iowa, and Sumner and Hampton, Iowa, R. P. O's. Connects at Belmont, Iowa, with Garner and Dow, Iowa, pouch service.
14,285	6	12	May 1, 1882	100	6	
33,236	20	34	July 1, 1883	425	.....	Makes all Hannibal connections, and connects at Palmyra with Quincy and Kansas City R. P. O.
7,800	12	8	July 1, 1885	671	.....	<sup>1</sup> Balance of route (23 70 miles) covered by Glyndon and Gettysburg R. P. O. (See Table A*.)
7,512	18	6	June 15, 1885	84	.....	<sup>2</sup> Service performed on street cars.
10,454	12	28	July 1, 1884	53	.....	<sup>3</sup> At Potosky, Mich., connects Mackinaw City and Grand Rapids R. P. O.
17,791	12	20	July 1, 1883	215	1 0	Supplied by initial and terminal offices. Connects at Avoca, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with Avoca and Carson, Iowa, pouch service.
6,811	12	10	July 1, 1884	249	.....	<sup>4</sup> At Mears, Mich., connects Pontwater and Muskegon R. P. O. Supplied by initial and terminal offices and by Covington and Norfolk, Nebr., R. P. O.
2,598	6	12	July 1, 1884	70	.....	
21,159	6	22	July 1, 1886	152	1 0	Connects at Harwood with Houston and Del Rio R. P. O. Supplied by Hastings, Iowa. Connects at Hastings, Iowa, with Burlington and Council Bluffs, Iowa, R. P. O., and with Carson and Hastings, Iowa, pouch service.
33,974	14	6	July 1, 1884	141	.....	
6,354	6	2	Nov. 1, 1882	366	.....	
18,425	14	2	July 1, 1886	206	.....	
13,910	6	10	July 1, 1883	146	6	Hull exchanges pouches with Boston.
12,508	21	18	July 1, 1885	124	.....	
9,703	12	4	July 1, 1885	55	.....	Supplied by Chester, Nebr., and by Crete and Red Cloud, Nebr., R. P. O. Connects at Helena, Mont., with Billings and Helena, Mont., <sup>#</sup> and Helena and Ronan R. P. O's.
10,667	12	12	July 1, 1885	132	.....	
14,811	12	8	July 1, 1886	159	6	<sup>4</sup> Established May 3, 1886.
16,608	6	12	Mar. 20, 1884	133	.....	Connects at Overton with Texarkana and Houston R. P. O. Connects at Henderson with Norfolk and Raleigh R. P. O. Connects at Blackford with Richmond and Wilmington and at Margarettsville with Norfolk and Raleigh R. P. O.
2,550	6	8	May 3, 1886	111	.....	
12,096	7	10	July 1, 1886	229	.....	<sup>6</sup> Balance of route (36.41 miles) covered by Red Bank and Bridgeton R. P. O. (see Table A*), and no service 3.98 miles, Branchport Junction to Easttown.
8,689	6	4	July 1, 1885	206	.....	
11,759	6	6	July 1, 1885	31	.....	<sup>7</sup> Fifteen times a week for 3 months and 6 times a week for 9 months from Highlands to Branchport Junction.
6,808	28, 25	8	July 1, 1886	471	.....	Supplied by Appleton, Wis., and by Green Bay and Milwaukee, Wis., R. P. O. Connects at Menasha, Wis., with Fort Howard, Wis., and Chicago, Ill., Ashland and Menasha, Wis., and with Menasha and Schlesinger'sville, Wis., R. P. O's. Connects at Appleton, Wis., with Rhinelander and Milwaukee, Wis., R. P. O.
27,331	12	12	July 1, 1883	479	6	Supplied by initial and terminal offices. Connects at Huckleby, Minn., with Duluth and Saint Paul, Minn., R. P. O., and at Saint Cloud, Minn., with Fargo, Dak., and Breckinridge and Saint Paul, Minn., R. P. O.
6,591	12	6	July 1, 1885	63	.....	
12,263	6	15	July 1, 1884	239	.....	Supplied by Holdrege, Nebr., and by Omaha and McCook, Nebr., R. P. O.
42,503	6	26	July 2, 1883	87	1 0	
7,468	6	2	.....	.....	.....	Holyoke exchanges pouches with Westfield and Williamaburgh and New Haven R. P. O.
18,972	6	6	July 1, 1886	122	6	
5,831	12	4	July 1, 1885	124	.....	
14,022	12	8	July 1, 1885	101	.....	
23,437	18	16	July 1, 1885	205	.....	
25,419	9	14	July 1, 1885	401	.....	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Hope and Ripon, Dak.....	6	35003 (part)	Breckneridge, Minn., Hope, Dak.	St. Paul, Minneapolis and Manitoba.	29.84
Hope Valley and Wood River Junction (n. o.), R. I.	1	4009	Wood River Junction (n. o.), Hope Valley, R. I.	New York, Providence and Boston R. R.	5.83
Hopewell Junction and Wicopee Junction, N. Y.	2	6125	Hopewell Junction, Wicopee Junction, N. Y.	New York and New England.	11.23
Hortonville and Oshkosh, Wis.	6	25046	Oshkosh, Hortonville, Wis....	Milwaukee, Lake Shore and Western.	23.77
Houlton, Me., and New Brunswick Line (n. o.).	1	16	Houlton, Me., New Brunswick Line (n. o.).	New Brunswick Railway.....	4.00
Houston and Alvin, Tex.....	7	31047	Houston, Alvin, Tex.....	Gulf, Colorado and Santa Fé..	24.68
Houston and Columbia, Tex.....	7	31008	Houston, Columbia, Tex.....	I. and G. N.	51.25
Houston and Sealy, Tex.....	7	31020	Houston, Sealy, Tex.....	Texas Western.....	52.20
Humboldt and Republic, Mich.	6	24053	Humboldt, Republic, Mich.....	Marquette, Houghton and Ontonagon.	8.70
Hunter and Phenicia, N. Y.....	2	6118	Phenicia, Hunter, N. Y.....	Stony Clove and Catskill.....	15.11
Hunter's Run and Pine Grove Furnace, Pa.	2	8052 (part)	Carlisle, Pine Grove Furnace, Pa.	Gettysburgh and Harrisburg..	28.97
Huntsville and Phelps, Tex.....	7	31034	Huntsville, Phelps, Tex.....	I. and G. N.	8.51
Huron and Norwalk, Ohio.....	5	21087	Huron, Norwalk, Ohio.....	Wheeling and Lake Erie.....	13.67
Inman, Tenn., and Bridgeport, Ala.	5	19012	Inman, Tenn, Bridgeport, Ala.	Nashville, Chattanooga and St. Louis.	24.84
Intersection and Ebbvale, Pa.	2	8082 (part)	Valley Junction, Ebbvale, Pa.	Han. Junc., Han. and Gettys.	5.64
Ione and Galt, Cal.....	8	46023	Galt, Ione, Cal.....	Amador Branch Rwy.....	27.79
Iowa City and Riverside, Iowa.	6	27048 (part)	Elmira (n. o.), Riverside, Iowa.	Burlington, Cedar Rapids and Northern.	24.47
Iowa Falls and Eldora Junction, Iowa.	6	27088	Eldora Junction, Iowa Falls, Iowa.	Chicago, Iowa and Dakota....	21.49
Iron River Junction and Iron River, Mich.	6	24038	Iron River Junction, Iron River, Mich.	Chicago and Northwestern....	19.81
Irvona and Bellwood, Pa.....	2	8087	Bellwood, Irvona, Pa.....	Bell's Gap.....	25.62
Irwin's Station and Blackburn, Pa.	2	8129	Irwin's Station, Blackburn, Pa.	Youghiogheny.....	8.53
Isabel and Brownsville, Tex.....	7	31018	Isabel, Brownsville, Tex.....	Rio Grande.....	23.24
Jackson and Allenville, Mo.....	7	28048	Jackson, Allenville, Mo.....	St. Louis, Iron Mountain, and So.	16.90
Jacksonville and St. Augustine, Fla.	4	16016	Jacksonville, St. Augustine, Fla.	Jacks., St. Aug. and Halifax River R. R.	36.60
Jamaica and Brooklyn, N. Y.....	2	6124	Brooklyn, Jamaica, N. Y.....	Long Island.....	9.18
Jamestown and Burr Oak, Kans.	7	33032	Jamestown, Burr Oak, Kans.....	Cent. Branch, Union Pacific..	33.90
Jamestown and La Moure, Dak.	6	35020	Jamestown, La Moure, Dak.....	Northern Pacific.....	48.87
Jameville and Washington, N. C.	3	13013	Jameville, Washington, N. C.	Norfolk Southern.....	22.57
Janesville and Afton, Wis.....	6	25052	Afton, Janesville, Wis.....	Chicago and Northwestern....	6.64
Janesville and Beloit, Wis.....	6	25036	Janesville, Beloit, Wis.....	Chicago, Milwaukee, and St. Paul.	15.76

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Fl. In.	
9,310	3	22	July 1, 1886	763	6	<sup>1</sup> Balance of route covered by Larimore, Dak., and Breckenridge, Minn., R. P. O. (See Table A*) Supplied by initial and terminal offices and by Larimore, Dak., and Breckenridge, Minn., R. P. O.
10,948	18	10	July 1, 1885	150	.....	Providence and New London R. P. O. exchanges pouches with Woodville and Hope Valley.
3,514	3	4	July 1, 1885	1,051	.....	Mails carried in one direction only from Hopewell Junction.
29,760	12	12	Aug. 15, 1882	48	6	Supplied by initial and terminal offices. Connects at Hortonville, Wis., with Rhinelander and Milwaukee, Wis., R. P. O., at Crete, Wis., with Ashland and Menasha, Wis., R. P. O., and at Oshkosh, Wis., with Fort Howard, Wis., and Chicago, Ill., and with Oshkosh and Milwaukee, Wis., R. P. O's.
5,008	12	18	Apr. 15, 1886	306	.....	Houlton exchanges pouches with Vanceborough and Bangor R. P. O., Calais, Caribou, Presque Isle, Fort Fairfield, Saint Andrews and Vanceborough and Andover R. P. O.
36,033	14	4	July 1, 1886	447	.....	Connects at Alvin with Fort Worth and Galveston R. P. O. Makes all Houston connections.
16,041	3	20	July 1, 1886	139	.....	Makes all Houston connections.
32,677	6	12	July 1, 1886	46	.....	Makes all Houston connections, and connects at Sealy with Fort Worth and Galveston R. P. O.
10,802	12	4	July 1, 1884	60	6	Supplied by Humboldt, Mich., and by Marquette and Houghton, Mich., R. P. O.
18,442	6	8	July 1, 1885	300	.....	<sup>2</sup> Balance of route (10 miles) covered by Carlisle and Gettysburg R. P. O. (See Table A*.)
11,200	12	6	July 1, 1885	413	.....	Connects at Phelps with Texarkana and Houston R. P. O.
12,425	14	8	July 1, 1886	213	.....	R. P. O. service established on this line October 6, 1885. (See Table A*.)
17,115	12	8	July 1, 1884	88	.....	
4,123	6	12	May 1, 1884	105	.....	
3,530	6	6	July 1, 1885	331	.....	
20,286	7	10	July 1, 1886	333	.....	Connects at Galt with Sacramento and San Francisco, Cal., R. P. O.
9,058	6	4	July 1, 1883	35	6	Supplied by Iowa City, Iowa, and by Muscatine and Montezuma, Iowa, R. P. O. Connects at Iowa City, Iowa, with West Liberty and Council Bluffs, Iowa, and with Clinton and Iowa City, Iowa, R. P. O's.
17,988	8	16	Mar. 15, 1883	81	1 0	<sup>3</sup> Balance of route covered by Clinton and Iowa City, Iowa, R. P. O. (See Table A*.)
12,401	6	4	July 1, 1884	89	6	Supplied by Eldora, Iowa, and Iowa Falls, Iowa, and by Tama City and Hawarden, Iowa, R. P. O. Connects at Eldora, Iowa, with Mason City and Albia, Iowa, R. P. O.; and at Iowa Falls, Iowa, with Dubuque and Sioux City, Iowa, and with Cedar Rapids, Iowa, and Watertown, Dak., R. P. O's.
16,038	6	10	July 1, 1885	90	.....	Supplied by Florence, Wis. Connects at Iron River Junction, Mich., with Florence, Wis., and Crystal Falls, Mich., pouch service.
5,339	6	4	July 1, 1885	31	.....	
16,965	7	2	July 1, 1886	26	.....	Terminal offices exchange with each other.
10,579	6	16	Dec. 1, 1884	134	.....	Connects at Allenville with St. Louis and Columbus R. P. O.
53,728	14	8	Aug. 1, 1884	455	.....	
17,240	18	22	Feb. 11, 1885	234	.....	Connects at Jamestown with Aitchison and Lenora R. P. O.
24,747	7	30	July 1, 1886	381	.....	Supplied by initial and terminal offices. Connects at Jamestown, Dak., with St. Paul, Minn., and Bismarck, Dak., R. P. O. and at La Moure, Dak., with Fargo and La Moure, Dak., R. P. O.
30,592	6	20	July 1, 1886	90	6	Connects at Jameville by boat between Jameville and Edenton with Norfolk and Edenton R. P. O.
14,128	6	16	July 1, 1885	198	.....	Supplied by Chicago, Ill., and Wisconsin, Minn., R. P. O. Connects at Janesville, Wis., with Ft. Howard, Wis., and Chicago, Ill., and Milton and Mineral Point, Wis., R. P. O's, and with Janesville and Beloit, Wis., pouch service.
19,731	12	4	July 1, 1883	66	6	Connects at Beloit, Wis., with Racine, Wis., and Rock Island, Ill., R. P. O., and at Janesville, Wis., with Ft. Howard, Wis., and Chicago, Ill., and with Milton and Mineral Point, Wis., R. P. O's, and with Janesville and Alton, Wis., pouch service.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Jefferson Junction and Susquehanna, Pa.	2	8004 (part)	Carbondale, Susquehanna, Pa.	N. Y., L. E., and W.	13.80
Jeffersonville and Claysville Junction (n. o.), Ohio.	5	21057	Jeffersonville, Claysville Junction (n. o.), Ohio.	Cincinnati, Columbus, and Hocking Valley.	28
Jeffersonville and New Albany, Ind.	5	22007 (part)	New Albany, Indianapolis, Ind.	Pennsylvania Co.	5.75
Johnson Junction and Hillsborough, Ky.	5	20019	Johnson Junction, Hillsborough, Ky.	Cincinnati and South Eastern	16.90
Johnsonville and Stoneville, Miss.	4	18013	Stoneville, Johnsonville, Miss.	Georgia Pacific Rwy.	20.54
Judd and Lehigh, Iowa	6	27037	Judd, Lehigh, Iowa	Crooked Creek Rwy. and Coal	9.47
Junction and Columbia, Pa.	2	8031 (part)	Columbia, Sinking Springs, Pa.	Phila. and Reading	11.73
Junction and Mound City, Ill.	6	23028	Junction, Mound City, Ill.	Illinois Central	2.94
Kaaterskill and Kaaterskill Junction, N. Y.	2	6131	Kaaterskill Junction, Kaaterskill.	Kaaterskill	7.40
Katahdin Iron Works and Milo Junction (n. o.), Me.	1	9	Milo Junction (n. o.), Katahdin Iron Works, Me.	Bangor and Katahdin Iron Works R. R.	18.90
Kenesaw and Kearney, Nebr.	6	34030	Kenesaw, Kearney, Nebr.	Burl. and Mo. River in Nebraska.	24.68
Kensett and Searcy, Ark.	7	29011	Kensett, Searcy, Ark.	Searcy and W. Point	4.76
Keokuk, Iowa, and Warsaw, Ill.	6	23027 (part)	State Line (n. o.), Warsaw, Ill.	Toledo, Peoria and Western	43.47
Keyport and Freehold, N. J.	2	7043	Keyport, Freehold, N. J.	Freehold and New York	14.87
Kingfield and Strong Station (n. o.), Me.	1	25	Strong Station (n. o.), Kingfield, Me.	Franklin and Megantic R. R.	15.19
Kingston Depot and Narragansett Pier, R. I.	1	4007	Kingston Depot, Narragansett Pier, R. I.	Narragansett Pier R. R.	9.15
Kingston and Rome, Ga.	4	15008	Kingston, Rome, Ga.	Rome R. R.	20.28
King's Mountain Station and Yosemite, Ky.	5	20028	King's Mountain Station, Yosemite, Ky.	Cincinnati, Green River and Nashville.	11.42
Kinkora and Julietstown, N. J.	2	7012	Kinkora, Julietstown, N. J.	Penra	9.87
Kinzua Junction and Smethport, Pa.	2	8132 (part)	Bradford, Smethport, Pa.	Brad., B. and K.	15.84
La Harpe, Ill., and Burlington, Iowa.	6	23076	La Harpe, Ill., Burlington, Iowa	Toledo, Peoria and Western	20.11
Lake City and Cadillac, Mich.	9	24060	Lake City, Cadillac, Mich.	Cadillac and North Eastern	13.65
Lake George and Fort Edward, N. Y.	2	6032	Fort Edward, Lake George, N. Y.	Del. and Hud. Canal Co.	15.95
Lake Park, Iowa, and Worthington, Minn.	6	27085	Lake Park, Iowa, Worthington, Minn.	Burlington, Cedar Rapids and Northern.	18.79
Lake Roland and Stevenson, Md.	3	10018	Lake Roland, Stevenson, Md.	Northern Central	5.51
Lanes and Georgetown, S. C.	4	14020	Lanes, Georgetown, S. C.	Georgetown and Lanes R. R.	33.20
Lansdale and Norristown, Pa.	2	8098	Norristown, Lansdale, Pa.	Phila. and Reading	10.80
Latrobe and Ligonier, Pa.	2	8118	Latrobe, Ligonier, Pa.	Ligonier Valley	10.80
Laurens and Newberry, S. C.	4	14012	Newberry, Laurens, S. C.	Laurens Rwy.	21.78
Lawrence and Carbondale, Kans.	7	33014	Lawrence, Carbondale, Kans.	Union Pacific	22.96

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
2,378	6	2	July 1, 1885	231	.....	<sup>1</sup> Balance of route (35.71 miles) covered by Nineveh and Carbondale R. P. O. (See Table A*.)
17,528	6	16	July 1, 1884	72	.....	
14,398	24	25	July 1, 1884	3,917	.....	<sup>2</sup> Balance of route (107.72 miles) covered by Indianapolis and Louisville R. P. O. (See Table A*.)
18,091	6	16	July 1, 1884	111	.....	<sup>3</sup> 6 round trips over whole line and 12 additional round trips between Johnson Junction and Flemingsburgh, 6 miles.
12,858	6	2	July 1, 1884	29	.....	
5,928	6	2	July 1, 1883	88	0 6	Supplied by Judd, Iowa. Connects at Judd, Iowa, with Dubuque and Sioux City, Iowa, R. P. O.
14,686	12	8	July 1, 1885	417	.....	<sup>2</sup> Balance of route (28 miles) covered by Reading and Quarryville R. P. O. (See Table A*.)
1,840	6	2	Aug. 1, 1883	86	0 6	Supplied by Centralia and Cairo R. P. O. Connects at Mound City, Ill., with Vincennes, Ind., and Cairo, Ill., R. P. O.
9,265	12	12	July 1, 1885	154	.....	<sup>4</sup> Service only 3 months in the year.
11,324	6	12	July 1, 1885	56	.....	Greenville and Oldtown exchange pouches with Brownville and Katahdin Iron Works; Brownville exchanges with Milo; Katahdin Iron Works exchanges with Brownville and Milo; extra round trips daily from Milo Junction to Brownville.
18,016	7	16	July 1, 1886	369	0 6	Supplied by initial and terminal offices and by Omaha and McCook, Nebr., R. P. O. Connects at Kearney, Nebr., with Omaha, Nebr., and Ogden, Utah, R. P. O.
8,939	18	10	July 1, 1886	286	.....	Connects at Kensett with St. Louis and Texarkana R. P. O.
8,190	12	6	July 1, 1883	1,766	0 6	<sup>5</sup> Balance of route covered by Logansport, Ind., and Keokuk, Iowa, R. P. O. (See Table A*.) Connects at Hamilton, Ill., with Keokuk, Iowa, and Clayton, Ill., and with Logansport, Ind., and Keokuk, Iowa, R. P. O's. Connects at Keokuk, Iowa, with Burlington, Iowa, and St. Louis, Mo.; Keokuk and Centerville, Iowa, and with Des Moines and Keokuk, Iowa, R. P. O's.
37,535	24	30	July 1, 1883	334	.....	
4,253	6	22	July 1, 1885	65	.....	Farmington and Lewiston R. P. O. exchanges pouches with West Freeman, Salem, and Kingfield. Farmington exchanges with Freeman, Salem, and Kingfield. Salem exchanges with W. Freeman and Strong. Kingfield exchanges with Salem and Strong.
17,183	18	29	July 1, 1885	296	.....	Providence and New London R. P. O. exchanges pouches with Narragansett Pier, Gould, Peacedale, Rocky Brook, and Wakefield. Narragansett Pier exchanges with Providence and Boston and Providence R. P. O.
29,608	14	6	July 1, 1884	341	.....	
7,149	6	8	July 1, 1884	83	.....	
12,357	12	12	July 1, 1885	125	.....	
19,831	12	10	July 1, 1885	125	.....	<sup>6</sup> Balance of route (10.34 miles) covered by Wellsville and Bradford R. P. O. (See Table A*.)
25,178	12	10	July 1, 1883	65	0 6	Supplied by Burlington, Iowa, and by Logansport, Ind., and Keokuk, Iowa, R. P. O. Connects at Burlington, Iowa, with all R. P. O. lines centering there.
8,175 ( <sup>7</sup> )	12	12	Feb. 1, 1886	82	.....	<sup>7</sup> At Cadillac, Mich., connects Cadillac and Ft. Wayne and Mackinaw City and Grand Rapids R. P. O's.
27,458	30	104	July 1, 1886	584	.....	<sup>8</sup> Service established February 1, 1886.
						<sup>9</sup> 12 round trips for 9 months and 3 round trips for 3 months, per week.
						<sup>10</sup> 44 pouches daily for 9 months and 84 pouches daily for 3 months.
11,762	6	4	Jan. 1, 1883	27	0 6	Supplied by Worthington, Minn., and by Cedar Rapids, Iowa, and Watertown, Dak., R. P. O. Connects at Worthington, Minn., with Saint Paul, Minn., and Sioux City, Iowa, and Worthington, Minn., and Sioux Falls, Dak., R. P. O's.
3,449	6	4	July 1, 1885	33	.....	Supplied by closed pouches from Baltimore, Md.
24,539	6	4	July 1, 1884	148	.....	
6,761	6	4	July 1, 1885	127	.....	
18,522	12	8	July 1, 1886	103	.....	
19,894	6	10	July 1, 1884	218	.....	
3,428	2	8	July 1, 1886	110	.....	Makes all Lawrence connections, and connects at Carbondale with Kansas City and Pueblo R. P. O.



TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.	Miles of route.
Lawrence and Lowell, Mass. ....	1	3017	Lowell, Lawrence, Mass. ....	Boston and Lowell R. R. ....	14.08
Lawrence and Salem, Mass. ....	1	3005	Salem, Lawrence, Mass. ....	Eastern R. R. ....	22.33
Lawrenceburgh Junction (n. o.) and Lawrenceburgh, Ind.	5	22045	Lawrenceburgh Junction (n. o.), Lawrenceburgh, Ind.	Cin., Ind., St. Louis and Chicago. ....	2.46
Lawrenceville and Harrison Valley, Pa.	2	8139	Lawrenceville, Harrison Valley, Pa.	Fall Brook Coal Co. ....	32.42
Lawton and Hartford, Mich. ?	9	24063	Lawton, Hartford, Mich. ....	Paw Paw and Toledo and South Haven.	20.21
Leaman Place and Strasburgh, Pa.	2	8026	Strasburgh, Leaman Place, Pa.	Strasburgh. ....	5.25
Lebanon and Cornwall, Pa. ....	2	8149	Lebanon, Cornwall, Pa.	Cornwall. ....	6.25
Leeds Junction (n. o.) and South Lewiston, Me.	1	3	Farmington, Brunswick, Me.	Maine Central R. R. ....	15.26
Lehi and Silver City, Utah. ....	8	41011	Lehi, Silver City, Utah. ....	Salt Lake and Western Rwy..	54.20
Leicester Junction (n. o.), Vt., and Ticonderoga, N. Y.	1	2008	Leicester Junction (n. o.), Vt., Addison Junction (n. o.), N. Y.	Central Vermont R. R. ....	15.63
Lemoore and Goshen (n. o.), Cal.	8	46038	Lemoore, Goshen, Cal. ....	Southern Pacific R. R. ....	21.20
Lewisburgh and Sunbury, Pa.	2	8153	Sunbury, Lewisburgh, Pa.	Phila. and Reading. ....	9.35
Lewiston and South Auburn, Me.	1	21	Lewiston, South Auburn, Me.	Grand Trunk R. R. ....	5.97
Lewiston and Suspension Bridge, N. Y.	2	6016	Buffalo, Lewiston, N. Y. ....	N. Y. C. and H. R. ....	4.75
Lockport Junction (n. o.) and Tonawanda, N. Y.	2	(part) 6015	Tonawanda, Lockport Junction, N. Y.	N. Y. C. and H. R. ....	12.16
Locust Valley and Mineola, N. Y.	2	6044	Mineola, Locust Valley, N. Y.	Long Island. ....	10.66
Longview and Easton, Tex. ....	7	31048	Longview, Easton, Tex. ....	Galv., Sabine and St. L. ....	13.77
Lorain and Grafton, Ohio. ....	5	21041	Lorain, Ohio, Bridgeport, Ohio	Cleveland, Lorain and Wheeling. ....	16.35
Los Angeles and Santa Monica, Cal.	8	(part) 46020	Los Angeles, Santa Monica, Cal.	Los Angeles and Independence R. R.	19.50
Los Angeles and San Pedro, Cal.	8	46013	Los Angeles, San Pedro, Cal.	Southern Pacific R. R. ....	26.20
Louisburgh and Franklinton, N. C.	3	13025	Louisburgh, Franklinton, N. C.	Raleigh and Gaston. ....	10.00
Louisville and Prospect (n. o.), Ky.	5	20023	Louisville, Prospect (n. o.), Ky.	Louisville and Nashville. ....	11.00
Louisville and Wadley, Ga. ....	4	15028	Wadley, Louisville, Ga.	Louisville and Wadley R. R.	10.62
Luverne, Minn., and Doon, Iowa.	6	26030	Luverne, Minn., Doon, Iowa.	Chicago, Saint Paul, Minn., and Omaha.	28.29
Lyle, Minn., and Mason City, Iowa.	6	27010	Albia, Iowa, Lyle, Minn.	Central Iowa. ....	28.57
Lyles and Warner, Tenn. ....	5	(part) 19023	Lyles, Warner, Tenn. ....	Warner Iron Ob.	1.50

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
26,442	18	14	July 1, 1885	127		Tewksbury exchanges pouches with Lowell, Boston, Portland, and Boston R. P. O. Lowell exchanges with Lawrence and Portland and Boston R. P. O.
27,957	12	41	July 1, 1885	133		Salem exchanges pouches with Peabody, Danvers, Danversport, Asylum Station, Middleton, Georgetown, Topsfield, Lawrence, Manchester, Lawrence and Boston and Portland and Boston R. P. O's. Peabody exchanges with Boston and Manchester, Lawrence and Boston R. P. O., with additional round trips daily from Salem to Peabody.
6,671	26	8	July 1, 1884	376		<sup>1</sup> Two round trips daily, and two daily, except Sunday.
30,442	9	20	July 1, 1886	128		
25,302	12	36	July 1, 1884	136		<sup>2</sup> At Lawton, Mich., connects Detroit and Chicago R. P. O. At Hartford, Mich., connects Grand Rapids and La Crosse R. P. O.
6,573	12	4	July 1, 1886	56		
3,912	6	4	July 1, 1885	76		
19,105	12	18	July 1, 1885	870		Farmington and Lewiston R. P. O. exchanges pouches with Sabattus and Bath and Lewiston R. P. O. Bath and Lewiston R. P. O. exchanges with Sabattus, Wilton, Livermore Falls, Farmington, and West Farmington. Bangor and Boston R. P. O. exchanges with Sabattus, Wilton, Farmington, and West Farmington. Lewiston exchanges with Sabattus.
33,929	6	4	July 1, 1886			Connects with Salt Lake and Oasis, Utah, R. P. O. at Lehi, Utah.
9,784	6	20	July 1, 1885	83		Essex Junction and Boston R. P. O. exchanges pouches with Whiting, East Shoreham, North Orwell, Larrabee Point, and Ticonderoga. East Shoreham exchanges with North Orwell and Ticonderoga. North Orwell exchanges with Ticonderoga. Rutland, Bennington, and Troy R. P. O. exchanges with East Shoreham and North Orwell.
15,476	7	8	July 1, 1886	241		Connects at Goshen with San Francisco and Los Angeles, Cal., R. P. O. and Visalia and Goshen R. R.
5,853	12	14	July 1, 1885	50		
7,474	12	8	July 1, 1885	137		Portland and Island Pond R. P. O. exchanges pouches with Lewiston and Auburn. Portland and Island Pond R. P. O. S. E. exchanges pouches with Lewiston and Auburn.
2,973	6	4	July 1, 1885	8,970		<sup>3</sup> Balance of route (24.73 miles) covered by Suspension Bridge and Buffalo R. P. O. (See Table A*.)
22,836	18	25	July 1, 1885	981		<sup>4</sup> Including sacks.
13,346	12	12	Aug. 25, 1885	244		
10,052	7	2	July 1, 1886	13		Connects at Longview with Texarkana and El Paso and Texarkana and Houston R. P. O's.
20,470	12	11	July 1, 1884	820		<sup>5</sup> Balance of route (142.06 miles) covered by Cleveland and Wheeling R. P. O. (See Table A*.)
14,235	7	4	July 1, 1886	70		Connects at Los Angeles with San Francisco and Los Angeles R. P. O., Deming, N. Mex., and Los Angeles, Cal., R. P. O., and Los Angeles and Santa Ana R. P. O.
19,126	7	12	July 1, 1886	158		Connects at Los Angeles with Deming, N. Mex., and Los Angeles, Cal., R. P. O., San Francisco and Los Angeles R. P. O., and Los Angeles and Santa Ana R. P. O.
6,260	6	4	Oct. 1, 1885	123		Connects at Franklinton with Norfolk and Raleigh R. P. O.
6,886	6	4	July 1, 1884	41		
13,396	12	6	July 1, 1884	131		
17,709	6	10	July 1, 1883	187	0 6	Supplied by Laverne, Minn., and by Worthington, Minn., and Sioux Falls, Dak., R. P. O.
17,885	6	6	May 10, 1886	1,689	0 6	Supplied by Mason City, Iowa, and by Saint Paul, Minn., and Waterloo, Iowa, and Mason City and Albia, Iowa, R. P. O's. Connects at Manly, Iowa, with Albert Lea, Minn., and Burlington, Iowa, R. P. O.
						<sup>6</sup> Balance of route covered by Mason City and Albia, Iowa, R. P. O. (See Table A*.)
393	6	2	Feb. 1, 1883	44		<sup>7</sup> One direction only. Dickson and Centreville R. P. O. covered this route on south-bound trips. Trains on this line discontinued May 3, 1886.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Lyons and Denver, Colo .....	7	38928	Lyons, Denver, Colo.....	Denver, Utah and Pacific.....	46.76
McNeil and Magnolia, Ark ....	7	29015	McNeil, Magnolia, Ark .....	Texas and Saint Louis .....	7.17
Madison and Elmira, Cal. ....	8	46015	Elmira, Madison, Cal .....	Vaca Valley and Clear Lake R. R.	30.07
Madisonville and Providence, Ky.	5	20931	Madisonville, Providence, Ky..	Louisville and Nashville .....	16.70
Mahopac and Golden's Bridge, N. Y.	2	6023	Golden's Bridge, Mahopac, N. Y.	New York Central and Hudson River (Harlem Division).	7.50
Malcolm and Antigo, Wis .....	6	25060	Antigo, Malcolm, Wis .....	Milwaukee, Lake Shore and Western.	13.47
Malvern and Hot Springs, Ark .....	7	29005	Malvern, Hot Springs, Ark .....	Hot Springs .....	25.90
Manchester and Barnegat, N. J. ....	2	7050	Manchester, Barnegat, N. J. ....	Philadelphia and Reading .....	22.24
Manchester and North Weare, N. H.	1	1093	Manchester, North Weare, N. H.	Concord R. R. ....	19.95
Mankato Junction and Mankato, Minn.	6	26019	Mankato Junction (n. o.), Mankato, Minn.	Winona and Saint Peter .....	4.25
Manning and Audubon, Iowa..	6	27080	Manning, Audubon, Iowa .....	Chicago and North Western..	17.99
Manor Junction and Eastport Junction, N. Y.	2	6117	Manor Junction, Eastport Junction, N. Y.	Long Island .....	5.50
Manor Station and Claridge, Pa.	2	8111	Manor Station, Claridge, Pa..	Pennsylvania .....	4.31
Mansfield Junction (n. o.) and Mansfield, La.	4	30001	Mansfield Junction (n. o.), and Mansfield, La.	Mansfield Rwy. and Trans. Co.	1.98
Marblehead and Lynn, Mass ..	1	3009	Lynn, Marblehead, Mass .....	Eastern R. R. ....	6.38
Marblehead and Salem, Mass.	1	3004	Salem, Marblehead, Mass .....	Eastern R. R. ....	3.99
Marietta and Big Run, Ohio....	5	21096	Marietta, Big Run, Ohio .....	Marietta Mineral .....	24.60
Marietta, Ohio, and Parkersburg, W. Va.	5	21049	Marietta, Ohio, Parkersburg, W. Va.	Cincinnati, Washington and Baltimore.	15.08
Marlton and Haddonfield, N. J.	2	7045	Haddonfield, Marlton, N. J. ..	Camden and Atlantic .....	6.97
Mauch Chunk and Tamaqua, Pa.	2	8109	Tamaqua, Mauch Chunk, Pa..	Central R. R. of N. J. ....	16.32
Mayaville and Pittsfield, Ill....	6	23075	Mayaville, Pittsfield, Ill. ....	Wabash, St. Louis and Pacific.	6.86
Meadows and Whitefield Junction (n. o.), N. H.	1	1018	Whitefield Junction (n. o.), Meadows, N. H.	Whitefield and Jefferson R. R.	8.50
Meadville and Lineville, Pa....	2	8107	Meadville, Lineville, Pa. ....	Pennsylvania .....	21.10
Means and Cadiz, Ohio .....	5	21083	Means, Cadiz, Ohio .....	Pittsburgh, Cincinnati and St. Louis.	8.11
Mears and Villa Grove, Colo....	7	38015	Mears, Villa Grove, Colo .....	Denver and Rio Grande .....	19.08
Mechanicsburgh and Dillsburgh, Pa.	2	8080	Mechanicsburgh, Dillsburgh, Pa.	Cumb. Valley.....	8.84
Medford and Boston, Mass .....	1	3012	Boston, Medford, Mass.....	Boston and Maine R. R. ....	5.31
McLrose and Vernon, Conn .....	1	5098	Vernon, McLrose, Conn .....	New York and New Eng. R. R.	13.15
Menominee and Hunt, Wis .....	6	25053	Red Cedar Junction (n. o.), Menominee, Wis.	Chicago, Milwaukee and St. Paul.	16.46

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
29,272	6	16	July 1, 1886	85	.....	Makes all Denver connections and connects at Longmont, Colo., with La Salle and Denver R. P. O., and at Erie and Canfield, Colo., with Brighton and Boulder closed-pouch service.
10,468	14	6	July 1, 1886	130	.....	Connects at McNeil with Cairo and Texarkana R. P. O.
20,150	6	20	July 1, 1886	223	.....	Six round trips per week over the whole line and six trips between Elmira and Vacaville (4.24 miles). Connects at Elmira with Ogden, Utah, and San Francisco, Cal., R. P. O., and with Sacramento, Benicia and San Francisco (short run) of the same R. P. O.
10,434	6	6	July 1, 1884	95	.....	
9,390	12	8	July 1, 1885	48	.....	
8,432	6	2	Mar. 20, 1885	24	0 6	Supplied by Antigo, Wis. Connects at Antigo, Wis., with Rhinelander and Milwaukee, Wis., R. P. O.
37,814	14	12	July 1, 1886	959	.....	Connects at Malvern with Saint Louis and Texarkana R. P. O.
41,767	18	24	July 1, 1885	188	.....	
12,488	6	22	July 1, 1885	177	.....	Manchester exchanges pouches with Goffstown, Goffstown Centre, Oil Mill Village, New Boston, East Weare, and North Weare. Saint Albans and Boston R. P. O. exchanges with Goffstown, New Boston, and North Weare. One extra round trip daily from Manchester to Parker's Station (n. o.), distance 10 miles.
11,797	26	6	July 1, 1883	330	1 0	Connects at Mankato Junction, Minn., with Winona and Tracy, Minn., R. P. O., and at Mankato, Minn., with Saint Paul, Minn., and Council Bluffs, Iowa, and with Mankato and Wells, Minn., R. P. O's.
22,522	12	16	May 10, 1882	72	0 6	Supplied by Carroll and Manning, Iowa, and by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Connects at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and with Carroll and Kirkman, Iowa, pouch service. Connects at Audubon, Iowa, with Audubon and Atlantic, Iowa, pouch service.
3,443	6	6	Aug. 25, 1885	72	.....	
2,698	12	10	Apr. 12, 1886	69	.....	
1,445	7	2	July 1, 1886	95	.....	
11,981	18	6	July 1, 1885	588	.....	Marblehead exchanges pouches with Lynn and Boston via Lynn.
7,493	18	13	July 1, 1885	167	.....	Marblehead exchanges pouches with Salem, Bangor, and Boston R. P. O., Boston via Salem and Lynn via Salem.
15,400	6	24	Feb. 16, 1885	139	.....	
37,760	24	29	July 1, 1884	751	.....	
4,363	6	4	July 1, 1885	45	.....	
20,433	12	8	July 1, 1885	221	.....	
18,605	26	6	July 1, 1883	313	0 6	Connects at Maysville, Ill., with Bluffs, Ill., and Hannibal, Mo., R. P. O.
5,039	6	12	July 1, 1885	74	.....	Whitefield exchanges pouches with Hazen's Mills and Jefferson. Lancaster and Boston R. P. O. exchanges with Hazen's Mills, Meadows, Jefferson and Jefferson Highlands.
13,208	6	8	July 1, 1885	221	.....	
10,154	12	10	July 1, 1884	294	.....	
11,944	6	8	July 1, 1886	150	.....	Trains run into Salida, Colo., and connect Denver and Ogden and Leadville and Salida R. P. O's.
11,074	15	10	July 1, 1885	263	.....	
13,296	24	14	July 1, 1885	200	.....	Boston exchanges pouches with Glenwood and Medford.
16,463	12	20	July 1, 1885	109	.....	Springfield and Hartford R. P. O. exchanges pouches with Ellington and Rockville. Rockville exchanges with Ellington, Hartford and Boston and Hopewell Junction R. P. O. Vernon exchanges with Melrose, Vernon Centre exchanges with Hartford.
10,304	6	10	July 1, 1884	62	0 6	Supplied by Menominee, Wis., and by Eau Claire, Wis., and Wabasha, Minn., R. P. O. Connects at Menominee, Wis., with Saint Paul, Minn., and Elroy, Wis., R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Meredith and Harrison Junction (n. o.), Mich. <sup>1</sup>	9	24044	Meredith, Harrison Junction (n. o.), Mich.	Flint and Pere Marquette ....	23.65
Micanopy Junction (n. o.) and Micanopy, Fla.	4	18017	Micanopy Junction (n. o.) and Micanopy, Fla.	Fla. Southern Rwy .....	4.11
Middleboro' and Attleboro', Mass.	1	3043	Attleborough, Middleborough, Mass.	Old Colony R. R. ....	22.06
Middleboro' and Newport, Mass.	1	3039	South Braintree Junction (n. o.), Mass., Newport, R. I.	Old Colony R. R. ....	38.16
Middleton, Tenn., and Ripley, Miss.	4	18008	Middleton, Tenn., Ripley, Miss.	Ship Island, Ripley and Ky. R. R.	26.12
Middletown and Berlin Depot (n. o.), Conn.	1	5003	Middletown, Berlin Depot (n. o.), Conn.	New York, New Haven and Hartford R. R.	10.90
Midway and Versailles, Ky. <sup>2</sup> ...	5	20029	Midway, Versailles, Ky. ....	Versailles and Midway .....	7.58
Millbury and Grafton depot (n. o.), Mass.	1	8026	Grafton Depot (n. o.), Millbury, Mass.	Boston and Albany R. R. ....	4.46
Milford and Bellingham, Mass.	1	3059	Milford, Bellingham, Mass. ....	Milford and Woonsocket R. R.	4.92
Milroy and Lewistown Junction, Pa.	2	8049	Lewistown Junction, Milroy, Pa.	Penn'a. ....	12.94
Milwaukee Junction (n. o.) and Springwells, Mich. <sup>3</sup>	9	24062	Milwaukee Junction (n. o.), Detroit Junction, Mich.	Grand Trunk .....	4.61
Milwaukee and Schleisinger-ville, Wis.	6	25017 (part)	Milwaukee, Ashland, Wis. ....	Wisconsin Central .....	423.50
Mineola and Hempstead, N. Y.	2	6111	Mineola, Hempstead, N. Y. ....	Long Island .....	2.80
Mineral Point and Potosi, Mo.	7	28049	Mineral Point, Potosi, Mo. ....	St. Louis, Iron Mountain and So.	4.44
Minneapolis and Mendota, Minn.	6	26044	Mendota, Minneapolis, Minn. ..	Chicago, Milwaukee and St. Paul.	10.06
Moira and Saint Regis Falls, N. Y.	2	6052	Moira, Saint Regis Falls, N. Y.	No. Adirondack .....	12.43
Monmouth Junction and Rocky Hill, N. J.	2	7011	Rocky Hill, Monmouth Junction, N. J.	Penn'a. ....	6.72
Monson and Monson Junction (n. o.), Me.	1	23	Monson Junction (n. o.), Monson, Me.	Monson R. R. ....	6.16
Montclair and Newark, N. J.	2	7027	Newark, Montclair, N. J. ....	Del., Lack. and West. ....	6.60
Montgomery and Ada, Ala.	4	17027	Montgomery, Ada, Ala. ....	Montgomery Southern R. R.	21.00
Monticello and Drifton, Fla.	4	18002	Monticello, Drifton, Fla. ....	Fla. Rwy. & Nav. Co. ....	4.00
Monticello and Port Jervis, N. Y.	2	6078	Port Jervis, Monticello, N. Y.	Port Jervis and Monticello ..	24.70
Montour Junction and Imperial, Pa.	2	8127	Montour Junction, Imperial, Pa.	Montour .....	11.00
Montpelier and Barre, Vt.	1	2017	Montpelier, Barre, Vt. ....	Central Vermont R. R. ....	7.63
Moorea and West Chazy, N. Y.	2	6026 (part)	Albany, Moorea, N. Y. ....	Del. and Hud. Canal Co. ....	511.75
Morgan Junction and Cumberland, Ohio.	5	21048	Morgan Junction, Cumberland, Ohio.	Cincinnati, Wheeling and New York.	17.70
Morris and Brown's Valley, Minn.	6	26034	Morris, Brown's Valley, Minn.	St. Paul, Minneapolis and Manitoba.	47.29

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
37,122	12	24	May 1, 1884	85	.....	<sup>1</sup> At Harrison Junction (n. o.), Mich., connects Ludington and Toledo and Manistee and East Saginaw R. P. O's.
5,146	12	4	Mar. 11, 1884	48	.....	
27,544	12	20	July 1, 1885	40	.....	Taunton exchanges pouches with Middletown, East Taunton, Boston and Wellfleet R. P. O.; Barrowsville, Attleborough, Providence, Boston and Boston, Providence and New York R. P. O.
24,151	12	20	July 1, 1885	1,983	.....	Fall River exchanges pouches with Freetown, Middleborough, Boston and Wellfleet R. P. O. North and South; Boston exchanges with Lakeville and Freetown; Taunton exchanges with Freetown and Myrickville.
15,725	6	10	July 1, 1884	221	.....	
24,069	21	27	July 1, 1885	246	.....	Boston, Springfield, and New York R. P. O. exchanges pouches with East Berlin, Berlin, Little River, and Middletown; Boston, Springfield and New York R. P. O. short run exchanges with East Berlin, Berlin, Little River, and Middletown. Middletown exchanges with Little River, Hartford, New Haven, and Boston.
6,579	24	12	Oct. 21, 1885	229	.....	<sup>2</sup> Established October 21, 1-85; 7.58 miles.
5,583	12	4	July 1, 1885	57	.....	Millbury exchanges pouches with Boston and Boston and Albany R. P. O.
9,258	18	10	July 1, 1885	95	.....	Milford exchanges pouches with Franklin, Providence, and Boston and Hopewell Junction R. P. O.
10,200	12	12	July 1, 1885	116	.....	
3,886	6	12	July 1, 1884	58	.....	<sup>3</sup> At Milwaukee Junction (n. o.), Mich., connects Detroit and Grand Haven and Port Huron and Detroit R. P. O's. At Springwells, Mich., connects Bay City, Wayne, and Detroit; Big Rapids and Detroit; Detroit and Chicago; Detroit, Three Rivers, and Chicago; Detroit and Grand Rapids; Detroit and Toledo; Howard City and Detroit; and Mackinaw City and Detroit R. P. O's.
60,397	19	26	Apr. 1, 1884	1,607	2 0	Supplied by Milwaukee, Wis. Connects at Schleisingsville, Wis., with Menasha and Schleisingsville, Wis., R. P. O.; and at Milwaukee, Wis., with all lines centering there.
5,258	18	12	Aug. 25, 1885	161	.....	<sup>4</sup> Balance of route covered by Ashland and Menasha, Wis., and Menasha and Schleisingsville, Wis., R. P. O's. (See Table A*.)
8,338	18	4	July 11, 1883	67	.....	Connects at Mineral Point with Saint Louis and Columbus R. P. O.
12,595	12	6	July 1, 1883	324	6	Supplied by Minneapolis, Minn., and Saint Paul, Minn. Connects at Mendota, Minn., with Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O., and at Minneapolis, Minn., with lines centering there.
15,562	12	16	Mar. 15, 1886	99	.....	
8,412	12	12	July 1, 1885	116	.....	
5,125	12	4	July 1, 1885	61	.....	Monson exchanges pouches with Greenville and Bangor R. P. O.
8,256	12	24	July 1, 1885	358	.....	
13,146	6	8	Mar. 15, 1883	43	.....	
2,504	6	4	July 1, 1884	765	.....	
15,462	6	18	July 1, 1885	206	.....	
13,772	12	4	July 1, 1885	121	.....	
14,320	18	10	Aug. 5, 1885	215	.....	Barre exchanges pouches with Montpelier and Saint Albans and Boston R. P. O.
7,356	6	6	July 1, 1885	4,939	.....	<sup>5</sup> Balance of route (177 miles) covered by Rouse's Point and Albany R. P. O. (See Table A*.)
22,160	2	16	July 1, 1884	95	.....	
27,063	6	22	July 1, 1883	175	1 0	Supplied by initial and terminal offices. Connects at Morris, Minn., with Little Falls and Morris, Minn., and Boundary Line and Saint Paul, Minn., R. P. O's. Connects at Greenville, Minn., with Fargo, Dak., and Ortonville, Minn., R. P. O's.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Morris Run and Bloomsburgh, Pa.	2	8138	Bloomsburgh, Morris Run, Pa.	Tloga.....	3.76
Mount Carmel and Alaska, Pa.	2	8088	Alaska, Mount Carmel, Pa.	Philadelphia and Reading.....	1.90
Mount Gilead and Edison, Ohio.	5	21072	Edison, Mount Gilead, Ohio.	Cleve., Cols., Cinl., and Ind.	2.40
Mount Healthy and Cincinnati, Hamilton and Dayton Junction, Ohio.	5	21059	Cincinnati, Hamilton and Dayton Junction (n. o.), Mount Healthy, Ohio.	Cincinnati Northwestern.....	7.08
Mount Jewett and Kane, Pa.	2	8088 (part)	Mount Jewett, Callery, Pa.	Pitts. and Wash. (No. division)	113
Mount Pleasant and Broad Ford, Pa.	2	8141	Broad Ford, Mount Pleasant, Pa.	Balto. and Ohio.....	10.45
Mount Union and Robertsdale, Pa.	2	8085	Mount Union, Robertsdale, Pa.	East Broad Top.....	30.06
Mount Zion and Keosauqua, Iowa.	6	27062	Mount Zion, Keosauqua, Iowa.	Chicago, Rock Island and Pacific.	5.07
Narent Station and Metropolitan, Mich.	6	24058	Narent Station, Metropolitan, Mich.	Chicago and Northwestern...	35.01
Necedah and Necedah Junction, Wis.	6	25062	Necedah Junction, Necedah, Wis.	Princeton and Western.....	16.24
Necedah and New Lisbon, Wis.	6	25022	New Lisbon, Necedah, Wis.	Chicago, Milwaukee and St. Paul.	12.76
Neelysville and Doniphan, Mo.	7	28035	Neelysville, Doniphan, Mo.	St. Louis, Iron Mountain and So.	20.00
Neillsville and Merrillan, Wis.	6	25037	Merrillan, Neillsville, Wis.	Chicago, St. Paul, Minn. and Omaha.	15.51
Nephi and Chester, Utah.	8	41010	Nephi, Chester, Utah.	San Pete Valley Rwy.	30.93
Nevada City and Colfax, Cal.	8	46019	Colfax, Nevada City, Cal.	Nevada Co. Narrow-Gauge R. R.	22.00
Newark and Columbus, Ohio.	5	21001 (part)	Bellaire, Columbus, Ohio.	Central Ohio.....	23
Newark and Delaware City, Del.	2	9507	Newark, Delaware City, Del.	Phil., Wilm. and Balto.	12.08
New Bedford and Fall River, Mass.	1	3054	New Bedford, Fall River, Mass.	Fall River R. R.	14.85
New Britain and Berlin Junction (n. o.), Conn.	1	5002	New Britain, Berlin Junction (n. o.), Conn.	New York, New Haven and Hartford R. R.	3
New Brunswick and East Millstone, N. J.	2	7010	East Millstone, New Brunswick, N. J.	Penna.	8.56
Newburgh and Greycourt, N. Y.	2	6004	Newburgh, Greycourt, N. Y.	N. Y., L. E. and W.	19.00
Newburgh and State Centre, Iowa.	6	27068	Newburgh, State Centre, Iowa.	Central Iowa.....	26.98
Newburgh Junction and Vail's Gate Junction, N. Y.	2	6074	Vail's Gate Junction, Newburgh Junction, N. Y.	N. Y., L. E. & W.	12.60
New Castle and New Castle Junction (n. o.), Pa.	5	8156	New Castle Junction (n. o.), New Castle, Pa.	Pittsburgh and Lake Erie...	3.05
New Castle and New Castle Junction (n. o.), Pa.	5	48125 (part)	Allegheny, New Castle, Pa.	Pittsburgh and Western.....	8.80
Newfield and Atlantic City, N. J.	2	7019	Newfield, Atlantic City, N. J.	West Jersey.....	34.71
New Galilee, Pa., and Rogers, Ohio.	5	21093	New Galilee, Pa., Rogers, Ohio.	New York, Pittsburgh and Chicago.	14.11
New Madrid and Paw Paw, Mo.	7	28052	New Madrid, Paw Paw, Mo.	Texas and St. Louis.....	6.14
Newport News and Fortress Monroe, Va.	3	11031	Newport News, Fortress Monroe, Va.	Chesapeake and Ohio.....	10.75
New Richmond Junction (n. o.) and New Richmond, Ohio.	5	21085	New Richmond Junction (n. o.), New Richmond, Ohio.	Cincinnati and Eastern.....	14.66
New Rochelle and Harlem River, N. Y.	2	6109	New Rochelle, Harlem River, N. Y.	N. Y., N. H. and H.	12.13
New Salisbury and Corydon, Ind.	5	22035	New Salisbury, Corydon, Ind.	Louisville, New Albany and Corydon.	8.39
New Sharon and Newton, Iowa.	6	27091	New Sharon, Newton, Iowa.	Central Iowa.....	33.66

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
4,708	12	4	July 1, 1885	82	.....	
2,379	12	4	Feb. 11, 1885	86	.....	
2,005	12	10	July 1, 1884	202	.....	
8,864	12	8	July 1, 1884	98	.....	
8,138	6	4	July 1, 1885	341	.....	<sup>1</sup> Balance of route (126.11 miles) covered by Kane and Callery R. P. O. (See Table A*.)
6,542	6	18	July 1, 1885	54	.....	
37,635	12	14	July 1, 1885	113	.....	
6,348	12	8	July 1, 1883	144	6	Supplied by Mount Zion, Iowa, and by Des Moines and Keokuk, Iowa, R. P. O.
21,916	6	12	July 1, 1884	41	6	Supplied by Escanaba, Mich., and by Ishpeming, Mich., and Fort Howard, Wis., R. P. O.
10,166	6	4	May 1, 1885	24	6	Supplied by Saint Paul, Minn., and Elroy, Wis., R. P. O. Connects at Necedah, Wis., with Necedah and New Lisbon, Wis., pouch service.
15,975	12	8	July 1, 1883	115	6	Supplied by New Lisbon, Wis., and by Chicago, Ill., and Minneapolis, Minn., R. P. O. Connects at Necedah, Wis., with Necedah and Necedah Junction, Wis., pouch service.
12,576	6	18	July 2, 1883	131	.....	Connects at Neelysville with Saint Louis and Texarkana R. P. O.
19,418	12	8	July 1, 1883	193	6	Supplied by Merrillton, Wis., and by Saint Paul, Minn., and Elroy, Wis., R. P. O. Connects at Merrillton, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O.
19,356	6	14	July 1, 1886	.....	.....	Connects at Nephi with Salt Lake and Oasle, Utah R. P. O.
33,711	14	16	July 1, 1882	638	.....	Connects at Colfax with Ogden, Utah, and San Francisco, Cal. Pouches also exchanged with Sacramento, Cal.
72,270	21	18	July 1, 1884	946	.....	<sup>2</sup> Balance of route, 105.47 miles, covered by the Grafton and Chicago R. P. O. (See Table A*.)
15,875	12	20	July 1, 1885	89	.....	
27,886	18	6	July 1, 1885	66	.....	New Bedford exchanges pouches with Fall River.
<sup>3</sup> 5,148	18	6	.....	.....	.....	New Britain exchanges pouches with Boston, Springfield and New York R. P. O.; day and short runs.
10,717	12	12	July 1, 1885	75	.....	<sup>4</sup> 286 days, from August 1, 1885.
47,801	24	30	July 1, 1885	718	.....	
16,889	6	18	July 1, 1883	91	6	Supplied by Grinnell, Iowa, and State Centre, Iowa. Connects at Newburgh, Iowa, with Mason City and Albia, Iowa, R. P. O., and at State Centre, Iowa, with Cedar Rapids and Council Bluffs, Iowa, R. P. O. Connects at Capron, Iowa, with Marion and Council Bluffs, Iowa, R. P. O.
31,550	24	28	July 1, 1885	237	.....	
5,728	18	6	July 1, 1885	370	.....	
11,018	12	6	July 1, 1885	659	.....	<sup>4</sup> Balance of route, 58.10 miles, covered by Pittsburgh and Akron R. P. O. (See Table A*.)
21,728	6	10	July 1, 1885	72	.....	
8,833	6	10	July 1, 1884	78	.....	
8,964	14	8	July 1, 1883	86	.....	Connects at Paw Paw with Cairo and Texarkana R. P. O., and at New Madrid with Cairo and Elmot R. P. O. River Line.
13,459	12	22	July 1, 1885	546	.....	Connects at Newport News with Norfolk, Newport News and Richmond R. P. O., and at Fortress Monroe with Cape Charles and Norfolk R. P. O.
4,574	12	10	July 1, 1884	104	.....	<sup>1</sup> Formerly covered by Cincinnati and New Richmond R. P. O.
15,211	<sup>6</sup> 13	<sup>9</sup> 20	July 1, 1885	2,407	.....	<sup>2</sup> R. P. O. service discontinued March 31, 1886.
5,252	6	10	Dec. 20, 1883	105	.....	<sup>3</sup> One round trip Sundays.
21,071	6	28	July 2, 1883	120	1 6	<sup>4</sup> Except Sundays.
						Supplied by initial and terminal offices, and by Mason City and Albia, Iowa, R. P. O. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with Newton and Monroe, Iowa, pouch service.



TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Newton and Monroe, Iowa.....	6	27036	Newton, Monroe, Iowa.....	Chicago, Rock Island and Pacific.	17.91
Newton Junction, N. H., and Merrimac, Mass.	1	3015	Newton Junction, N. H., Merrimac, Mass.	Boston and Maine R. R.....	4.85
Newtown and Philadelphia, Pa.	2	8117	Philadelphia, Newtown, Pa....	Phila., Newtown and N. Y ..	23.28
Niles and Alliance, Ohio .....	5	21086	Alliance, Niles, Ohio .....	Alliance, Niles and Ashtabula	27.93
Niles Junction (n. o.) and San José, Cal.	8	46029	Niles Junction, San José, Cal....	Central Pacific R. R.....	18.37
<sup>1</sup> Niles, Mich., and South Bend, Ind.	9	21012	Niles, Mich., South Bend, Ind....	Michigan Central.....	12.43
Norfolk and Virginia Beach, Va.	3	11035	Norfolk, Virginia Beach, Va....	Norfolk and Virginia Beach R. R. and Improvement Company.	18.80
Norristown and Philadelphia, Pa.	2	8005	Philadelphia, Norristown, Pa..	Phila. and Reading .....	10.21
North Abington and Hanover, Mass.	1	3670	North Abington, Hanover, Mass.	Hanover Branch R. R.....	8.28
North Attleborough and Attleborough, Mass.	1	3161	Attleborough, North Attleborough, Mass.	Boston and Providence R. R ..	4.08
North Bennington and Bennington, Vt.	1	2015 (part)	Rutland, Bennington, Vt .....	Bennington and Rutland R. R.	4.78
North Billerica and Somerville Station (n. o.), Mass.	1	3019	Somerville Station (n. o.), North Billerica, Mass.	Boston and Lowell R. R.....	(?) *19.70
North Brookfield and East Brookfield, Mass.	1	3031	North Brookfield, East Brookfield, Mass.	Boston and Albany R. R .....	4.52
North Clarendon and Cherry Grove, Pa.	2	8148	North Clarendon, Cherry Grove, Pa.	Warren and Farnsworth Valley.	10.47
North Grafton Station (n. o.) and Grafton, Mass.	1	3034	North Grafton Station (n. o.), Grafton, Mass.	Grafton Centre R. R.....	3.00
North Woodstock and Plymouth, N. H.	1	1022	Plymouth, North Woodstock, N. H.	Boston, Concord and Montreal R. R.	21.06
Norton's Mills and Island Pond, Vt.	1	7	Portland, Me., Norton's Mills, Vt.	Grand Trunk R. R .....	16.02
Nunda Junction and Olean, N. Y.	2	6059	Olean, Nunda Junction, N. Y ..	Lackawanna and Pittsburgh ..	70.33
Nutt (n. o.) and Lake Valley, N. M.	7	39008	Nutt Station (n. o.), Lake Valley, N. M.	Atchison, Topeka and Santa Fe.	13.73
Ocean City and Berlin, Md .....	2	10009	Salisbury, Ocean City, Md .....	Wicomico and Pocomoke .....	*7.19
O'Fallen Depot and Belleville, Ill.	6	23031 (part.)	Belleville, O'Fallen Depot, Ill ..	Louisville and Nashville.....	7.34
Ogdensburgh and De Kalb Junction, N. Y.	2	6036 (part)	Rome, Ogdensburgh, N. Y .....	Rome, Wat. and Ogdens.....	*19.55
Olean, N. Y., and Bradford, Pa.	2	8121	Bradford, Pa., Olean, N. Y.....	Buffalo, New York and Philadelphia.	23.68

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
22,423	12	14	July 1, 1883	95	2 0	Supplied by initial and terminal offices. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with New Sharon and Newton, Iowa, pouch service. Connects at Monroe, Iowa, with Des Moines and Keokuk, Iowa, R. P. O.
9,108	18	10	July 1, 1885	126	.....	Portland and Boston R. P. O. exchanges pouches with Merrimac and Newton. Boston exchanges pouches with Merrimac and Newton.
43,720	18	30	July 1, 1885	332	.....	Connects at Niles Junction with Sacramento and San Francisco, Cal., R. P. O. Supplied also by San José and San Francisco, Cal.
17,484	6	16	July 1, 1884	111	.....	
24,910	13	32	July 1, 1886	312	.....	
15,502	12	38	July 1, 1884	93	.....	<sup>1</sup> At Niles, Mich., connects Benton Harbor and Anderson, Detroit and Chicago, and Detroit, Three Rivers, and Chicago R. P. O's; at South Bend, Ind., connects Fort Gratiot and Chicago, New York and Chicago, Toledo and Chicago, and South Bend and Terre Haute R. P. O's.
11,768	6	6	July 1, 1885	57	.....	Supplied by closed pouches from Norfolk, Va.
35,516	21	14	July 1, 1885	534	.....	Boston exchanges pouches with Rockland, West Hanover, South Hanover, and Hanover. Additional round trip daily from North Abington to Rockland.
10,365	12	18	July 1, 1885	129	.....	
6,340	21	43	.....	.....	.....	
1,705	36	26	Feb. 11, 1885	8,892	.....	North Attleborough exchanges pouches with Attleborough, Boston and Providence. Attleborough Falls exchanges with Attleborough, Boston and Providence. Plainville exchanges with Boston and Providence.
7,944	.....	.....	Jan. 1, 1886	198	.....	Bennington exchanges pouches with North Bennington, Rutland, Boston, and Troy R. P. O's; Essex Junction and Boston, Rutland, Bennington and Troy, and Saint Albans and North Bennington R. P. O's, Albany and Troy.
12,274	12	34	.....	.....	.....	Boston exchanges pouches with Arlington, Arlington Heights, Bedford, Lexington, East Lexington, South Billerica, Billerica, and North Billerica, with one extra round trip daily to Lexington.
12,732	27	12	July 1, 1885	199	.....	<sup>2</sup> July 1, 1885, to January 1, 1886, 12.57 miles.
13,108	12	8	July 1, 1885	74	.....	<sup>3</sup> January 1, 1886, to July 1, 1886, 19.76 miles. Route extended from Bedford to North Billerica, Jan. 1, 1886.
110,490	30	24	July 1, 1885	199	.....	North Brookfield exchanges with East Brookfield, and Boston and Albany R. P. O.
13,183	6	28	July 1, 1885	117	.....	Boston and Albany R. P. O. exchanges pouches with Grafton and North Grafton. Worcester exchanges with Grafton and North Grafton. Boston, Springfield, New York R. P. O. exchanges with Grafton and North Grafton.
20,037	12	16	July 1, 1885	1,963	.....	<sup>4</sup> 283 days, from August 5, 1885.
88,053	12	26	July 1, 1885	130	.....	Lancaster and Boston exchanges pouches with Blair, Campton, West Campton, Campton Village, West Thornton, Woodstock and North Woodstock. Plymouth exchanges with Campton Village.
10,023	7	2	July 1, 1886	153	.....	Island Pond exchanges pouches with Norton's Mills, Newport, Richmond and Springfield R. P. O.; Montreal and the Canadian R. P. O. Portland and Island Pond R. P. O. exchanges with Montreal and Canadian R. P. O.
4,501	0	2	July 1, 1885	133	.....	Connects at Nutt with Rineon and Densing R. P. O.
4,595	6	4	Aug. 1, 1883	41	0 0	
36,715	18	12	July 1, 1885	2,238	.....	<sup>5</sup> Balance of route (23.86 miles) covered by Berlin and Salisbury R. P. O. (See Table A*.)
29,647	12	21	July 1, 1885	136	.....	Connects at O'Fallen, Depot, Ill., with Cincinnati, Ohio, and Saint Louis, Mo., R. P. O., and at Belleville, Ill., with Evansville, Ind., and Saint Louis, Mo.; Louisville, Ky., and Saint Louis, Mo., and with Saint Louis, Mo., and Eldorado, Ill., R. P. O's.
						<sup>6</sup> Balance of route (122.72 miles) covered by Norwood and Rome R. P. O. (See Table A*.)

TABLE C.—Statement of mail services performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Oliver Springs and Hannicutt, Tenn.	5	18022	Hannicutt, Oliver Springs, Tenn.	Walden's Ridge .....	18.06
Olympia and Tenino, Wash.	8	43003	Olympia, Tenino, Wash.	Olympia and Chehalis Valley R. R.	16.05
Onalaska and La Crosse, Wis.	6	25013	Onalaska, La Crosse, Wis.	Chicago and Northwestern.	8.11
Orange C. H. and Gordonsville, Va.	8	11025	Orange C. H., Gordonsville, Va.	Virginia Midland .....	9.42
Oronogo and Joplin, Mo.	7	128054 (part)	Oronogo, Mo., Galena, Kans.	Saint Louis and San Francisco.	31
Orrville and Marysville, Cal.	8	46009	Marysville, Orrville, Cal.	California Northern R. R.	27.50
Osawatomie and Ottawa, Kans.	7	33033	Osawatomie, Ottawa, Kans.	Missouri Pacific .....	21.40
Osceola Mills and Ramey, Pa.	2	8009	Osceola Mills, Ramey, Pa.	Pennsylvania .....	9.04
Owl Run and Warrenton, Va.	3	11024	Owl Run, Warrenton, Va.	Virginia Midland .....	9.25
Oxford and Peters Creek, Pa.	2	8094	Oxford, Peters Creek, Pa.	Peach Bottom .....	19.12
Palouse Junction (n.o.), Wash., and Moscow, Idaho.	8	43006	Palouse Junction, Wash., Moscow, Idaho.	Columbia and Palouse R. R.	117.30
Park River and Laramore, Dak.	6	35006 (part)	Everest, Park River, Dak.	Saint Paul, Minneapolis and Manitoba.	36.47
Palisade and Eureka, Nev.	8	45002	Palisade, Eureka, Nev.	Eureka and Palisade R. R.	90.85
Paris and Lexington, Ky.	5	20002 (part)	Corvinton, Lexington, Ky.	Kentucky Central .....	18.86
Pasco Junction (n.o.) and North Yakima, Wash.	8	43011	Pasco Junction, North Yakima, Wash.	Northern Pacific R. R.	90.16
Pasadena and Los Angeles, Cal.	8	46046	Los Angeles, Pasadena, Cal.	Los Angeles and San Gabriel Valley R. R.	11.81
Paterson and Newark, N. J.	2	7030	Newark, Paterson, N. J.	N. Y., L. E. and W.	12.90
Pelican Rapids and Fergus Falls, Minn.	6	26043	Fergus Falls, Pelican Rapids, Minn.	St. Paul, Minneapolis and Manitoba.	22.76
Pemberton and Brooksville, Fla.	4	16023 (part)	Leesburgh, Brooksville, Fla.	Fla. Southern Rwy .....	10.50
Pennaborough and Ritchie C. H., W. Va.	3	12004	Pennaborough, Ritchie C. H., W. Va.	Pennaborough and Harrisville and Ritchie Co. Rwy.	9.09
Pensacola and Millview, Fla.	4	16005	Pensacola, Millview, Fla.	Pensacola and Perdido R. R.	10.25
Perry and Silver Springs, N. Y.	2	6070	Silver Springs, Perry, N. Y.	Silver Lake .....	7.81
Petaluma and Lakeville, Cal.	8	46004	Petaluma, Lakeville, Cal.	San Francisco and North Pacific R. R.	7.02
Peters and Oakdale, Cal.	8	46035	Peters, Oakdale, Cal.	Stockton and Copperopolis R. R.	19.13
Petersburgh and City Point, Va.	3	11010	Petersburgh, City Point, Va.	Norfolk and Western .....	10.47
Philadelphia and Chestnut Hill R. R. Station, Pa.	2	8160	Philadelphia, Chestnut Hill R. R. Station, Pa.	Phila., Germantown and C. H.	11.86
Phoenixville and Uwchland, Pa.	2	8066	Phoenixville, Uwchland, Pa.	Phila. and Reading .....	11.28
Phoenixville and West Chester, Pa.	2	8048	West Chester, Phoenixville, Pa.	Penna. ....	18.42
Pike and Crivitz, Wis.	6	25016 (part)	Milwaukee, Pike, Wis.	Wisconsin and Michigan.	19.90
Pine Bush and Middletown, N. Y.	2	6092	Middletown, Pine Bush, N. Y.	N. Y., L. E. and W. (Middletown and Crawford Branch).	13.74
Pittsburgh and Castle Shannon, Pa.	2	8096	Pittsburgh, Castle Shannon, Pa.	Pitta. and Castle Shannon.	6.02

parts of railroads over which no railway post-offices run, in operation, &amp;c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
22,611	12	8	July 1, 1884	39		
11,716	7	6	July 1, 1886	357		Connects with Tacoma, Wash., and Portland, Oreg., R. P. O., at Tenino.
21,999	26	12	July 1, 1883	309	0 6	Connects at Onalaska, Wis., with Chicago, Ill., and Winona, Minn., R. P. O., and at La Crosse, Wis., with lines centering there.
5,896	6	12	July 1, 1885	80		Connects at Orange C. H. with Fredericksburgh and Orange C. H., and Washington and Charlotte R. P. O.'s, and at Gordonsville with Richmond and Clifton Forge R. P. O.
16,030	14	10	July 1, 1883	190		Connects at Oronogo with Saint Louis and Halstead R. P. O., and at Joplin with Fort Scott and Joplin, Kansas City and Joplin, and Girard and Galena R. P. O.'s.
20,075	7	12	July 1, 1880	272		<sup>1</sup> Balance of route 28054 (10 miles) covered by Girard and Galena R. P. O. (See Table A*.)
15,622	7	18	July 1, 1886	200		Connects at Marysville with Tehama and Sacramento, Cal., R. P. O., and supplied by Marysville post-office.
11,318	7	14	July 1, 1885	152		Connects at Osawatimie with Holden and Le Roy R. P. O.; at Ottawa with Kansas City and New Kiowa, Lawrence and Burlington, and Ottawa and Emporia R. P. O.'s.
12,546	13	14	July 1, 1885	283		
11,909	6	20	July 1, 1885	93		Connects at Owl Run with Washington and Charlotte R. P. O.
73,429	6	10	July 1, 1880	420		Connects with Helena, Mont., and Portland, Oreg., R. P. O. at Palouse Junction.
22,830	6	18	July 1, 1886	448	1 6	<sup>2</sup> Balance of route covered by Larimore, Dak., and Breckenridge, Minn., R. P. O. Supplied by initial and terminal offices. Connects at Larimore, Dak., with Crookston, Minn., and Devil's Lake, Dak., and with Larimore, Dak., and Breckenridge, Minn., R. P. O.'s.
28,345	3	3	July 1, 1886	208		Connects at Palisade with Ogden, Utah, and San Francisco, Cal., R. P. O.
35,419	18	20	July 1, 1884	2,460		<sup>3</sup> Balance of route (80 miles) covered by the Cincinnati and Livingston, and Marysville, Pa., and Cincinnati R. P. O.'s.
28,140	3	6	July 1, 1886	200		Connects with Helena, Mont., and Portland, Oreg., R. P. O. at Pasco Junction.
14,786	12	12	July 1, 1886	290		Established March 3, 1886; commenced service March 15. Supplied by Los Angeles, Cal. Connects with Deming, N. Mex., and Los Angeles, Cal., R. P. O., San Francisco and Los Angeles R. P. O., and Los Angeles and Santa Ana R. P. O.
20,605	12	22	July 1, 1885	120		
14,248	6	10	Sept. 1, 1882	101	0 6	Supplied by Fergus Falls, Minn. Connects at Fergus Falls, Minn., with Fargo, Dak., Breckenridge and Saint Paul, Minn., and Modena and Fergus Falls, Minn., R. P. O.'s, and with Fergus Falls, Minn., and Milner, Dak., pouch service.
6,573	6	4	Oct. 21, 1885	706		<sup>4</sup> 30.19 miles shown as Palatka and Tampa R. P. O. (See Table A*.)
11,380	12	2	July 1, 1885	97		Connects at Penneshorough with Grafton and Cincinnati and Grafton and Parkersburgh R. P. O.'s.
6,417	6	2	July 1, 1884	24		
9,152	12	6	July 1, 1885	196		Connects with Cloverdale and San Francisco, Cal., R. P. O. at Petaluma.
4,394	6	2	July 1, 1886	28		Connects at Peters with Milton and Stockton, Cal., R. P. O.
11,975	6	4	July 1, 1886	93		Stockton, Cal. exchanges with Farmington and Oakdale.
6,554	6	4	July 1, 1885	34		Connects at Petersburg with Norfolk and Lynchburgh and Richmond and Wilmington R. P. O.'s, and at City Point with Norfolk and Richmond R. P. O.
45,780	37	738	July 1, 1885	548		<sup>5</sup> Including sacks.
14,123	12	22	July 1, 1885	112		
23,074	12	30	July 1, 1885	175		
12,457	6	6	Mar. 18, 1885	1,066	0 6	<sup>6</sup> Balance of route covered by Green Bay and Milwaukee, Wis., and Menominee, Mich., and Green Bay, Wis., R. P. O.'s. (See Table A*.) Supplied by Crivitz, Wis. Connects at Crivitz, Wis., with Menominee, Mich., and Green Bay, Wis., R. P. O.
17,202	12	12	July 1, 1885	110		
3,766	6	6	July 1, 1885	63		

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Plainview and Chatfield, Minn.	6	28018	Chatfield, Plainview, Minn.	Winona and St. Peter	28.73
Plattsburgh and Au Sable Forks, N. Y.	2	6029	Plattsburgh, Au Sable Forks, N. Y.	Del. and Hud. Canal Co.	23.52
Plattsburgh and Rogersfield, N. Y.	2	6105	Plattsburgh, Rogersfield, N. Y.	Chateaugay	34.67
Pleasantville and Somers Point, N. J.	2	7020	Pleasantville, Somers Point, N. J.	West Jersey	7.31
Point Pleasant and Bay Head Junction, N. J.	5	7003 (part)	Elizabethport, Bay Head Junction, N. J.	New York and Long Branch	11.09
Point Pleasant and C. H. V. and T. Junction (n. o.), Ohio.	2	12010 (part)	Charleston, C. H. V. and T. Junction (n. o.), Ohio.	Kanawha and Ohio	1.50
Poland and Herkimer, N. Y.	2	6119	Herkimer, Poland, N. Y.	Herk., Newport and Poland	17.06
Pomeroy and Landenburgh, Pa.	2	8131	Landenburgh, Pomeroy, Pa.	Pennsylvania	18.54
Poncho Springs and Monarch, Colo.	7	38009	Poncho Springs, Monarch, Colo.	Denver and Rio Grande	15.92
Port Huron and Almont, Mich.	9	24080	Port Huron, Almont, Mich.	Port Huron and North Western	34.52
Port Monmouth and Red Bank, N. J.	2	7049 (part)	Eatontown, Port Monmouth, N. J.	Phila. and Reading	46.58
Prairie du Sac and Mazo Manie, Wis.	6	25039	Mazo Manie, Prairie du Sac, Wis.	Chicago, Milwaukee and St. Paul	10.45
Pratt's Junction and Sterling Junction, Mass.	1	3047	Sterling Junction, Pratt's Junction, Mass.	Old Colony R. R.	4.83
Princeton and Princeton Junction, N. J.	2	7053	Princeton Junction, Princeton, N. J.	Pennsylvania	3.44
Providence and Bristol R. I.	1	4004	Providence, Bristol, R. I.	Providence, Warren and Bristol R. R.	15.35
Readsborough, Vt., and Hoosao Tunnel (n. o.), Mass.	1	2001	Readsborough, Vt., Hoosao Tunnel (n. o.), Mass.	Deerfield River R. R.	11.30
Readville and Dedham, Mass.	1	3073	Readville, Dedham, Mass.	Boston and Providence R. R.	2.22
Rahway and Perth Amboy, N. J.	2	7038	Rahway, Perth Amboy, N. J.	Pennsylvania	7.58
Red Cliff and Malta, Colo.	7	38018	Red Cliff, Malta, Colo.	Denver and Rio Grande	27.00
Redfield and Thurston, Ohio	5	21069	Thurston, Redfield, Ohio	Columbus and Eastern	33.76
Richfield Junction and Richfield Springs, N. Y.	2	6043	Richfield Junction, Richfield Springs, N. Y.	Del., Lack. and Western	22.06
Ridgeland Centre and Lone Rock, Wis.	6	25029	Lone Rock, Ridgeland Centre, Wis.	Chicago, Milwaukee and St. Paul	16.39
Ridgefield and Branchville, Conn.	1	5023	Branchville, Ridgefield, Conn.	Danbury and Norwalk R. R.	4.36
Ripon and Berlin, Wis.	6	25003 (part)	Milwaukee, Berlin, Wis.	Chicago, Milwaukee and St. Paul	13.08
River Falls Junction and Ellsworth, Wis.	6	25033	River Falls Junction (n. o.), Ellsworth, Wis.	Chicago, St. Paul, Minn. and Omaha	24.68
Roaring Springs and Ore Hill, Pa.	2	8163	Roaring Springs, Ore Hill, Pa.	Pennsylvania	3.36
Roberts and Guido, Tex.	7	31042	Roberts, Guido, Tex.	Houston and Texas Central	52.07
Rochelle and Gainesville, Fla.	4	16012 (part)	Palatka, Gainesville, Fla.	Fla. Southern Rwy.	9.70

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
53,855	18	40	July 1, 1883	153	1 0	Supplied by Eyota, Minn., and by Winona and Tracy, Minn., R. P. O.
14,723	6	14	July 1, 1885	179	.....	
21,703	6	8	July 1, 1885	125	.....	
6,864	9	14	July 1, 1885	40	.....	
9,070	18	10	Aug. 5, 1885	4,999	.....	<sup>1</sup> Balance of route (49.10 miles) covered by New York and Point Pleasant R. P. O. (See Table A*.)
1,878	12	16	Feb. 15, 1886	270	.....	Connects at Point Pleasant with Point Pleasant and Charleston R. P. O., and at C. H. V. and T. Junction (n.o.) with Logan and Pomeroy R. P. O.
21,322	12	12	July 1, 1885	219	.....	
11,605	6	6	July 1, 1885	49	.....	
9,968	6	18	July 1, 1886	106	.....	Trains run into Salida, Colo., and connect Denver and Ogden and Leadville and Salida R. P. O's.
43,220	12	18	July 1, 1884	235	.....	<sup>2</sup> At Port Huron, Mich., connects East Saginaw and Port Huron, Fort Gratiot and Chicago, Port Huron and Detroit, and Port Austin and Port Huron R. P. O's.
4,119	6	4	July 1, 1885	425	.....	<sup>3</sup> Balance of route (2.89 miles) covered by Red Bank and Bridge-ton R. P. O. (See Table A*.)
13,083	12	16	July 1, 1883	163	1 0	Supplied by Mazo Manie, Wis., and by Milwaukee and Prairie du Chien, Wis., R. P. O.
9,183	18	23	July 1, 1885	856	.....	Portland and Worcester R. P. O. and Portland and Worcester R. P. O., short run, exchange pouches with Sterling, Pratt's Junction, Leominster, and Fitchburg. Fitchburg exchanges pouches with Worcester and Boston, Springfield and New York R. P. O.
15,074	42	33	July 1, 1885	410	.....	<sup>4</sup> Including sacks.
28,827	18	53	July 1, 1885	629	.....	Providence exchanges pouches with Barrington Centre, Riverside, Warren, Fall River, Nyatt Point, Brownville, Bristol, and Newport. Bristol exchanges with Warren, Boston, Providence, and New York R. P. O. exchanges with Bristol and Warren. Fall River exchanges with Providence and New London R. P. O.; Boston, Springfield, and New York R. P. O. and Warren.
2,599	6	2	Mar. 1, 1886	46	.....	Readsborough exchanges with Boston and Troy R. P. O.
3,474	15	8	.....	.....	.....	Boston exchanges pouches with Dedham and Walnut Hill. Dedham exchanges with Walnut Hill.
14,235	18	12	July 1, 1885	456	.....	
19,710	6	12	July 1, 1886	118	.....	Connects at Malta with Leadville and Salida R. P. O.
21,134	6	16	Feb. 9, 1885	97	.....	
27,619	12	18	July 1, 1885	509	.....	
20,520	12	24	July 1, 1883	283	1 5	Supplied by initial and terminal offices and by Milwaukee and Prairie du Chien, Wis., R. P. O.
8,188	18	6	July 1, 1885	113	.....	Ridgefield exchanges pouches with Danbury and South Norwalk.
10,876	12	14	July 1, 1883	1,425	1 0	<sup>5</sup> Balance of route covered by Oshkosh and Milwaukee, Wis., R. P. O. (See Table A*.) Supplied by Ripon, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Ripon, Wis., with Sheboygan and Princeton, Wis., R. P. O., and at Rush Lake, Wis., with Winneconne and Rush Lake, Wis., pouch service.
30,657	12	16	Jan. 11, 1886	198	6	Supplied by Hudson, Wis. Connects at River Falls Junction, Wis., with Saint Paul, Minn., and Elroy, Wis., R. P. O.
2,103	6	2	July 1, 1885	46	.....	
32,596	6	16	July 1, 1886	775	.....	Connects at Terrell, Tex., with Texarkana and El Paso R. P. O.; at Kaufman, Tex., with Dallas and Kemp R. P. O., and at Guide with Denison and Houston R. P. O., and Guide and Waxahachie closed pouch service.
12,144	12	6	July 1, 1884	333	.....	<sup>6</sup> Balance of route (40.07 miles) covered by the Palatka and Leeburgh R. P. O. (See Table A*.)

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.	Miles of route.
Rockford and Rochelle, Ill.....	6	23057	Rochelle, Rockford, Ill.....	Chicago and Iowa .....	27.76
Rock Island and Cable, Ill.....	6	23059	Rock Island, Cable, Ill.....	Rock Island and Mercer Co... ..	27.28
Rockport Junction (n. o.) and Rockport, Ind.....	5	22084	Rockport, Rockport Junction (n. o.), Ind.....	Louisville, Evansville and St. Louis.....	18.20
Rockport and Salem, Mass.....	1	8003	Salem, Rockport, Mass.....	Eastern R. R.....	19.60
Rocky Mount and Tarborough, N. C.....	3	13015	Rocky Mount, Tarborough, N. C.....	Wilmington and Weldon .....	17.80
Rogers and Bentonville, Ark ..	7	29018	Rogers, Bentonville, Ark .....	Bentonville .....	7.05
Rome and Clinton, N. Y .....	2	6051	Clinton, Rome, N. Y .....	Del. and Hud. Canal Co .....	12.19
Roswell and Chamblee, Ga.....	4	15035	Roswell Junction (n. o.), and Roswell, Ga.....	Roswell R. R.....	10.87
Russellville and Adairsville, Ky	5	20014 (part)	Owensborough, Adairsville, Ky	Owensborough and Nashville.....	12.50
Sabula and Clinton, Iowa.....	6	27012 (part)	Clinton, Iowa, La Crosse, Wis..	Chicago, Milwaukee and St. Paul.....	16.27
Saint Agnes Station and Catonsville, Md.....	3	10026	Saint Agnes Station, Catonsville, Md.....	Baltimore and Potomac.....	2.53
Saint Augustine and Tocoi....	4	16004	West Tocoi, Saint Augustine, Fla.....	St. John's R. R.....	12.50
Saint Clair and Lenox, Mich.*	9	24037	Saint Clair, Lenox, Mich .....	Michigan Central.....	16.00
Saint Clairsville and Steel, Ohio.*	5	21056	Saint Clairsville, Steel, Ohio ..	St. Clairsville.....	7.28
Saint Hilaire and Crookston, Minn.....	6	26050	Crookston, Saint Hilaire, Minn	St. Paul, Minneapolis and Manitoba.....	28.73
Saint Ignace and Marquette, Mich.*	9	24051	Saint Ignace, Marquette, Mich ..	Detroit, Mackinac and Marquette.....	151.37
Saint Louis and Florissant, Mo.....	7	28031	Saint Louis, Florissant, Mo.....	St. L., C. and W .....	16.81
Saint Mary's and Minster, Ohio.....	5	21082	Saint Mary's, Minster, Ohio.....	Lake Erie and Western.....	10.06
Saint Paul and Boelus, Nebr....	6	34033	Saint Paul, Boelus, Nebr.....	Omaha and Republican Valley.....	18.92
Saint Peter's and Springfield Station, Pa.....	2	8162	Springfield Station, Saint Peter's, Pa.....	Wilm. and Northern .....	7
Salisbury and Glasgow, Mo.....	7	28025	Salisbury, Glasgow, Mo .....	Wabash, St. Louis and Pacific.....	15.61
Salt Lake and Stockton, Utah.....	8	41005	Salt Lake City, Stockton, Utah	Utah and Nevada Rwy .....	40.50
San Anselmo (n. o.) and San Quentin, Cal.....	8	46025	San Anselmo, San Quentin, Cal.....	North Pacific Coast R. R.....	6.25
San Antonio and Floresville, Tex.....	7	31038	San Antonio, Floresville, Tex..	San Antonio and Aransas Pass.....	32.50
Sand Beach and Palm Station, Mich.*	9	24061	Sand Beach, Palm Station, Mich.....	Port Huron and North Western.....	18.83
Sandersville and Tennesse, Ga.....	4	15027	Sandersville, Tennesse, Ga .....	Sandersville and Tennesse R. R.....	3.50
Sandy and Bingham Canyon, Utah.....	8	41004	Sandy, Bingham Canyon, Utah.....	Denver and Rio Grande Rwy ..	17.42
Sanford and Oviedo, Fla .....	4	16010	Sanford, Oviedo, Fla.....	Sanford and Indian River R. R.....	17.83
San Luis Obispo and Los Alamos, Cal.....	8	46040	San Luis Obispo, Los Alamos, Cal.....	Pacific Coast Rwy.....	54.30

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
84,755	12	16	July 1, 1883	204	1 6	Supplied by initial and terminal offices, and by Forrester and Aurora, Ill., R. P. O. Connects at Rockford, Ill., with Chicago, Freeport, Ill., and Dubuque, Iowa, R. P. O., and with Kenosha, Wis., and Rockford, Ill., R. P. O. Connects at Rochelle, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
17,077	6	14	July 1, 1883	149	1 6	Supplied by Rock Island, Ill. Connects with all lines centering at Rock Island, Ill.
30,424	18	16	July 1, 1884	282	.....	
24,651	12	66	July 1, 1885	667	.....	Boston exchanges pouches with Rockport, Gloucester, Magnolia, Manchester, and Beverly Farms; Salem exchanges with Rockport, Gloucester, Magnolia, Manchester, and Beverly Farms; Gloucester exchanges with Rockport, Magnolia, Manchester, Bangor, and Boston, and Boston, Springfield, and New York R. P. O.'s; Manchester exchanges with Bangor and Boston R. P. O. Two additional round trips daily from Salem to Gloucester.
11,142	6	18	July 1, 1884	432	.....	Connects at Rocky Mount with Richmond and Wilmington R. P. O.
9,560	12	4	July 1, 1886	217	.....	Connects at Rogers with Pierce City and Fort Smith R. P. O.
16,518	12	18	July 1, 1885	139	.....	
6,805	6	4	July 1, 1884	70	.....	
8,451	6	8	July 1, 1884	472	.....	<sup>1</sup> Balance of route (72.40 miles) covered by the Owensborough and Russellville R. P. O. (See Table A*.)
30,555	18	12	July 1, 1883	2,442	1 0	<sup>2</sup> Balance of route covered by La Crosse, Wis., and Dubuque, Iowa, and Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.'s. (See Table A*.) Supplied by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, and by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.'s. Connects at Clinton, Iowa, with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O., Clinton and Iowa City, Iowa, R. P. O., and Clinton and Anamosa, Iowa, R. P. O.
4,920	12	19	July 1, 1885	84	.....	Supplied by closed pouches from Baltimore, Md.
23,162	12	6	Dec. 17, 1884	274	.....	Service discontinued July 2, 1886.
20,032	12	12	July 1, 1884	274	.....	<sup>3</sup> At Lenox, Mich., connects Port Huron and Detroit R. P. O.
9,192	12	12	July 1, 1884	180	.....	<sup>4</sup> Formerly Saint Clairville and Shields. Curtailed at Steel, Ohio—decrease distance, 0.11 mile, January 23, 1886.
8,902	3	4	Sept. 15, 1883	29	0 6	Supplied by Crookston, Minn. Connects at Crookston, Minn., with Boundary Line and Saint Paul, Minn., and with Crookston, Minn., and Devil's Lake, Dak., R. P. O.'s.
94,758	6	30	July 1, 1884	157	.....	<sup>5</sup> At Saint Ignace, Mich., connects with Mackinaw City and Detroit, and Mackinaw City and Grand Rapids R. P. O.'s. At Marquette, Mich., connects Marquette and Houghton R. P. O.
10,210	6	6	July 1, 1883	66	.....	All offices on line exchange pouches with Saint Louis, Mo.
12,566	12	6	July 1, 1884	67	.....	
11,844	6	6	July 1, 1886	88	0 6	Supplied by Saint Paul, Nebr., and by North Loup and Grand Island, Nebr., R. P. O.
8,764	12	8	July 1, 1885	46	.....	
9,771	6	12	July 1, 1883	35	.....	Connects at Salisbury with Saint Louis, Moberly and Kansas City R. P. O.'s; at Glasgow, Mo., with Saint Louis, Louisiana and Kansas City R. P. O.
25,353	6	10	July 1, 1886	131	.....	Supplied by Salt Lake City, Utah.
12,888	10	12	July 1, 1886	139	.....	Connects at San Anselmo with Austin and San Francisco, Cal. Pouches also exchanged with San Francisco.
20,971	6	12	July 1, 1886	117	.....	Connects at San Antonio with Palestine and Laredo, Denison and San Antonio, and Houston and Del Rio R. P. O.'s.
23,576	12	12	July 1, 1884	163	.....	<sup>6</sup> At Palm Station connects Port Austin and Port Huron R. P. O.
4,852	12	4	July 1, 1884	167	.....	
12,717	7	4	July 1, 1886	64	.....	Supplied by Salt Lake City, Utah.
11,036	6	4	Mar. 15, 1886	38	.....	
28,992	6	8	July 1, 1886	295	.....	Supplied by initial and terminal offices. Connects at San Luis Obispo with San Luis Obispo and Port Harford R. R.



TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
San Luis Obispo and Port Harford, Cal.	8	40041	San Luis Obispo, Port Harford, Cal.	Pacific Coast Rwy.....	11.80
Santa Cruz and Pajaro, Cal. ....	8	40021	Santa Cruz, Pajaro, Cal. ....	Santa Cruz R. R. ....	22.20
Santa Fé and Lamy, N. Mex. ....	7	39001	Santa Fé, Lamy, N. Mex. ....	Atch., Top. and Santa Fé ....	18.70
Saxonville and Natic, Mass. ....	1	3032	Natick, Saxonville, Mass. ....	Boston and Albany R. R. ....	3.94
Saybrook Junction and Saybrook Point, Conn.	1	5015	Hartford, Saybrook Point, Conn.	Hartford and Connecticut Valley R. R.	1.66
Schenectady and Quaker Street, N. Y.	2	6030	Quaker Street, Schenectady, N. Y.	Del. and Hud. Canal Co. ....	15.46
Schoharie and Middleburgh, N. Y.	2	6055	Schoharie, Middleburgh, N. Y.	Schoharie and Middleburgh ..	5.95
Schoharie Junction and Schoharie, N. Y.	2	6056	Schoharie Junction, Schoharie, N. Y.	Schoharie Valley .....	4.50
Schriever and Houma, La. ....	4	30004	Schriever, Houma, La. ....	Morgan's La. and Tex. R. R. and S. S. Co.	15.85
Schriever and Thibodeaux, La. ....	4	30009	Schriever, Thibodeaux, La. ....	Morgan's La. and Tex. R. R. and S. S. Co.	6.26
Schuylerville and Saratoga Springs, N. Y.	2	6077	Saratoga Springs, Schuylerville, N. Y.	Bos., H. T. and W. ....	13.02
Schuylerville Junction and Mechanicsville, N. Y.	2	6121	Mechanicsville, Schuylerville Junction, N. Y.	Bos., H. T. and W. ....	15.18
Scranton and Wilks Barre, Pa. ....	2	8079	Wilks Barre, Scranton, Pa. ....	Cent. R. R. of N. J. ....	19.82
Sea Isle Junction and Sea Isle City, N. J.	2	7090	Sea Isle Junction, Sea Isle City, N. J.	West Jersey .....	5.08
Seattle and Newcastle, Wash. ....	8	43002	Seattle, Newcastle, Wash. ....	Columbia and Puget Sound R. R.	20.28
Seligman, Mo., and Eureka Springs, Ark.	7	29013	Seligman, Mo., Eureka Springs, Ark.	Eureka Springs.....	19.26
Selma and Martin's, Ala. ....	4	17022	Selma, Martin's Station, Ala. ....	New Orleans and Selma R. R.	21.00
Shaw and Mineville, W. Va. ....	3	12007 (part)	Piedmont, Mineville, W. Va. ....	West Virginia Central and Pittsburgh.	2.63
Sheffield and Sheffield Junction, Pa.	2	8105	Sheffield, Sheffield Junction, Pa.	Tionesta Valley .....	12.73
Shenandoah and Mahanoy Plane, Pa.	2	8119	Shenandoah, Mahanoy Plane, Pa.	Philadelphia and Reading ....	6.92
Shumway and Altamont, Ill. ....	6	23066 (part)	Chicago, Altamont, Ill. ....	Wabash, Saint Louis and Pacific.	10.63
Sidney and Champaign, Ill. ....	6	23065	Sidney, Champaign, Ill. ....	Wabash, Saint Louis and Pacific.	12.20
Silver City and Deming, N. Mex.	7	39006	Silver City, Deming, N. Mex. ..	Silver City, Deming and Pacific.	47.70
Sioux Falls and Salem, Dak. ....	6	26020 (part)	Worthington, Minn., Salem, Dak.	Chicago, Saint Paul, Minn., and Omaha.	39.65
Skaneateles Junction and Skaneateles, N. Y.	2	6060	Skaneateles Junction, Skaneateles, N. Y.	Skaneateles .....	5.18
Sleepy Eye and Redwood Falls, Minn.	6	26016	Sleepy Eye, Redwood Falls, Minn.	Chicago and North Western..	26.63
Sligo and Lawsonham, Pa. ....	2	8093	Lawsonham, Sligo, Pa. ....	Allegheny Valley .....	16.79
Smithsfield and Goldsborough, N. C.	3	13021	Smithsfield, Goldsborough, N. C.	Atlantic and North Carolina..	22.65
Smithton and Okolona, Ark. ....	7	29017	Smithton, Okolona, Ark. ....	S. W. Ark. and Ind. Ter. ....	14.56

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
7,387	6	4	July 1, 1886	27	.....	Supplied by initial and terminal offices. Connects at San Luis Obispo with San Luis Obispo and Los Alamos R. R.
16,206	7	16	July 1, 1886	134	.....	Connects at Pajaro with San Francisco and Soledad, Cal., R. P. O., and at Santa Cruz with San Francisco and Santa Cruz R. P. O.
27,302	14	6	July 1, 1886	483	.....	Connects at Lamy, N. Mex., with La Junta and Albuquerque R. P. O.
4,932	12	4	July 1, 1885	63	.....	Saxonville exchanges with Natick.
3,117	18	12	July 1, 1885	2,079	.....	Saybrook Point exchanges pouches with Hartford and Saybrook, and New London and New Haven R. P. O's.
24,195	15	12	July 1, 1885	113	.....	
11,174	18	12	July 1, 1885	210	.....	
8,451	18	14	July 1, 1885	389	.....	
11,571	7	4	July 1, 1886	149	.....	
4,643	7	2	July 1, 1886	209	.....	
16,201	12	8	July 1, 1885	112	.....	
19,005	12	8	July 1, 1885	126	.....	
30,236	15	20	July 1, 1885	160	.....	
6,360	12	10	July 1, 1885	43	.....	
19,630	6	10	July 1, 1886	126	.....	Six round trips over the whole line, and seven trips per week additional, between Black River Junction (n. o.) and Seattle (9.5 miles). Connects at Seattle with Sehome and Seattle R. P. O. (steamboat line), and at Black River Junction with Black River Junction and Stuck Junction R. R.
28,120	14	20	July 1, 1886	640	.....	Connects at Seligman with Pierce City and Fort Smith R. P. O.
13,146	6	6	July 1, 1884	42	.....	
1,771	6	2	July 1, 1885	124	.....	Connects at Shaw with Piedmont and Davis R. P. O.
7,969	6	4	July 1, 1885	70	.....	
8,664	12	8	July 1, 1885	205	.....	
6,592	6	4	July 1, 1883	834	0 6	<sup>1</sup> Balance of route covered by Chicago, Decatur, Ill., and Saint Louis, Mo., R. P. O., and Bement and Effingham, Ill., R. P. O. (See Table A.) Connects at Altamont, Ill., with Pittsburgh, Pa., and Saint Louis, Mo., R. P. O., and at Shumway, Ill., with Bement and Effingham, Ill., R. P. O.
15,274	12	8	May 17, 1885	83	0 6	Connects at Sidney, Ill., with Toledo, Ohio, and Saint Louis, Mo., and La Fayette, Ind., and Quincy, Ill., R. P. O's. Connects at Champaign, Ill., with Champaign and Havana, Ill.; Indianapolis, Ind., and Peoria, Ill., and with Chicago and Centralia, Ill., R. P. O's.
34,821	7	18	July 1, 1886	848	.....	Connects at Deming with Deming and Los Angeles, and Rincon and Deming R. P. O's, and El Paso and Deming closed-pouch service.
24,821	6	10	July 1, 1883	294	1 0	<sup>2</sup> Balance of route covered by Worthington and Sioux Falls, Dak., R. P. O. (See Table A.) Supplied by initial and terminal offices. Connects at Sioux Falls, Dak., with Worthington, Minn., and Sioux Falls, Dak., and with Sioux Falls, Dak., and Sioux City, Iowa, R. P. O., and with Egan and Sioux Falls, Dak., pouch service. Connects at Salem, Dak., with Columbia, Dak., and Hawarden, Iowa, R. P. O.
12,971	24	18	July 1, 1885	268	.....	
33,341	12	12	July 1, 1883	167	0 6	Supplied by Sleepy Eye, Minn., and by Winona and Tracy, Minn., R. P. O.; connects at Redwood Falls, Minn., with Minneapolis, Minn., and Watertown, Dak., R. P. O.
6,775	6	4	July 1, 1885	42	.....	
14,158	6	6	July 1, 1885	509	.....	Connects at Goldsborough with Goldsborough and Morehead City, Goldsborough and Greensborough and Richmond and Wilmington R. P. O's.
9,127	6	6	July 1, 1886	41	.....	Connects at Smithton with Saint Louis and Texarkana R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Snow Shoe and Milesburgh, Pa.	2	8083	Belleville, Snow Shoe, Pa.	Penna.	19.13
Socorro and Magdalena, N. Mex.	7	38010	Socorro, Magdalena, N. Mex.	Atch., Top. and Santa Fe	27.65
Somerset Junction and Indianola, Iowa.	6	27015 (part)	Des Moines, Indianola, Iowa.	Chicago, Rock Island and Pacific.	26.73
Somerville and Flemington, N. J.	2	7002	Somerville, Flemington, N. J.	Cent. R. R. of N. J.	16.01
Somerville and Moscow, Tenn.	5	19019	Moscow, Somerville, Tenn.	Memphis and Charleston	13.49
South Abington and Bridgewater, Mass.	1	3040	South Abington, Bridgewater, Mass.	Old Colony R. R.	8.13
South Acton Depot (n. o.) and Hudson, Mass.	1	3023	South Acton Depot (n. o.), Hudson, Mass.	Fitchburg R. R.	8.83
South Braintree and Fall River, Mass.	1	3044	South Braintree, Fall River, Mass.	Old Colony R. R.	35.17
South Braintree and Plymouth, Mass.	1	3046	South Braintree, Plymouth, Mass.	Old Colony R. R.	26.52
Southbridge, Mass., and East Thompson, Conn.	1	3052	East Thompson, Conn., Southbridge, Mass.	N. York and N. Eng. R. R.	18.00
South Framingham and Milford, Mass.	1	3028	South Framingham, Milford, Mass.	Boston and Albany R. R.	12.36
Sparkill and Tallman, N. Y.	2	6002	Tallman, Sparkill, N. Y.	N. Y., L. E. and W.	12.11
Spencer and South Spencer, Mass.	1	3066	Spencer, South Spencer, Mass.	Spencer R. R.	2.18
Spofford and Eagle Pass, Tex.	7	31043	Spofford, Eagle Pass, Tex.	G., H. and S. A.	83.47
Spring City and Balta, Tenn.	5	19021	Spring City, Balta, Tenn.	Tennessee Central Rwy.	8.19
Springfield and Xenia, Ohio.	5	21027	Xenia, Springfield, Ohio.	Pittsburgh, Cincinnati and St. Louis.	19.99
Springfield Junction and Mines, Pa.	2	8187	Springfield Junction, Mines, Pa.	Penna.	8.20
Stamford and Hobart, N. Y.	2	6073	Rondout, Hobart, N. Y.	Ulster and Delaware.	4
Stanwood and Tipton, Iowa.	6	27013	Stanwood, Tipton, Iowa.	Chicago and North Western.	8.97
Stapleton and Tottenville, N. Y.	2	6068	Stapleton, Tottenville, N. Y.	Staten Island.	13.95
State Line and Van Deusen, Mass.	1	3071	Van Deusen, State Line, Mass.	Housatonic R. R.	11.12
Stewart Junction and Babylon, N. Y.	2	6112	Stewart Junction, Babylon, N. Y.	Long Island.	21.21
Stewartstown and New Freedom, Pa.	2	8029	Stewartstown, New Freedom, Pa.	Stewartstown.	7.65
Stewartsville and New Harmony, Ind.	5	22041	Stewartsville, New Harmony, Ind.	Peoria, Decatur and Evansville.	7.34
Stillwater and Hastings, Minn.	6	28045	Hastings, Stillwater, Minn.	Chicago, Milwaukee and St. Paul.	26.12

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
23,951	12	12	July 1, 1885	82		<sup>1</sup> Balance of route, 2.70 miles, covered by Lock Haven and Tyrone R. P. O. (See Table A*.)
20,185	7	4	July 1, 1886	110		Connects at Socorro with Albuquerque and El Paso R. P. O.
16,852	24	16	July 1, 1883	551	0 6	<sup>2</sup> Balance of route covered by Des Moines and Winterset, Iowa, R. P. O. (See Table A*.) Connects at Indianola, Iowa, with Des Moines, Iowa, and Saint Joseph, Mo., R. P. O., and at Somerset Junction, Iowa, with Des Moines and Winterset, Iowa, R. P. O.
30,067	18	24	July 1, 1885	212		
8,445	6	14	July 1, 1884	79		
10,178	12	6	July 1, 1885	48		East Bridgewater exchanges pouches with Boston and Wellfleet R. P. O. and Boston.
23,465	27	20	July 1, 1885	225		Boston exchanges pouches with Maynard, Rockbottom and Hudson; Boston and Troy R. P. O. exchanges with Maynard, Rockbottom and Hudson; Essex Junction and Boston R. P. O. exchanges with Maynard, Rockbottom and Hudson; Maynard exchanges with Boston and Greenville R. P. O.
86,212	24	87	July 1, 1885	847		Boston exchanges pouches with Randolph, North Stoughton, North Easton, South Easton, Easton, North Raynham, Taunton, North Dighton, Dighton, Somerset, and Fall River. Taunton exchanges with Berkley, North Dighton, Dighton, Somerset, and Fall River; Fall River exchanges with Steep Brook, Somerset, Dighton, North Dighton, Middleborough, Boston, and Wellfleet and Lowell and Taunton R. P. O's.
49,823	18	71	July 1, 1885	629		Boston exchanges pouches with South Weymouth, Rockland, Haver, West Hanover, South Hanover, Abington, South Abington, South Abington Station, East Bridgewater, Hanson, South Hanson, Halifax, Silver Lake, Kingston, and Plymouth; East Bridgewater exchanges with Boston and Wellfleet R. P. O.
22,536	12	34	July 1, 1885	267		Boston and Hope Junction R. P. O. exchanges with Globe Village, Quinebaug, Southbridge, Webster, and West Dudley. Boston exchanges with Globe Village, Southbridge, Webster and West Dudley. Webster exchanges with Quinebaug and Webster.
23,212	18	46	July 1, 1885	478		South Framingham exchanges pouches with East Holliston, Holliston, Metcalf, Bragville, and Milford. Holliston exchanges with Boston and Boston and Albany R. P. O. Milford exchanges with Boston, Holliston, Worcester, Boston and Albany, Boston, Clinton and Fitchburg, Boston Spring and New York and Lowell and Farmington R. P. O's.
16,414	12	26	July 1, 1885	114		<sup>3</sup> Spencer exchanges pouches with Boston and Albany R. P. O. 304 days from July 11, 1885.
5,301	24	8				Connects at Spofford with Houston and Del Rio R. P. O.
24,433	7	6	July 1, 1886	104		
5,127	6	6	July 1, 1884	44		
50,055	24	14	July 1, 1884	238		
5,133	6	4	July 1, 1885	37		
2,504	6	6	July 1, 1885	1,202		<sup>4</sup> Balance of route, 74.36 miles, covered by Rondout and Stamford R. P. O. (See Table A*.)
11,230	12	14	July 1, 1883	165	6	Connects at Stanwood, Iowa, with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O., and at Tipton, Iowa, with Clinton and Iowa City, Iowa, R. P. O.
26,198	18	50	July 1, 1885	264		
6,901	6	12	July 1, 1886	192		Pittsfield and Bridgeport R. P. O. exchanges pouches with Rockdale Mills, West Stockbridge, State Line, Albany, Boston and Albany, and New York and Chicago R. P. O's.
13,277	6	14	Aug. 25, 1885	266		
9,578	12	8	Feb. 1, 1886	140		
4,505	6	8	July 1, 1884	29		
38,185	14	24	Jan. 1, 1883	219	1 0	Supplied by initial and terminal offices. Connects at Still water, Minn., with Stillwater and Minneapolis, Minn., and Stillwater and Stillwater Junction, Minn., pouch service; connects at Hastings, Minn., with Chicago, Ill., and Minneapolis, Minn., and with Hastings and Cologne, Minn., R. P. O's.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Stillwater and Minneapolis, Minn.	6	26008	Minneapolis, Stillwater, Minn.	St. Paul and Duluth .....	28.01
Stillwater and Stillwater Junction, Minn.	6	26027	Stillwater Junction (n. o.), Stillwater, Minn.	Chicago, St. Paul, Minn. and Omaha.	2.90
Stokesdale Junction and Antrim, Pa.	2	8065 (part)	Corning, N. Y., Antrim, Pa. ....	Fall Brook Coal Co .....	16.43
Stuart and Anaconda, Mont. ...	8	86003	Stuart, Anaconda, Mont. ....	Montana Railway .....	8.69
Stuck Junction (n. o.) and Puyallup Junction (n. o.), Wash.	8	43018	Stuck Junction, Puyallup Junction, Wash.	Northern Pacific and Puget Sound Shore R. R. Co.	7.50
Suffield and Windsor Locks, Conn.	1	5025	Windsor Locks Suffield, Conn.	N. York, N. Haven, and Hartford R. R.	4.90
Suffolk and Whaleyville, Va. ...	3	11037	Suffolk, Whaleyville, Va. ....	Suffolk Lumber Company's Railroad.	13.17
Suisun and Napa Junction (n. o.), Cal.	8	46006	Suisun City, Napa Junction, Cal.	California Pacific R. R. ....	12.01
Summit and Bernardsville, N. J.	2	7036	Summit, Bernardsville, N. J. ...	Del., Lack. and Western .....	14.68
Summit City and Bradford, Pa.	2	8122	Summit City, Bradford, Pa. ....	Buff. N. Y. and Phila. ....	8.97
Suspension Bridge and Buffalo, N. Y.	2	6003	Buffalo, Suspension Bridge, N. Y.	N. Y., L. E. and W. ....	25.69
Suspension Bridge and Niagara Falls, N. Y.	2	6018 (part)	Rochester, Niagara Falls, N. Y.	N. Y. C. and H. E. ....	51.80
Sutherland, Va., and Milton, N. C.	3	11019	Sutherland, Va., Milton, N. C. ...	Richmond and Danville .....	7.28
Suwanee, Ga., and Lawrenceville, Ga.	4	15032	Suwanee, Ga., and Lawrenceville, Ga.	Lawrenceville Branch R. R. ...	10.43
Switz City and Merom Station (n. o.), Ind.	5	22050	Switz City, Merom Station (n. o.), Ind.	Spring, Effingham and South Eastern and Bloomfield Ry. Co's.	31.12
Sylvania and Rocky Ford, Ga. ...	4	15046	Sylvania and Rocky Ford, Ga. ...	Sylvania R. R. ....	14.98
Talbotton, and Paschal, Ga. ...	4	15033	Talbotton, Paschal, Ga. ...	Talbotton R. R. ....	7.20
Talladega and Renfro, Ala. ...	4	17030	Talladega, Renfro, Ala. ....	Talladega and Coosa Valley R. R.	8.16
Tallahassee and St. Mark's, Fla.	4	16013	Tallahassee, St. Mark's, Fla. ...	Fla. Ry. and Nav. Co. ....	21.89
Tarborough and Williamston, N. C.	3	13020	Tarborough, Williamston, N. C. ...	Albemarle and Raleigh .....	33.67
Taunton and New Bedford, Mass.	1	8051	New Bedford, Fitchburg, Mass.	Old Colony R. R. ....	20.91
Taylor's Falls and Wyoming, Minn.	6	26033	Wyoming, Taylor's Falls, Minn.	St. Paul and Duluth .....	20.77
Tennille and Wrightsville, Ga. ...	4	15015	Tennille, Wrightsville, Ga. ....	Wrightsville and Tennille R. R.	16.50
Theresa Junction and Clayton, N. Y.	2	6115	Theresa Junction, Clayton, N. Y.	Rome, Wat. and Og .....	16.25
Thomaston and Whitestone Junction, N. Y.	2	6120	Whitestone Junction, Thomaston, N. Y.	Long Island .....	7.07
Topton and Kutztown, Pa. ....	2	8062	Topton, Kutztown, Pa. ....	Phila. and Reading .....	5.06
Towanda and Barclay, Pa. ....	2	8069	Towanda, Barclay, Pa. ....	Barclay .....	17.85
Tower and Two Harbors, Minn. ...	6	26054	Two Harbors, Tower, Minn. ....	Duluth and Iron Range .....	69.00
Traverse City and Walton, Mich. ...	9	24034	Traverse City, Walton, Mich. ...	Grand Rapids and Indiana ...	28.27
Trenton and Bordentown, N. J.	2	7046	Bordentown, Trenton, N. J. ....	Penn'a. ....	6.08
Trenton Junction and Trenton, N. J.	2	7044	Trenton, Trenton Junction, N. J.	Philadelphia and Reading ...	4.28
Troy and Albany, N. Y. ....	2	6106	Albany, Troy, N. Y. ....	N. Y. C. and H. E. ....	7.50

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
85,068	12	12	July 1, 1883	120	6	Connects at Stillwater, Minn., with Stillwater and Hastings, Minn., and Stillwater and Stillwater Junction, Minn., pouch service; at White Bear Lake, Minn., with Duluth and Saint Paul, Minn., R. P. O., and at Minneapolis, Minn., with all lines centering there.
15,460	88	16	July 1, 1883	349	6	Connects at Stillwater, Minn., with Stillwater and Minneapolis, Minn., and Stillwater and Hastings, Minn., pouch service; connects at Stillwater Junction, Minn., with Saint Paul, Minn., and Elroy, Wis., and with Ashland, Wis., and Saint Paul, Minn., R. P. O's.
20,570	12	14	July 1, 1885	1,423	.....	* Balance of route (34.57 miles) covered by Geneva and Williamsport R. P. O. (See Table A*.)
6,344	7	4	July 1, 1886	158	.....	Connects at Stuart with Butte City, Mont., and Ogden, Utah, R. P. O.
5,475	7	16	July 1, 1886	118	.....	Connects at Puyallup Junction with Carbonado and Tacoma R. R. Established Jan. 26, 1886. Commenced service Feb. 25, 1886; supplied by Tacoma, Wash., and Portland, Oreg., R. P. O.; pouches also exchanged with Tacoma.
12,269	24	8	July 1, 1885	156	.....	Suffield exchanges pouches with Windsor Locks, Hartford and Boston, Springfield and New York R. P. O. short runs.
8,244	6	2	Mar. 9, 1885	28	.....	Supplied by closed pouches from Suffolk, Va.
17,648	13	10	July 1, 1886	244	.....	Connects at Suisun with Ogden, Utah, and San Francisco, Cal., R. P. O., and at Napa Junction with Calistoga and Vallejo Junction, Cal., R. P. O.
18,379	12	24	July 1, 1885	190	.....	
11,230	12	20	July 1, 1885	79	.....	
40,205	15	*50	July 1, 1885	1,522	.....	* Including closed Canada mail.
1,126	6	4	July 1, 1885	3,851	.....	* Balance of route (74.53 miles) covered by Rochester and Suspension Bridge R. P. O. (See Table A*.)
9,089	13	4	July 1, 1885	109	.....	Connects at Sutherland with Richmond and Danville R. P. O.
6,529	6	4	July 1, 1884	79	.....	
19,481	6	22	Not weighed.	.....	.....	
9,884	6	6	May 18, 1885	76	.....	
5,255	7	4	July 1, 1884	95	.....	
5,108	6	2	July 1, 1885	15	.....	
13,703	6	4	July 1, 1884	15	.....	
21,077	6	52	July 1, 1885	148	.....	Connects by steamer at Williamston with Norfolk and Edenton R. P. O., and at Tarborough by W. and W. R. R. with Richmond and Wilmington R. P. O.
52,358	24	41	.....	.....	.....	New Bedford exchanges pouches with Taunton, East Freetown, Providence, Boston, Newport, Boston, Providence and New York, Boston, Springfield and New York, Boston and Wellfleet, and Lowell and Taunton R. P. O's. Taunton exchanges with Freetown and Myrickville.
26,004	12	26	July 1, 1883	256	1 6	Supplied by initial and terminal offices. Connects at Wyoming, Minn., with Duluth and Saint Paul, Minn., R. P. O.
10,229	6	4	May 1, 1885	53	.....	
80,517	18	18	July 1, 1885	218	.....	
11,065	15	38	Aug. 25, 1885	299	.....	
12,670	24	8	July 1, 1885	188	.....	
11,174	6	10	July 1, 1883	76	.....	
48,194	6	2	June 1, 1885	63	6	Supplied by Two Harbors, Minn.
32,890	12	32	July 1, 1884	520	.....	* At Walton, Mich., connects Mackinaw City and Grand Rapids R. P. O.
7,612	12	6	July 1, 1885	343	.....	
2,679	18	10	July 1, 1885	84	.....	
57,670	*75	*354	July 1, 1885	1,161	.....	* 2 round trips on Sundays. * Including sacks.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Troy and Albany Junction, N. Y.	2	6020	Albany Junction, Troy, N. Y.	Del. and Hud. Canal Co.	5.81
Troy and Schenectady, N. Y.	2	6012	Troy, Schenectady, N. Y.	N. Y. C. & Hud. River	22
Turner and Aurora, Ill.	6	23071	Aurora, Turner, Ill.	Chicago, Burl. and Quincy	12.56
Turner's Falls and Greenfield, Mass.	1	3053	Greenfield, Turner's Falls, Mass.	Fitchburgh R. R.	4.87
Turnerville and Colchester, Conn.	1	5020	Turnerville, Colchester, Conn.	Boa. and N. Y. Air-Line Div.	4.20
Two Rivers and Manitowoc, Wis.	6	25018 (part)	Milwaukee, Two Rivers, Wis.	N. Y., N. Hav. and Hart R. R. Milwaukee, Lake Shore and Western.	27.33
University Station and Chapel Hill, N. C.	3	13018	University Station, Chapel Hill, N. C.	Richmond and Danville	11.16
Valley Stream and Far Rockaway, N. Y.	2	6100	Valley Stream, Far Rockaway, N. Y.	Long Island	5.25
Varna and Lacon, Ill.	6	23074	Varna, Lacon, Ill.	Chicago and Alton	10.60
Vesper and Dexterville Junction, Wis.	6	25056	Dexterville, Junction, Vesper, Wis.	Wisconsin, Pittsville and Superior.	20.29
Victoria and Indianola, Tex.	7	481019 (part)	Indianola, Cuero, Tex.	Gulf, Western Tex. and Pacific.	38.74
Vidalia, La., and Troyville, La.	4	30005	Vidalia, La., and Troyville, La.	Natchez, Red River and Texas R. R.	23.60
Vinita and Red Fork, Ind. T.	7	32002	Vinita, Red Fork, Ind. T.	Saint Louis and San Francisco	67.74
Visalia and Goshen (n. o.), Cal.	8	46018	Visalia, Goshen, Cal.	Visalia R. R.	7.33
Volcano Junction and Volcano, W. Va.	3	12003	Volcano Junction, Volcano, W. Va.	Laurel Fork and Sand Hill	7.02
Waco and Gatesville, Tex.	7	31025 (part)	Texarkana, Ark., Gatesville, Tex.	Texas and Saint Louis	46.16
Wabnet and Bartow, Fla.	4	16021	Wabnet, Bartow, Fla.	South Florida R. R.	17.53
Wakefield and Peabody, Mass.	1	3010	Wakefield, Peabody, Mass.	Eastern R. R.	8.02
Warren, R. I., and Fall River, Mass.	1	4005	Warren, R. I., Fall River, Mass.	Providence, Warren and Bristol R. R.	9.14
Wartrace and Shelbyville, Tenn.	5	19020	Wartrace, Shelbyville, Tenn.	Nashville, Chattanooga and Saint Louis	8.36
Warwick and Yuma, Kans.	7	33027	Warwick, Yuma, Kans.	Central Branch Union Pacific	30.86
Washington and Barnett, Ga.	4	15006	Washington, Barnett, Ga.	Georgia R. R.	18.58
Washington and Greenleaf, Kans.	7	33021	Waterville, Washington, Kans.	Central Branch Union Pacific	7.00
Washington and Waynesburgh, N. Y.	2	8114	Washington, Waynesburgh, Pa.	Waynesburgh and Washington.	29.73
Waterbury and Watertown, Conn.	1	5006	Waterbury, Watertown, Conn.	Naugatuck R. R.	6.42
Waterloo and Hudson, Iowa.	6	27069	Hudson, Waterloo, Iowa.	Wisconsin, Iowa and Nebraska	9.19
Waterman and Colton, Cal.	8	46037 (part)	National City, Waterman, Cal.	California Southern R. R.	85.54
Watertown and Brookings, Dak.	6	35014	Brookings, Watertown, Dak.	Chicago and North Western	48.24

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
21,822	30	210	July 1, 1885	1,161		<sup>1</sup> Including sacks.
48,202	21	81	July 1, 1885	747		<sup>2</sup> Including sacks.
7,862	6	10	July 1, 1888	148	0 6	Supplied by initial and terminal offices. Connects at Aurora, Ill., with Chicago and Streator, Ill., R. P. O., and at Turner, Ill., with Chicago, Freeport, Ill., and Dubuque, Iowa, R. P. O. Turner's Falls exchanges pouches with Greenfield, Richmond and Springfield, and Boston and Troy R. P. O's. Greenfield exchanges with Montague City.
9,145	18	24	July 1, 1885	231		Colchester exchanges pouches with Turnerville, New Haven, Willimantic and Willimantic and New Haven R. P. O.
10,516	24	12	July 1, 1885	128		<sup>3</sup> Balance of route covered by Rhinelander and Milwaukee, Wis., R. P. O. (See Table A*.) Connects at Manitowoc, Wis., with Rhinelander and Milwaukee, Wis., R. P. O.
9,177	12	8	July 1, 1885	13,395	0 6	Connects at University Station with Goldsborough and Greensborough R. P. O.
6,986	6	2	July 1, 1885	125		
6,578	12	14	Aug. 25, 1885	134		
13,271	12	8	July 1, 1883	66	0 6	Connects at Varna, Ill., with Dwight and Washington, Ill., R. P. O.
12,701	6	14	Mar. 15, 1884	65	1 0	Supplied by Dexterville, Wis., and by Merrill and Tomah, Wis., R. P. O. Connects at Dexterville, Wis., with Fort Howard, Wis., and Wlona, Minn., R. P. O.
12,126	3	6	July 1, 1886	217		Connects at Victoria with Rosenberg and Cuero R. P. O.
16,632	6	4				<sup>4</sup> Balance of route 31019 (28 miles) covered by Rosenberg and Cuero R. P. O. (See Table A*.)
49,450	7	22	July 1, 1886	168		Connects at Vinita with Hannibal and Denison and Pierce City and Vinita R. P. O's.
14,528	19	12	July 1, 1886	324		Connects at Goshen with the San Francisco and Los Angeles, Cal., R. P. O.
8,789	12	4	July 1, 1885	48		Connects at Volcano Junction with Grafton and Cincinnati and Grafton and Parkersburgh R. P. O's.
33,697	7	30	July 1, 1886	599		Connects at Waco with Bremond and Albany, Denison and San Antonio, and Texarkana and Waco R. P. O's; at McGregor, Tex., with Fort Worth and Galveston R. P. O.
21,948	12	8	Feb. 16, 1885	171		<sup>5</sup> Balance of route 31023 (258.26 miles) covered by Texarkana and Waco R. P. O. (See Table A*.)
10,041	12	8	July 1, 1885	60		Newburyport and Boston exchanges pouches with Lynnfield and Peabody; Boston exchanges with Lynnfield and Peabody.
17,164	18	10	July 1, 1885	290		Fall River exchanges pouches with Warren, Providence, Providence and New London, and Boston, Springfield, and New York R. P. O's.
10,467	12	12	July 1, 1884	253		
22,528	7	22	July 1, 1886	201		Trains run into Concordia, Kans., where connection is made with Atchison and Lenora R. P. O.
13,563	7	4	July 1, 1884	175		
5,110	7	8	July 1, 1886	1,805		Connects at Greenleaf with Atchison and Lenora R. P. O.; at Washington with Table Rock and Concordia R. P. O.
37,222	12	15	July 1, 1885	503		<sup>6</sup> Balance of route 33021 (13.62 miles) covered by Atchison and Lenora R. P. O. (See Table A*.)
8,037	12	16	July 1, 1885	235		Waterbury exchanges pouches with Watertown and Oakville; West Winsted and Bridgeport R. P. O. exchanges with Watertown and Oakville.
5,753	6	4	Oct. 15, 1884	71	0 6	Connects at Hudson, Iowa, with Cedar Falls and Des Moines, Iowa, R. P. O., and at Waterloo, Iowa, with Dubuque and Sioux City, Iowa; Albert Lea, Minn., and Burlington, Iowa, and Saint Paul, Minn., and Waterloo, Iowa, R. P. O's.
62,444	7	30	July 1, 1886	927		Service extended March 2, 1886; commenced March 15, 1886; balance of route (128 miles) covered by Colton and National City R. P. O. (See Table A*.) Connects at Waterman with Albuquerque, N. Mex., and Mojave, Cal., R. P. O.
30,198	6	22	July 1, 1886	242	1 0	Supplied by initial and terminal offices; connects at Watertown, Dak., with Tracy, Minn., and Redfield, Dak.; Minneapolis, Minn., and Watertown, Dak., and Cedar Rapids, Iowa, and Watertown, Dak., R. P. O's. Connects at Brookings, Dak., with Tracy, Minn., and Pierre, Dak., R. P. O.



TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Watertown and Sackett's Harbor, N. Y.	2	6039	Watertown, Sackett's Harbor, N. Y.	Rome, W. and O .....	12.52
Waukon Junction and Waukon, Iowa.	6	27040	Waukon Junction, Waukon, Iowa.	Chicago, Milwaukee and St. Paul.	23.00
Wawa and Chester, Pa. ....	2	8008	Chester, Pa., Port Deposit, Md.	Phila., Wilm. and Balto .....	17.17
Webb City and Joplin, Mo. ....	7	233008 (part)	Kansas City, Webb City, Mo. ....	K. C., Ft. S. and G. ....	6.30
Wellfleet and Provincetown, Mass.	1	3041	Middleborough, Provincetown, Mass.	Old Colony R. R. ....	14.86
Wellington and Cissna Park, Ill.	6	23080	Wellington, Cissna Park, Ill. ....	Chicago and Eastern Illinois ..	12.89
Wellington and Hunnewell, Kans.	7	233005 (part)	Cherry Vale, Hunnewell, Kans.	Southern Kansas .....	17.59
West Brownsville and Uniontown, Pa.	2	8146	West Brownsville, Uniontown, Pa.	Penna. ....	18.80
Weston and Buckhannon, W. Va.	3	12011	Weston, Buckhannon, W. Va. ..	Grafton and Greenbrier .....	16.29
West Wareham and Fairhaven, Mass.	1	3050	Fair Haven, West Wareham, Mass.	Old Colony R. R. ....	15.59
Wetumpka and Elmore, Ala.	4	17024	Elmore, Wetumpka, Ala. ....	South and North Ala. R. R. ....	6.92
Wheeling Junction (n. o.) and Wheeling, W. Va.	5	12005	Wheeling Junction (n. o.), Wheeling, W. Va.	Pittsburgh, Cincinnati and St. Louis.	24.00
White Haven and Upper Lehigh, Pa.	2	8097	White Haven, Upper Lehigh, Pa.	Cent. R. R. of N. J. ....	8.80
White River Junction and Woodstock, Vt.	1	2013	White River Junction, Woodstock, Vt.	Woodstock R. R. ....	14.44
Whitesborough and Gainesville, Tex.	7	231022 (part)	Denison, Gainesville, Tex. ....	Missouri Pacific .....	15.59
Whitestone and Long Island City, N. Y.	2	6094	Long Island City, Whitestone, N. Y.	Long Island .....	11.26
Wildwood and Panasoffkee, Fla.	4	16019	Wildwood, Panasoffkee, Fla. ....	Fla. Rwy. and Nav. Co. ....	8.46
Wilkes Barre and Wanamie, Pa.	2	8101	Wilkes Barre, Wanamie, Pa. ....	Cent. R. R. of N. J. ....	12.46
Williamsburgh and Hollidaysburgh, Pa.	2	8084	Hollidaysburgh, Williamsburgh, Pa.	Penna. ....	14.28
Williamstown and Millersburgh, Pa.	2	8106	Millersburgh, Williamstown, Pa.	Northern Central .....	21.04
Wilmot and Millbank, Dak. ....	6	35009	Millbank, Wilmot, Dak. ....	Chicago, Milwaukee and St. Paul.	17.03
Wilton Junction and Muscatine, Iowa.	6	27090	Wilton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific.	12.73
Winfield and Washington, Iowa.	6	27035 (part)	Burlington, Washington, Iowa.	Burlington and North Western.	18.64
Winifrede Junction and Winifrede, W. Va.	3	12008	Peerless, Winifrede, W. Va. ....	Winifrede .....	4.54
Winneconne and Rush Lake, Wis.	6	25007	Rush Lake, Winneconne, Wis.	Chicago, Milwaukee and St. Paul.	14.42
Woburn and Winchester, Mass.	1	3018	Winchester, Woburn, Mass. ....	Boston and Lowell R. R. ....	2.38

parts of roads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
15,675	12	6	July 1, 1885	157		
14,308	6	8	July 1, 1883	166	0 6	Connects at Waukon Junction, Iowa, with La Crosse, Wis., and Dubuque, Iowa, R. P. O.
8,977	12	12	July 1, 1885	945	.....	<sup>1</sup> Balance of route (51.57 miles) covered by Philadelphia and Port Deposit R. P. O. (See Table A*.)
3,944	6	2	July 1, 1886	2,333	.....	Connects at Webb City with Kansas City and Joplin R. P. O.; at Joplin with Fort Scott and Joplin, Kansas City and Joplin, and Girard and Galena R. P. O's.
						<sup>2</sup> Balance of route 33008, covered by Kansas City and Memphis R. P. O. (99 miles), and Fort Scott and Joplin R. P. O. (76.49 miles). (See Table A*.)
17,978	12	10	July 1, 1885	2,627	.....	Boston and Wellfleet R. P. O. exchanges pouches with Truro, North Truro, South Truro, and Provincetown; Wellfleet exchanges with Provincetown.
8,069	6	16	Apr. 15, 1882	81	0 6	Supplied by Wellington, Ill., and by Chicago, Ill., and Terre Haute, Ind., R. P. O.
11,011	6	12	July 1, 1886	1,691	.....	Connects at Wellington with Kansas City and New Kiowa, and Newton and Caldwell R. P. O's.
						<sup>2</sup> Balance of route 33005 (113.60 miles) covered by Kansas City and New Kiowa R. P. O. (See Table A*.)
23,538	12	28	July 1, 1885	76	.....	
20,395	12	12	July 1, 1885	76	.....	Connects at Weston with Clarkslburgh and Weston R. P. O.
29,278	12	38	July 1, 1885	315	.....	New Bedford exchanges pouches with Rochester, Marion, Mattapoisett, W. Wareham, and Boston, Providence and New York R. P. O. Boston and Wellfleet R. P. O. exchanges with Fair Haven, Marion, Mattapoisett, Nantucket, and New Bedford.
8,064	12	4	July 1, 1884	139	.....	
11,136	24	52	July 1, 1885	752	.....	R. P. O. service established September 7, 1885, by extension of Pittsburgh and Steubenville R. P. O. to Wheeling, W. Va. (See Table A*.)
11,018	12	16	July 1, 1885	65	.....	
18,078	12	20	July 1, 1885	231	.....	White River Junction exchanges pouches with Quechee, Taftsville, and Woodstock. Taftsville exchanges with Quechee and Woodstock. Quechee exchanges with Woodstock.
22,761	14	20	July 1, 1886	3,852	.....	Connects at Whitesborough with Denison and San Antonio, and Texarkana and Whitesborough R. P. O's.
						<sup>4</sup> Balance of route 31022 (24.92 miles) covered by Denison and San Antonio R. P. O. (See Table A*.)
18,063	16	30	Aug. 25, 1885	573	.....	
5,296	6	6	Dec. 8, 1884	100	.....	
15,008	12	12	July 1, 1885	69	.....	
17,879	12	12	July 1, 1885	237	.....	
26,342	12	20	July 1, 1885	226	.....	
10,661	6	2	July 1, 1886	90	0 6	Supplied by Millbank, Dak. Connects at Millbank, Dak., with Minneapolis, Minn., and Millbank, Dak., and with Millbank, and Mitchell, Dak., R. P. O's.
15,938	12	8	Apr. 16, 1883	367	1 0	Connects at Milton Junction, Iowa, with Chicago, Ill., and West Liberty, Iowa, R. P. O. Connects at Muscatine, Iowa, with Davenport, Iowa, and Atchison, Kans., and with Muscatine and Montezuma, Iowa, R. P. O.
11,668	6	14	July 1, 1883	197	0 6	<sup>4</sup> Balance of route covered by Burlington and Oskaloosa, Iowa, R. P. O. (See Table A*.) Supplied by Washington, Iowa, and by Burlington and Oskaloosa, Iowa, R. P. O. Connects at Winfield, Iowa, with Peoria, Ill., and Oskaloosa, Iowa, R. P. O.; and at Washington, Iowa, with Davenport, Iowa, and Atchison, Kans., and Washington and Knoxville, Iowa, R. P. O's.
6,628	14	4	July 1, 1885	36	.....	Connects at Winifrede Junction with Clifton Forge, and Huntington R. P. O.
9,027	6	12	July 1, 1883	135	0 6	Supplied by Ripon, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Rush Lake, Wis., with Ripon and Berlin, Wis., pouch service.
6,704	27	12	July 1, 1885	281	.....	Woburn exchanges pouches with Boston, Winchester and Boston, Nashua and Keene R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.	Miles of route.
Wolfborough and Wolfborough Junction, N. H.	1	1015	Wolfborough Junction, Wolfborough, N. H.	Eastern R. R. ....	12 11
Woodbury and Penn's Grove, Pa.	2	7039	Woodbury, Penn's Grove, Pa.	Delaware River .....	20 97
Woodbury and Riddleton Junction, N. J.	2	7022	Woodbury, Riddleton Junction, N. J.	West Jersey .....	22 21
Woodman and Lancaster Junction, Wis.	6	25025 (part)	Galena, Ill., Woodman, Wis.	Chicago and North Western ..	118 53
Woodville, Miss., and Bayou Sara, La.	4	30007	Bayou Sara, La., and Woodville, Miss.	West Feliciana R. R. ....	26 21
Wrightsville and Dublin, Ga.	4	15049	Wrightsville, Dublin, Ga.	Dublin and Wrightsville R. R.	12 56
Yankton and Scotland, Dak.	6	35001 (part)	Sioux City, Iowa, Scotland, Dak.	Chicago, Milwaukee, and St. Paul.	228 27
Yarmouth Junction (n. o.) and Hyannis, Mass.	1	3048	Yarmouth Junction (n. o.), Hyannis, Mass.	Old Colony R. R. ....	3 54
Youngwood Station and United, Pa.	2	8151	Youngwood Station, United, Pa.	Penna. ....	8 84
Zoar Station and Bowerston, Ohio.	5	21080 (part)	Toledo, Bowerston, Ohio.	Wheeling and Lake Erie .....	16 60
Zumbrota and Rochester, Minn.	6	26017	Rochester, Zumbrota, Minn.	Winona and St. Peter .....	26 12

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Average linear feet occupied by pouches in each car.	Remarks.
				Pounds.	Ft. In.	
15,161	12	8	July 1, 1885	141	.....	Wolfborough exchanges pouches with East Wolfborough and Boston. North Conway and Portsmouth R. P. O. exchanges with Wolfborough and East Wolfborough.
32,818	15	40	July 1, 1885	183	.....	
48,662	21	50	July 1, 1885	286	.....	
11,600	12	14	July 1, 1883	556	0 6	<sup>1</sup> Balance of route covered by Milwaukee and Lancaster, Wis., and Montfort, Wis., and Galena, Ill. R. P. O's. (See Table A*.) Supplied by Woodman, Wis., and Milwaukee and Lancaster, Wis., R. P. O. Connects at Woodman, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O.
10,933	4	4	July 1, 1886	24	.....	
12,245	6	6	Mar. 15, 1886	120	.....	
17,697	6	6	Apr. 15, 1885	491	0 6	Supplied by initial and terminal offices. Connects at Yankton, Dak., with Sioux City, Iowa and Yankton, Dak., R. P. O., and with Centerville and Yankton, Dak., pouch service; connects at Scotland, Dak., with Marion and Running Water, Dak., R. P. O.
						<sup>2</sup> Balance of route covered by Sioux City, Iowa, and Yankton, Dak., R. P. O. (See Table A*.)
4,432	12	6	July 1, 1885	80	.....	Boston and Wellfleet R. P. O. exchanges pouches with Hyannis and Hyannisport.
5,533	6	8	July 1, 1885	55	.....	
9,263	18	20	July 1, 1884	433	.....	<sup>3</sup> Extended from Zoar Station to Bowerston March 15, 1886.
49,053	18	22	July 1, 1883	142	1 6	<sup>4</sup> Balance of route covered by Toledo and Marietta R. P. O. Supplied by initial and terminal offices. Connects at Rochester, Minn., with Winona and Tracy, Minn., R. P. O. and at Zumbrota, Minn., with Wabasha and Zumbrota, Minn., R. P. O.

TABLE C<sup>c</sup>.—Statement of mail service performed in closed pouches upon railroads and parts of railroads over which no railway post offices run, in operation, &c.—Continued.

## RECAPITULATION.

Division.	Number of routes.	Miles of route.	Annual miles of service.	Number of pouches exchanged daily.
First .....	96	1,090.86	1,479,424	2,618
Second .....	197	2,505.81	3,291,105	3,497
Third .....	37	489.09	384,278	359
Fourth .....	67	1,074.24	867,291	318
Fifth .....	61	836.31	834,411	1,078
Sixth .....	129	2,932.11	2,586,008	1,663
Seventh .....	80	2,809.65	1,777,757	1,018
Eighth .....	48	1,494.68	1,070,665	511
Ninth .....	22	517.45	544,358	495
Total .....	737	13,250.20	12,835,297	10,957
Total, as per Annual Report for 1885 .....	718	13,528.64	12,978,360	9,747
Increase .....	19	*278.44	*143,063	1,210

\* Decrease.

## RAILWAY MAIL SERVICE—COMPARATIVE STATEMENT, 1830–1886. 561

TABLE D.—Comparative statement of the railway mail service 1830 to 1886.

Fiscal year ending June 30—	Miles of railroad in the United States.	Miles of railroad upon which mail was carried.	Miles of annual transportation of mail by railroads.	Annual cost of railroad mail transportation.	Average annual cost per mile of railroad mail transportation.	Number of employes of railway mail service.	Annual expenditure for all employes of the railway mail service.
1830	23						
1831	95						
1832	229						
1833	380						
1834	633	78					
1835	1,098						
1836	1,274						
1837	1,497	974	\$1,878,200	\$307,444	\$0 17.14		
1838	1,913		\$1,793,024	\$410,488	17.01		
1839	2,302		\$2,413,090	\$520,602	15.32		
1840	2,818		\$3,396,055	\$595,353	15.30		
1841	3,535		\$3,889,053	\$585,843	14.84		
1842	4,026	3,091	\$3,940,450	\$432,568	9.77		1822,987 00
1843	4,185		\$4,424,262	\$733,687	12.88		128,905 00
1844	4,377	3,714	\$5,692,402	\$31,752	9.25		129,744 00
1845	4,633		\$5,747,355	\$843,430	13.06	43	137,533 00
1846	4,939	4,092	\$6,484,592	\$870,570	11.18		142,406 00
1847	5,598	4,402	\$7,781,828	\$97,475	14.32	1186	146,153 00
1848	5,990	4,735	\$4,170,403	\$84,192	13.49		154,083 00
1849	7,305	5,497	\$4,327,400	\$35,740	13.07		161,512 00
1850	9,021	6,886	\$4,861,177	\$18,227	12.54		1107,043 00
1851	10,982	8,255	\$6,524,593	\$85,019	11.77		1145,897 00
1852	12,098	10,146	\$8,364,503	\$275,520	11.50	148	1196,936 00
1853	15,360	12,415	\$11,082,768	\$1,601,329	12.33	235	170,722 00
1854	16,720	14,440	\$12,986,705	\$1,758,610	11.39	257	197,090 00
1855	18,374	18,333	\$15,453,389	\$2,073,089	10.79	348	254,498 00
1856	22,616	20,329	\$19,202,469	\$2,310,369	10.59	394	287,187 00
1857	24,503	23,530	\$21,809,296	\$2,550,847	10.54	451	330,388 00
1858	26,098	24,431	\$24,207,944	\$2,828,301	10.07	491	392,739 00
1859	28,789	26,010	\$25,763,452	\$3,243,974	11.00	548	429,175 00
1860	30,683	27,129	\$27,268,384	\$3,349,662	12.11	682	495,819 00
1861	31,226	28,018	\$27,653,749	\$3,543,709	11.06	727	514,179 00
1862	33,170	31,538	\$28,116,823	\$4,408,115	10.96	747	590,823 00
1863	33,908	32,152	\$29,777,219	\$5,538,517	11.09	1025	1324,524 00
1864	35,085	32,616	\$32,871,558	\$5,567,044	11.01	1572	1552,761 00
1865	36,804	34,401	\$33,301,942	\$7,707,421	11.23	1612	142,671 00
1866	39,250	32,692	\$34,087,568	\$3,391,592	11.08	702	542,401 00
1867	42,229	34,015	\$36,609,467	\$3,812,600	11.75	827	729,680 00
1868	42,229	36,018	\$32,437,900	\$4,177,126	11.97	995	830,975 00
1869	46,844	39,537	\$34,886,178	\$4,723,650	11.41	1,129	973,560 00
1870	52,914	43,727	\$41,309,284	\$5,128,901	10.78	1,106	1,109,140 00
1871	60,283	49,834	\$47,651,970	\$6,502,771	10.30	1,382	1,441,020 00
1872	66,171	57,611	\$55,557,048	\$7,257,196	10.40	1,647	1,709,546 00
1873	70,278	63,457	\$62,491,749	\$8,589,063	11.05	1,895	1,958,876 00
1874	72,363	67,734	\$65,621,445	\$9,216,518	11.85	2,175	2,180,330 00
1875	74,006	70,083	\$72,460,545	\$9,543,134	12.26	2,242	2,410,490 00
1876	76,808	72,348	\$75,154,910	\$10,453,036	12.27	2,415	2,504,140 00
1877	79,089	74,546	\$77,741,172	\$10,538,936	10.69	2,500	2,484,846 00
1878	81,776	77,120	\$85,358,710	\$9,596,595	10.38	2,608	2,579,013 00
1879	86,497	79,991	\$92,120,305	\$9,792,589	10.51	2,609	2,624,860 00
1880	91,671	85,320	\$93,092,992	\$10,648,950	11.03	2,946	2,850,980 00
1881	104,813	91,569	\$96,497,463	\$11,963,117	11.55	3,177	3,108,801 00
1882	113,329	100,563	\$103,521,229	\$13,127,715	11.51	3,570	3,486,779 00
1883	120,552	110,208	\$113,995,318	\$13,887,800	10.75	3,855	3,688,032 00
1884	125,150	117,160	\$129,198,641	\$15,012,003	10.53	3,963	3,972,071 00
1885	128,967	121,032	\$142,541,392	\$16,627,983	10.95	4,387	4,240,209 51
1886	(5)	124,933	\$151,912,140	\$15,495,191	10.45	4,573	4,516,825 54

\* Including steamboat service; no separate report.

† Including mail-messenger service.

‡ Service suspended in Southern States.

§ This column is taken from Poor's Manual, and is made up at the end of the calendar year. The other columns represent the state of the service at the close of each fiscal year.

¶ The cost of the service is taken from the reports of the Second Assistant Postmaster-General.

**TABLE E\*.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ending June 30, 1886.**

Division.	Number of letter packages distributed.	Whole number of letters distributed.	Number of sacks of second, third, and fourth class matter distributed.	Whole number of pieces of second, third, and fourth class matter distributed.	Whole number of letters and pieces of other matter distributed.	Number of packages and cases of registered matter.	Number of through registered pouches.	Number of inner registered sacks.
First .....	7,206,867	299,111,500	925,687	138,753,050	437,864,610	1,243,426	60,069	6,063
Second .....	10,258,974	420,949,785	1,573,668	236,050,200	665,999,985	2,410,588	119,267	3,158
Third .....	4,355,416	174,216,640	624,262	93,639,300	267,855,940	1,093,777	58,819	3,080
Fourth .....	5,568,401	222,736,160	1,039,678	155,951,700	378,687,800	1,398,914	58,967	2,667
Fifth .....	13,862,693	554,507,720	2,523,304	378,405,600	933,003,320	2,106,347	150,165	3,302
Sixth .....	16,522,211	660,888,440	2,746,563	411,984,450	1,072,872,890	3,442,064	102,768	2,783
Seventh .....	13,422,495	536,899,800	2,624,990	303,748,500	840,648,309	2,013,005	70,827	11,412
Eighth .....	2,880,284	115,211,360	393,954	59,093,400	174,304,460	889,540	21,499	154
Ninth .....	8,509,504	340,380,160	1,452,693	217,903,950	568,284,110	1,288,183	123,725	.....
Total .....	82,580,848	3,333,901,625	13,304,799	1,995,619,850	5,329,521,475	15,525,844	760,106	32,619
Total as per report for 1885 ..	76,448,522	3,076,400,650	12,477,725	1,871,658,750	4,948,059,400	15,890,934	723,243	.....
Increase ..	6,138,326	257,500,975	827,074	123,961,100	381,462,075	*365,090	42,863	32,619

\* Decrease.

The percentage of increase in number of pieces of ordinary mail matter handled, 1886 over 1885, was

7.70

The percentage of increase in number of pieces of ordinary mail matter handled, 1885 over 1884, was

9.48

The percentage of decrease in the number of pieces of registered matter handled, 1886 from 1885, was

1.74+

The percentage of decrease in the number of pieces of registered matter handled, 1885 from 1884, was

2.47+

**TABLE F†.—Statement of errors made by the railway postal clerks during the fiscal year ended June 30, 1886.**

Division.	Incorrect slips re- turned.	Errors on incor- rect slips.	Missent.					Misdirected.			Errors checked against postal clerks.	Errors checked against post-offices.
			Letter pack- ages.	Pouches.	Sacks.	Registered packages.	Reg- istered pouches.	Letter pack- ages.	Pouches.	Sacks.		
First .....	13,319	23,059	840	760	201	86	8	54	46	32	17,865	28,487
Second .....	41,548	78,443	1,296	948	299	111	43	144	71	19	73,670	60,097
Third .....	28,916	68,311	400	84	40	20	.....	62	13	29	*117,666	.....
Fourth .....	48,137	100,587	1,355	303	104	207	.....	192	35	39	*109,146	.....
Fifth .....	117,663	288,045	1,913	390	169	102	14	156	86	175	258,728	141,104
Sixth .....	128,698	311,934	3,370	741	340	100	.....	789	145	303	494,733	42,349
Seventh .....	86,484	185,906	1,908	738	761	269	14	156	26	48	*437,141	.....
Eighth .....	10,504	16,089	236	22	16	18	2	41	1	13	60,913	29,403
Ninth .....	72,570	188,069	1,378	1,104	160	47	.....	284	35	105	72,067	77,768
Total .....	548,039	1,260,443	12,696	5,150	2,189	990	81	2,182	458	763	1,731,929	388,268
Total as per report for fiscal year ended June 30, 1885 .....	396,746	887,704	8,316	4,020	1,722	783	(1)	1,660	348	550	.....	.....
Increase .....	151,293	372,739	4,380	1,130	467	177	.....	522	110	213	.....	.....

\* Includes errors checked against post-offices.

† None reported last year.

**RECAPITULATION.**

Number of letters and pieces of other mail distributed during the fiscal year 1886 .....	5,329,521,475
Number of errors made in the distribution of the same .....	1,260,443
Number of letters and pieces of other mail matter distributed to each error, 1886 .....	4,238
Number of letters and pieces of other mail matter distributed to each error, 1885 .....	5,574
Percentage of correct distribution, 1886 .....	99.98—
Percentage of correct distribution, 1885 .....	99.98+

TABLE G<sup>a</sup>.—Statement of errors in the distribution and forwarding of mails by post-offices during the fiscal year ended June 30, 1886.

Post-offices.	Class.	Division.	No. of incorrect slips re- turned.	No. of errors on incor- rect slips.	Missent.					Misdirected.			Errors checked—	
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Abilene, Kans.	2	7	39	195				1					458	153
Adrian, Mich.	2	9	132	277		3				4	2		56	19
Akron, Ohio	2	5	605	1,028	12					4	1		332	285
Alameda, Cal.	3	3	9	12				1					20	
Albany, N. Y.	1	2	1,426	2,871	44		1	1		9	4		314	88
Albany, Oreg.	3	3	185	277				1					117	
Albion, Mich.	3	9	18	37										
Albuquerque, N. Mex.	2	7	19	21					2				84	21
Alexandria, Va.	2	3	100	222	5					2	1			
Allegheny, Pa.	2	2	391	653	3					4	1		69	79
Allentown, Pa.	2	2	46	170	1								94	5
Alliance, Ohio	3	3	5	11										
Alpena, Mich.	3	9	31	50									71	21
Alton, Ill.	2	6	21	58	1								88	14
Altoona, Pa.	2	2	84	132	4					3			101	61
Amsterdam, N. Y.	2	2	35	98									228	180
Anacosta, Mont.	3	8	1	6				5						
Annapolis, Md.	3	3	78	80	1									
Ann Arbor, Mich.	2	9	91	141									192	27
Ansonia, Conn.	2	1	4	5										
Appleton, Wis.	2	6	94	122						1			314	169
Asbury Park, N. J.	2	2	53	69	1					1			62	104
Ashland, Oreg.	3	8	7	7									14	
Ashtabula, Ohio	3	5	50	132						1			13	
Astoria, Oreg.	3	8	33	45									42	
Atchison, Kans.	2	7	706	1,548	23	3				4			986	154
Atlanta, Ga.	1	4	3,200	6,128	40		11	15		19	9	20	843	1
Atlantic City, N. J.	2	2	65	31		1							29	16
Auburn, Me.	2	1	112	112	3					1			31	23
Auburn, N. Y.	2	2	437	614	6					2		1	1,244	926
Auburn, Oreg.	3	8	48	64				3					47	
Augusta, Ga.	2	4	403	664	17			2		2			625	501
Augusta, Me.	1	1	472	967	5	2				5		16	141	264
Aurora, Ill.	2	6	223	372	3			1		1			34	17
Aurora, Nebr.	2	6	3	3										
Austin, Tex.	3	8	11	13									8	
Austin, Tex.	2	7	299	549	2		2	3		2			377	10
Baker City, Oreg.	3	8	28	59									13	
Bakersfield, Cal.	3	8	15	27				2			1		3	
Baltimore, Md.	1	3	50,848	10,568	100	1				37		8		
Bangor, Me.	2	1	70	92						1			158	43
Batavia, N. Y.	2	2	100	179	7					1	1		192	18
Bath, Me.	2	1	24	34									1	21
Battle Creek, Mich.	2	9	63	103	1							1		
Bay City, Mich.	2	9	55	153	1								4	
Beaver Falls, Pa.	2	2	110	224									221	111
Bellairs, Ohio	2	5	23	63	2	1				1	1			
Bellfontaine, Ohio	3	5	11	23						2				
Bellefonte, Ill.	2	6	50	56	3								1	2
Beloit, Wis.	2	6	63	197									245	241
Bemida, Cal.	3	8	51	80	1			1					16	
Benton Harbor, Mich.	3	9	4	7								1		
Berkeley, Cal.	3	8	22	32									17	
Bethlehem, Pa.	2	2	37	62						2	1		79	14
Beverly, Mass.	2	1	142	205									260	140
Biddleford, Me.	2	1	24	31						1			34	17
Big Rapids, Mich.	2	9	5	5						2	1			
Billings, Mont.	3	8	22	29									6	
Binghampton, N. Y.	1	2	159	240						2			23	5
Birmingham, Ala.	2	4	1,199	2,578	17	1		6		3		1	308	89
Birmingham, Conn.	2	1	15	36						1				
Bismarck, Dak.	2	6	50	56						1			475	111
Bloomington, Ill.	2	6	594	1,090	17					3	2	2	1,842	511
Boise City, Idaho	3	8	110	157									101	
Boston, Mass.	1	1	10,677	18,213	180	6	25	5		48	6	25	875	4,400
Bozeman, Mont.	3	8	19	21				1						
Bradford, Pa.	2	2	145	227	3					1			40	80
Brainerd, Minn.	2	6	24	41						1			315	109
Brattleboro, Vt.	2	1	27	77	1					5			158	176
Bridgeport, Conn.	1	1	109	220	10								1	
Bridgeton, N. J.	2	2	32	34									35	2



TABLE G<sup>s</sup>.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re- turned.	No. of errors on incor- rect slips.	Missent.					Misdirected.			Errors checked—	
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Brookton, Mass.	2	1	78	113						1	1		56	32
Brooklyn, N. Y.	1	2	1,623	2,896	46	3				30	2	8	34	10
Bryan, Ohio	3	5	54	134									107	
Bucyrus, Ohio	3	5	3	3										
Buffalo, N. Y.	1	2	781	2,241	25					14	1	6	807	638
Burlington, Iowa	1	6	145	249	8								386	217
Burlington, Vt.	2	1	6	6										
Butte City, Mont.	2	8	323	388	2								93	18
Cadillac, Mich.	2	3	9	46						2				
Caio, Ill.	2	6	34	56	1								1,098	
Cambridge, Ohio	3	5	77	161						1	1		369	147
Camden, N. J.	2	2	30	42	6						1		2	36
Canandaigua, N. Y.	2	2	48	107						2	2		137	18
Canton, Ohio	2	5	367	610	1	1				2	1		142	11
Carlisle, Pa.	2	2	73	103	1					1	1		15	12
Carson City, Nev.	3	8	19	25									41	13
Carthage, Mo.	2	7	87	128		1				1			40	72
Catskill, N. Y.	2	2	7	9									70	101
Cedar Rapids, Iowa	2	6	286	483	21		19			3	2		582	1,070
Chambersburgh, Pa.	2	2	40	106									16	2
Champaign, Ill.	2	6	73	215	1					1	1		301	144
Charleston, S. C.	1	4	720	1,856	38	3	1		1	8		2	59	56
Charlestown, W. Va.	3	3	25	53										
Charlotte, Mich.	2	9	29	71						1			64	1
Charlotte, N. C.	2	3	245	452	6	2	1							
Charlottesville, Va.	3	3	56	111	5									
Chattanooga, Tenn.	2	5	811	1,934	19	2	2	2	1	11	2	5	486	177
Cheboygan, Mich.	3	9	32	51	9					2			9	
Cheney, Wash.	3	8	11	11										
Chester, Pa.	2	2	26	36	4								48	12
Cheyenne City, Wyo.	2	6											1,847	166
Chicago, Ill.	1	6	14,740	21,590	190					49				
Chico, Cal.	3	8	13	26	3					1				
Chillicothe, Ohio	2	5	157	252	3								640	206
Chippewa Falls, Wis.	2	6	8	8									29	31
Cincinnati, Ohio	1	5	3,951	6,605	76	6	6	1	1	72	10	13	1,249	223
Clarksburgh, W. Va.	3	3	73	148										
Cleveland, Ohio	1	5	2,533	3,653	29	2	1			20	1	8	75	
Clifton, Ariz.	3	8	9	15										
Clinton, Iowa	2	6	122	213		1				3			606	385
Cohoes, N. Y.	2	2	50	60									111	85
Coldwater, Mich.	2	9	164	303									1,169	1
Colfax, Wash.	3	8	15	17										
Colorado Springs, Colo.	2	7	130	179	3	1							348	42
Columbia, S. C.	2	4	298	522	2					1		2	212	72
Columbus, Ga.	2	4	142	218		1				2	1	1	1,250	277
Columbus, Ohio	1	5	1,577	2,526	18	4			1	6	5	1		17
Colusa, Cal.	3	8	49	74	2								96	22
Concord, N. H.	2	1	23	31	1								25	77
Corning, N. Y.	2	2	36	73									22	21
Corry, Pa.	2	2	71	111	4					1	1		14	
Cortland, N. Y.	2	2	69	147										
Corvallis, Oreg.	3	8	19	20									7	11
Council Bluffs, Iowa	2	6	906	2,103	11	1				2	3	6	1,000	
Covington, Ky.	2	5	60	74	5					1			159	124
Crawfordsville, Ind.	2	5	307	403	3					1	1	1	308	74
Creston, Iowa	2	6	111	287	1						1		663	95
Cumberland, Md.	2	3	14	19	1									
Dallas, Tex.	1	7	869	1,669	7	4	6	8	1	1	2		558	385
Danbury, Ct.	2	1	8	15										
Danville, Ill.	2	6	279	559	14		16			9	6		52	54
Danville, Va.	2	3	183	468	3	2	2	13		2	1			
Davenport, Iowa	2	6	450	1,122	22					5	1	1	50	244
Dayton, Ohio	1	5	482	738	3		1			12	2	3	112	26
Decatur, Ill.	2	6	75	107	4								460	296
Defiance, Ohio	3	5	21	51										
Delaware, Ohio	2	5	185	367						1	1		7	10
Denison, Tex.	2	7	95	140									381	326
Denver, Colo.	1	7	1,907	2,882	67	17	5	2		4			1,625	672
Des Moines, Iowa	1	6	2,011	6,571	109	4	2	1		18	5	6	1,453	106
Detroit, Mich.	1	9	2,744	4,859	27					7	1	4	788	124

TABLE G<sup>s</sup>.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alips re- turned.	No. of errors on incor- rect alips.	Missent.				Misdirected.			Errors checked—		
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Dixon, Cal.	8	8	13	13									5	
Dixon, Ill.	6	1	34	86	2			1		1	1		28	1
Dover, N. H.	1	1	17	25				1					16	7
Dubuque, Iowa	6	6	277	455	7	2				1	2	1	801	211
Duluth, Minn.	6	6	298	556	1					4			191	116
Dunkirk, N. Y.	2	2	22	43									8	14
East Liverpool, Ohio	5	5	19	41										
East Portland, Oreg.	3	3	217	341	1				2				12	6
East Saginaw, Mich.	9	9	142	222									75	120
Easton, Pa.	2	2	47	91	6					1	1		37	87
Eau Claire, Wis.	12	6	82	125									298	38
Elgin, Ill.	1	6	260	420	5					3	1	4	25	28
Elizabeth, N. J.	2	2	98	126	1								297	457
Elkhart, Ind.	2	5	425	273	6			1		3	1	3		
Elmira, N. Y.	1	2	291	547	3					1	2		279	115
El Paso, Tex.	2	7	58	149	5				1				294	1
Elyria, Ohio	2	5	120	235	4						1		753	218
Emporia, Kans.	2	7	27	62									70	56
Englewood, Ill.	2	6	36	78	3								316	115
Erie, Pa.	2	2	201	313	1					5			946	140
Evanston, Ill.	2	6	36	119						1			713	155
Evansville, Ind.	2	5	317	505	5	2					5		342	236
Eugene City, Oreg.	3	8	58	82									6	
Eureka, Cal.	3	8	9	17									4	3
Eureka, Nev.	3	8	19	34									8	
Fairmont, W. Va.	3	3	29	72										
Fall River, Mass.	2	1	56	71	1	1		4			1		8	59
Fargo, Dak.	2	6	108	162			4	1			1		1	
Faribault, Minn.	2	6	9	10									60	52
Fitchburgh, Mass.	2	1	31	67	1					1			17	247
Flint, Mich.	2	9	50	89									189	14
Fond du Lac, Wis.	2	6	24	28									13	17
Fort Benton, Mont.	3	8	10	11									5	
Fort Dodge, Iowa	2	6	24	49		1							8	32
Fort Gratiot, Mich.	3	9												
Fort Scott, Kans.	2	7	156	374	10	1							561	45
Fort Smith, Ark.	2	7	93	145			2						303	80
Fort Wayne, Ind.	2	5	169	199	8	1				2	1	1	3	1
Fort Worth, Tex.	2	7	324	655	1	2				1			123	39
Fortress Monroe, Va.	3	3	27	51	3	1		1			1			
Franklin, Pa.	2	2	47	69						3		1	101	42
Frankfort, Ky.	2	5	168	313						2	1		6	8
Frederick, Md.	2	3	17	31		2								
Fredericksburgh, Va.	3	3	3	8										
Fredonia, N. Y.	2	2	117	313	7					1	2		150	22
Freeport, Ill.	2	6	40	68	1					1	1		141	146
Fremont, Nebr.	2	6	33	53									24	
Fremont, Ohio.	3	5	24	34	7					1				13
Fresno City, Cal.	3	8	59	101	8					2	2	1	20	4
Galesburgh, Ill.	2	6	241	599	4								194	432
Galveston, Tex.	1	7	490	971	6	1	7			9			1,495	618
Geneva, N. Y.	2	2	212	373						3			308	38
Gilroy, Cal.	3	8	7	10	1								8	
Glens Falls, N. Y.	2	2	33	53						1		1	65	7
Gloucester, Mass.	2	1	73	98							1		861	383
Gloversville, N. Y.	2	2	31	35									57	12
Goldsborough, N. C.	3	3	27	30										
Goshen, N. Y.	2	2	4	5			1						1	68
Grafton, W. Va.	3	3	6	8		1								
Grand Forks, Dak.	2	6	49	83									8	39
Grand Haven, Mich.	3	9	81	74									57	20
Grand Island, Nebr.	2	6	50	115	4									
Grand Rapids, Mich.	1	9	161	270	3					2	2	1	9	52
Grass Valley, Cal.	3	8	198	345	4					2			233	46
Green Bay, Wis.	2	6	56	80		1				1	1		3	126
Greenfield, Mass.	2	1	14	39								2	11	13
Greensborough, N. C.	3	3	33	44	1					1				
Greenville, Mich.	3	9	1	7										
Hagerstown, Md.	2	3	59	220	1	2								
Hamilton, Ohio	2	5	189	397	2					3			165	122
Hampton, Va.	3	8	135	294						2				

TABLE G<sup>a</sup>.—Statement of errors in the distribution and forwarding of mails, &c.—Con'td.

Post-offices.	Class.	Division.	No. of incorrect alips re- turned.	No. of errors on incor- rect alips.	Missent.				Misdirected.			Errors checked—		
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-of- fices.
Hanford, Cal.	3	8	12	15									9	
Hannibal, Mo.	12	7	125	229	11	1				1			20	40
Harrisburg, Pa.	1	2	322	447	5					5			1	137
Harrisonburgh, Va.	3	3	29	44										
Hartford, Conn.	1	1	591	1,103	16	1				4	4	1	479	414
Hastings, Nebr.	12	6	62	212	5			2		3			16	46
Haverhill, Mass.	12	1	54	80									4	9
Hazleton, Pa.	12	2	3	5									4	14
Helena, Mont.	12	8	181	225	1		1	1				1	62	6
Hillsborough, Ohio	3	5	69	68	3	1				2	1		292	45
Hillsdale, Mich.	12	9	15	26										
Hoboken, N. J.	12	2	8	31		1							103	66
Hollister, Cal.	3	8	12	12	2								9	
Holyoke, Mass.	12	1	67	221								2	25	16
Hornellsville, N. Y.	12	2	27	28					1				4	2
Hot Springs, Ark.	12	7	640	976	4		1	3					2,834	179
Houston, Tex.	12	7	100	248	5		4			2			326	2
Hudson, Mich.	3	9	23	54									3	
Hudson, N. Y.	12	2	22	37							1		99	190
Huntingdon, Pa.	12	2	19	32		1				1			8	
Huntington, W. Va.	3	3	32	41	1									
Huron, Dak.	12	6	85	146										
Indianapolis, Ind.	1	5	1,380	2,620	69	5	2	1	1	19	6	6	377	66
Ionia, Mich.	12	9	52	84									239	18
Iowa City, Iowa	12	6	211	515	4					9			63	97
Ithaca, N. Y.	12	2	40	73									104	92
Jackson, Mich.	12	9	292	280	1					2	1		4	1
Jackson, Miss.	12	4	71	171							1		50	4
Jacksonville, Fla.	12	4	150	204	3	1		9	4				9	
Jacksonville, Ill.	12	6	136	232	11	2							621	52
Jamestown, N. Y.	12	2	41	81						2			30	88
Janesville, Wis.	12	6	14	59									7	34
Jefferson City, Mo.	12	7	28	73	2		7	5					105	39
Jersey City, N. J.	1	2	753	1,372	9	1				1			306	181
Johnstown, Pa.	12	2	39	84									140	30
Joliet, Ill.	12	6	131	223	11			1					982	368
Kalamazoo, Mich.	12	9	161	314	2	1							2	3
Kankakee, Ill.	12	6	23	30						2			127	
Kansas City, Mo.	1	7	3,585	7,379	175	33	17	3	1	13	1	9		
Kearney, Nebr.	12	6	137	212	5								318	8
Keene, N. H.	12	1	12	18	1								3	
Keokuk, Iowa	12	6	118	264						1			11	2
Kingston, N. Y.	12	2	45	90	1								247	196
Knoxville, Tenn.	12	5	674	1,222	4	1						2	287	154
Kokomo, Ind.	3	5	91	136	3					1			126	30
La Crosse, Wis.	12	6	37	117	4								83	18
La Fayette, Ind.	12	5	192	432	2					1				
Lancaster, Ohio.	3	5	15	33										
Lancaster, Pa.	12	2	381	1,258	12					7	4	1	327	158
Lansing, Mich.	12	9	261	444	4					3		2	25	5
Lapeer, Mich.	3	9												
La Porte, Ind.	12	5	53	115	2							1		
Las Vegas, N. Mex.	12	7	87	148	1			8		2			2,024	297
Lawrence, Kans.	12	7	843	1,479	8	1	1						774	272
Lawrence, Mass.	12	1	32	41	2								11	217
Leadville, Colo.	12	7	514	1,156	16	4	1		1	2			1,573	337
Leavenworth, Kans.	12	7	329	500	12	1	3			4			356	148
Lebanon, Pa.	12	2	7	20	1								118	42
Le Mars, Iowa.	12	6	265	354	4					2	1		61	3
Lewiston, Me.	12	1	63	108	4								20	114
Lexington, Ky.	12	5	124	230	2	1				2	3		20	45
Lexington, Va.	3	3	69	124										
Lincoln, Ill.	12	6	5	26										
Lincoln, Nebr.	1	6	187	329	4			8		4		1	703	264
Little Falls, N. Y.	12	2	67	95						2			61	80
Little Rock, Ark.	12	7	514	1,083	11	9	10	1		3		1	11	64
Livingston, Mont.	3	8	11	16										
Lock Haven, Pa.	12	2	30	51									90	51
Lockport, N. Y.	12	2	132	278						1	1		10	40
Logansport, Ind.	12	5	88	164	3	1				1	1		496	59
Los Angeles, Cal.	1	8	347	430	3	1				1			30	20

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, &amp;c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alphas returned.	No. of errors on incorrect slips.	Missent.					Misdirected.			Errors checked—	
					No. of letter packages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter packages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Louisville, Ky.	1	5	1,319	2,260	45	11	5			31	1	4	1,020	288
Lowell, Mass.	1	1	153	288	17	1				1	1		22	53
Ludington, Mich.	3	9	10	13		1								
Lynchburg, Va.	3	3	719	1,405	5					2	1	1		
Lynn, Mass.	1	1	92	214	1								40	140
McKeesport, Pa.	3	2		2										
Macon, Ga.	3	4	457	730	39	1	1			1	1		23	38
Madison, Ind.	3	5	45	72						1			20	4
Madison, Wis.	3	6	64	138	2					1		1	3	52
Malden, Mass.	3	1	88	116		1							100	87
Manistee, Mich.	3	9	102	183	1								129	38
Mankato, Minn.	3	6	24	47						1				
Mansfield, Ohio.	3	5	141	264	2						1		139	11
Marietta, Ohio.	3	5	143	196		1		2					48	31
Marlborough, Mass.	3	1	39	100									252	253
Marquette, Mich.	3	6	9	19									447	
Marshall, Mich.	3	9	220	375	7						1		215	87
Marshalltown, Iowa.	3	6	105	175		1					2		168	32
Martinez, Cal.	3	8	11	12				4					42	11
Marysville, Cal.	3	8	36	57									5	
Mattoon, Ill.	3	6	109	252						1	1		76	4
Mayaville, Ky.	3	5	114	198		1				1	1		206	39
Meadville, Pa.	3	2	47	102	4							1	10	61
Memphis, Tenn.	1	5	658	1,168	25		3	4	2	5	12	3	8	6
Merced, Cal.	3	8	46	60		2							32	4
Meriden, Conn.	3	2	68	95	2			1		2			17	8
Meridian, Miss.	3	4	147	509	6	1		4		3			57	58
Middletown, Conn.	3	1	16	51		1							1	1
Middletown, N. Y.	3	2	57	89									5	9
Middletown, Ohio.	3	5	68	414						1	3			
Miles City, Mont.	3	8	31	33										
Milwaukee, Wis.	1	6	2,458	3,984	26		1			21	4	7	1,938	1,086
Minneapolis, Minn.	1	6	1,330	2,670	24					9	4	4	386	86
Missoula, Mont.	3	8	31	35										
Mobile, Ala.	3	4	339	480	1					3			68	21
Modesto, Cal.	3	8	25	28	2	2				2			18	6
Moline, Ill.	3	6	43	83						1			25	
Monmouth, Ill.	3	6	1	1							1		48	26
Monroe, Mich.	3	9	37	76	2								414	207
Monterey, Cal.	3	8	35	38	1								133	27
Montgomery, Ala.	3	4	265	430	12		1	2		7		2		11
Montpelier, Vt.	3	1	16	34	4					1			35	84
Morristown, N. J.	3	2	14	27						2			110	198
Mount Vernon, N. Y.	3	2	11	24							1		99	550
Mount Vernon, Ohio.	3	5	38	64	1					1				
Muscatine, Iowa.	3	6	206	504	6						2		438	29
Muskegon, Mich.	3	9	21	67									62	19
Manchester, N. H.	3	2	47	79									63	102
Napa City, Cal.	3	8	18	19	1								16	45
Nashville, Tenn.	1	5	4,158	7,073	60	2	2		1	30	6	12	187	143
Nashua, N. H.	3	1	31	85						1			10	3
Natchez, Miss.	3	4	33	68									25	2
National Stock Yards, Ill.	3	6	231	692	3					4				
Nebraska City, Nebr.	3	6	52	122	2					1			247	123
New Albany, Ind.	3	5	37	70		1							6	
Newark, Ohio.	3	5	101	202	3					1			27	1
Newark, N. J.	1	2	1,607	2,821	13					8	4	1	261	231
Newark, N. Y.	3	2	76	147						5			254	107
New Bedford, Mass.	3	1	360	1,075	1					16	1		583	574
New Berne, N. C.	3	3	46	40										
New Britain, Conn.	3	1	55	99							1		21	186
New Brunswick, N. J.	3	2	91	120						2	3		106	144
Newburyport, Mass.	3	1	31	55						1			19	81
Newburgh, N. Y.	3	2	22	25									169	245
New Castle, Pa.	3	2	25	58						1			76	3
New Haven, Conn.	1	1	478	936	12	1				2	2		140	81
New London, Conn.	3	1	27	80	1	9				1	1			
New Orleans, La.	1	4	3,250	5,392	52	2	22	1		24	2	11	549	16
Newport, Ky.	3	5	210	341	11					2			14	13
Newport, R. I.	3	1	135	375	1					1		1	27	79
Newton, Kans.	3	7	85	139	1			13					166	45

TABLE G4.—Statement of errors in the distribution and forwarding of mails, &amp;c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alips returned.	No. of errors on incorrect alips.	Missent.					Misdirected.			Errors checked—	
					No. of letter packages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter packages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Newton, Mass.	12	1	34	56									108	135
New York, N. Y.	12	2	55,088	125,058	204		5	1		283	1	65	19,575	130
Nevada City, Cal.	9	8	173	269	5	1							235	29
Niles, Mich.	9	9	12	28										2
Norfolk, Va.	12	3	734	1,203	24	3	2	1		3	1			
Norristown, Pa.	12	3	32	45									38	
North Adams, Mass.	12	1	34	88									43	72
Northampton, Mass.	12	1	23	38						2				1
Norwalk, Conn.	12	1	3	3	1								12	41
Norwalk, Ohio	12	5	72	126	1					2			899	145
Norwich, Conn.	12	1	19	28									16	8
Oakland, Cal.	12	8	625	899	16					2			345	103
Oberlin, Ohio	12	5	12	19										
Ogden City, Utah	12	8	112	158				1					25	
Ogdenburgh, N. Y.	12	2	27	60						1		1		
Oil City, Pa.	12	2	49	74						1			29	18
Olean, N. Y.	12	2	117	274	2					2			29	5
Olympia, Wash.	9	8	30	31									10	
Omaha, Nebr.	12	6	1,343	2,099	27					7		3	280	311
Oneida, N. Y.	12	2	89	106						1		1	148	35
Oneonta, N. Y.	12	2	61	104						3			137	223
Orange, N. J.	12	2	8	15									51	271
Oroville, Cal.	9	8	52	72	1								9	
Oshkosh, Wis.	12	6	60	84	1					1			179	402
Oskaloosa, Iowa	12	6	87	151						1		1	18	
Oswego, N. Y.	12	2	121	169						1	1		89	33
Ottawa, Ill.	12	6	30	58						1	1		225	14
Ottawa, Kans.	12	7	188	419	2	1		1		2			492	46
Ottumwa, Iowa	12	6	239	678	10			1		7		1	72	15
Owego, N. Y.	12	2	45	85	1					2			24	16
Owensborough, Ky.	12	5	10	12									1	
Paducah, Ky.	12	5	31	45		2				1			8	6
Painesville, Ohio	12	5	184	344	1	2				2	1		342	27
Palentine, Tex.	12	7	8	4	1	1				1	1		162	50
Parkersburgh, W. Va.	12	3	78	136	1									
Parsons, Kans.	12	7	67	102						1			193	76
Pasadena, Cal.	9	8	25	44	1					1			8	62
Paterson, N. J.	12	2	23	57	3									
Pawtucket, R. I.	12	1	28	68				1		4			78	11
Peekskill, N. Y.	12	2	2	2									4	7
Pendleton, Oreg.	9	8	118	172									13	
Pensacola, Fla.	12	4	335	557	12	2				1			359	107
Peoria, Ill.	12	6	624	973	18	1				2	1	1	3,147	477
Peru, Ind.	12	5	37	67	2								434	38
Petersburgh, Va.	12	3	92	145		2				2	1			
Petoskey, Mich.	9	9	20	102		1								
Philadelphia, Pa.	12	2	7,636	16,794	123		1	1		33	4	58	438	46
Piqua, Ohio	12	5	61	148	1					1			209	76
Pittsburgh, Pa.	12	1	2,475	4,209	57					31	1	1	4,133	1,648
Pittsfield, Mass.	12	1	221	511	5					4			428	249
Pittston, Pa.	12	2	22	33									18	50
Placerville, Cal.	12	8	24	27	1								63	22
Plainfield, N. J.	12	2	32	34						1			90	176
Plattsburgh, N. Y.	12	2	63	110									49	25
Pomona, Cal.	9	8	18	19									10	
Pontiac, Mich.	9	9	27	56						1			56	29
Port Huron, Mich.	12	9	91	142							1		51	6
Port Jervis, N. Y.	12	2	19	30						1			21	93
Port Townsend, Wash.	9	8	34	49						1			50	
Portland, Me.	12	1	496	671	2					4		2	605	1,223
Portland, Oreg.	12	8	421	464	4							1	191	81
Portsmouth, N. H.	12	1	28	46	1								13	85
Portsmouth, Ohio	12	5	194	164										
Portsmouth, Va.	9	3	34	52										
Pottsville, Pa.	12	2	3	3									6	6
Poughkeepsie, N. Y.	12	2	227	489	2							3	210	42
Providence, R. I.	12	1	544	948	10	3				3			7	2
Pueblo, Colo.	12	7	386	725	12	3		16	2	1			704	77
Quincy, Ill.	12	6	543	1,065	22	2				12	3		837	176
Racine, Wis.	12	0	446	1,153	5					14		1	669	158
Rahway, N. J.	12	2	9	8						1			1	17

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, &amp;c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips re-turned.	No. of errors on incor-rect slips.	Missent.				Misdirected.			Errors checked—		
					No. of letter pack-ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack-ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Raleigh, N. C.	2	3	328	577	1		1			1	1			
Reading, Pa.	2	12	128	173	1					1	1		3	1
Red Bluff, Cal.	3	3	14	55	2								8	
Redding, Cal.	2	2	4	4						1				
Red Wing, Minn.	3	6	49	85		1							107	12
Reno, Nev.	3	3	34	46	1								57	46
Richmond, Ind.	2	5	146	242	1	1				2				
Richmond, Va.	1	3	831	1,400	2	3				1	3			
Rochester, Minn.	2	6	12	27	2					1			129	18
Rochester, N. Y.	1	1	2,640	9,699	22					22	1	18	18	
Rockford, Ill.	2	6	457	726						2	2		1,073	284
Rock Island, Ill.	2	6	176	277	3					3			35	4
Rockland, Me.	1	1	117	165									37	197
Rome, Ga.	2	4	244	417	1					2			20	18
Rome, N. Y.	2	2	49	85									43	31
Rondout, N. Y.	2	2	27	39	1					1			16	31
Rutland, Vt.	2	1	114	198	2					1			28	52
Sacramento, Cal.	1	8	393	462	4					7	1	1	258	75
Saginaw, Mich.	2	9	34	51									6	4
Saint Albans, Vt.	2	1			1									
Saint Helena, Cal.	3	8	9	11									18	
Saint Johnsbury, Vt.	2	1	10	19									2	14
Saint Joseph, Mo.	1	7	842	1,675	32	12	1			4			14	1
Saint Louis, Mo.	1	7	6,644	10,800	20		2			22	15		3,699	
Saint Paul, Minn.	1	6	1,776	3,823	49	1	1			26	2	4	598	395
Salem, Mass.	2	1	261	360	3			2			1		52	258
Salem, Ohio	2	5	25	34	3			1		6		1		
Salem, Oreg.	2	8	231	318	2								111	13
Salina, Kans.	2	7	46	54									16	14
Salisbury, N. C.	3	3	143	260										
Salt Lake City, Utah	2	8	187	198						1			129	20
San Antonio, Tex.	2	7	76	333		2	3	2	3				190	3
San Bernardino, Cal.	3	8	12	35									9	
San Buenaventura, Cal.	3	8	27	36									6	
San Diego, Cal.	3	8	5	14										
San Francisco, Cal.	1	8	3,842	4,938	70	2	1			29	2	5	726	143
San José, Cal.	2	8	84	104	8					3			17	4
San Luis Obispo, Cal.	3	8	9	14	2						1		28	
Sandusky, Ohio	2	5	116	174	2					3				
Santa Barbara, Cal.	2	8	185	234	6			3					190	13
Saratoga Springs, N. Y.	2	2	131	196						6	1		18	19
Savannah, Ga.	1	4	1,055	1,640	13		3			10	6	2	522	752
Schenectady, N. Y.	2	2	40	52									7	56
Scranton, Pa.	2	2	231	384	14			1		3	2		207	125
Seattle, Wash.	2	8	170	196	3					1			99	4
Sedalia, Mo.	2	7	194	251	18	3	2						83	1
Selma, Ala.	2	4	208	576	21	2	2			1			389	99
Seneca Falls, N. Y.	3	2	44	103									65	16
Sheboygan, Wis.	2	6	13	10						2			214	42
Sherman, Tex.	2	7	77	185	1									
Shreveport, La.	2	4	297	769	6								217	19
Sing Sing, N. Y.	2	2	64	114						1			12	9
Sioux City, Iowa.	2	6	357	707	1					2			171	41
Sioux Falls, Dak.	2	6	80	173							1		300	53
South Bend, Ind.	2	5	171	313	4	1	2			3	1			
South Norwalk, Conn.	2	1	1	1										
Spokane Falls, Wash.	3	8	114	190						1			12	
Springfield, Ill.	2	6	471	1,840	13	3	1		1	3	1	3	407	79
Springfield, Mass.	1	1	117	288	3			4		2	3	3	213	36
Springfield, Mo.	2	7	536	1,011	13	5	4	28					1,183	40
Springfield, Ohio	1	5	188	438	2						3		245	128
Stamford, Conn.	2	1	11	17										20
Statesville, N. C.	3	3	167	440										
Stamton, Va.	2	3	393	918	3					6	2	2		
Sterling, Ill.	2	6	5	9		1				1			80	
Stillwater, Wis.	2	6	150	257	1								10	
Stockton, Cal.	2	8	49	56	1								13	
Streator, Ill.	2	6	12	22	3			1			1		95	36
Suffolk, Va.	3	3	108	159										
Syracuse, N. Y.	1	2	563	937	1					2	1		63	169
Tacoma, Wash.	2	8	168	197									92	18



TABLE G<sup>2</sup>.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.					Misdirected.			Errors checked—	
					No. of letter packages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter packages.	No. of pouches.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Taunton, Mass.	2	12	1	82	128	2		2		1			119	192
Terra Haute, Ind.	2	12	5	274	514	7	1			4	1	1	226	2
The Dalles, Oreg.	2	12	8	128	155								15	6
Tiffin, Ohio	2	12	5	64	102									
Titusville, Pa.	2	12	1	110	135	1				2	1		406	279
Toledo, Ohio	2	1	5	562	915	8	4	2		4	1	4	247	65
Topeka, Kans.	1	7	1,115	1,887	7		2			4		1	4,378	1,408
Towanda, Pa.	2	12	49	103		2							13	33
Traverse City, Mich.	2	9	9	19	30								112	7
Trenton, N. J.	1	1		223	404					4			16	9
Troy, N. Y.	1	1		558	767	30		1		8	4	1	757	16
Troy, Ohio	2	12	5	62	222					2			112	27
Truckee, Cal.	2	8	8	31	37									
Tulare, Cal.	2	8	8	37	51	4							8	
University of Virginia, Va.	2	3	3	10	47									
Urbana, Ohio	2	5	96	194	5			5		1			155	12
Utica, N. Y.	1	2	180	266	6					1	1	1	883	659
Vacaville, Cal.	2	8	16	16	2								18	
Vallejo, Cal.	2	8	38	65	1	1							15	
Valparaiso, Ind.	2	5	163	656	2	2				6			4	
Vancouver, Wash.	2	8	148	197									52	7
Vicksburg, Miss.	2	4	146	210	4	1	3						45	31
Vincennes, Ind.	2	5	248	465	5	2				1	4		464	11
Virginia City, Nev.	2	3		28	34								8	
Visalia, Cal.	2	8	44	80										
Waco, Tex.	2	7	26	53		4							82	15
Wakefield, Mass.	2	1	28	81									57	27
Walla Walla, Wash.	2	8	71	106	3			1					31	
Waltham, Mass.	2	1	41	50										
Warren, Ohio	2	5	8	25										
Warren, Pa.	2	2	18	42				1					76	55
Washington, D. C.	1	3	6,112	9,738	109					96	3	7	12,506	
Washington, N. J.	2	2	33	170									29	7
Washington, Pa.	2	2	25	66									295	105
Waterbury, Conn.	2	1	50	164		1							387	258
Waterloo, Iowa	2	6	217	468	16	2				1			285	82
Watertown, N. Y.	2	2	60	108									30	45
Waterville, Me.	2	1	5	5										
Waukesha, Wis.	2	6	127	178						1	2		89	5
Waverly, N. Y.	2	2	9	12									2	1
Waynesborough, Va.	4	3	8	18										
Wellington, Kans.	2	7	45	55	1		1	3					148	52
Wellsburg, W. Va.	2	3	36	64										
West Bay City, Mich.	2	9	10	17				1						
West Chester, Pa.	2	2	33	45									64	14
West Gardner, Mass.	2	1												
West New Brighton, N. Y.	2	2												110
Westerly, R. I.	2	1	2	2										
Westfield, Mass.	2	1	43	62	1	1							225	139
Weston, W. Va.	2	3	21	39										
Wheeling, W. Va.	2	3	222	372	5					1		1		
White Sulphur Springs, W. Va.	4	3	3	7										
Wichita, Kans.	2	7	214	441	4		3						101	52
Wilkes-Barre, Pa.	2	2	36	71	3					1			17	18
Williamsport, Pa.	2	2	111	219	1								200	85
Williamstown, Conn.	2	1	1	3	2	1							1	
Wilmington, Del.	1	2	825	1,249	22					8	4		129	151
Wilmington, N. C.	2	3	168	276						2				
Winchester, Va.	2	3	50	98										
Winfield, Kans.	2	7	51	70									203	82
Winona, Minn.	2	6	141	262		1							88	14
Woodbury, N. J.	2	2	16	151									20	36
Woodland, Cal.	2	8	111	146									121	15
Woonsocket, R. I.	2	1	13	18									33	61
Worcester, Mass.	1	1	329	456	4					3			153	250
Wyandotte, Kans.	2	7	336	734									388	76
Xenia, Ohio	2	5	16	34										
Yonkers, N. Y.	2	2	31	43	1								50	61
York, Pa.	2	2	98	140	2						2		27	16
Youngstown, Ohio	2	5	148	317	2					3			29	6

# RAILWAY MAIL SERVICE—ERRORS IN DISTRIBUTION. 571

TABLE G<sup>s</sup>.—Statement of errors in the distribution and forwarding of mails &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect allps re- turned.	No. of errors on incor- rect allps.	Misent.				Misdirected.			Errors checked—	
					No. of letter pack- ages.	No. of pouches.	No. of sacks.	No. of registered packages.	No. of registered pouches.	No. of letter pack- ages.	No. of pouches.	No. of sacks.	Against railway postal clerks.
Ypsilanti, Mich.....	2	9	10	25	2	11	12	4	30	2	2	1,319	695
Zanesville, Ohio.....	2	5	260	547	2	11	26	60	31	6	6	5,994	5,626
All other offices.....	1	1	3,698	7,959	90	11	33	98	31	6	6	14,459	7,015
Do.....	2	2	7,724	15,917	133	9	1	2	1	1	1	14,459	7,015
Do.....	3	3	1,974	4,340	26	1	3	1	1	3	2	14,459	7,015
Do.....	4	4	2,402	4,239	53	2	3	7	1	12	4	14,459	7,015
Do.....	5	5	2,884	6,242	84	18	2	32	23	3	3	4,411	1,020
Do.....	6	6	8,290	19,202	405	52	2	104	168	80	12	3,755	2,496
Do.....	7	7	6,436	12,842	236	140	16	158	51	7	2	568	93
Do.....	8	8	3,104	4,433	57	25	1	21	9	3	1	2,389	414
Do.....	9	9	1,500	3,359	46	19	3	10	22	14	1		



TABLE G<sup>s</sup>.—Statement of errors in the distribution and forwarding of mails by post-offices—Continued.

## RECAPITULATION.

Division.	Incorrect alips.	Errors on incorrect alips.	Missent.				Misdirected.			Errors checked—	
			Letter packages.	Pouches.	Sacks.	Registered packages.	Letter packages.	Pouches.	Sacks.	Against railway postal clerks.	Against post-offices.
First .....	20,738	38,279	391	40	25	46	180	55	58	12,582	17,361
Second .....	92,055	200,347	848	18	8	42	631	90	172	53,034	18,604
Third .....	19,437	34,832	302	20	9	16	159	16	23	12,506	.....
Fourth .....	15,497	28,422	337	17	46	53	98	24	43	5,630	2,272
Fifth .....	28,271	50,338	570	77	24	165	321	103	77	17,591	5,143
Sixth .....	43,717	84,390	1,120	77	10	160	435	134	62	30,988	10,497
Seventh .....	29,526	54,718	719	250	109	269	133	12	29	31,924	8,586
Eighth .....	13,426	18,169	220	34	2	550	65	10	11	4,798	932
Ninth .....	6,659	12,519	104	25	3	11	50	26	9	6,258	1,221
Total .....	269,326	522,614	4,611	558	236	712	2,672	470	484	175,311	64,636
Total as per report for fiscal year ended June 30, 1885 .....	215,352	415,429	3,397	554	194	555	1,727	369	447		
Increase .....	53,974	106,585	1,214	3	42	157	345	101	37		

\* Including 6 registered pouches.

† Including 7 registered pouches.

‡ Including 14 registered pouches.

§ Including 6 registered pouches.

TABLE H<sup>a</sup>.—Statement of case examinations of permanent railway postal clerks for the fiscal year ended June 30, 1886.

Division.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.	Highest individual per cent. correct.	Lowest individual per cent. correct.
First .....	447	261,225	258,904	2,319	2	99.11	100.00	85.38
Second .....	1,243	1,978,603	1,045,351	149,082	784,170	52.83	100.00	04.48
Third .....	272	313,442	292,987	13,863	6,592	93.47	100.00	12.54
Fourth .....	605	345,039	333,863	10,954	1,182	96.50	100.00	40.23
Fifth .....	1,081	1,357,545	1,301,859	47,770	7,916	95.90	100.00	8.40
Sixth .....	414	502,996	480,212	4,466	18,318	95.47	100.00	14.20
Seventh .....	1,009	823,882	774,966	30,983	8,933	94.06	100.00	13.35
Eighth .....	427	224,858	202,784	13,326	8,748	90.18	100.00	12.98
Ninth .....	464	763,940	674,046	48,550	41,344	88.23	100.00	9.45
Total .....	5,902	6,572,130	5,364,972	329,953	877,205	81.61	100.00	4.48
Totals as per report for fiscal year ended June 30, 1885 .....	5,489	5,688,656	4,677,891	301,431	709,334	82.23	100.00	1.54
Increase .....	473	883,474	687,081	28,522	167,871	*.62	100.00	.....

\* Decrease.

TABLE II.—Statement of case examinations of railway postal clerks during probation for the fiscal year ended June 30, 1886.

Division.	Probationary appointments.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.	Probationers who received permanent appointments.	Average per cent. correct during probation made by those permanently appointed.	Dropped during probation, including those permitted to resign.	Per cent. of probationary appointees who failed to pass final examination.	Average per cent. cards correct of those dropped.	Highest individual per cent. correct.	Lowest individual per cent. correct.	Per cent. correct appointed for permanent appointment.
First .....	168	205	183, 154	165, 017	15, 982	2, 155	90.10	81	91.23	35	32.41	79.52	100.00	13.03	90.00
Second .....	233	840	512, 300	269, 430	45, 565	197, 305	52.59	70	51.53	60	25.75	49.97	99.53	2.02	90.00
Third .....	101	343	303, 807	222, 768	36, 373	44, 069	73.32	69	80.69	32	31.68	49.37	100.00	9.34	90.00
Fourth .....	139	396	219, 035	192, 835	20, 118	6, 582	87.81	61	90.30	21	15.10	63.05	99.33	24.50	90.00
Fifth .....	220	992	816, 069	681, 703	83, 665	50, 611	83.55	168	92.41	75	30.86	60.33	100.00	3.15	90.00
Sixth .....	865	954	931, 850	741, 506	110, 807	79, 537	79.00	216	80.00	102	27.94	54.95	100.00	3.03	90.00
Seventh .....	175	574	417, 393	356, 007	38, 711	22, 665	85.29	132	88.63	55	31.43	68.63	100.00	3.67	90.00
Eighth .....	22	101	62, 543	52, 893	5, 077	4, 773	84.25	26	91.07	11	42.30	86.30	100.00	38.05	90.00
Ninth .....	153	618	596, 537	411, 762	56, 060	118, 715	70.20	67	78.32	38	24.83	52.59	100.00	.94	90.00
Total .....	1, 516	5, 113	4, 032, 678	3, 083, 311	412, 358	527, 009	76.61	890	.....	429	27.60	.....	100.00	.03	90.00
Total as per report for fiscal year ended June 30, 1885 .....	1, 640	3, 316	2, 452, 629	1, 671, 080	320, 605	290, 944	68.13	407	.....	615	87.05	.....	100.00	.07	.....
Increase .....	*124	1, 797	1, 580, 049	1, 422, 231	91, 753	266, 065	8.56	483	.....	*188	*9.45	.....	.....	.....	.....

\* Decrease.

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run.

## FIRST DIVISION.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Alton Bay and Dover .....	28.42	113.68	1	12	113.68	
Athol and Springfield .....	48.34	96.68	1	6	96.68	
Augusta and Portland .....	63.39	206.00	1	6	110.92	This clerk runs in connection with Skowhegan and Portland clerks.
Bangor and Bar Harbor .....	51.00	102.00	1	6	102.00	
Bangor and Boston .....	245.90	983.60	8	13	122.90	Two short stops between Portland and Boston, 108.80 miles.
Bangor and Boston (short run) ..	57.78	115.56	2	6	77.04	
Bangor and Bucksport .....	19.24	76.96	1	12	76.96	
Bath and Lewiston .....	23.47	113.88	1	12	113.88	
Belfast and Burnham .....	33.95	135.80	1	12	135.80	
Boston and Albany .....	203.25	813.00	8	12	101.62	
Boston and Albany (short run) ..	99.44	198.88	2	6	99.44	Two short stops; daily average, 99.44 miles.
Boston, Clinton and Fitchburgh ..	62.49	124.98	1	6	124.98	
Boston and Greenville .....	60.33	120.66	1	6	120.66	
Boston and Hopewell Junction ..	215.23	430.46	4	6	107.61	The second clerks on this line run a daily average of 102.28 miles. One short stop between Williamstown and Boston; daily average, 143 miles.
Boston and Hopewell Junction (short run) ..	118.30	236.60	2	6	118.30	
Boston, Nashua and Keene .....	96.22	192.44	2	6	96.22	
Boston and New York (short run) ..	125.73	271.46	4	6	105.48	
Boston, Providence and New York ..	233.07	466.14	4	7	116.53	
Boston and Providence .....	45.06	180.24	2	12	90.12	
Boston, Springfield, and New York ..	235.17	1,411.02	12	20	117.58	
Boston and Troy .....	191.04	764.16	8	12	95.52	Two short stops; daily average, 91.67 miles.
Boston and Wellfleet .....	106.56	426.24	4	12	106.56	One short stop; daily average, 92.06 miles.
Brattleborough and Palmer .....	56.33	112.66	1	6	112.66	
Cambridge Junction and Burlington ..	34.47	68.94	1	6	68.94	
Canton and Mechanic Falls .....	25.52	51.04	1	6	51.04	
Claremont and Lowell .....	104.50	209.00	2	6	104.50	
Danbury and South Norwalk .....	23.61	94.44	1	12	94.44	
Essex Junction and Boston .....	241.86	483.72	4	6	120.93	
Farmington and Lewiston .....	47.12	167.38	1	6	83.69	
Greenville and Bangor .....	91.03	182.06	1	6	182.06	
Hartford and Milford .....	70.96	283.84	2	12	141.92	
Hartford and Saybrook .....	45.36	178.22	2	12	87.36	
Keene and South Vernon .....	24.35	97.40	1	12	97.40	
Lancaster and Boston .....	212.03	417.26	4	6	104.31	
Litchfield and Bethel .....	39.03	78.06	1	6	78.06	
Lowell and Ayer .....	16.08	67.92	1	12	67.92	
Lowell and Taunton .....	62.01	248.04	2	12	124.02	
Manchester, Lawrence and Boston ..	52.35	104.74	2	(1)	80.37	12 round trips between Manchester and Lawrence.
Manchester and Peterborough .....	63.37	126.74	1	6	126.74	16 round trips between Lawrence and Boston.
New Hartford and Farmington .....	14.30	57.20	1	12	57.20	
New Haven and New York .....	77.05	154.10	1	6	115.56	
New London and New Haven .....	51.81	207.24	2	12	103.62	
Newburyport and Boston .....	40.63	162.52	2	12	81.26	
North Adams and Pittsfield .....	21.43	85.72	1	12	85.72	
North Andover and Portland .....	104.17	208.34	2	6	104.17	These clerks run between Oakland and Portland, with Skowhegan and Portland clerks as assistants.
North Copway and Portsmouth .....	82.09	164.18	2	6	82.09	
Palmer and New London .....	65.30	130.60	1	6	130.60	
Peterborough and Worcester .....	53.80	107.60	1	6	107.60	

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## FIRST DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Pittsfield and Bridgeport.....	110.40	441.96	4	13	110.49	
Pittsfield and Hooksett.....	20.35	40.70	1	6	40.70	
Plymouth and Concord.....	51.40	102.80	1	6	102.80	
Portland and Boston.....	110.70	466.80	5	12	177.80 116.70	{ <sup>1</sup> Daily average; 3 clerks in charge. <sup>2</sup> Daily average; 8 clerks in charge.
Portland and Island Pond.....	149.78	299.56	3	6	99.84	
Portland and Island Pond (short run).	92.16	184.32	2	6	184.32	
Portland and Rochester.....	52.74	105.48	1	3	105.48	
Portland and Swanton.....	232.90	465.80	4	6	116.45	
Portland and Swanton (short run)	72.87	145.74	1	6	145.74	
Portland and Worcester.....	147.34	294.68	3	6	98.22	
Portland and Worcester (short run).	40.76	93.52	1	6	93.52	
Portsmouth and Concord.....	50.25	118.50	1	6	118.50	
Portsmouth and Manchester.....	41.52	83.04	1	6	83.04	
Providence and New London.....	65.24	260.96	2	12	130.48	
Providence and Pascoag.....	23.75	95.00	1	12	95.00	
Providence and Willimantic.....	59.04	118.08	1	6	118.08	
Richford and Springfield.....	260.98	981.16	0	{ <sup>16</sup> <sup>26</sup> }	260.98	{ <sup>16</sup> round trips between Springfield and New- port. <sup>26</sup> round trips between Springfield and Rich- ford.
Richford and Springfield (short run).	124.39	148.78	3	6	124.39	
Richford and Saint Albans.....	28.91	57.82	1	6	57.82	
Rockland and Portland.....	84.42	294.40	3	{ <sup>16</sup> <sup>26</sup> }	178.37 117.90	{ <sup>1</sup> Short run, Rockland and Portland.
Rutland, Bennington and Troy.....	85.19	170.38	2	6	85.19	
Saint Albans and Boston.....	265.40	1,061.60	8	12	132.70	
Saint Albans and North Benning- ton.....	152.47	304.94	3	6	101.64	
Skowhegan and Portland.....	103.00	206.00	2	6	110.92	These clerks perform the service of Augusta and Portland R. P. O.
South Londonderry and Brattle- borough.....	36.47	72.94	1	6	72.94	
Springfield and Hartford.....	32.29	129.16	1	12	129.16	
Vancorbrough and Bangor.....	114.44	457.76	4	12	114.44	
Wells River and Montpelier.....	38.64	77.28	1	6	77.28	
West Winsted and Bridgeport.....	62.22	248.88	2	12	93.53	
Williamsburg and New Haven.....	85.59	342.36	3	12	114.12	
Willimantic and New Haven.....	54.69	109.38	1	6	109.38	
Winchendon and Palmer.....	49.94	99.88	1	6	99.88	
Winchendon and Worcester.....	38.05	76.10	1	6	76.10	
Worcester and Norwich.....	59.72	119.44	1	6	119.44	
Worcester and Providence.....	44.14	176.56	2	12	88.28	
Total.....	7,168.58	20,332.16	190	.....	107+	

## SECOND DIVISION.

Addison and Galeton.....	46.50	93.00	1	6	93.00	
Albany and Binghamton.....	143.21	286.42	3	6	95.46	1 helper between Alba- ny and Maryland.
Albany and New York.....	145.85	581.40	4	12	145.85	Sundays not included; 4 helpers from New York to Syracuse, week on and week off.
Albany and Rochester.....	252.00	504.00	4	12	126.00	Sundays not included; 2 helpers from Alba- ny to Syracuse, week on and week off.
Albany, Kingston and New York	146.23	584.92	4	12	146.23	
Allentown and Harrisburg.....	91.84	367.36	3	12	122.45	
Allentown and Pawling.....	44.18	88.36	1	6	88.36	
Auburn and Freeville.....	39.41	78.82	1	6	78.82	

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SECOND DIVISION—Continued.

Railway post-office lines.	Length of routes.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	Miles.	Miles.			Miles.	
Auburn and Harrisburg .....	59.84	119.68	1	6	119.68	Short run of Sag Harbor and N. Y. R. P. O.
Babylon and New York .....	37.36	74.72	1	6	74.72	
Batavia and Buffalo .....	47.39	94.78	1	6	94.78	
Belvidere and Philadelphia .....	102.54	205.08	1	6	205.08	
Bennington and Chatham .....	57.79	115.58	1	6	115.58	
Berlin and Salisbury .....	23.86	47.72	1	6	47.72	
Bethlehem and Philadelphia .....	57.45	287.25	3	15	143.62	
Binghamton and New York .....	208.70	417.40	3	6	139.13	
Boston Corners and Poughkeepsie .....	38.06	76.12	1	6	76.12	
Bound Brook and Philadelphia .....	59.96	119.92	1	6	119.92	
Branch Junction and Pittsburgh .....	70.86	141.72	1	6	141.72	
Branchville and Waterloo .....	{ 12.68 22.02 }	{ 69.40 }	1	9.45	69.40	{ Including short run, Newton to Waterloo (12.68 miles) and return.
Brewsters and New York .....	62.19	124.38	1	6	124.38	
Buffalo and Emporium .....	121.55	243.10	2	6	121.55	Larabee and Clermont clerk runs to Olean as helper.
Buffalo and Jamestown .....	68.79	137.58	1	6	106.80	Alternates with Dunk and Titus R. P. O.
Buffalo and Pittsburgh .....	273.10	546.20	4	6	136.55	2 helpers between Pittsburgh and Oil City, week on and week off.
Buffalo and West .....	49.56	99.12	1	6	99.12	
Butler and Freeport .....	21.46	85.84	1	12	85.84	
Canandaigua and Batavia .....	50.17	100.34	1	6	100.34	
Canandaigua and Elmira .....	69.17	138.34	1	6	99.53	Alternates with Elmira and Williamsport R. P. O.
Canastota and Elmira .....	118.76	237.52	2	6	118.76	
Carbondale and Scranton .....	17.46	104.76	1	18	104.76	
Carlisle and Gettysburgh .....	32.34	64.68	1	6	64.68	
Cayuga and Ithaca .....	39.11	78.22	1	6	78.22	
Chambersburgh and Richmond Furnace .....	31.35	62.70	1	6	62.70	Clerk runs from Mercersburgh Junction to Mercersburgh (2.03 miles) and return, twice daily.
Chatham and New York .....	130.44	521.78	5	12	104.35	
Clayton and Chestertown .....	32.71	65.42	1	6	65.42	
Clayton and Easton .....	44.52	89.04	1	6	89.04	
Columbia and Perryville .....	43.88	87.76	1	6	87.76	
Curwensville and Tyrone .....	47.45	94.90	1	6	94.90	
Dansville and Buffalo .....	95.98	191.96	1	6	138.98	Alternates with Rochester and Elmira R. P. O.
Downingtown and New Holland .....	28.28	56.56	1	6	56.56	
Driftwood and Red Bank Furnace .....	109.98	219.96	2	6	109.98	
Dunkirk and Titusville .....	91.41	182.82	2	6	106.80	Alternates with Buffalo and Jamestown R. P. O.
Easton and Haxleton .....	{ 45.53 69.18 }	{ 367.78 }	4	16	{ 91.94 }	{ Short run, Easton to Mauch Chunk.
Elmira and Blossburgh .....	52.41	104.82	1	6	104.82	Clerk performs double daily service between Tioga Junction and Lawrenceville, (3.2 miles) = 12.8 miles.
Elmira and Wilkes Barre .....	124.13	248.26	1	6	248.26	Short run, New York and Elmira R. P. O.
Elmira and Williamsport .....	79.13	158.26	2	6	99.53	Alternates with Canandaigua and Elmira R. P. O.
Erie and Pittsburgh .....	148.00	296.00	3	6	98.66	
Geneva and Williamsport .....	172.29	344.58	3	6	114.89	
Georgetown and Franklin City .....	56.26	112.52	1	6	112.52	
Glyndon and Gettysburgh .....	51.42	205.68	2	12	102.84	
Greenport and New York .....	98.60	197.20	2	6	98.60	
Greenville and Butler .....	58.87	117.74	1	6	117.74	
Greenwood Lake and New York .....	50.06	100.12	1	6	100.12	
Greycourt and Belvidere .....	63.36	126.72	1	6	126.72	
Harrington and Lewes .....	40.79	81.58	1	6	81.58	
Harrisburg and Baltimore .....	86.22	172.44	2	6	86.22	

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Harrisburg and Martinsburgh.....	94.79	379.16	3	12	126.39	
Hazleton and Sunbury.....	52.61	105.22	1	6	105.22	
Hightstown and Philadelphia.....	52.17	104.34	1	6	104.34	
Hornellsville and Buffalo.....	91.69	183.38	2	6	91.69	
Huntingdon and Cumberland.....	90.69	181.38	2	6	90.69	
Indiana and Branch Junction.....	19.20	76.80	1	12	76.80	
Ithaca and Owego.....	35.00	70.00	1	6	70.00	
Johnstown and Rockwood.....	45.71	91.42	1	6	91.42	
Kane and Callery.....	126.87	253.74	2	6	126.87	
Kingston and Goshen.....	44.46	88.92	1	6	88.92	
Lancaster and Frederick.....	81.67	163.34	2	6	81.67	
Larabee and Clermont.....	22.33	79.16	1	6	79.16	Clerk runs to Olean (17.25 miles) and return.
Lock Haven and Harrisburg.....	118.63	474.52	4	12	118.63	
Lock Haven and Tyrone.....	60.46	120.92	1	6	120.92	Clerk runs to Bellefonte (2.70 miles) and return.
Lyons and Sayre.....	92.22	184.44	2	6	92.22	
Meadville and Oil City.....	36.62	73.24	1	6	73.24	
Middletown and New York.....	89.78	179.56	2	6	118.37	Alternates with Port Jervis and New York R. P. O., on trains 15 and 16.
Millerton and Dutchess Junction.....	57.97	115.94	1	6	115.94	
Monmouth Junction and Manassquan.....	53.18	66.36	1	6	66.36	Distance given to Sea Girt.
Montandon and Bellefonte.....	69.27	138.54	1	6	138.54	Clerk runs one additional round trip between Lewisburgh and Montandon (1.64 miles).
Montrose and Tunkhannock.....	29.16	58.32	1	6	58.32	
Mount Carmel and Sunbury.....	27.83	55.66	1	6	55.66	
New Berlin and Sidney Plains.....	25.31	50.62	1	6	50.62	
New York and Dunkirk.....	461.38	1,588.02	10	13	158.80	5 helpers east of Hornellsville and 2 helpers west of Hornellsville. Double daily service between New York and Hornellsville (332.63 miles).
New York and Elmira.....	303.58	607.16	4	6	151.79	Helper runs to Laceyville (67.55 miles), and return.
New York and Hackettstown.....	62.79	125.58	1	6	83.72	Short run of New York Dover and Easton R. P. O.
New York and Philadelphia.....	91.82	367.28	3	12	122.44	Relieved every 3 weeks by clerk in New York Dover and Easton R. P. O.
New York and Pittsburgh.....	443.20	3,509.40	22	23.5	1163.60 1172.36	Short run, New York and Pittsburgh R. P. O. { Including Harrisburg and Pittsburgh crews averaging 124.25 miles daily. { Excluding Harrisburg and Pittsburgh crews.
New York and Point Pleasant.....	60.64	363.84	3	18	121.28	
New York and Washington.....	227.85	1,367.10	12	20	113.92	
New York (Dover) and Easton.....	86.87	173.74	2	6	107.83	1 clerk relieves New York and Hackettstown R. P. O. every third week.
New York (Somerville) and Easton.....	75.00	300.36	3	12	100.12	
Nineveh and Carbondale.....	57.38	114.76	1	6	114.76	
North Creek and Saratoga.....	58.25	116.50	1	6	116.50	
North Fair Haven and Sayre.....	86.74	408.54	3	6	136.18	{ Including short run, Auburn to Sayre.
Northville and Fonda.....	117.53	107.16	1	12	107.16	

TABLE K<sup>a</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SECOND DIVISION—Continued.

Railway post-office lines.	Length of route. Miles.	Daily run. Miles.	Crews on line.	Round trips per week.	Average run daily by crews. Miles.	Remarks.
Norwood and Rome .....	146.92	203.84	2	6	164.44	1 clerk doubles road daily (146.92 miles) between Norwood and Rome.
Nyaok and New York .....	30.35	121.40	1	12	121.40	1 clerk doubles road daily (72.74 miles) between Watertown and Rome.
Ogdensburg and Utica .....	134.78	269.56	2	6	134.78	Helper runs between Utica and Castorland daily.
Oneida and New York .....	273.70	547.40	4	6	136.85	
Oswego and Dinghamton .....	115.30	461.20	8	12	153.73	
Oswego and Oneida .....	58.33	110.66	1	6	116.66	
Oswego and Suspension Bridge .....	151.19	302.38	2	6	151.19	
Peninsula Junction and Cape Charles .....	73.51	147.02	1	6	147.02	
Penn Haven and Mount Carmel .....	53.25	106.50	1	6	106.50	
Philadelphia and Atlantic City .....	80.78	243.04	2	12	121.52	
Philadelphia and Baltimore .....	98.04	196.08	2	6	98.04	
Philadelphia and Cape May .....	83.60	334.40	2	12	167.20	
Philadelphia and Crisfield .....	102.92	325.84	3	6	108.61	
Philadelphia and Dover .....	75.22	150.44	1	6	150.44	
Philadelphia and Harrisburg .....	108.56	426.20	4	12	106.55	Short run, New York and Pittsburgh R.P.O.
Philadelphia and Port Deposit .....	68.80	275.20	2	12	137.60	
Philadelphia and Port Norris .....	59.64	238.56	2	12	119.28	
Philadelphia and West Chester .....	28.50	114.00	1	12	114.00	
Pittsburgh and Fairchance .....	75.84	151.68	1	6	151.68	
Pittsburgh and New Haven .....	60.12	120.24	1	6	120.24	
Pittsburgh and Washington .....	31.62	126.48	1	12	126.48	
Pittsburgh and West Brownsville .....	54.34	108.68	1	6	108.68	
Pittsburgh and Wheeling .....	72.08	144.16	1	6	144.16	
Port Jefferson and Long Island City .....	58.00	132.00	1	9.75	132.00	On trains 18 and 69 clerk performs service between Northport and Jamaica; on trains 15 and 32 between Jamaica and Port Jefferson.
Port Jervis and New York .....	87.77	351.08	3	12	293.91	Clerks on trains 15 and 16 alternate with Middletown and New York R. P. O., 118.87 miles daily. (Short run New York and Dunkirk R. P. O.)
Portland and Nazareth .....	25.55	51.10	1	6	51.10	
Pottsville and Philadelphia .....	94.13	364.78	3	18	141.10	
Pottsville, Tamaqua and Herndon .....	78.74	272.76	2	10.39	136.38	Double daily service between Pottsville and Shamokin, 57.64 miles.
Reading and Quarryville .....	57.50	105.00	1	6	105.00	
Reading and Wilmington .....	74.07	148.14	1	6	148.14	
Red Bank and Bridgeton .....	95.20	190.40	1	6	190.40	
Richland and Niagara Falls .....	181.40	362.80	3	6	120.93	
Richland and Syracuse .....	42.33	84.66	1	6	81.06	
Rochester and Elmira .....	112.50	225.00	2	6	138.98	Alternates with Danaville and Buffalo R.P.O.
Rochester and Olean .....	106.53	213.06	2	6	106.53	
Rochester and Punxsutawney .....	228.32	456.64	4	6	114.16	
Rochester and Suspension Bridge .....	74.89	149.78	2	6	74.89	
Rockaway and High Bridge .....	30.57	61.14	1	6	61.14	
Rondout and Stamford .....	74.32	148.64	2	6	93.00	Three months in year clerk performs double daily service.
Rouse's Point and Albany .....	216.52	433.04	4	6	108.26	Two divisions, Rouse's Point and Whitehall, 114.54 miles; Albany and Rutland, 101.98 miles.
Rutland and Troy .....	94.26	188.52	2	6	94.26	
Sag Harbor and New York .....	100.75	270.22	3	6	92.07	Double daily service between Long Island City and Babylon, 37.36 miles.

TABLE K\*.—Statement, by divisions, of average daily miles run—Continued.

## SECOND DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Saint Albans and Ogdensburgh...	143.05	286.10	2	6	143.05	
Salamanca and Oil City.....	97.69	195.38	2	6	97.69	
Seranton and Northumberland...	80.48	321.92	3	12	107.80	
Seaford and Cambridge.....	31.64	67.28	1	6	67.28	
Sheffield and Erie.....	79.59	159.18	1	6	159.18	Short run, Williamsport and Erie R. P. O.
Slatington and Reading.....	43.63	87.26	1	6	87.26	
Sodus Point and Stanley.....	34.03	68.06	1	6	68.06	
South Amboy and Philadelphia...	62.92	251.68	2	12	125.84	
State Line and Rhinecliff.....	42.53	85.06	1	6	85.06	
Stoneborough and New Castle....	36.49	73.98	1	6	73.98	
Stony Point and New York.....	42.88	85.76	1	6	85.76	
Sunbury and Lewistown.....	51.12	102.24	1	6	102.24	
Suspension Bridge and Buffalo...	24.35	97.40	1	12	97.40	Clerk in charge of registered pouches.
Syracuse and Earlville.....	43.66	87.32	1	6	87.32	
Syracuse, Auburn and Rochester...	104.71	209.42	2	6	104.71	
Towanda and Bernice.....	30.72	61.44	1	6	61.44	
Tower City and Lebanon.....	42.26	84.52	1	6	84.52	
Townsend and Centerville.....	35.21	70.42	1	6	70.42	
Two Bridges and Stroudsburg...	47.90	95.80	1	6	95.80	
Utica and Binghamton.....	95.70	191.40	2	6	105.76	Alternates with Utica and Randallville R. P. O. (double daily service).
Utica and Randallville.....	31.47	125.88	1	12	105.76	Alternates with Utica and Binghamton R. P. O.
Watertown and Utica.....	91.93	183.86	1	6	183.86	Short run, Ogdensburgh and Utica R. P. O.
Wellsville and Bradford.....	56.65	113.30	1	6	113.30	
Whiting and Tuckerton.....	29.48	117.92	1	12	117.92	
Williamsport and Baltimore...	179.83	359.66	3	6	119.89	
Williamsport and Erie.....	249.68	499.36	4	6	124.84	See Sheffield and Erie R. P. O. (short run).
Williamsport and Gazzam.....	141.34	282.68	1	6	282.68	
Williamsport and Reading.....	142.30	284.60	2	6	142.30	
Wilmington and Landenburgh...	20.38	40.76	1	6	40.76	
York and Peach Bottom.....	40.67	81.34	1	6	81.34	
Totals.....	14,105.67	37,541.43	318		118.05	

## THIRD DIVISION.

Alexandria and Round Hill.....	53.35	106.70	1	6	106.70	
Annapolis Junction and Annapolis.....	21.09	42.18	1	6	42.18	
Asheville and Jarrett.....	95.62	191.24	2	6	95.62	
Baltimore and Bristol.....	477.57	955.14	8	7	119.39	2 helpers between Baltimore and Hagerstown, daily average, 86.60 miles; and 2 between Roanoke and Bristol, daily average, 150.50 miles.
Baltimore and Grafton.....	294.86	1,769.16	12	21	147.43	2 helpers on train 5, Washington Junction to Cumberland, returning to Baltimore on train 2; daily average, 109.25 miles.
Baltimore and Lexington.....	258.32	516.64	4	6	129.16	2 clerks of the Baltimore and Grafton R. P. O. perform service as helpers on this line between Baltimore and Washington Junction; daily average, 82.75 miles.
Baltimore and Martinsburgh....	101.32	202.64	2	6	101.32	
Baltimore and Washington.....	43.37	86.74	1	6	86.74	
Baltimore and Williamsport.....	94.12	188.24	2	6	94.12	



TABLE K\*.—Statement, by divisions, of average daily miles run—Continued.

## THIRD DIVISION—Continued.

Railway post office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Baltimore and Winchester .....	114.48	228.96	1	6	114.48	
Bowie and Pope's Creek .....	49.14	98.28	1	6	98.28	
Bristol and Chattanooga .....	242.37	969.48	8	14	121.18	
Charlotte and Shelby .....	55.42	110.84	1	6	110.84	
Clarksburg and Weston .....	26.05	52.10	1	6	52.10	
Cranberry and Johnson City .....	34.11	68.22	1	6	68.22	
Cumberland and Piedmont .....	33.73	134.92	1	12	134.92	
Cumberland and Pittsburgh .....	150.73	301.46	3	6	100.48	1 short stop between Pittsburgh and Conneville, daily average except Saturday and Sunday 115.60 miles.
Danville and Stuart .....	76.16	152.32	1	6	152.32	
Delta and Baltimore .....	47.83	95.66	1	6	95.66	
Elba and Rocky Mount .....	37.26	74.52	1	6	74.52	
Fredericksburgh and Orange Court-House .....	38.70	77.40	1	6	77.40	
Goldborough and Morehead City .....	94.93	189.86	2	6	94.93	
Goldborough and Greensborough .....	130.01	260.02	2	7	130.01	
Grafton and Parkersburgh .....	104.54	209.08	2	6	104.54	
Grafton and Wheeling .....	99.44	198.88	2	7	99.44	
Greensborough and Bennettsville .....	155.78	311.56	3	6	103.85	
Greensborough and Winston .....	29.10	116.40	1	14	116.40	
Hagerstown and Weverton .....	24.52	98.08	1	12	98.08	
Keysville and Clarksville .....	31.64	63.28	1	6	63.28	
Knoxville and Maryville .....	10.83	33.66	1	6	33.64	
Lovely Mount and Pocahontas .....	75.16	150.32	2	6	75.16	
Lynchburgh and Bristol .....	204.48	408.96	4	7	102.24	
Morgantown and Fairmont .....	25.88	51.76	1	6	51.76	
Norfolk and Edenton .....	75.25	150.50	2	6	75.25	
Norfolk and Lynchburgh .....	205.22	410.44	4	7	102.61	
Norfolk, Newport News, and Richmond .....	91.32	182.64	2	6	91.32	
Norfolk and Raleigh .....	179.02	358.04	3	6	119.34	
Piedmont and Davis .....	56.22	112.44	1	6	112.44	
Point Pleasant and Charleston .....	57.96	115.92	1	6	115.92	
Raleigh and Hamlet .....	97.57	195.14	2	6	97.57	
Richmond and Danville .....	141.68	283.36	3	7	94.05	
Richmond and Huntington .....	419.46	1,228.62	12	.....	102.33	
Richmond, Lynchburgh, and Clifton Forge .....	230.55	461.10	4	6	115.27	Line divided at Clifton Forge. East Division, 8 crews, 1 clerk; 12 round trips per week. West division, 4 crews, 1 clerk; 7 round trips per week.
Richmond and Wilmington .....	245.17	984.68	8	14	123.06	4 helpers; daily average 61.35 miles.
Rogersville and Bull's Gap .....	16.27	32.54	1	6	32.54	
Salisbury and Knoxville .....	273.73	547.46	4	7	136.94	1 helper; daily average 116 miles.
Statesville and Charlotte .....	45.14	90.28	1	6	90.28	
Washington and Charlotte .....	382.04	1,528.16	12	14	127.34	8 helpers; daily average 107.26 miles.
Washington and Lynchburgh .....	172.98	345.96	3	6	115.32	Short run of Washington and Charlotte R. P. O.
Washington and Richmond .....	116.93	701.58	6	20½	116.93	1 helper on train 40.4 days each week. Daily average when on duty, 108.80 miles.
Washington and Strasburgh .....	93.55	187.01	2	6	93.55	
West Point and Richmond .....	39.07	78.14	1	6	78.14	
Wheeling and Parkersburgh .....	94.71	189.42	2	6	94.71	
Wilmington and Charlotte .....	188.40	376.80	3	6	125.60	
Total .....	6,560.56	17,074.23	150	.....	113.82	

## FOURTH DIVISION.

Aberdeen and Lexington .....	120.12	240.24	2	7	120.12
Albany and Thomasville .....	58.92	117.84	1	7	117.84
Astor and Leesburgh .....	34.53	69.06	1	6	69.06
Athens and Union Point .....	40.48	80.96	1	6	80.96
Atlanta and Birmingham .....	167.54	335.08	3	7	111.69
Atlanta and Macon .....	103.81	207.62	2	6	103.81
Atlanta and Montgomery .....	175.68	702.72	5	14	140.54

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

## FOURTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Atlanta and Savannah	294.08	588.16	4	7	147.04	
Augusta and Atlanta	171.59	686.36	6	14	114.39	
Augusta and Gibson	51.36	102.72	1	6	102.72	
Augusta and Millen	53.51	107.02	1	6	107.02	
Augusta and Port Royal	112.52	225.04	2	7	112.52	
Brunswick and Albany	171.73	343.46	3	7	114.48	
Cairo and New Orleans	552.88	1,105.16	9	7	122.79	
Cairo and West Point	260.68	521.36	4	7	130.34	
Camak and Macon	78.59	157.18	1	6	157.18	
Camden and Kingsville	39.03	156.12	1	12	156.12	
Cartersville and Broken Arrow	110.06	220.12	2	6	110.06	
Charleston and Augusta	139.22	278.44	2	6	139.22	
Charlotte and Atlanta	268.22	1,072.88	8	14	134.11	
Charlotte and Augusta	192.00	384.00	3	7	128.00	
Chattanooga and Atlanta	138.55	831.30	7	21	118.75	
Chattanooga and Macon	241.54	483.08	3	7	161.02	
Chattanooga and Meridian	295.71	591.42	5	7	118.28	
Columbia and Charleston	132.77	265.54	2	7	132.77	
Columbia, Sumter, and Charleston	136.00	272.00	2	7	136.00	
Columbia and Walhalla	161.68	323.36	3	6	107.79	
Columbus and Troy	85.70	171.40	2	7	85.70	
Du Pont and Gainesville	119.27	238.54	2	7	119.27	
Eaton and Macon	58.73	117.46	1	6	117.46	
Ellijay and Marietta	67.75	135.50	1	6	135.50	
Fernandina and Orlando	215.58	431.16	4	7	107.79	
Flomaton and Pensacola	44.84	89.68	1	6	89.68	
Florence and Augusta	164.37	328.74	3	7	109.58	
Gainesville and Social Circle	52.27	104.54	1	6	104.54	
Goodwater and Opelika	60.15	120.30	1	6	120.30	
Greenville and Belton	26.27	52.54	1	6	52.54	
Greenville and Columbus	51.77	103.54	1	6	103.54	
Griffin and Carrollton	60.37	120.74	1	6	120.74	
Hendersonville and Columbia	143.36	286.72	3	6	95.97	
Jackson and Natchez	90.55	181.10	2	7	90.55	
Jacksonville and Pensacola	369.02	738.04	6	7	123.00	
Jacksonville and Tampa	241.54	483.08	4	7	120.77	
Jacksonville and Titusville	160.91	321.82	3	6	107.27	
Lenoir and Lancaster	138.25	276.50	3	6	92.16	
Macon and Brunswick	190.60	381.20	4	7	95.30	
Macon and Montgomery	244.51	489.02	4	7	112.25	
Macon and Opelika	129.67	259.34	2	16	159.34	29.67 miles 12 times a week.
Memphis and Grenada	101.60	203.20	2	7	101.60	
Memphis and Holly Springs	45.87	91.74	1	6	91.74	
Memphis and New Orleans	454.70	909.40	6	7	151.56	
Meridian and New Orleans	196.24	392.48	3	6	130.82	
Meridian and Vicksburg	140.70	281.40	3	7	93.80	
Montgomery and New Orleans	321.85	1,287.40	10	14	128.74	
Montgomery and Selma	51.21	102.42	1	7	102.42	
New Orleans and Alexandria	230.24	460.48	4	7	115.12	
New Orleans and Houston	362.74	725.48	5	7	145.09	
New Orleans and Marshall	369.37	738.74	6	7	123.12	
Palatka and Tampa	210.46	420.92	3	6	140.30	
Rome and Selma	197.60	395.20	3	7	131.73	
Selma and Akron Junction	71.86	143.72	1	6	143.72	
Selma and Meridian	114.28	228.56	2	7	114.28	
Selma and Pine Apple	47.79	95.58	1	6	95.58	
Smithville and Blakeley	73.54	147.08	1	6	147.08	
Spartanburg and Augusta	134.72	269.44	2	7	134.72	
Tallulah and Athens	72.76	145.52	2	6	72.76	
Toccoa and Elberton	51.45	102.90	1	6	102.90	
Vicksburg and Shreveport	174.00	348.00	3	7	116.00	
Wadesborough and Florence	66.32	132.64	1	6	132.64	
Waldo and Cedar Keys	71.00	142.00	1	6	142.00	
Way Cross and Chattahoochee	164.21	328.42	3	7	109.46	
West Point and Mobile	232.99	465.98	4	7	116.49	
Wilmington and Jacksonville	494.14	1,076.76	13	14	132.04	
Yazoo City and Jackson	46.18	92.36	1	6	92.36	
York and Artesia	90.71	201.60	2	16	126.00	13.50 miles 12 times a week.
Total	11,595.51	6,771.16	219	.....	122.24	

TABLE K<sup>a</sup>.—Statement, by divisions, of average daily miles run—Continued.

## FIFTH DIVISION.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	Miles.	Miles.			Miles.	
Ashland and Richardson .....	50.32	109.64	1	6	100.64	Doubled daily service, except Sunday, established February 1, 1886.
Ashtabula and New Castle .....	81.25	162.50	2	6	81.25	
Bayard and New Philadelphia .....	32.33	129.32	1	12	129.32	
Bellaire and Zanesville .....	112.47	224.94	2	6	112.47	6 trips per week, Cambridge City to Madison, 109.05 miles. Six trips per week, Columbus to Madison, 45.61 miles, making double daily service, except Sunday, between Columbus and Madison.
Benton Harbor and Anderson .....	164.95	329.90	2	6	164.95	
Bowling Green and Memphis .....	263.60	527.20	4	7	131.80	
Cambridge City and Madison .....	109.05	309.32	3	6	103.11	
Canton and Sberodsville .....	48.71	97.42	1	6	97.42	Day line 6 times per week. Night line 7 times per week.
Cecil and West Manchester .....	97.67	195.34	2	6	97.67	
Chattanooga and Memphis .....	310.83	621.66	5	7	124.33	
Chicago and Cincinnati .....	307.16	1,228.64	8	13	153.58	
Chicago and Louisville .....	323.22	646.44	4	6	161.61	Run south in car of Cincinnati and Nashville R. P. O. Day and night lines.
Chicago, Richmond, and Cincinnati .....	295.71	591.42	4	6	147.85	
Cincinnati and Chattanooga .....	336.02	672.04	4	7	168.01	
Cincinnati, Hamilton, and Indianapolis .....	125.41	250.82	2	6	125.41	
Cincinnati and Livingston .....	155.68	311.36	3	6	103.79	Do. Do.
Cincinnati and Louisville .....	111.31	222.62	2	7	111.31	
Cincinnati and Nashville .....	299.40	1,197.60	8	14	149.70	
Cincinnati, North Vernon, and Louisville .....	180.01	260.02	2	6	130.01	
Cincinnati and Saint Louis .....	341.48	1,365.92	8	14	170.74	Day and noon lines 6 trips per week. Night lines 7 trips per week.
Cleveland and Cincinnati .....	244.66	978.64	8	14	122.33	
Cleveland and Coshocton .....	115.56	231.12	2	6	115.56	
Cleveland, Hudson, and Columbus .....	171.02	342.04	3	6	114.01	
Cleveland and Indianapolis .....	283.00	566.00	4	7	141.50	Two round trips daily.
Cleveland and New Lisbon .....	92.24	184.48	2	6	92.24	
Cleveland and Pittsburgh .....	149.30	895.80	9	19	99.53	
Cleveland and Wheeling .....	168.76	837.52	4	6	84.38	
Cleveland, Youngstown, and Pittsburgh .....	186.81	547.24	5	14	109.45	Do. Do.
Cleveland and Zoar Station .....	76.48	152.96	2	6	76.48	
Columbia and Fayetteville .....	49.00	98.00	1	6	98.00	
Columbia and Saint Joseph .....	56.78	113.56	1	6	113.56	
Columbus and Ashland .....	133.22	532.88	4	12	133.22	Doubled daily service, except Sunday, established August 20, 1885.
Columbus and Athens .....	77.49	309.96	3	12	103.32	
Columbus and Cincinnati .....	121.68	243.36	2	6	121.68	
Columbus and Middleport .....	122.96	245.92	2	6	122.96	
Columbus, Midland City, and Cincinnati .....	117.68	470.72	3	12	156.91	Doubled daily service, except Sunday, between Dresden and Washington C. H. O., 107.66
Columbus, Springfield, and Indianapolis .....	185.22	370.44	4	6	92.61	
Crestline and Chicago .....	280.15	560.30	4	6	140.07	
Dayton and Ironton .....	169.32	338.64	3	6	112.88	
Decherd and Fayetteville .....	40.41	80.82	1	6	80.82	Doubled daily service, except Sunday, between Dresden and Washington C. H. O., 107.66
Delaware and Columbus .....	25.43	50.86	1	6	50.86	
Delphos and Cincinnati .....	156.64	313.28	3	6	104.43	
Dickson and Centerville .....	33.72	67.44	1	6	67.44	
Dresden and Cincinnati .....	185.67	371.34	3	6	123.78	Doubled daily service, except Sunday, between Dresden and Washington C. H. O., 107.66
		215.82	2	6	107.66	

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## FIFTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Evansville and Nashville .....	157.70	315.40	3	7	105.13	Transferred to fifth division December 15, 1885.
Evansville and Saint Louis .....	164.39	328.78	3	7	109.59	
Fairland and Martinsville .....	37.81	75.62	1	6	75.62	Grafton to Newark.
Fair Oaks and Yeddo .....	77.27	154.54	1	6	77.27	
Fort Branch and Mount Vernon .....	38.67	77.34	1	6	77.34	
Fort Wayne and Cincinnati .....	180.59	361.18	3	6	120.39	
Fraunkfort and Saint Louis .....	245.44	490.88	4	6	122.72	
Grafton and Chicago, eastern division.	200.25	400.50	4	7	100.12	
Grafton and Chicago, western division.	359.65	719.30	4	6	179.83	Newark to Chicago.
Grafton and Cincinnati .....	300.16	1,200.64	8	14	150.08	Day and night lines.
Grand Rapids and Cincinnati .....	303.89	607.78	4	6	151.94	
Georgetown and Cincinnati .....	47.78	95.56	1	6	95.56	Do.
Hamden and Portsmouth .....	56.34	112.68	1	6	112.68	
Huntington and Lexington .....	139.96	279.92	2	6	139.96	
Indianapolis and Louisville .....	111.21	444.84	4	14	111.21	
Indianapolis and Peoria .....	212.25	424.50	4	6	106.12	
Indianapolis and Saint Louis .....	265.72	531.44	4	6	132.86	
Indianapolis and Terre Haute .....	73.35	146.70	1	6	146.70	
Indianapolis, Vandalia and Saint Louis.	240.72	481.44	4	6	120.36	
Indianapolis and Vincennes .....	116.70	233.40	2	6	116.70	
Inman and Bridgeport .....	25.04	50.08	1	6	50.08	
Jasper and Evansville .....	55.81	111.62	1	6	111.62	Double daily service, except Sunday, established April 8, 1886.
Kent and Cincinnati .....	254.27	508.54	4	6	127.13	
Lebanon and Greensburgh .....	31.81	63.62	1	6	63.62	
Lebanon and Nashville .....	32.02	128.08	1	12	128.08	
Lexington and Louisville .....	94.50	189.00	2	6	94.50	These clerks make two round trips daily, except Sunday.
Logan and Nelsonville .....	32.98	65.96	1	6	65.96	
Logan and Pomeroy .....	83.91	335.64	3	12	111.81	
Logansport and Columbus .....	198.25	396.50	3	6	132.17	4 crews between Louisville and Jellico, distance 201.74 miles; 3 crews between Junction City and Knoxville, 171.76 miles.
Louisville and Bardstown .....	41.35	82.70	1	6	82.70	
Louisville and Bloomfield .....	58.16	116.32	1	6	116.32	
Louisville and Knoxville .....	267.50	747.00	7	7	106.71	
Louisville and Paducah .....	228.02	456.04	4	7	114.01	Additional daily service, except Sunday, established on this line November 15, 1885.
Louisville and Saint Louis .....	268.57	537.14	4	7	134.28	
Marion and Chicago .....	289.97	579.94	4	6	134.98	
Maysville, Paris and Cincinnati .....	130.32	260.64	2	6	130.32	
Michigan City and Indianapolis .....	161.18	322.36	3	6	107.45	
Michigan City, Monon and Indianapolis.	154.67	309.34	3	6	103.11	
Muncie and Bloomington .....	201.85	403.70	4	6	100.92	
Nashville and Chattanooga .....	151.61	606.44	5	13	121.29	
Nashville and Hickman .....	169.50	339.00	3	6	113.00	
Nashville and Montgomery .....	300.04	612.08	4	7	153.02	
Newark and Shawnee .....	43.62	87.24	1	6	87.24	Pittsburgh to Crestline
New Castle and North Vernon .....	69.88	139.76	1	6	139.76	
Owensborough and Russellville .....	72.62	145.24	2	7	72.62	
Paducah and Memphis .....	167.16	334.32	3	7	111.14	
Painesville and Youngstown .....	62.45	124.90	1	6	124.90	
Parkersburg and Cincinnati .....	196.49	392.98	4	6	98.25	
Phalanx Station and Alliance .....	25.38	50.76	1	6	50.76	
Pittsburgh and Akron .....	136.23	272.46	2	6	136.23	
Pittsburgh and Bellatre .....	94.83	189.66	2	6	94.83	
Pittsburgh and Chicago, eastern division.	188.95	377.90	3	7	125.97	

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

## FIFTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Pittsburgh and Chicago, western division.	280.15	560.30	4	7	140.07	Crestline to Chicago.
Pittsburgh and Cincinnati.	313.74	1,254.06	8	14	156.87	Day and night lines.
Pittsburgh and Crestline.	188.95	377.90	4	6	94.47	
Pittsburgh and Saint Louis, eastern division.	381.00	1,524.00	10	14	152.40	Day and night lines Pittsburgh to Indianapolis.
Pittsburgh and Saint Louis, western division.	240.72	962.88	8	14	120.36	Day and night lines Indianapolis to Saint Louis.
Pittsburgh, Steubenville and Wheeling.	69.04	138.08	1	6	138.08	
Portsmouth and Cincinnati.	107.97	215.94	2	6	107.97	
Richmond and Stanford.	35.57	71.14	1	6	71.14	
Salamanca and Kent.	202.68	405.36	4	7	101.34	
Sandusky and Muncie.	178.62	357.24	3	6	119.08	
Sandusky and Springfield.	130.72	261.44	3	6	87.15	
Sandusky, Newark and Wheeling.	225.79	451.58	4	7	112.89	
South Bend and Terre Haute.	184.91	369.82	3	6	122.67	
Sparta and Tullahoma.	61.02	122.04	1	6	122.04	
Springfield and Wellston.	118.46	236.92	2	6	118.46	
Switz City and Bedford.	41.08	82.16	1	6	82.16	
Terre Haute and Evansville.	110.41	220.82	2	6	110.41	
Terre Haute and Worthington.	41.08	82.16	1	6	82.16	
Toledo and Cincinnati.	202.81	811.24	8	13	101.40	Day line, six trips per week; night line, seven trips per week.
Toledo and Columbus.	125.52	251.04	2	6	125.52	
Toledo and Frankfort.	207.39	414.78	6	6	69.13	
Toledo and Findlay.	45.76	91.52	1	6	91.52	
Toledo and La Fayette.	204.14	408.28	4	6	102.07	
Toledo and Mansfield.	87.26	174.52	2	6	87.26	
Toledo and Marietta.	262.83	525.66	4	6	131.41	
Toledo and Saint Louis.	436.92	873.84	6	7	148.31	
Toledo, Thurston and Columbus.	177.92	355.84	3	6	118.61	
Tracy City and Cowan.	21.18	42.36	1	6	42.36	
Union City and Dayton.	47.45	94.90	1	6	94.90	
Washington and Evansville.	59.29	118.58	1	6	118.58	
Xenia and Richmond.	58.20	116.40	1	6	116.40	
Total.	10,342.25	46,815.06	389	.....	120.35	

## SIXTH DIVISION.

Abbotsford and Saint Paul.	159.90	319.80	2	6	106.60	
Albert Lea and Burlington.	253.14	506.28	4	6	126.57	Short run, Burlington to Cedar Falls 157 miles.
Ashland and Menasha.	251.55	503.10	4	6	125.77	
Ashland and Saint Paul.	184.32	368.64	3	6	122.81	
Austin and Mason City.	40.74	81.48	1	6	81.48	
Beardstown and Shawneetown.	228.35	456.70	4	6	114.17	In two divisions.
Belle Plaine and Muchachinock.	62.90	125.80	1	6	125.80	
Belleue and Cascade.	36.32	72.64	1	6	72.64	
Bement and Effingham.	62.26	124.52	1	6	124.52	
Bethany Junction and Grant City.	44.28	88.56	1	6	88.56	
Billings and Helena.	240.25	480.50	4	7	120.13	
Bismarck and Glendive.	220.96	441.92	4	7	110.48	
Bloomington and Rood House.	110.75	221.50	2	6	110.75	
Bluffs and Hannibal.	50.01	100.02	1	6	100.02	
Boone and Des Moines.	43.30	86.60	1	6	86.60	
Boundary Line and Saint Paul.	416.66	833.32	6	7	138.95	
Buda and Yates City.	48.35	96.70	1	6	96.70	
Bureau and Peoria.	47.03	94.06	1	6	94.06	
Burlington and Carrollton.	220.57	441.14	4	6	110.29	
Burlington and Council Bluffs.	291.00	582.00	8	14	145.50	Double daily service.
Burlington and Oskaloosa.	105.00	210.00	2	6	105.00	
Burlington and Quincy.	72.00	144.00	1	6	144.00	
Burlington and Saint Louis.	214.19	428.38	4	6	107.10	
Caledonia and Spring Valley.	85.74	171.48	1	6	171.48	

TABLE K<sup>a</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Calmar and Chamberlain .....	399.02	798.04	7	6	114.01	In two divisions.
Calmar and Davenport .....	165.70	331.40	3	6	110.47	
Carroll and Mapleton .....	64.52	129.04	1	6	129.04	
Cedar Falls and Des Moines .....	107.40	214.80	2	6	107.40	Double daily service.
Cedar Rapids and Council Bluffs .....	270.77	1,083.08	14	14	135.33	
Cedar Rapids and Ottumwa .....	90.94	181.88	2	6	90.94	
Cedar Rapids and Watertown .....	400.33	800.66	7	6	114.38	In two divisions.
Centralia and Cairo .....	112.79	225.58	2	6	112.79	
Centerville and Humeston .....	41.34	82.68	1	6	82.68	
Champaign and Havana .....	101.07	202.14	2	6	101.07	Chicago and McGregor. McGregor and Saint Paul.
Chicago, Decatur, and Saint Louis .....	286.80	573.60	4	6	143.40	
Chicago, Forreston, and Dubuque .....	200.04	400.08	4	6	100.02	
Chicago, Freeport, and Dubuque .....	189.72	379.44	4	6	94.86	Chicago and McGregor. McGregor and Saint Paul.
Chicago, McGregor, and Saint Paul .....	238.10	476.20	4	6	119.05	
Chicago, Savanna, and Cedar Rapids .....	212.53	425.06	4	6	106.27	
Chicago and Burlington .....	233.44	466.88	4	6	116.72	Double daily service. Do.
Chicago and Cedar Rapids .....	207.50	830.00	8	14	103.75	
Chicago and Centralia .....	220.40	881.60	8	14	110.20	
Chicago and Minneapolis .....	252.96	1,011.84	8	13	126.48	Double service; night line daily. Double daily service. Short line from Chicago to Portage, 176.90 miles.
Chicago and Pekin .....	423.15	1,692.60	12	14	141.05	
Chicago and Quincy .....	(1)	353.80	3	6	117.93	
Chicago and Saint Louis .....	263.50	527.00	4	7	131.75	Galesburgh and Quincy. Short run, 100.00 miles. Double service; night line daily.
Chicago and Streator .....	153.00	306.00	3	6	102.00	
Chicago and Winona .....	(5)	200.00	2	7	100.00	
Clinton and Anamosa .....	284.70	1,138.80	8	13	142.35	Double daily service. Double service; day line daily.
Clinton and Iowa City .....	97.70	195.40	2	6	97.70	
Columbia and Hawarden .....	180.02	360.04	3	6	120.01	
Columbus and Albion .....	221.52	886.08	8	14	110.76	Double daily service. Double service; day line daily.
Columbus and Atchison .....	297.70	1,190.80	8	13	148.85	
Covington and Norfolk .....	46.36	92.72	1	6	92.72	
Creston and Cumberland .....	71.80	143.60	2	6	71.80	Double service.
Crete and Red Cloud .....	78.41	156.82	1	6	156.82	
Cross-station and Devil's Lake .....	241.37	482.74	4	7	120.69	
Danville and Olney .....	43.45	86.90	1	6	86.90	Double service.
Davenport and Atchison .....	220.50	441.00	4	6	110.25	
Decatur and Cedar Rapids .....	73.96	147.92	1	6	147.92	
Des Moines and Albia .....	42.40	84.80	1	6	84.80	Double service.
Des Moines and Cainesville .....	50.34	100.68	1	6	100.68	
Des Moines and Centerville .....	150.11	300.22	2	6	150.11	
Des Moines and Keokuk .....	114.35	228.70	2	6	114.35	Double service.
Des Moines and Saint Joseph .....	108.82	217.64	2	6	108.82	
Des Moines and Winterset .....	124.20	248.40	2	6	124.20	
Dubuque and Mendota .....	337.35	674.70	4	6	168.68	Double service.
Dubuque and Sioux City .....	125.06	244.12	2	6	122.06	
Duluth and Brainerd .....	68.46	136.92	2	7	68.46	
Duluth and Eau Claire .....	116.55	233.10	2	6	116.55	Double service.
Duluth and Saint Paul .....	94.46	188.92	2	6	94.46	
Dwight and Washington .....	163.08	326.16	3	6	108.72	
Eau Claire and Wabasha .....	200.06	400.12	4	6	100.03	Double service.
Fargo, Barnesville, and Saint Paul .....	42.90	85.80	1	6	85.80	
Fargo and La Moure .....	132.29	264.58	2	6	132.29	
Fargo and Ortonville .....	327.64	1,310.56	10	12	131.05	Double service.
Farley and Cedar Rapids .....	114.67	229.34	2	7	114.67	
Fonda and Des Moines .....	160.80	321.60	2	6	160.80	
Fond du Lac .....	154.80	309.60	3	6	103.20	Double service.
Fond du Lac .....	70.13	140.26	1	6	140.26	
Fond du Lac .....	49.40	98.80	1	6	98.80	
Fond du Lac .....	243.36	486.72	4	6	121.68	Double service.
Fond du Lac .....	88.15	176.30	1	6	176.30	
Fond du Lac .....	118.20	236.40	2	6	118.20	
Fond du Lac .....	57.81	115.62	1	6	115.62	Double service.
Fond du Lac .....	115.17	230.34	2	6	115.17	
Fond du Lac .....						

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	Miles.	Miles.			Miles.	
Fond du Lac and Milwaukee	64.18	128.36	1	6	128.36	
Forreston and Aurora	81.58	163.16	2	6	81.58	
Fort Howard and Chicago	243.33	486.66	4	6	121.67	
Fort Howard and Winona	215.40	430.80	3	6	143.60	
Galesburg and Havana	62.03	124.06	1	6	124.06	
Galva and Burlington	85.15	170.30	1	6	170.30	
Gilman and Springfield	112.77	225.54	2	6	112.77	
Glendive and Billings	225.28	450.56	4	7	112.64	
Green Bay and Milwaukee	114.50	229.00	2	6	114.50	
Green River and Huntington	571.22	1,142.44	7	7	163.21	
Hastings and Cologne	55.83	111.76	1	6	111.76	
Hastings and Oberlin	160.08	320.16	2	6	160.08	
Havana and Springfield	48.12	96.24	1	6	96.24	
Heron Lake and Pipestone	55.33	110.66	1	6	110.66	
Horicon and Portage	53.17	106.34	1	6	106.34	
Humeston and Shenandoah	113.91	227.82	2	6	113.91	
Indianapolis and Decatur	152.50	305.00	3	6	101.67	
Ishpeming and Fort Howard	179.50	359.00	8	7	119.67	
Jacksonville and Centralia	112.60	225.20	2	6	112.60	
Jewel and Des Moines	60.02	120.04	1	6	120.04	
Jewel and Lake City	58.74	117.48	1	6	117.48	
Kankakee and Kankakee Junction.	71.52	143.04	1	6	143.04	
Kankakee and Seneca	43.30	86.60	1	6	86.60	
Kempston and Bloomington	57.77	115.54	1	6	115.54	
Kenosha and Rockford	73.42	146.84	1	6	146.84	
Keokuk and Centerville	90.76	181.52	2	6	90.76	
Keokuk and Clayton	43.09	86.18	1	6	86.18	
La Crosse and Dubuque	122.47	244.94	2	6	122.47	
La Crosse and Woonsocket	400.45	800.90	6	6	133.48	
	(1)	301.40	3	6	100.47	
La Fayette and Quincy	271.00	542.00	4	6	135.50	
Lake Crystal and Eagle Grove	110.48	220.96	2	6	110.48	
Lake Geneva and Elgin	44.15	88.30	1	6	88.30	
Lake Station and Joliet	45.68	91.36	1	6	91.36	
Larimore and Breckenridge	131.40	262.80	2	6	131.40	
Little Falls and Morris	88.83	177.66	1	6	177.66	
Logansport and Keokuk	283.02	566.04	5	6	113.21	
McCook and Denver	255.53	511.06	8	7	170.85	
McLeansborough and Shawnee town.	41.00	82.00	1	6	82.00	
Mankato and Wells	38.26	76.52	1	6	76.52	
Maquoketa and Davenport	43.85	87.70	1	6	87.70	
Marion and Council Bluffs	261.90	523.80	4	6	130.95	
Marion and Running Water	62.72	125.44	1	6	125.44	
Marquette and Houghton	95.20	190.40	2	6	95.20	
Marshalltown and Story City	39.55	79.10	1	6	79.10	
Mason City and Albion	169.55	339.10	3	6	113.03	
Menasha and Schleierville	66.28	132.56	1	6	132.56	
Mendota and Centralia	211.99	423.98	4	6	106.00	
Mendota and Fulton	65.26	130.52	1	6	130.52	
Menominee and Green Bay	74.89	149.78	1	6	149.78	
Merrill and Tomah	107.50	215.00	2	6	107.50	
Millbank and Mitchell	225.92	451.84	4	7	112.96	
Milton and Mineral Point	90.66	181.32	2	6	90.66	
Milwaukee and Chicago	86.14	344.56	4	12	86.14	Double service.
Milwaukee and Lancaster	168.40	336.80	3	6	112.27	
Milwaukee and Prairie du Chien	194.50	389.00	4	6	97.25	
	108.31	216.62	2	6	108.31	
Minneapolis and Des Moines	189.80	379.60	2	6	189.80	
Minneapolis and Millbank	191.60	383.20	3	6	127.73	
Minneapolis and Watertown	224.30	448.60	3	6	149.53	
Minnewaukon and Jamestown	90.07	180.14	2	6	90.07	
Misouri Valley and Chadron	443.42	886.84	8	7	110.85	
Montfort and Galena	50.08	112.16	1	6	112.16	
Mount Pleasant and Keokuk	50.40	100.80	1	6	100.80	
Muscataine and Montezuma	96.87	193.74	2	6	96.87	
Nebraska City and Beatrice	95.24	190.48	2	6	95.24	
Nebraska City and Grand Island	150.00	300.00	3	6	100.00	

Short run from La Crosse and Wells, 150.70 miles.

In two divisions.

In two divisions.

Double service.

Minneapolis and Albert Lea.  
Albert Lea and Des Moines.

In two divisions.

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Neshe and Barnesville .....	181.85	363.70	3	6	121.23	
Norfolk and Columbus .....	56.64	101.28	1	6	101.28	
North Judson and Streator .....	110.20	220.40	2	6	110.20	
North Loup and Grand Island .....	50.03	100.06	1	6	100.06	
Oconto and Clintonville .....	56.75	113.50	1	6	113.50	
Omaha and McCook .....	297.90	595.80	4	7	148.95	
Omaha and Marysville .....	171.99	343.98	3	7	114.66	
	1,035.30	2,070.60	11	7	188.24	
	(1)	1,032.00	0	7	172.00	
Omaha and Ogden .....	(2)	586.00	4	7	146.50	<sup>1</sup> Omaha and Cheyenne. Short run, 516 miles.
						<sup>2</sup> Omaha and North Platte. Short run, 292 miles.
Oshkosh and Milwaukee .....	104.90	209.80	2	6	104.90	
Pacific Junction and McCook .....	308.10	616.20	4	7	154.05	
Peoria and Evansville .....	250.10	500.20	4	6	125.05	
Peoria and Galesburgh .....	52.60	105.60	1	6	105.60	
Peoria and Jacksonville .....	84.50	169.00	2	6	84.50	
Peoria and Okaloosa .....	190.83	381.64	3	6	127.21	
Pinoneville and Marion .....	50.41	100.82	1	6	100.82	Pouch service; clerk detailed elsewhere.
Portage and Madison .....	40.51	81.02	1	6	81.02	
Powers and Florence .....	42.00	84.00	1	7	84.00	
Quincy and Louisiana .....	44.96	89.92	1	6	89.92	
Racine and Rock Island .....	197.88	395.76	4	6	98.94	
Red Oak and Eastport .....	50.86	101.72	1	6	101.72	
Red Wing and Waterville .....	66.73	133.46	1	6	133.46	
Reno and Preston .....	57.70	115.40	1	6	115.40	
Rhineland and Milwaukee .....	255.82	511.64	4	6	127.91	
Rock Island and Peoria .....	92.20	184.40	2	6	92.20	
Rock Island and Saint Louis .....	248.99	497.98	4	6	124.50	
Ruthven and Des Moines .....	137.59	275.18	2	6	137.59	
Saint Louis and Cairo .....	153.60	307.20	3	6	102.40	
Saint Louis and El Dorado .....	124.50	249.00	2	6	124.50	
Saint Paul and Bismarck .....	470.20	940.40	7	7	134.34	
Saint Paul and Council Bluffs .....	368.67	737.34	5	7	147.47	
Saint Paul and Elroy .....	197.08	394.16	4	6	98.54	
Saint Paul and Sioux City .....	270.43	540.86	4	6	135.22	
Saint Paul and Waterloo .....	191.90	383.80	3	6	127.93	
Shabbona and Rock Falls .....	46.30	92.60	1	6	92.60	
Sheboygan and Princeton .....	79.06	158.12	2	6	79.06	
Sioux City and Missouri Valley .....	76.10	152.20	2	7	76.10	
Sioux City and Omaha .....	128.93	257.86	2	6	128.93	
Sioux City and Yankton .....	62.02	124.04	1	6	124.04	
Sioux Falls and Sioux City .....	91.18	182.36	2	6	91.18	
Sparta and Viroqua .....	35.65	71.30	1	6	71.30	
Springfield and Grafton .....	85.30	170.60	2	6	85.30	
Sterling and Rock Island .....	52.43	104.86	1	6	104.86	
Stevens Point and Portage .....	73.84	147.68	1	6	147.68	
Streator and Fairbury .....	31.98	63.96	1	6	63.96	
Sumner and Hampton .....	65.33	130.66	1	6	130.66	
Table Rock and Concordia .....	120.30	240.60	2	6	120.30	
Tama City and Hawarden .....	243.34	486.68	4	6	121.67	
Tamaroa and Chester .....	40.79	81.58	1	6	81.58	
Terre Haute and Peoria .....	176.90	353.80	3	6	117.93	
Tracy and Pierre .....	255.69	511.38	4	7	127.85	
Tracy and Redfield .....	164.14	328.28	3	6	109.43	
Turkey River and West Union .....	58.34	116.68	1	6	116.68	
Valparaiso and Stromsburg .....	52.84	105.76	1	6	105.76	
Villisca and Bigelow .....	69.24	138.48	1	6	138.48	
Vincennes and Cairo .....	157.10	314.20	2	6	157.10	
Wabasha and Zumbrota .....	59.20	118.40	1	6	118.40	
Wadena and Fergus Falls .....	53.36	106.72	1	6	106.72	
Wall Lake and Kingsley .....	71.30	142.60	1	6	142.60	
Washington and Knoxville .....	77.94	155.88	1	6	155.88	
Watertown and Madison .....	38.80	77.60	1	12	155.20	Double service.
West Lebanon and Le Roy .....	76.20	152.40	1	3	152.40	
West Liberty and Council Bluffs .....	279.36	558.72	8	14	139.68	Double daily service.
White Heath and Decatur .....	29.70	59.40	1	6	59.40	
Winona and Tracy .....	229.43	458.86	4	6	114.72	



TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SIXTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crows on line.	Round trips per week.	Average run daily by crows.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Worthington and Sioux Falls....	62.50	125.00	1	6	125.00	
Yates City and Rushville.....	63.95	127.90	1	6	127.90	
Total .....	31,263.53	71,717.64	500	.....	121.55	

## SEVENTH DIVISION.

Albuquerque and El Paso .....	255.69	511.38	4	7	127.85	
Albuquerque and Mojave .....	815.16	1,630.32	8	7	203.79	
Arcadia and Cherryvale .....	81.69	163.38	1	7	163.38	
Arkansas City and Warren .....	56.66	113.32	1	6	113.32	
Atchison and Leona .....	293.31	586.62	4	7	146.66	
Atchison and Topeka .....	51.20	102.40	1	7	102.40	
Attica and Medicine Lodge .....	21.76	43.52	( <sup>1</sup> )	7	( <sup>1</sup> )	<sup>1</sup> Helpers on Kansas City and New Kiowa R. P. O. perform service on this line.
Beaumont and Winfield .....	42.89	85.78	1	7	85.78	
Beloit and Solomon City .....	57.83	115.66	1	7	115.66	
Bolivar and North Springfield .....	39.42	78.84	1	7	78.84	
Boonville and Versailles .....	44.69	89.38	1	6	89.38	
Bremont and Albany .....	231.04	462.08	4	7	115.52	
Burnet and Austin .....	60.95	121.90	1	6	121.90	
Butler and Kincaid .....	52.28	104.56	1	7	104.56	
Cairo and Poplar Bluff .....	74.50	149.00	2	6	74.50	
Cairo and Texarkana, north division.	270.71	541.42	4	7	135.36	
Cairo and Texarkana, south division.	151.76	303.52	2	7	151.76	} Line divided at Pine Bluff.
Cameron and Atchison .....	56.10	112.20	<sup>2</sup>	7	<sup>2</sup> 123.10	
						<sup>2</sup> Clerk on this line and Quincy and Kansas City clerk perform service between Brookfield, Mo., and Atchison, Kans., 123.10 miles. (See Quincy and Kansas City R. P. O. Table A <sup>1</sup> .)
Cape Girardeau and Wappapello .....	52.01	104.02	1	6	104.02	
Cheyenne and Denver .....	106.86	213.72	2	7	106.86	
Colmesneil and Triality .....	66.73	133.46	1	7	133.46	
Congo and Gunnison .....	121.60	243.20	2	7	121.60	
Concordia and Junction City .....	70.92	141.84	1	7	141.84	
Council Bluffs and Kansas City .....	196.50	393.00	3	7	131.00	
Council Bluffs and Moberly .....	261.59	523.00	4	7	131.75	
Corpus Christi and Laredo .....	161.75	323.50	3	6	107.83	
Creston and Saint Joseph .....	104.47	208.94	2	6	104.47	
Cuba and Salem .....	41.00	82.00	1	6	82.00	
Dallas and Cleburne .....	55.05	110.10	1	7	110.10	
Dallas and Kemp .....	47.12	94.24	1	6	94.24	
Denison and Houston .....	339.19	678.38	5	7	135.68	
Denison and San Antonio, north division.	259.00	518.00	5	7	103.60	
Denison and San Antonio, south division.	117.00	234.00	2	7	117.00	} Line divided at Taylor.
Denison and Troup .....	147.44	294.88	3	7	147.44	
Denton and Dallas .....	38.23	76.46	1	6	76.46	
Denver and Georgetown .....	50.60	101.60	1	7	101.60	
Denver and Leadville .....	151.98	303.96	3	7	101.32	
Denver and Ogden .....	772.81	1,545.62	8	7	193.20	
Denver and South Pueblo .....	( <sup>3</sup> )	240.00	2	7	120.00	<sup>3</sup> Double service on Denver and Ogden R. P. O., between Denver and South Pueblo, 120 miles.
Denver and Pueblo .....	143.98	287.96	2	7	143.98	
Denver Junction and Denver .....	200.00	400.00	3	7	133.33	
Downs and Stockton .....	42.00	84.00	1	7	84.00	

TABLE K<sup>k</sup>.—Statement, by divisions, of average daily miles run—Continued.  
SEVENTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	Miles.	Miles.			Miles.	
Emporia and Howard .....	70.59	153.18	1	6	153.18	
Florence and Douglas .....	54.86	109.72	1	6	109.72	
Florence and Elkinwood .....	98.87	197.74	2	6	98.87	
Fort Scott and Anthony .....	215.11	430.22	3	7	143.41	
Fort Scott and Joplin .....	78.77	153.54	1	7	153.54	
Fort Worth and Galveston .....	346.70	693.40	5	7	138.68	
Girard and Chanute .....	41.23	82.46	1	6	82.46	
Girard and Galena .....	48.29	96.58	1	7	96.58	
Gordon and Camden .....	34.28	68.56	1	6	68.56	
Hannibal and Denison .....	575.11	1,150.22	8	7	143.78	
Sedalia and Denison .....	(1)	862.02	6	7	143.82	
Hannibal and Gilmore .....	85.69	171.38	2	6	85.69	
Harrold and Fort Worth .....	147.37	294.74	2	7	147.37	
Helena and Clarendon .....	48.20	96.40	1	6	96.40	
Hempstead and Austin .....	115.22	230.44	2	7	115.22	
Henry and Saint Joseph .....	73.47	146.94	2	7	73.47	
H Idon and Le Roy .....	114.66	229.32	2	7	114.66	
Houston and Del Rio, east division.	218.01	436.02	3	7	145.34	
Houston and Del Rio, west division.	172.22	344.44	3	7	114.81	} Line divided at San Antonio.
Houston and Galveston .....	50.90	203.60	2	14	101.80	
Jefferson and McKinney .....	155.68	311.36	3	6	103.79	
Jefferson City and Bagnell .....	45.54	91.08	1	6	91.08	
Junction City and Parsons .....	157.86	315.72	3	7	105.24	
Kansas City and Denver .....	639.82	1,279.64	6	7	213.27	
Kansas City and Ellis .....	(2)	604.00	4	6	151.00	
Kansas City and Joplin .....	168.07	336.14	5	7	112.05	
Kansas City and Memphis .....	487.04	974.08	5	7	194.82	
Kansas City and Springfield .....	(3)	405.34	3	7	135.11	
Kansas City and New Kiowa .....	337.12	674.24	5	7	134.85	
Kansas City and Independence .....	(4)	332.32	3	6	110.77	
Kansas City and Pueblo .....	636.00	2,544.00	14	14	181.71	
Knobel and Helena .....	140.52	281.04	3	7	93.68	
La Junta and Albuquerque .....	348.00	696.00	5	7	139.20	
La Salle and Denver .....	119.50	239.00	2	7	119.50	
Lawrence and Burlington .....	74.40	148.80	2	6	74.40	
Leadville and Salida .....	60.00	120.00	1	7	120.00	
Leavenworth and Lawrence .....	35.05	70.10	1	6	70.10	
Leavenworth and Miltonvale .....	166.15	332.30	3	6	110.77	
Leavenworth and Topeka .....	57.40	114.80	1	6	114.80	
Little Rock and Fort Smith .....	168.50	337.00	2	7	168.50	
Little Rock and Leland .....	138.00	276.00	2	7	138.00	
Manhattan and Burlingame .....	57.21	114.42	1	6	114.42	
Memphis and Little Rock .....	120.00	240.00	3	7	80.67	
Mexico and Cedar City .....	50.43	100.86	1	6	100.86	
Montgomery and Somerville .....	55.00	110.00	1	7	110.00	
Nashville and Hope .....	27.34	109.36	1	14	109.36	
Newport and Batesville .....	29.60	59.20	1	7	59.20	
Newport and Brinkley .....	48.00	96.00	1	7	96.00	
Newton and Arkansas City .....	78.56	157.12	(5)	6	106.43	
Newton and Caldwell .....	81.00	162.18	3	6	106.43	
Newton and El Dorado .....	32.66	65.32	1	7	65.32	
North Springfield and Chadwick .....	34.79	69.58	1	7	69.58	

<sup>1</sup> Double service on Hannibal and Denison R. P. O., between Sedalia and Denison, 431.46 miles.

<sup>2</sup> Double service on Kansas City and Denver R. P. O., between Kansas City and Ellis, 302 miles.

<sup>3</sup> Double service on Kansas City and Memphis R. P. O. between Kansas City and Springfield, 202.67 miles.

<sup>4</sup> Double service on Kansas City and New Kiowa R. P. O. between Kansas City and Independence, 116.66 miles.

<sup>5</sup> Double service on Kansas City and New Kiowa R. P. O. between Kansas City and Independence, 116.66 miles.

Clerk runs between Anvergne and Brinkley, only 48 miles.  
<sup>6</sup> These two lines are operated together with 3 crews on both lines.

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## SEVENTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Olathe and Ash Grove .....	153.29	306.58	3	7	102.19	
Omaha and Atchison .....	166.33	332.66	3	6	110.89	
Ottawa and Emporia .....	57.28	114.56	1	6	114.56	
Ottumwa and Moberly .....	131.30	525.20	3	12	175.07	
Palestine and Laredo, north division).	282.72	525.44	4	7	131.36	
Palestine and Laredo, south division).	155.53	311.06	3	7	103.69	} Line divided at San Antonio, Tex.
Pierce City and Fort Smith .....	139.88	279.76	2	7	139.88	
Pierce City and Vinita .....	73.66	147.32	1	7	147.32	
Pueblo and Silverton .....	377.32	754.64	6	7	125.77	
Quincy and Kansas City .....	226.00	904.00	8	14	113.00	
Quincy and Trenton .....	137.00	274.00	2	6	137.00	
Rice and Deming .....	53.41	106.82	1	7	106.82	
Rice and Deming .....	73.52	147.04	2	6	73.52	
Rockland and Beaumont .....	120.33	240.66	2	7	120.33	
Rosenberg and Cuera .....	252.54	505.08	4	6	126.27	
Saint Joseph and Grand Island ..	283.13	1,132.52	8	14	141.57	} Line divided at Kansas City, Mo.
Saint Louis and Atchison, east division).	47.08	94.16	1	6	94.16	
Saint Louis and Atchison, west division).	194.41	392.82	3	7	130.94	
Saint Louis and Columbus .....	287.21	1,148.84	8	14	143.61	} Line divided at Pierce City, Mo.
Saint Louis and Halstead, east division).	243.31	486.62	4	7	121.66	
Saint Louis and Halstead, west division).	323.60	647.20	5	7	129.44	
Saint Louis, Louisiana and Kansas City.	276.80	1,107.20	8	14	138.40	
Saint Louis, Moberly and Kansas City.	346.00	1,384.00	10	14	138.40	} Line divided at Little Rock, Ark.
Saint Louis and Texarkana, north division.	145.72	582.88	5	14	116.58	
Saint Louis and Texarkana, south division.	37.07	74.14	1	7	74.14	
Salina and McPherson .....	99.56	398.24	3	13	132.75	
Sedalia and Kansas City .....	43.18	86.36	1	6	86.36	
Sedalia and Warsaw .....	234.42	468.84	3	7	156.28	
Shreveport and Houston .....	160.18	320.36	3	7	106.79	
Temple and Coleman .....	221.83	443.66	4	7	110.92	} Line divided at Dallas, Tex.
Texarkana and El Paso, east division.	647.39	1,294.78	8	7	161.85	
Texarkana and El Paso, west division.	330.63	661.26	5	7	132.25	
Texarkana and Houston .....	258.75	517.50	4	7	129.38	
Texarkana and Waco .....	173.67	347.34	3	7	115.78	
Texarkana and Whitesborough ..	103.00	206.00	2	7	103.00	
Trenton and Leavenworth .....	189.43	378.86	1	7	178.86	
Tyler and Lufkin .....	45.89	91.78	1	6	91.78	
Wichita and Kingman .....						
Total .....	20,340.83	48,146.16	367		131.18	

## EIGHTH DIVISION.

Austin and San Francisco .....	86.75	173.50	2	6	86.75	
Benson and Nogales .....	88.43	176.86	2	7	88.43	
Butte City and Ogden .....	417.00	834.00	6	7	139.00	
Callistoga and Vallejo Junction ..	44.87	179.48	1	12	179.48	} Two round trips daily except Sunday.
Cloverdale and San Francisco ..	85.46	170.92	2	7	85.46	
Colton and National City .....	128.18	256.36	2	6	128.18	
Dayton and Wallula .....	68.96	137.92	1	7	137.92	
Delta and Sacramento .....	209.50	419.00	4	7	104.75	
Deming and Los Angeles .....	715.30	1,430.60	8	7	178.62	
Garrison and Butte City .....	51.00	102.00	1	7	102.00	
Helena and Portland, east division.	375.50	751.00	6	7	125.16	} Line divided at Spokane Falls. One city distributor for Portland; daily average, 106 miles.
Helena and Portland, west division.	381.90	763.80	6	7	127.30	

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## EIGHTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
Ketchum and Shoshone.....	70.00	140.00	1	6	140.00	
Los Angeles and Santa Ana.....	35.15	70.30	1	7	70.30	
Milton and Stockton.....	30.09	60.18	1	6	60.18	
Mound House and Keeler.....	160.72 141.00	321.44 141.00	3 1	7 3	107.15 141.00	{ Tri-weekly service between Belleville Junction and Keeler. Clerks alternate every four weeks.
Ogden and Salt Lake.....	38.73	77.46	1	7	77.46	
Ogden and San Francisco.....	834.65	1,669.30	10	7	166.93	{ Two helpers; average daily, 200 miles. Four city distributors; average daily, 237.72 miles.
Portland and Ashland.....	342.69	685.38	6	6	114.23	
Portland and Corvallis.....	97.99	195.98	2	6	97.99	
Reno and Virginia City.....	52.61	105.22	1	7	105.22	
Sacramento, Benicia, and San Francisco.....	90.69	181.38	2	7	90.69	
San Francisco and Los Angeles.....	482.27	964.54	7	7	137.79	Short run, Ogden and San Francisco R. P. O. Two helpers; average daily, 94.75 miles.
Salt Lake and Oasis.....	157.99	315.98	3	7	105.33	
Sacramento and San Francisco.....	140.90	281.80	3	7	93.93	
San Francisco and Santa Cruz.....	83.15	166.30	1	6	166.30	
San Francisco and Soledad.....	144.72	289.44	3	7	96.48	
San Francisco and Tulare.....	251.63	503.26	4	6	125.81	Short run, San Francisco and Los Angeles R. P. O.
Shingle Springs and Sacramento.....	48.75	97.50	1	6	97.50	
Tacoma and Portland.....	145.60	291.20	3	7	97.06	
Tehama and Sacramento.....	124.41	248.82	2	7	124.41	
Umatilla and Huntington.....	217.84	435.68	3	7	145.23	
Total.....	6,344.43	12,637.60	100	.....	126.37	

## NINTH DIVISION.

Adrian and Fayette.....	33.26	66.52	1	6	66.52	
Ashtabula and Youngstown.....	64.70	129.40	1	6	129.40	
Baldwin and Grand Rapids.....	74.70	149.40	1	6	149.40	
Bay City and Jackson.....	115.00	460.00	4	12	115.00	
Bay City, Wayne and Detroit.....	121.41	242.82	2	6	121.41	
Big Rapids and Detroit.....	190.70	381.40	4	6	95.35	
Big Rapids and Holland.....	91.63	183.26	2	6	91.63	
Black River and Alger.....	79.93	159.86	1	6	159.86	
Cadillac and Fort Wayne.....	240.76	481.42	4	6	120.35	
Caseville and Pontiac.....	100.73	201.46	1	6	201.46	
Cleveland, Fort Wayne and Chicago.....	340.80	681.60	4	6	170.40	
Cleveland and Toledo.....	113.37	453.48	4	12	113.37	
Detroit and Chicago (day line).....	286.69	573.38	4	6	122.86	
Detroit and Chicago (night line).....	.....	573.38	4	7	143.34	
Detroit and Grand Haven.....	188.94	377.88	4	6	94.47	
Detroit and Grand Haven (short run).....	.....	320.00	2	6	160.00	This line runs between Detroit and Grand Rapids, Mich. (160 miles).
Detroit and Grand Rapids.....	170.65	341.30	3	6	113.76	
Detroit and Grand Rapids (short run).....	.....	189.44	2	6	94.72	This line runs between Jackson and Grand Rapids, Mich. (94.72 miles).
Detroit and Peru.....	198.61	397.22	3	6	132.40	
Detroit, Three Rivers and Chicago.....	274.49	548.98	4	6	137.24	
Detroit and Toledo (day line).....	60.50	121.00	1	6	121.00	
Detroit and Toledo (night line).....	65.90	131.80	1	6	131.80	
East Saginaw and Lakeview.....	71.39	142.78	1	6	95.15	This clerk is relieved by Manistee and East Saginaw clerk every third week.

TABLE K<sup>1</sup>.—Statement, by divisions, of average daily miles run—Continued.

## NINTH DIVISION—Continued.

Railway post-office lines.	Length of route.	Daily run.	Crews on line.	Round trips per week.	Average run daily by crews.	Remarks.
	<i>Miles.</i>	<i>Miles.</i>			<i>Miles.</i>	
East Saginaw and Port Huron...	92.06	184.12	1	6	138.09	This clerk is relieved every fourth week.
Fort Gratiot and Chicago.....	337.73	675.46	4	6	168.86	
Grand Rapids and Elkhart.....	115.02	460.08	4	12	115.02	
Grand Rapids and La Crosse....	154.54	309.08	3	6	103.02	
Howard City and Detroit.....	161.22	322.44	2	6	161.22	
Jackson and Adrian.....	47.55	95.10	1	6	95.10	
Jackson, Hillsdale and Fort Wayne.	99.26	198.52	2	6	99.26	
Kalamazoo and South Haven.....	40.20	80.40	1	6	80.40	
Lansing and Hillsdale.....	65.68	131.36	1	6	131.36	
Lenox and Jackson.....	106.68	213.36	2	6	106.68	
Ludington and Toledo.....	278.59	557.18	4	6	139.29	
Mackinaw City and Detroit.....	291.23	582.46	4	6	145.61	
Mackinaw City and Detroit (short run).	.....	215.56	2	6	107.78	This line runs between Bay City and Detroit (107.78 miles).
Mackinaw City and Grand Rapids	226.30	452.60	4	6	113.15	
Manistee and East Saginaw.....	148.13	296.26	3	6	98.75	
Monroe and Adrian.....	34.29	68.58	1	6	68.58	
Muskegon and Allegan.....	60.06	120.12	1	6	120.12	
<i>New York and Chicago.</i>						
This line is divided into three divisions, viz:						
East division:						
New York and Syracuse, trains 21 and 12.	289.50	579.00	4	7	144.75	
New York and Syracuse, trains 7 and 6.		579.00	4	7	144.75	
New York and Syracuse, trains 23 and 2.		579.00	4	6	124.07	
Middle division:						
Syracuse and Cleveland, trains 21, 1, and 12.	336.26	672.52	4	7	168.13	
Syracuse and Cleveland, trains 7, 8, and 16.		672.52	4	7	168.13	
Syracuse and Cleveland, trains 23, 3, and 2.		672.52	4	6	144.11	
West division:						
Cleveland and Chicago, trains 1 and 12.	356.61	713.22	4	7	178.30	
Cleveland and Chicago, trains 7 and 8.		713.22	4	7	178.30	
Cleveland and Chicago, trains 3 and 2.		713.22	4	6	152.82	
Oil City and Ashtabula.....	88.10	176.20	2	6	88.10	
Pontwater and Muskegon.....	45.13	90.26	1	6	90.26	
Port Austin and Port Huron....	87.71	175.42	1	6	131.55	This clerk has relief every fourth week.
Port Huron and Detroit.....	60.84	121.68	1	6	91.26	This clerk has relief every fourth week.
Saint Louis and Owasso.....	40.88	81.76	1	6	81.76	
South Logan and Toledo.....	61.91	123.82	1	6	123.82	
Toledo and Allegan.....	157.42	314.84	2	6	157.42	
Toledo and Chicago.....	244.99	489.98	4	6	122.49	
Trenton and Adrian.....	49.60	99.20	1	6	99.20	
Ypsilanti and Hillsdale.....	62.14	124.28	1	6	124.28	
Total.....	7,023.79	19,962.12	149	.....	133.07	

TABLE K<sup>1</sup>.—Statement by divisions, of average daily miles run, &c.—Continued.

## RECAPITULATION.

Divisions.	Total miles of route.	Daily miles run.	Total number of crews.	Average miles run daily by crews.	Number of railway post-office lines.
First .....	7,168.58	20,332.16	190	107	73
Second .....	14,105.87	37,541.43	318	118.05	158
Third .....	6,560.56	17,074.23	150	113.82	53
Fourth .....	11,595.51	26,771.10	219	122.24	76
Fifth .....	10,342.25	46,815.06	389	120.85	117
Sixth .....	31,263.53	71,717.54	590	121.55	214
Seventh .....	20,340.83	48,146.16	367	131.18	117
Eighth .....	6,344.43	12,637.60	100	126.37	29
Ninth .....	7,623.79	19,962.12	149	133.97	40
Total .....	123,745.15	300,997.46	2,472	121.76	871

H. Ex. 1, pt. 4—38

TABLE LI.—Statement of new service established and service extended during the fiscal year ended June 30, 1886.

## FIRST DIVISION.

New service.	Corporate title of company.	Distance. Miles.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Windsor, Vt., to Rouse's Point, N. Y.	Cen. Vermont.	48.64	July 1, 1885		Extension of route No. 2002.
Bellevue Falls to Essex Junction, Vt.	do.	7.58	July 1, 1885		Extension of route No. 2008.
Naubua, N. H., to Worcester, Mass.	Wor., Nash., Roch.	46.21	July 1, 1885		Extension of route No. 1042.
Groton Junction to Concord, N. H.	Bos. and Lowell.	82.17	July 1, 1885		Extension of route No. 1006.
Miller's Falls, Mass., to New London, Conn.	Cen. Vermont.	100.00	July 1, 1885		Extension of route No. 3002.
Boston, Mass., to Hopewell Junction, N. Y.	N. Y. and N. Eng.	83.60	July 1, 1885		Extension of route No. 5007.
Spencer to South Spencer, Mass.	Spencer Br. B. and A.	2.18	July 11, 1885		Railroad service established.
New Britain to Lethin Junction (n. o.), Conn.	N. Y., N. H. and H. R. R.	8.00	Aug. 1, 1885		Do.
North Grafton Station (n. o.) to Grafton, Mass.	Grafton Cen. R. R.	3.00	Aug. 5, 1885		Do.
Claremont, N. H., to Lowell, Mass.	Bos. and Low. and Concord	49.00		Aug. 12, 1885	Extension of Concord and Claremont to Lowell.
Richford, Vt., to Springfield, Mass.	So. East Pass.Ct., Vet., Vet. Val., Conn. Riv.	70.00		Aug. 31, 1885	Extension of Richford and Concord to Springfield.
Somerville Station (n. o.) to North Billerica, Mass.	Bos. and Low.	7.12	Jan. 1, 1886		Railroad service established.
North Anson to Portland, Me.	Somerset, Me. Cen.	32.70		Feb. 5, 1886	Extension of North Anson and Lewiston to Portland.
Readsborough Junction, Vt., to Hoosac Tunnel Station (n. o.), Mass.	Deerfield River	11.30	Mar. 1, 1886		Railroad service established.
Greenville to Bangor, Me.	Bangor and Piscataquis and Me. Cen.	13.00		May 24, 1886	Extension of Greenville and Old Town to Bangor.
Manchester to Peterborough, N. H.	Pet. and Hills Br. B. and Low.	32.61		June 1, 1886	Extension of Contoocook and Peterborough to Manchester.

## SECOND DIVISION.

Tuckerton to Beach Haven, N. J.	Tuckerton R. R.	7.50	July 14, 1885		New service, steamboat.
Shipping (n. o.) to A Union Highlands, N. J.	Phila. and Reading R. P. O.	2.10	Apr. 15, 1886		New service.
Stam Line (n. o.) to Rhinecliff, N. Y.	Hart., Conn. and Western R. R.	(1)	Old.	Oct. 17, 1885	Formerly covered by Hartford and Rhinecliff R. P. O.

Extra to Saint Regis Falls, N. Y.	No. Adirondack R. R.	12.43	Mar. 4, 1886	New service.
Cornburg to Elmira, N. Y.	N. Y., Lake, Erie and Western R. R.	(2) 1.90	June 22, 1885	* Extension of Rochester and Corning R. P. O. New service.
Conesus Lake Junction (n. o.) to Lakeville, N. Y.	Conesus Lake R. R.	(4) 2.02	May 14, 1885	Route 8088, heretofore part of route 8013.
Alaska (n. o.) to Mount Carmel, Pa.	Phila. and Reading R. R.	(4) 0.68	June 16, 1885	New service, extension of route 8110.
Mawglen to Sonestown, Pa.	Williamsport and No. Branch R. R.	(4) 0.68	July 3, 1885	4 New R. P. O. service, 28.9 miles.
Downingtown to New Holland, Pa.	Pennsylvania R. R.		Oct. 31, 1885	New service and new R. P. O. service, extending Montandon and Spring Mills R. P. O., route 8007.
Boalsburgh to Bellefonte, Pa.	do			5 New R. P. O. service, 25.54 miles.
Portland to Nazareth, Pa.	Bangor and Portland R. R.	(6)	Old.	6 New R. P. O. service, 23.50 miles, Reading and Columbia R. P. O. curtailed at Junction and extended to Quarryville.
Columbia to Quarryville, Pa.	Phila. and Reading R. R.	(6)	Old.	New service and new R. P. O. service, extending Irvine and Oil City R. P. O.
Warren, Pa., to Salamanca, N. Y.	Buff., N. Y. and Phila. R. R.	42.19	Jan. 6, 1886	New service.
Stewartstown to New Freedom, Pa.	Stewartstown R. R.	7.65	Jan. 20, 1886	Do.
Manor Station to Claridge, Pa.	Pennsylvania R. R.	4.31	Mar. 25, 1886	New service and new R. P. O. service, Williamsport and Gasman R. P. O.
Jersey Shore to Gazzam, Pa.	Beech Creek, Clearfield and So. West R. R.	116.01	Apr. 12, 1886	New service.
Bangor Junction (n. o.) to Bralharda, Pa.	Bangor and Portland R. R.	4.57	May 18, 1886	New service.

## THIRD DIVISION.

Washington, D. C., to Manassas, Va.	Alex. and Washn. and Va. Midland	33.15	Aug. 15, 1885	Manassas and Strasburg R. P. O. extended to Washington D. C.
Louisburgh to Franklinton, N. C.	Raleigh and Gaston	10.40	Sept. 21, 1886	Railroad service established.
Baltimore, Md., to Winchester, Va.	Baltimore and Ohio	113.00	Sept. 21, 1885	Baltimore and Winchester R. P. O. established.
Thomas to Davis, W. Va.	West Virginia Central and Pittsburg	6.50	Oct. 1, 1885	Piedmont and Thomas R. P. O. extended to Davis.
Point Pleasant, W. Va., to Columbus, Hickling Valley, and Toledo Junction (n. o.), Ohio.	Kanawha and Ohio	2.00	Jan. 6, 1886	Railroad service established.
Blue Stone Junction (n. o.) to Brannwell, W. Va.	Norfolk and Western	2.64	Feb. 23, 1886	Do.
Charleston to Jarrett, N. C.	Western North Carolina	32.25	Mar. 15, 1886	Anchville and Charleston R. P. O. extended to Jarrett.
Morgantown to Fairmont, W. Va.	Baltimore and Ohio	29.95	* Apr. 24, 1886	1 New service, * Morgantown and Fairmont R. P. O. established.
Warm Springs, N. C., to Morristown, Tenn.	East Tennessee, Virginia and Georgia	41.00	Mar. 15, 1886	Salisbury and Warm Springs R. P. O. extended to Morristown, Tenn. taking up and discontinuing that portion of the Warm Springs and Jellico R. P. O. between Warm Springs, N. C. and Morristown, Tenn.
Harper's Ferry to Martinsburg, W. Va.	Baltimore and Ohio	10.00	Mar. 24, 1886	Baltimore and Harper's Ferry R. P. O. extended to Martinsburg, W. Va.



TABLE Lk.—Statement of new service established and service extended during the fiscal year ended June 30, 1886—Continued.

## THIRD DIVISION—Continued.

New service.	Corporate title of company.	Distance. Miles.	Date of order for commencement of railroad service.	Date of order for commencement of post-office service.	Remarks.
Morristown to Knoxville, Tenn.....	East Tennessee, Virginia and Georgia.....	41.00	.....	June 20, 1886	Salisbury and Morristown R. P. O. extended to Knoxville. Service between Morristown and Knoxville is in addition to the Bristol and Chattanooga R. P. O.

## FOURTH DIVISION.

Americus to Lumpkin, Ga.....	Americus, Preston and Lumpkin R. R.....	38.78	Mar. 10, 1886	.....	.....
Andersonville to Lucena Vista, Ga.....	Lucena Vista R. R.....	26.03	July 23, 1885	Sept. 20, 1885	.....
Augusta to Gibson, Ga.....	Aug. Gibson and Sandersville R. R.....	51.36	Sept. 26, 1885	.....	.....
Baldwin to Louisa, La.....	Morgan's La. and Tex. R. R. and S. Co.....	15.00	Aug. 31, 1885	.....	.....
Canden to Kingsville, S. C.....	South Carolina R. R.....	39.03	.....	.....	.....
Columbus to Artesia, Miss.....	Mobile and Ohio R. R.....	14.11	(1)	.....	.....
Delomille to Wheeling, Ala.....	Woodward Iron Co.....	4.80	May 17, 1886	.....	.....
Enterprise Junction (n. o.) to Titusville, Fla.....	Jacks, Tampa and Key West Rwy.....	40.42	Mar. 6, 1886	Apr. 5, 1886	.....
Fort Reed to Oviedo, Fla.....	South Florida Rwy.....	14.25	Mar. 9, 1886	.....	.....
Gordon to Macon, Ga.....	Central R. R. of Ga.....	20.00	.....	.....	.....
Laurens to Spartanburgh, S. C.....	Greenwood, Laurens & Spartanburgh R. R.....	37.88	Oct. 24, 1885	Oct. 31, 1885	.....
Leedsburgh to Brookville, Fla.....	Florida Southern Rwy.....	27.68	Oct. 7, 1885	Oct. 30, 1885	.....
Memphis, Tenn. to Holly Springs, Miss.....	Memphis, Selma and Brunswick R. R.....	45.87	Oct. 7, 1885	Oct. 17, 1885	.....
Meridian, Miss. to New Orleans, La.....	New Orleans and North Eastern R. R.....	106.24	June 12, 1885	July 6, 1885	.....
Newton to Hickory, N. C.....	Chester and Lenoir Narrow-Gauge R. R.....	106.25	.....	Sept. 29, 1885	.....
Ooltowah, Tenn. to Cohutta, Ga.....	E. Tenn., Va. and Ga. R. R.....	11.35	July 31, 1885	Aug. 29, 1885	.....
Palatka to Sanford, Fla.....	Jacks, Tampa and Key West Rwy.....	63.87	June 18, 1885	Sept. 7, 1885	.....
Pemberton's to Lakeland, Fla.....	South Florida Rwy.....	43.86	Apr. 3, 1886	Apr. 5, 1886	.....
Taverner's to Orlando, Fla.....	Tavares, Orlando and Atlantic R. R.....	32.03	Sept. 23, 1885	June 4, 1886	.....
Vasco's to Rumphole, S. C.....	Natchez, Red River and Texas R. R.....	23.60	May 27, 1886	Oct. 6, 1885	.....
Viadale to Troyville, La.....	Atchafalaya R. R.....	23.60	Apr. 7, 1886	.....	.....
Wrightsville to Dublin, Ga.....	Dublin and Wrightsville R. R.....	19.56	Mar. 16, 1886	.....	.....

New R. P. O. service only.

## FIFTH DIVISION.

Henderson, Ky., to Evansville, Ind.	12.31	July 15, 1885	Henderson and Nashville extended.
Clinton Valley, to Cincinnati, Ohio	41.30	.....	Columbus and Clinton Valley extended.
Steuensville, Ohio, to Wheeling, W. Va.	25.00	Sept. 7, 1885	Pittsburgh and Steuensville R. P. O. extended.
Tomb, Tenn., to Bridgeport, Ala.	74.53	Oct. 6, 1885	New R. P. O. service.
Midway to Versailles, Ky.	7.58	.....	New service.
Mount Vernon, Ill., to St. Louis, Mo.	77.90	Oct. 21, 1885	Londonville and Mount Vernon R. P. O. extended.
Louisville, to Lexington, Ky.	39.40	Dec. 15, 1885	New R. P. O. service.
Hammersville, to Georgetown, Ohio	7.17	Jan. 5, 1886	Hammersville and Cincinnati R. P. O. extended.
Tecumseh, to West Manchester, Ohio	7.12	Feb. 18, 1886	Cecil and Tecumseh R. P. O. extended.
Dodds, to Clay City, Ky.	14.75	Mar. 15, 1886	New service.
Zoar Station to Bowling Green, Ohio	16.60	Mar. 15, 1886	Toledo and Zoar Station R. P. O. extended.
Henderson to Morgantown, Ky.	25.00	May 3, 1886	New service.
Grayson to Willard, Ky.	10.25	May 17, 1886	Greenup and Willard service curtailed at Grayson, August 15, 1885, and R. P. O. service discontinued and R. R. service re-established Grayson to Willard, May 17, 1886.
Junction City, Ky., to Knoxville, Tenn.	171.30	Mar. 22, 1886	Service placed on night trains Louisville and Knoxville line, between Junction City, Ky., and Knoxville, Tenn.

## SIXTH DIVISION.

Jamestown to La Moure, Dak.	48.87	Mar. 15, 1886	New R. R. service.
Caledonia to Spring Valley, Ill.	85.74	Mar. 15, 1886	New R. R. service, Caledonia and Spring Valley R. P. O.
Centerville to Yankton, Dak.	29.39	Mar. 15, 1886	New R. R. service.
Saint Paul to Bozema, Nebr.	18.02	Mar. 15, 1886	Do.
East Saint Louis to Belleville, Ill.	15.00	Mar. 15, 1886	Do.
Fort Madison to Birmingham, Iowa	41.69	Mar. 16, 1886	R. R. service restored.
Harison Station to Carbondale, Ill.	8.55	Mar. 25, 1886	Marion and Carbondale R. R. extended.
Pineknobville to Marion, Ill.	52.52	Old.	Pineknobville and Marion R. P. O. established.
Green River to Granger, Wyo.	30.60	Old.	Granger and Huntington R. P. O. extended.
Houghton to Calumet, Mich.	15.52	Apr. 1, 1886	New R. R. service.
Altamont, Mo., to Atchison, Kans.	53.90	Apr. 15, 1886	New R. R. service, 65.91 miles. Davenport and Cameron R. P. O. changed and extended to end at Atchison, Kans.
Angus to Des Moines, Iowa	38.00	Old.	Minneapolis and Angus R. P. O. extended.
Pipe Stone, Minn., to Watertown, Dak.	25.05	Old.	Cedar Rapids and Pipe Stone R. P. O. extended.
Elmira (n. o.) to Iowa City, Iowa	8.90	Old.	Clinton and Elmira R. P. O. extended.
Treptions to Huron, Dak.	18.01	Old.	Columbia and Huron R. P. O. extended to Harward, Iowa
Portland to Portland Junction (n. o.), Dak.	4.27	July 1, 1885	New R. R. service, Larimore and Brokenridge R. P. O.
Bogard to Carrollton, Mo.	7.86	July 15, 1885	New R. R. service, Burlington and Bogard R. P. O. extended.

TABLE I'.—Statement of new service established and service extended during the fiscal year ended June 30, 1886.—Continued.

## SIXTH DIVISION.—Continued.

New service.	Corporate title of company.	Miles.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Sioux City to Council Bluffs, Iowa.	Sioux City and Pacific, and Chicago and No. Western.	105.57	Old.	July 21, 1885	Saint Paul and Sioux City R. P. O. extended.
Spooner, Wis., to Duluth, Minn.	Chicago, St. Paul, Minn. and Omaha.	79.00	Old.	Aug. 3, 1885	Spooner and Eau Claire R. P. O. extended.
Creston to Cumberland, Iowa.	Chicago, Burlington and Quincy.	50.34	Aug. 15, 1885	Aug. 15, 1885	New R. R. service, 19.32 miles, Creston and Cumberland R. P. O. established.
Valentine to Chadron, Nebr.	Fremont, Elkhorn and Mo. Valley.	136.68	Aug. 15, 1885	Aug. 15, 1885	New R. R. service, Missouri Valley and Valentine R. P. O. extended.
Indianola to Des Moines, Iowa.	Chicago, Burlington and Quincy.	22.07	Oct. 1, 1885	Oct. 1, 1885	New R. R. service, 14.57 miles, Indianola and Clinton R. P. O. extended to begin at Des Moines, Iowa, and end at Saint Joseph, Mo.
Worthington, Minn., to Sioux City, Iowa.	Chicago, St. Paul, Minn. and Omaha.	91.20	Old.	Oct. 1, 1885	Saint Paul and Sioux Falls R. P. O. changed to New R. service.
Duluth to Brainerd, Minn.	Northern Pacific.	114.76	Old.	Oct. 9, 1885	New R. R. service, Brainerd and Duluth R. P. O. established.
Holbrook to Elwood, Nebr.	Nebraska and Colorado.	28.87	Oct. 15, 1885	Oct. 15, 1885	New R. R. service, 20.37 miles, Minnowakan and Jamestown R. P. O. established.
Watersmeet, Mich., to Ashland, Wis.	Milwaukee, Lake St. Clair and Western.	98.74	Oct. 15, 1885	Oct. 15, 1885	New R. R. service, 20.37 miles, Minnowakan and Jamestown R. P. O. established.
Saint Paul to Lyle, Minn.	Minnesota and North Western.	109.78	Oct. 20, 1885	Oct. 20, 1885	New R. R. service, 20.37 miles, Minnowakan and Jamestown R. P. O. established.
Minnowakan to Jamestown, Dak.	Jamestown and Northern.	90.07	Nov. 2, 1885	Nov. 2, 1885	New R. R. service, 20.37 miles, Minnowakan and Jamestown R. P. O. established.
Howard to Le Roy, Ill.	Havana, Randolph and Eastern.	17.70	Old.	Nov. 18, 1885	New R. R. service, 20.37 miles, Minnowakan and Jamestown R. P. O. established.
Sunmit Lake to Rhineland, Wis.	Milwaukee, Lake St. Clair and Western.	20.38	Old.	Nov. 30, 1885	New R. R. service, 20.37 miles, Minnowakan and Jamestown R. P. O. established.
Chadron, Nebr., to Buffalo Gap, Dak.	Fremont, Elkhorn and Mo. Valley.	55.76	Jan. 1, 1886	Jan. 1, 1886	New R. R. service, 20.37 miles, Minnowakan and Jamestown R. P. O. established.
Heron Lake to Pipe Stone, Minn.	Chicago, St. Paul, Minn. and Omaha.	55.53	Jan. 1, 1886	Jan. 1, 1886	New R. R. service, 20.37 miles, Minnowakan and Jamestown R. P. O. established.
Hastings, Nebr., to Oberlin, Kans.	Bur. and Mo. River and But., Kas. and No. West.	166.08	Feb. 1, 1886	Feb. 1, 1886	New R. R. service, 20.37 miles, Hastings and Oberlin R. P. O. established.
River Falls to Ellsworth, Wis.	Chicago, St. Paul, Minn. and Omaha.	13.82	Jan. 11, 1886	Jan. 11, 1886	New R. R. service, 20.37 miles, Hastings and Oberlin R. P. O. established.
Mason City, Iowa, to Lyle, Minn.	Central Iowa.	28.57	Mar. 15, 1886	Mar. 15, 1886	New R. R. service, 20.37 miles, Hastings and Oberlin R. P. O. established.

## SEVENTH DIVISION.

Arkansas City, Ark., to Leland, Miss.	24, 16	Old.	July 1, 1885	Little Rock and Warren R. P. O. extended.
Cummins to Varner, Ark.	5, 28	Aug. 1, 1885	Mar. 22, 1886	Wichita Falls and Ft. Worth R. P. O. extended.
Wichita Falls to Harrold, Tex.	33, 27	Aug. 1, 1885	Aug. 7, 1885	Albuquerque and Needles R. P. O. extended.
Needles to Mojave, Cal.	240, 46	Old	Aug. 10, 1885	49.46 miles of new R. R. service; 73.46 miles of new R. P. O. service.
Tulsa to Red Fork, Ind. Ter.	4, 29	Aug. 10, 1885	Aug. 15, 1885	Kansas City and Atchua R. P. O. extended.
Olade, Kans., to Clinton, Mo.	73, 46	Aug. 15, 1885	Oct. 15, 1885	Bremont and Claico R. P. O. extended.
Atchua to New Kiowa, Kans.	21, 37	Aug. 16, 1885	Oct. 15, 1885	17.93 miles of new R. R. service; 48 miles of new R. P. O. service.
Cisco to Albany, Tex.	33, 98	Aug. 17, 1885	Dec. 21, 1885	31.53 miles of new R. R. service; 89.43 miles of new R. P. O. service.
Conroe to Montgomery, Tex.	10, 70	Oct. 15, 1885	Jan. 18, 1886	Council Bluffs and Brunswick R. P. O. extended.
Newport to Brinkley, Ark.	32, 66	Oct. 15, 1885	Jan. 21, 1886	118.05 miles of R. R. service established this year.
Lougment to Lyons, Colo.	48, 09	Oct. 15, 1885	Jan. 25, 1886	Temple and Lampasa R. P. O. extended.
Smithton to Okfuska, Ark.	10, 71	Oct. 20, 1885	Feb. 11, 1886	Double daily service established in place of single daily.
Tyler to Lufkin, Tex.	14, 28	Dec. 14, 1885	Feb. 16, 1886	23.04 miles of railroad service established this year.
Blue Mounds to Kincaid, Kans.	8, 34	Jan. 1, 1886	Feb. 23, 1886	Sedalia and Massogee Division of Hannibal and Clinton R. P. O. extended.
Alton to Stockton, Kans.	18, 65	Jan. 15, 1886	Mar. 4, 1886	Elmott and Memphis R. P. O. (river) extended.
Moberly to Brunswick, Mo.	38, 90	Old.	Mar. 15, 1886	Nacodoches and Houston R. P. O. extended.
Downs to Stockton, Kans.	42, 09	( <sup>1</sup> )	Mar. 15, 1886	Fort Collins and Denver R. P. O. extended.
Lampasa to Brownwood, Tex.	73, 89	Jan. 25, 1886	Apr. 1, 1886	Double service extended on Kansas City and Denver R. P. O.
San Antonio to Floresville, Tex.	33, 50	Jan. 25, 1886	May 8, 1886	Double daily service established in place of single daily.
Butler, Mo., to Pleasanton, Kans.	24, 7	Feb. 1, 1886	May 17, 1886	Temple and Brownwood R. P. O. extended.
Rogers to Bentonville, Ark.	7, 05	Feb. 1, 1886	May 21, 1886	Double daily service established in place of single daily.
Nashville to Hope, Ark.	27, 34	Old.		
Butler, Mo., to Kincaid, Kans.	52, 28	( <sup>1</sup> )		
Musogee, Ind. Ter., to Denison, Tex.	154, 96	Old.		
Goldsmith, Tenn., to Elmott, Ark.	5, 50	Feb. 10, 1886		
Atchua to Medicine Lodge, Kans.	21, 76	Mar. 15, 1886		
Beaumont to Winfield, Kans.	42, 49	Mar. 15, 1886		
Shreveport, La., to Nacodoches, Tex.	94, 17	Mar. 15, 1886		
Council Grove to Hope, Kans.	35, 60	Mar. 15, 1886		
Fort Collins to La Salle (n. o.), Colo.	19, 95	Old.		
Clinton to Ash Grove, Mo.	79, 83	Apr. 1, 1886		
Brookville to Ellis, Kans.	102, 00	Old.		
Ottumwa, Iowa, to Moberly, Mo.	131, 30	Old.		
Brownwood to Coleman, Tex.	29, 26	May 17, 1886		
Sedalia to Kansas City, Mo.	99, 56	Old.		

TABLE I'.—Statement of new services established and service extended during the fiscal year ended June 30, 1896—Continued.

## EIGHTH DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of rail-road service.	Date of order for commencement of rail-way post-office service.	Remarks.
Black River Junction to Stuck Junction, Wash.	Puget Sound Shore R. R.	Miles. 13.50	Jan. 20, 1896	.....	New service.
Colton to Los Angeles, Cal.	Cal. South. R. R. Co.	58.58	Mar. 27, 1896	.....	Do.
Colton to Waterman, Cal.	Cal. South. R. R. Co.	85.54	Mar. 2, 1896	.....	National City to Colton, R. R. service extended to Waterman, Cal.
Colfax, Wash., to Moscow, Idaho	Columbia and Palouse R. R.	28.12	Dec. 24, 1895	.....	Palouse Junction and Colfax R. R. extended to Moscow.
Duncan's Mills to Austin, Cal.	N. Pac. Coast R. R.	7.50	Mar. 13, 1896	Mar. 15, 1896	Duncan's Mills and San Francisco R. P. O. extended to Austin.
Garrison to Butte City, Mont.	Union Pac. Rwy.	51.00	Old.	Oct. 12, 1896	New R. P. O. service; double service between Silver Bow and Butte City, Mont.
Los Angeles to Pasadena, Cal.	Los Ang. and San Gabriel Val. R. R.	11.81	Mar. 3, 1896	.....	New service.
Moroni to Chester, Utah	San Pete Valley R. R.	8.90	Oct. 2, 1895	.....	Nephi and Moroni R. R. extended to Chester.
Stuck Junction to Puyallup Junction, Wash.	North Pac. and P. S. R. Co.	7.50	Jan. 24, 1896	.....	New service.
Silver Bow to Butte City, Mont.	Utah and Northern Rwy.	7.00	Old.	Oct. 12, 1896	Garrison and Ogden R. P. O. curtailed to begin at Butte City, Mont., covering 7 miles of R. R. service between Silver Bow and Butte City, Mont.

## NINTH DIVISION.

Alpena to An Sable, Mich.	Detroit, Bay City and Alpena.	56.25	Jan. 12, 1896 Apr. 23, 1896	Jan. 20, 1896	Order January 12, 1896, extending the An Sable and Alger route to Black River; net increase, 84.08 miles. R. P. O. service extended January 20, 1896. Order April 22, 1896, extending service to Alpena, Mich.; net increase, 23.22 miles. Service from Black River to Alpena is closed mail and is performed by steamboat.
Copley to Luthers, Mich.	Grand Rapids and Indians.	2.08	Oct. 6, 1895	.....	Milton Junction (n. o.) and Luthers route extended to Copley.
Cadillac to Lake City, Mich.	Cadillac and North Eastern.	12.06	Jan. 12, 1896	.....	.....

TABLE M<sup>m</sup>.—Statement of annual salaries of railway postal clerks by classes.

Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.	Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.
5.....	\$1,400	69	\$96,600	1.....	\$660	2	\$1,320
5.....	1,300	561	729,300	1.....	650	3	1,950
4.....	1,150	679	780,850	1.....	640	2	1,280
3.....	1,000	1,673	1,673,000	1.....	630	2	1,260
2.....	900	624	561,600	1.....	610	2	1,220
2.....	890	4	3,560	1.....	600	43	25,800
2.....	880	8	7,040	1.....	580	2	1,160
2.....	870	10	8,700	1.....	570	2	1,140
2.....	860	11	9,460	1.....	560	1	560
2.....	850	8	6,800	1.....	550	1	550
2.....	840	7	5,880	1.....	520	2	1,040
2.....	830	1	830	1.....	510	4	2,040
2.....	820	12	9,840	1.....	500	11	5,500
2.....	810	5	4,050	1.....	480	1	480
1.....	800	660	528,000	1.....	420	2	840
1.....	790	7	5,530	1.....	410	2	820
1.....	780	3	2,340	1.....	400	1	400
1.....	770	6	4,620	1.....	360	4	1,440
1.....	760	11	8,360	1.....	320	2	640
1.....	750	7	5,250	1.....	300	7	2,100
1.....	740	6	4,440	1.....	240	1	240
1.....	730	11	8,030	1.....	200	1	200
1.....	720	28	20,160	1.....	180	1	180
1.....	710	4	2,840	1.....	150	1	150
1.....	700	20	14,000	1.....	100	1	100
1.....	690	10	6,900	1.....	12	8	96
1.....	680	5	3,400	1.....	1	9	9
1.....	670	2	1,340				
Total.....						4,573	4,567,645

Statement of letters for Boston, Mass., city delivery distributed by railway postal clerks in the First Division Railway Mail Service during the fiscal year ending June 30, 1886.

## BOSTON, SPRINGFIELD, AND NEW YORK RAILWAY POST-OFFICE.

Month.	Service.	Daily trips.	Packages distrib- uted.	Packages undistrib- uted.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Number correct to each error.	Order of merit.
1885.									
July...	Night.....	12 1/2	13,983				1,048,725		
	Day.....	12 1/2							
	Total.....		13,983				1,048,725		
Aug...	Night.....	12 1/2	12,635	62			947,625		
	Day.....	12 1/2							
	Total.....		12,635	62			947,625		
Sept...	Night.....	12 1/2	13,277				995,775		
	Day.....	12 1/2							
	Total.....		13,277				995,775		
Oct....	Night.....	12 1/2	14,259				1,068,750		
	Day.....	12 1/2	2,834				212,550		
	Total.....		17,094				1,281,300		

*Statement of letters for Boston, Mass., city delivery distributed, &c.—Continued.***BOSTON, SPRINGFIELD, AND NEW YORK RAILWAY POST-OFFICE—Continued.**

Month.	Service.	Daily trips.	Packages distrib- uted.	Packages undistrib- uted.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Number correct to each error.	Order of merit.
1885.									
Nov ...	Night .....	2	16,042	.....	3	5	1,203,150	240,629	2
	Day .....	2	3,650	.....	1	1	273,750	273,749	1
	Total .....	.....	19,692	.....	4	6	1,476,900	.....	.....
Dec ...	Night .....	2	14,643	682	.....	.....	1,098,225	1,098,225	1
	Day .....	2	3,717	.....	.....	.....	278,775	278,775	2
	Total .....	.....	18,360	682	0	0	1,377,000	.....	.....
1886.									
Jan ...	Night .....	2	12,892	43	.....	.....	966,900	966,900	1
	Day .....	2	2,805	.....	.....	.....	210,375	210,375	2
	Total .....	.....	15,697	43	0	0	1,177,275	.....	.....
Feb ...	Night .....	2	11,408	396	7	9	855,600	95,066	2
	Day .....	2	3,028	.....	.....	.....	227,100	227,100	1
	Total .....	.....	14,436	396	7	9	1,082,700	.....	.....
Mar ...	Night .....	2	13,883	131	13	17	1,041,225	61,247	2
	Day .....	2	3,732	.....	1	2	281,400	140,699	1
	Total .....	.....	17,615	131	14	19	1,322,625	.....	.....
Apr ...	Night .....	2	13,224	350	15	20	991,800	49,589	2
	Day .....	2	2,911	.....	1	2	218,325	109,162	1
	Total .....	.....	16,135	350	16	22	1,210,125	.....	.....
May ...	Night .....	2	13,424	59	9	10	1,006,800	100,672	2
	Day .....	2	2,318	16	.....	.....	173,850	173,850	1
	Total .....	.....	15,742	75	9	10	1,180,650	.....	.....
June ...	Night .....	2	12,022	30	19	24	901,650	37,568	2
	Day .....	2	2,865	.....	.....	.....	214,875	214,875	1
	Total .....	.....	14,887	30	19	24	1,116,525	.....	.....
Grand total .....		.....	189,563	1,769	69	90	14,217,225	.....	.....

Commenced October, 1885, to keep record of Boston city letters assorted by Boston, Springfield and New York railway post-office, day line.

Commenced November, 1885, to keep record of Boston city errors.

The large amount of mail reported unworked was due to insufficient help for the very heavy mail upon these occasions.

Statement of separation of mail for New York city delivery in the Second Division for the fiscal year ended June 30, 1886.

Month.	Name of railway post-office.	Trains.	Packages distrib-uted.	Packages undis-tributed.	Incorrect slips.	Errors.	Letters distrib-uted (75 to the package).	Number correct to each error.	Order of merit in correctness.
1885.									
July	Albany and New York	1	1,649		34	75	123,675	1,648	6
	Boston and New York	1	853	4	80	183	63,975	348	8
	Boston, Providence and New York	1	1,645		35	61	123,375	2,021	4
	Boston, Springfield and New York	2	7,195		41	362	539,025	8,702	1
	New York and Chicago	4	15,942		420	1,698	1,195,650	1,712	5
	New York and Dunkirk	2	4,632		168	223	347,400	1,480	7
	New York and Pittsburgh	4	9,473	*81	222	314	712,475	2,262	2
	New York and Washington	4	9,200		223	*327	690,000	2,109	3
	Total	19	49,589	35	1,223	1,023	3,794,175		
Aug	Albany and New York	1	1,609		37	65	120,675	1,855	4
	Boston and New York	1	950		149	443	71,250	164	8
	Boston, Providence and New York	1	1,618		49	84	121,350	1,444	6
	Boston, Springfield and New York	2	6,769	2	69	128	507,675	3,978	1
	New York and Chicago	4	14,671		455	*632	1,100,325	1,740	5
	New York and Dunkirk	2	4,366	*141	171	283	327,450	1,156	7
	New York and Pittsburgh	4	9,799		260	366	734,925	2,007	3
	New York and Washington	4	*8,148	*180	204	304	611,100	2,000	2
	Total	19	47,930	323	1,394	2,305	3,594,750		
Sept	Albany and New York	1	1,586		30	42	118,950	2,831	2
	Boston and New York	1	880		160	362	66,000	181	8
	Boston, Providence and New York	1	1,614	21	52	78	121,050	1,679	5
	Boston, Springfield and New York	2	7,449	1	63	85	558,675	6,572	1
	New York and Chicago	4	16,510		614	1,132	1,238,250	1,093	7
	New York and Dunkirk	2	4,407	95	164	296	330,525	1,116	6
	New York and Pittsburgh	4	11,862	62	318	511	889,650	1,739	4
	New York and Washington	4	9,225	*276	198	295	691,875	2,344	3
	Total	19	53,533	455	1,509	2,801	4,014,975		
Oct	Albany and New York	1	1,678		32	47	125,850	2,677	5
	Boston and New York	1	941		86	207	70,575	339	8
	Boston, Providence and New York	1	1,715		47	70	128,625	1,782	7
	Boston, Springfield and New York	2	7,958		43	68	596,850	8,776	1
	New York and Chicago	4	17,487		326	729	1,311,525	1,799	6
	New York and Dunkirk	2	4,836	*11	75	106	362,700	3,421	4
	New York and Pittsburgh	4	14,197	*203	167	268	1,058,025	3,947	3
	New York and Washington	4	*10,860	*223	82	112	814,500	7,271	2
	Total	19	59,582	437	858	1,607	4,468,650		
Nov	Albany and New York	1	1,450		20	24	108,750	4,530	5
	Boston and New York	1	853		65	142	64,125	451	8
	Boston, Providence and New York	1	1,368		11	14	102,600	7,327	2
	Boston, Springfield and New York	2	7,477	2	22	35	569,775	16,021	1
	New York and Chicago	4	16,047		60	254	1,203,525	4,737	4
	New York and Dunkirk	2	4,718		74	125	353,850	2,830	7
	New York and Pittsburgh	4	12,673	*223	176	265	950,475	3,586	6
	New York and Washington	4	10,477	*319	89	112	785,775	7,015	3
	Total	19	55,065	544	617	971	4,129,875		

\*2 misdirected packages on New York and Washington.

\*July 8th; cause, receipt of large extra connections.

\*1 misdirected package on New York and Dunkirk.

\*One misdirected and one misent package on New York and Chicago R. P. O. during month.

\*Mail unworked New York and Dunkirk—was caused by wash-outs, causing heavy delayed mails.

\*No mail was worked on train 78, New York and Washington R. P. O., for 8 nights during month.

No car to work in.

\*Mail unworked caused by absence of clerk in charge; substitutes on duty.

\*Short one clerk; heavy delayed mail.

\*Mail extra heavy; unable to work all.

\*Receiving delayed mails at Harrisburg (limited); connection.

\*No mail on No. 78 (2 nights); no car.

\*Receiving delayed mails at Washington, D. C., and Philadelphia; also in one case clerk on No. 78 taken sick.

\*Mail unworked; caused by absence of regular clerk in one case, and in two cases heavy delayed mails.

\*Mail unworked; caused by heavy delayed mails and extra dispatch from Philadelphia, Pa.



*Statement of separation of mail for New York city delivery, &c.—Continued.*

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undis- tributed.	Incorrect alips.	Errors.	Letters distrib- uted (75 to the package).	Number correct to each error.	Order of merit in corrections.
1885.									
Dec....	Albany and New York.....	1	1,535	.....	20	24	115,125	4,796	3
	Boston and New York.....	1	1,130	.....	59	114	84,750	742	8
	Boston, Providence and New York.....	1	1,711	56	22	30	123,325	4,276	6
	Boston, Springfield and New York.....	2	8,790	22	25	29	659,250	22,732	1
	New York and Chicago.....	1	18,401	.....	164	301	1,380,075	4,584	4
	New York and Dunkirk.....	2	4,682	<sup>15</sup> 519	74	125	351,900	2,814	7
	New York and Pittsburgh.....	4	15,156	<sup>1642</sup>	176	265	1,136,700	4,288	5
	New York and Washington.....	4	10,511	<sup>17460</sup>	89	112	788,325	7,038	2
	Total.....	19	61,926	1,108	620	1,000	4,644,450	.....	.....
1886.									
Jan....	Albany and New York.....	1	1,309	.....	21	29	98,175	3,384	6
	Boston and New York.....	1	1,066	71	34	68	79,950	1,174	8
	Boston, Providence and New York.....	1	1,703	.....	19	30	127,725	4,256	3
	Boston, Springfield and New York.....	2	7,824	.....	46	51	586,800	11,505	1
	New York and Chicago.....	4	17,272	.....	218	<sup>18</sup> 777	1,295,400	3,435	5
	New York and Dunkirk.....	2	4,613	<sup>19</sup> 174	77	138	345,975	2,506	7
	New York and Pittsburgh.....	5	20,305	<sup>20</sup> 65	215	409	1,522,875	3,732	4
	New York and Washington.....	4	11,548	<sup>21</sup> 284	101	150	866,100	5,773	2
	Total.....	20	65,640	594	731	1,252	4,923,000	.....	.....
Feb....	Albany and New York.....	1	1,233	.....	30	50	92,475	1,848	7
	Boston and New York.....	1	912	<sup>22</sup> 4	48	117	68,400	584	8
	Boston, Providence and New York.....	1	1,417	.....	11	20	106,275	5,313	3
	Boston, Springfield and New York.....	2	6,858	<sup>23</sup> 200	25	37	514,350	12,900	1
	New York and Chicago.....	4	14,935	<sup>24</sup> 73	132	<sup>25</sup> 212	1,120,125	5,283	4
	New York and Dunkirk.....	2	4,356	.....	56	<sup>26</sup> 91	326,700	3,589	6
	New York and Pittsburgh.....	5	18,580	<sup>27</sup> 540	204	<sup>28</sup> 382	1,393,500	3,647	5
	New York and Washington.....	4	10,630	<sup>29</sup> 350	84	107	797,250	7,449	2
	Total.....	20	58,921	1,167	500	1,016	4,419,075	.....	.....
March..	Albany and New York.....	1	1,415	.....	39	67	108,375	1,616	7
	Boston and Albany.....	1	981	.....	57	117	73,575	628	8
	Boston, Providence and New York.....	1	1,724	.....	9	12	129,300	10,774	2
	Boston, Springfield and New York.....	2	7,906	<sup>30</sup> 91	26	40	592,950	14,823	1
	New York and Chicago.....	4	17,190	31	123	<sup>31</sup> 204	1,289,250	6,319	3
	New York and Dunkirk.....	2	5,054	.....	73	<sup>32</sup> 129	379,050	2,937	6
	New York and Pittsburgh.....	5	20,089	<sup>33</sup> 84	258	<sup>34</sup> 451	1,506,675	3,339	5
	New York and Washington.....	4	11,840	<sup>35</sup> 502	99	<sup>36</sup> 158	888,000	5,619	4
	Total.....	20	66,229	708	684	1,178	4,967,175	.....	.....

<sup>12</sup> Clerk short and heavy holiday mails.<sup>13</sup> Heavy mails.<sup>17</sup> Heavy mails; clerk in charge absent; Treasury circulars, Christmas cards, and delayed mails.<sup>18</sup> 4 misent; 8 misdirected packages in New York and Chicago; 6 misdirected in New York and Pittsburgh, and 1 in New York and Washington.<sup>19</sup> Mail too heavy for clerks to work it all on four occasions.<sup>20</sup> Clerk who works New York City taken sick.<sup>21</sup> Receiving all New York City mail at Philadelphia; New York and Pittsburgh late; clerk in charge suddenly sick; cold car second section; heavy mail from Washington, D. C.<sup>22</sup> Mail being unworked; cause could not be ascertained.<sup>23</sup> Mail unworked, caused by washout; no postal car on.<sup>24</sup> Mail being unworked; cause, want of time.<sup>25</sup> 4 misent and 1 misdirected package in New York and Chicago R. P. O.<sup>26</sup> 1 misdirected package in New York and Dunkirk R. P. O.<sup>27</sup> Mail unworked, caused by heavy delayed mails; clerk short (New York and Pittsburgh R. P. O.).<sup>28</sup> 2 misent; 2 misdirected packages in New York and Pittsburgh R. P. O.<sup>29</sup> Mail unworked, caused by heavy delayed mails; car out off at Philadelphia, Pa. (New York and Washington R. P. O.).<sup>30</sup> Cause of mail being unworked in Boston, Springfield and New York, failure of clerk to report for duty.<sup>31</sup> 1 misdirected package in New York and Dunkirk R. P. O.; 2 misdirected packages in New York and Washington R. P. O.; 1 misdirected package in New York and Pittsburgh R. P. O.<sup>32</sup> 8 misent packages in New York and Chicago R. P. O.; heavy mails on train 16; heavy delayed connection at Harrisburg, Pa.<sup>33</sup> Cause of mail being unworked in New York and Washington R. P. O., heavy delayed mails; heavy mails from Department of Agriculture.

Statement of separation of mail for New York city delivery, &amp;c.—Continued.

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undist- ributed.	Incorrect slips.	Errors.	Letters distrib- uted (75 to the package).	Number correct to each error.	Order of merit in corrections.
1886.									
April ...	Albany and New York .....	1	1,314	<sup>24</sup> 8	20	34	98,550	2,897	7
	Boston and New York .....	1	830		37	76	62,250	818	8
	Boston, Providence and New York ..	1	1,543		16	25	115,725	4,628	6
	Boston, Springfield and New York ..	2	7,784	<sup>25</sup> 9	32	43	583,800	13,575	1
	New York and Chicago .....	4	17,247		111	<sup>26</sup> 179	1,293,525	7,226	2
	New York and Dunkirk .....	2	4,597	<sup>27</sup> 42	41	74	344,775	4,658	5
	New York and Pittsburgh .....	5	20,181	<sup>28</sup> 359	171	316	1,513,575	4,788	4
	New York and Washington .....	4	10,297	<sup>29</sup> 193	85	<sup>30</sup> 122	772,275	6,330	3
	Total .....	20	63,793	603	513	869	4,784,475	.....	.....
May ...	Albany and New York .....	1	1,357		40	66	101,775	1,541	7
	Boston and New York .....	1	974	<sup>31</sup> 35	35	86	73,050	848	8
	Boston, Providence and New York ..	1	1,539		9	14	115,425	8,244	4
	Boston, Springfield and New York ..	2	7,191		11	12	539,325	44,943	1
	New York and Chicago .....	4	16,614		68	118	1,246,050	10,559	2
	New York and Dunkirk .....	2	4,650	<sup>32</sup> 37	65	<sup>33</sup> 104	348,750	3,352	6
	New York and Pittsburgh .....	5	19,553		201	<sup>34</sup> 393	1,466,475	3,731	5
	New York and Washington .....	4	11,142	<sup>35</sup> 960	60	<sup>36</sup> 96	835,650	8,704	3
	Total .....	20	63,020	432	489	889	4,726,500	.....	.....
June ...	Albany and New York .....	1	1,284		18	<sup>37</sup> 27	96,300	3,565	7
	Boston and New York .....	1	978		37	60	73,350	1,221	8
	Boston, Providence and New York ..	1	1,694		15	25	127,050	5,081	5
	Boston, Springfield and New York ..	2	7,359	<sup>38</sup> 5	22	28	551,925	19,711	1
	New York and Chicago .....	4	16,846		108	<sup>39</sup> 210	1,263,450	6,015	3
	New York and Dunkirk .....	2	4,754		49	72	356,550	4,951	6
	New York and Pittsburgh .....	5	18,046	<sup>40</sup> 13	155	224	1,353,450	6,041	4
	New York and Washington .....	4	9,928	<sup>41</sup> 375	69	<sup>42</sup> 98	744,600	7,598	2
	Total .....	20	68,889	393	473	744	4,566,675	.....	.....

<sup>24</sup> Clerk taken sick.<sup>25</sup> New clerk working city mail.<sup>26</sup> One misent and one misdirected package.<sup>27</sup> Heavy local mail.<sup>28</sup> Receiving limited mails at Harrisburg.<sup>29</sup> Heavy delayed mails; heavy paper mails.<sup>30</sup> Amount undistributed, caused by new clerks.<sup>31</sup> Amount undistributed, caused by absence of regular clerks.<sup>32</sup> One undistributed package on New York and Dunkirk; one undistributed package on New York and Pittsburgh.<sup>33</sup> Amount undistributed, caused by heavy delayed mail; heavy mail paper and heavy southern connection.<sup>34</sup> Two misent packages.<sup>35</sup> One misent package.<sup>36</sup> Three misent packages and one misdirected package.<sup>37</sup> Cause, received delayed connection from Baltimore and Bristol and Harrisburg, Pa.<sup>38</sup> Cause, heavy delayed mails; heavy paper mails and Treasury circulars.<sup>39</sup> Two misdirected packages.

*Statement of separation of mail for Philadelphia, Pa., city delivery in the Second Division for the fiscal year ending June 30, 1886.*

Month.	Name of railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Incorrect alps.	Errors.	Letters distributed (75 to the package.)	Number correct to each error.	Order of merit in correctness.
1885.									
July...	New York and Pittsburgh .....	2	6,186	.....	15	19	463,950	24,417	2
	New York and Washington .....	2	1,607	.....	4	6	120,525	21,086	3
	New York and Philadelphia .....	1	1,072	.....	.....	.....	80,400	80,400	1
	Total .....	5	8,865	.....	19	25	664,875	.....	.....
Aug...	New York and Pittsburgh .....	2	6,006	.....	13	16	450,450	21,449	3
	New York and Washington .....	3	1,652	.....	4	4	123,900	30,974	2
	New York and Philadelphia .....	1	1,144	.....	1	1	85,800	85,799	1
	Total .....	5	8,802	.....	18	21	660,150	.....	.....
Sept...	New York and Pittsburgh .....	2	6,517	.....	20	53	488,775	9,221	1
	New York and Washington .....	2	1,741	124	7	15	130,575	8,704	2
	New York and Philadelphia .....	1	871	.....	6	10	85,325	6,532	3
	Total .....	5	9,129	24	33	78	684,675	.....	.....
Oct...	New York and Pittsburgh .....	2	7,223	.....	8	11	541,725	49,247	2
	New York and Washington .....	2	1,774	.....	3	5	123,050	26,610	3
	New York and Philadelphia .....	1	1,147	.....	(2)	.....	86,025	86,025	1
	Total .....	5	10,144	.....	11	16	760,800	.....	.....
Nov...	New York and Pittsburgh .....	2	6,016	346	9	17	451,200	26,540	3
	New York and Washington .....	2	1,744	.....	3	4	130,800	32,609	2
	New York and Philadelphia .....	1	874	.....	1	1	65,550	65,549	1
	Total .....	5	8,634	346	13	22	647,550	.....	.....
Dec...	New York and Pittsburgh .....	2	8,856	160	9	17	664,200	39,069	2
	New York and Washington .....	2	2,048	609	3	4	153,600	38,399	3
	New York and Philadelphia .....	1	1,270	.....	1	1	95,250	95,249	1
	Total .....	5	12,174	169	13	22	913,050	.....	.....
1886.									
Jan...	New York and Pittsburgh .....	3	8,405	294	4	4	630,375	157,593	1
	New York and Washington .....	2	1,906	38	5	6	142,950	23,824	2
	New York and Philadelphia .....	1	839	.....	1	3	62,925	20,974	3
	Total .....	6	11,150	332	10	13	836,250	.....	.....
Feb...	New York and Pittsburgh .....	3	8,458	77	7	9	634,350	70,482	1
	New York and Washington .....	2	1,772	152	5	10	132,900	13,289	3
	New York and Philadelphia .....	1	827	.....	.....	.....	62,025	62,025	2
	Total .....	6	11,057	129	12	19	829,275	.....	.....
Mar...	New York and Pittsburgh .....	3	9,888	.....	10	13	741,600	57,045	2
	New York and Washington .....	2	1,893	1153	7	14	141,975	10,140	3
	New York and Philadelphia .....	1	1,015	.....	1	1	76,125	76,124	1
	Total .....	6	12,796	153	18	28	959,700	.....	.....

<sup>1</sup> Clerk taken suddenly ill.

<sup>2</sup> No errors checked by Philadelphia post-office against New York and Philadelphia railway post-office.

<sup>3</sup> Short letter clerk on two occasions; remainder caused by heavy delayed mail.

<sup>4</sup> One misdirected package on New York and Pittsburgh.

<sup>5</sup> Mail unworked, caused by heavy mails.

<sup>6</sup> One mis-directed package in New York and Pittsburgh railway post-office.

<sup>7</sup> Caused by extra mails too much for clerks to work.

<sup>8</sup> Clerk in charge taken suddenly ill.

<sup>9</sup> Mail unworked, caused by heavy mails.

<sup>10</sup> Mail unworked, caused by heavy delayed mails.

<sup>11</sup> Mail unworked in New York and Washington railway post-office, caused by heavy delayed mails. Heavy paper mail and Treasury circulars.

*Statement of separation of mail for Philadelphia, Pa., city delivery, &c.—Continued.*

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undis- tributed.	Incorrect alpa.	Errors.	Letters distribut- ed (75 to the package).	Number correct to each error.	Order of merit in correctness.
1886.									
Apr....	New York and Pittsburgh .....	3	9,367	<sup>1231</sup>	21	60	702,525	11,707	3
	New York and Washington .....	2	1,810	<sup>1312</sup>	2	2	135,750	67,874	1
	New York and Philadelphia .....	1	976	<sup>1222</sup>	2	2	73,200	36,599	2
	Total.....	6	12,153	43	25	64	911,475	.....	...
May...	New York and Pittsburgh .....	3	9,152	<sup>1250</sup>	13	30	688,400	22,879	2
	New York and Washington .....	2	1,936	<sup>1244</sup>	4	12	145,200	11,167	3
	New York and Philadelphia .....	1	1,036	<sup>1244</sup>	.....	.....	77,700	36,700	1
	Total.....	6	12,124	54	17	43	909,300	.....	...
June...	New York and Pittsburgh .....	3	9,288	<sup>1230</sup>	19	32	696,600	21,678	2
	New York and Washington .....	2	1,802	<sup>1244</sup>	10	19	135,150	7,111	3
	New York and Philadelphia .....	1	1,116	<sup>1244</sup>	1	2	83,700	41,849	1
	Total.....	6	12,206	174	30	53	915,450	.....	...
	Grand total.....	.....	129,234	1,424	219	404	9,692,550	.....	...

<sup>12</sup> Mail too heavy to work all.<sup>13</sup> Heavy circular mail from Wilmington, Del.<sup>14</sup> Amount undistributed caused by being one clerk short.<sup>15</sup> Received at Chester, Pa.; unable to get worked on line.<sup>16</sup> Cause, short one clerk.<sup>17</sup> Cause, heavy delayed mails and Treasury circulars.*Statement of letters for Washington, D. C., city delivery distributed in the Second Division during the fiscal year ended June 30, 1885.*

Month.	Name of railway post-office.	Trains.	Packages distrib- uted.	Packages undis- tributed.	Error alpa.	Errors.	Letters distribut- ed (75 to the package).	Number correct to each error.	Order of merit in correctness.
1885.									
July...	Williamsport and Baltimore .....	1	2,740	.....	11	12	205,500	17,122	.....
Aug...	do.....	1	2,513	.....	3	3	189,225	63,674	.....
Sept...	do.....	1	2,033	.....	10	12	152,475	12,705	.....
Oct...	do.....	1	2,158	.....	13	13	161,850	12,449	.....
Nov...	do.....	1	1,635	.....	7	8	122,625	15,327	.....
Dec...	do.....	1	1,412	<sup>1102</sup>	7	8	105,900	.....	.....
1886.									
Jan...	do.....	1	1,704	<sup>998</sup>	1	1	127,800	127,799	.....
Feb...	do.....	1	1,771	.....	3	3	132,825	44,274	.....
Mar...	do.....	1	2,546	.....	8	8	190,950	23,868	.....
Apr...	New York and Pittsburgh .....	<sup>23</sup>	1,532	.....	( <sup>4</sup> )	.....	114,900	.....	.....
	Williamsport and Baltimore .....	1	2,571	.....	5	6	192,825	32,136	.....
May...	New York and Pittsburgh .....	3	1,782	<sup>220</sup>	9	13	133,450	10,279	2
	Williamsport and Baltimore .....	1	2,260	.....	8	9	169,500	18,842	1
June...	New York and Pittsburgh .....	3	1,768	.....	10	11	132,600	12,053	3
	New York and Washington .....	1	2,255	.....	.....	.....	19,125	19,125	2
	Williamsport and Baltimore .....	1	2,177	.....	7	7	163,275	23,324	1
	Total.....	.....	30,867	220	102	114	2,315,025	.....	.....

<sup>1</sup> Mail unworked was caused by the absence of regular clerk; substitute not able to make the distribution.<sup>2</sup> Mail not distributed was caused by want of help and time.<sup>3</sup> No errors checked by Washington, D. C.<sup>4</sup> Distributions began on some trains on the 10th instant, but not by orders until the 15th instant.<sup>5</sup> Amount undistributed caused by being one clerk short.<sup>6</sup> The New York and Washington railway post-office began working Washington, D. C., mail June 16, 1886.

*Separation of mail for Cincinnati, Ohio, city delivery distribution in Fifth Division during the fiscal year ended June 30, 1886.*

Month.	Name of railway post-office.	Daily trips.	Packages distrib- uted.	Packages undistrib- uted.	Number letters (75 to the package).
1885.					
July .....	Chicago and Cincinnati .....	1	2,696		202,200
	Cincinnati and Saint Louis .....	1	2,153		161,475
	Cincinnati and Nashville .....	1	1,368		102,600
	Pittsburgh and Cincinnati .....	1	2,664		199,800
August .....	Chicago and Cincinnati .....	1	2,626		196,950
	Cincinnati and Saint Louis .....	1	2,017		151,275
	Cincinnati and Nashville .....	1	1,653		123,975
	Pittsburgh and Cincinnati .....	1	3,445		228,375
September .....	Chicago and Cincinnati .....	1	3,212		240,900
	Cincinnati and Saint Louis .....	1	1,876		140,700
	Cincinnati and Nashville .....	1	1,905		142,875
	Pittsburgh and Cincinnati .....	1	3,360		252,000
October .....	Chicago and Cincinnati .....	1	3,027		227,025
	Cincinnati and Saint Louis .....	1	1,963		147,225
	Cincinnati and Nashville .....	1	1,894		142,050
	Pittsburgh and Cincinnati .....	1	3,840		288,000
November .....	Chicago and Cincinnati .....	1	2,813		210,975
	Cincinnati and Saint Louis .....	1	1,741		136,575
	Cincinnati and Nashville .....	1	1,800		135,000
	Pittsburgh and Cincinnati .....	1	3,431		267,325
December .....	Chicago and Cincinnati .....	1	3,210		240,750
	Cincinnati and Saint Louis .....	1	1,715		128,625
	Cincinnati and Nashville .....	1	1,966		147,450
	Pittsburgh and Cincinnati .....	1	3,686		276,450
1886.					
January .....	Chicago and Cincinnati .....	1	3,046		228,450
	Cincinnati and Saint Louis .....	1	1,789		134,175
	Cincinnati and Nashville .....	1	1,968		147,600
	Pittsburgh and Cincinnati .....	1	3,462		259,650
February .....	Chicago and Cincinnati .....	1	2,609		195,675
	Cincinnati and Saint Louis .....	1	1,599		119,925
	Cincinnati and Nashville .....	1	1,824		136,800
	Pittsburgh and Cincinnati .....	1	3,572		267,900
March .....	Chicago and Cincinnati .....	1	2,661		199,575
	Cincinnati and Saint Louis .....	1	1,769		132,675
	Cincinnati and Nashville .....	1	1,909		143,175
	Pittsburgh and Cincinnati .....	1	4,206		315,450
April .....	Chicago and Cincinnati .....	1	2,401		180,075
	Cincinnati and Saint Louis .....	1	2,043		153,225
	Cincinnati and Nashville .....	1	1,911		143,325
	Pittsburgh and Cincinnati .....	1	3,617		271,275
May .....	Chicago and Cincinnati .....	1	3,107		233,025
	Cincinnati and Saint Louis .....	1	1,857		139,275
	Cincinnati and Nashville .....	1	1,687		126,525
	Pittsburgh and Cincinnati .....	1	3,101		232,575
June .....	Chicago and Cincinnati .....	1	2,893		216,975
	Cincinnati and Saint Louis .....	1	1,923		144,225
	Cincinnati and Nashville .....	1	1,967		147,525
	Pittsburgh and Cincinnati .....	1	3,563		267,225
	Total .....		120,145		9,010,875

*Separation of mail for Washington, D. C., city delivery, in Fifth Division, during fiscal year ended June 30, 1886.*

Month.	Name of railway post-office.	Daily trips.	Packages distrib- uted.	Packages undistrib- uted.	Number letters (75 to the package).
1885.					
July	Chicago and Cincinnati .....	1	3, 185		238, 875
	Cincinnati and Saint Louis .....	1	5, 721		429, 075
	Grafton and Cincinnati .....	1	3, 767		728, 025
August	Chicago and Cincinnati .....	1	3, 223		241, 725
	Cincinnati and Saint Louis .....	1	4, 811		360, 825
	Grafton and Cincinnati .....	1	6, 744		505, 800
September	Chicago and Cincinnati .....	1	3, 374		253, 050
	Cincinnati and Saint Louis .....	1	4, 923		369, 600
	Grafton and Cincinnati .....	1	6, 025		406, 875
October	Chicago and Cincinnati .....	1	4, 138		310, 350
	Cincinnati and Saint Louis .....	1	5, 624		370, 800
	Grafton and Cincinnati .....	1	6, 672		509, 400
November	Chicago and Cincinnati .....	1	3, 066		154, 950
	Cincinnati and Saint Louis .....	1	4, 350		326, 250
	Grafton and Cincinnati .....	1	5, 598		419, 850
December	Chicago and Cincinnati .....	1	3, 823		211, 725
	Cincinnati and Saint Louis .....	1	3, 852		288, 900
	Grafton and Cincinnati .....	1	6, 156		461, 700
1886.					
January	Chicago and Cincinnati .....	1	2, 866		214, 950
	Cincinnati and Saint Louis .....	1	3, 729		279, 675
	Grafton and Cincinnati .....	1	6, 458		484, 350
February	Chicago and Cincinnati .....	1	2, 536		189, 750
	Cincinnati and Saint Louis .....	1	3, 709		278, 175
	Grafton and Cincinnati .....	1	5, 666		424, 050
March	Chicago and Cincinnati .....	1	2, 110		158, 250
	Cincinnati and Saint Louis .....	1	3, 669		275, 175
	Grafton and Cincinnati .....	1	6, 420		481, 500
April	Chicago and Cincinnati .....	1	3, 054		154, 050
	Cincinnati and Saint Louis .....	1	3, 838		287, 850
	Grafton and Cincinnati .....	1	6, 737		505, 275
May	Chicago and Cincinnati .....	1	1, 789		134, 195
	Cincinnati and Saint Louis .....	1	3, 457		259, 275
	Grafton and Cincinnati .....	1	5, 881		441, 075
June	Chicago and Cincinnati .....	1	1, 805		135, 375
	Cincinnati and Saint Louis .....	1	3, 857		289, 275
	Grafton and Cincinnati .....	1	5, 908		443, 109
	Total .....		161, 480		12, 111, 009

*Statement of separation of mail for Saint Paul, Minn, city delivery distributed in the Sixth Division, during fiscal year ended June 30, 1886.*

Month.	Name of railway post-office.	Trains.	Packages distributed.	Number of pieces, act- ual count, paper mail.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package) and pieces paper mail.	Number correct to each error.	Order of merit in correct- ness.
1885.										
Dec	Chicago and Minneapolis .....	55	2, 262	3, 682			26	173, 332	6, 666	.....
1886.										
Jan	do .....	55	2, 288	3, 718			4	175, 318	43, 829	.....
Feb	do .....	55	1, 772	3, 887			22	136, 787	2, 217	.....
Mar	do .....	55	1, 945	4, 563			54	150, 438	2, 785	.....
Apr	do .....	55	1, 987	4, 395			33	133, 320	4, 646	.....
May	do .....	55	2, 061	3, 185			18	157, 760	12, 175	.....
June	do .....	55	2, 069	1, 898			8	155, 175	19, 634	.....
	Total .....		14, 384	25, 328			180	1, 102, 130	6, 888	.....

*Statement of separation of mail for Minneapolis, Minn., city delivery distributed in the Sixth Division, during the fiscal year ended June 30, 1886.*

Month.	Name of railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Number correct to each error.	Order of merit in correctness.
1885.									
Dec....	Chicago and Minneapolis.....	1	2,232			1,073	167,400	156	2
		53	2,296			619	272,200	278	1
1886.									
Jan....	.....do.....	1	1,374			272	103,050	378	2
		53	2,424			564	181,100	321	1
Feb....	.....do.....	1	2,866			557	177,450	318	2
		53	1,895			217	142,125	654	1
Mar....	.....do.....	1	2,409			508	180,675	355	2
		53	2,037			205	152,775	745	1
Apr....	.....do.....	1	2,514			185	188,550	968	2
		53	2,103			99	162,425	1,640	1
May....	.....do.....	1	1,142			353	85,650	242	2
		53	2,155			281	161,625	575	1
June....	.....do.....	1	2,848			436	176,100	408	2
		53	2,201			172	168,075	950	1
	Total.....		29,556			5,551	2,216,200	390	

*Statement of separation of mail for Washington, D. C., city delivery, distributed in the Third Division, during the fiscal year ended June 30, 1886.*

Month.	Name of railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Number correct to each error.	Order of merit in correctness.
1885.									
July....	Baltimore and Grafton.....	3	2,499		7	11	262,425	23,856	1
	Washington and Charlotte.....	2	2,615		11	18	196,155	15,086	2
	Washington and Richmond.....	2	2,298		8	10	172,350	17,225	3
	Total.....		8,412		26	34	630,900		
Aug....	Baltimore and Grafton.....	3	2,923		5	8	219,225	27,403	3
	Washington and Charlotte.....	2	2,816		3	4	211,200	52,800	2
	Washington and Richmond.....	2	2,575		3	8	193,125	64,375	1
	Total.....		8,314		11	15	623,550		
Sept....	Baltimore and Grafton.....	3	2,573		8	8	192,975	24,121	2
	Washington and Charlotte.....	2	2,284		7	7	171,300	24,471	1
	Washington and Richmond.....	2	2,201		9	10	165,075	16,507	3
	Total.....		7,058		24	25	529,350		
Oct....	Baltimore and Grafton.....	3	2,483		24	20	186,225	7,162	3
	Washington and Charlotte.....	2	2,454		11	15	184,050	12,270	1
	Washington and Richmond.....	2	2,092		9	13	156,900	12,069	2
	Total.....		7,029		44	54	527,175		
Nov....	Baltimore and Grafton.....	3	3,211	135	18	22	240,825	10,948	3
	Washington and Charlotte.....	2	2,399		10	10	179,925	17,992	2
	Washington and Richmond.....	2	2,171		2	2	162,825	81,412	1
	Total.....		7,781	135	10	34	583,575		
Dec....	Baltimore and Grafton.....	3	2,019	120	13	25	218,925	8,757	3
	Washington and Charlotte.....	2	3,013		6	7	203,475	41,922	2
	Washington and Richmond.....	2	2,415		1	1	181,125	181,125	1
	Total.....		9,247	120	20	33	693,525		

<sup>1</sup> The failures reported in the Baltimore and Grafton railway post-office were due in each case to misconnections or some other unavoidable cause. Under ordinary circumstances clerks on this line distribute all of their Washington (D. C.) letters.

## Statement of separation of mail for Washington, D. C., &amp;c.—Continued.

Month.	Name of railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Number correct to each error.	Order of marks in correctness.
1886.									
Jan ...	Baltimore and Grafton .....	3	2,256	<sup>1</sup> 191	11	13	169,200	13,015	3
	Washington and Charlotte .....	2	3,855	.....	8	8	289,125	36,140	1
	Washington and Richmond .....	2	2,820	<sup>2</sup> 90	8	9	211,500	23,500	2
	Total .....	.....	8,931	181	27	30	669,825	.....	.....
Feb ...	Baltimore and Grafton .....	3	3,220	.....	13	17	241,500	14,410	3
	Washington and Charlotte .....	2	3,248	.....	9	9	243,600	27,066	1
	Washington and Richmond .....	2	2,290	.....	8	1	171,750	15,613	2
	Total .....	.....	8,758	.....	30	27	656,850	.....	.....
March ..	Baltimore and Grafton .....	3	4,507	<sup>1</sup> 153	27	21	338,025	10,904	3
	Washington and Charlotte .....	2	2,838	.....	13	13	212,850	16,372	2
	Washington and Richmond .....	2	2,657	.....	10	10	199,275	19,927	1
	Total .....	.....	10,002	153	50	54	750,150	.....	.....
April ...	Baltimore and Grafton .....	3	3,998	.....	10	31	299,850	96,479	1
	Washington and Charlotte .....	2	3,060	.....	5	5	229,950	45,990	2
	Washington and Richmond .....	2	3,032	<sup>2</sup> 32	6	11	227,400	20,672	3
	Total .....	.....	10,096	32	21	47	757,200	.....	.....
May ...	Baltimore and Grafton .....	3	3,260	.....	5	7	245,175	35,025	2
	Washington and Charlotte .....	2	2,155	.....	4	4	161,025	40,406	1
	Washington and Richmond .....	2	2,767	.....	6	11	207,525	18,865	3
	Total .....	.....	8,181	.....	15	22	614,325	.....	.....
June ...	Baltimore and Grafton .....	3	2,793	.....	6	6	209,475	32,912	2
	Washington and Charlotte .....	2	2,492	.....	5	6	186,900	31,150	3
	Washington and Richmond .....	2	2,512	.....	2	3	188,400	62,800	1
	Total .....	.....	7,797	.....	13	15	584,775	.....	.....
	Grand total .....	.....	101,616	621	311	400	7,621,200	.....	.....

<sup>1</sup> The failures reported in the Baltimore and Grafton railway post-office were due in each case to misconnections or some other avoidable cause. Under ordinary circumstances clerks on this line distribute all of their Washington (D. C.) letters.

<sup>2</sup> Failure caused by clerks receiving delayed mail of previous day from train 43, and from train 47 of same date.

<sup>3</sup> Time consumed in working delayed North Carolina letters.



*Statement of separation of mail for San Francisco, Cal., city delivery, distributed in the Eighth Division during the fiscal year ended June 30, 1886.*

Month.	Name of railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Incorrect alphas.	Errors.	Letters distributed (75 to the package).	Number correct to each error.
1885.								
July .....	Ogden and San Francisco .....	1	17,339		43	47	1,300,425	27,668
August .....	do .....	1	17,824		101	108	1,336,800	12,377
September .....	do .....	1	17,033		94	123	1,277,475	10,386
October .....	do .....	1	19,916		112	119	1,403,700	12,552
November .....	do .....	1	17,501		86	98	1,312,575	13,383
December .....	do .....	1	19,233		65	71	1,442,475	20,316
1886.								
January .....	do .....	1	29,747		67	70	2,231,025	31,872
February .....	do .....	1	17,101		110	113	1,282,575	11,250
March .....	do .....	1	20,506		59	63	1,537,950	24,412
April .....	do .....	1	17,267		40	46	1,295,025	28,153
May .....	do .....	1	18,829	*25	64	77	1,412,175	18,240
June .....	do .....	1	21,151		57	66	1,586,325	24,035
	Total .....		233,447	25	898	1,001	17,508,525	.....

\* Two days' mail.

*Statement of separation of mail for Portland, Oreg., city delivery, distributed in the Eighth Division, during the fiscal year ended June 30, 1886.*

Month.	Name of railway post-office.	Trains.	Packages distributed.	Packages undistributed.	Incorrect alphas.	Errors.	Letters distributed (75 to the package).	Number correct to each error.
1886.								
June .....	Helena and Portland .....	1	2,622				196,650	196,650

The Helena and Portland railway post-office commenced the separation of letter mail for Portland, Oreg., city delivery June 1, 1886.

*Statement of leaves of absence with pay granted to railway postal clerks injured while on duty, together with the amount paid acting clerks, during the fiscal year ended June 30, 1886.*

Name.	Railway post-office route.	Date of injury.	Number of days leave.	Number of days acting clerk was employed.	Amount paid acting clerk.
J. P. Graves	Hannibal and Denison	June 16, 1885	48	48	\$105 06
C. P. Turner	Boston, Springfield and New York	Dec. 27, 1885	08	79	174 11
R. F. Randolph	Springfield and Williston	Jan. 27, 1886	39	21	43 67
J. W. Gunn	Oswego and Onida	Jan. 11, 1886	41	41	90 77
H. L. Moore	Hannibal and Denison	Mar. 30, 1886	92	86	167 05
G. E. Wood	Cincinnati and Nashville	Mar. 15, 1886	77	66	145 07
Frank Lindsey	do.	June 16, 1886	15	3	6 59
L. P. Hills	Charlotte and Atlanta	June 27, 1886	3	3	6 59
O. T. Wells	Indianapolis and Peoria	June 13, 1885	13	12	26 37
E. E. Clark	Boston, Springfield and New York	Dec. 27, 1885	90	89	184 45
L. P. Binford	Cairo and New Orleans	Jan. 25, 1886	30	29	64 44
John Crowe	Dayton and Wellston	Mar. 8, 1886	105	104	231 12
O. L. Gildersleeve	New York and Chicago	May 3, 1886	30	30	66 67
M. Herstein	Evansville and Nashville	May 20, 1886	41	41	90 11
C. H. Hoyt	Kansas City and Denver	June 26, 1886	5	.....	.....
George M. Geer	North Fair Haven and Sayre	July 14, 1885	30	30	65 22
P. H. Rice	Saint Louis and Texarkana	Sept. 9, 1885	30	29	63 04
F. H. Stevens	Saint Albans and Boston	Oct. 18, 1885	90	64	139 14
C. A. Tomkins	North Fair Haven and Sayre	Nov. 11, 1885	.....	40	.....
J. P. Dunham	Scranton and Northumberland	Dec. 25, 1885	60	60	133 34
J. H. Wilkins	New York and Pittsburgh	Feb. 17, 1886	20	18	40 00
C. L. Reynolds	Little Rock and Leland	Dec. 11, 1885	29	25	54 35
John I. Tallman	Junction City and Parsons	Jan. 7, 1886	174	174	384 62
Clinton M. Stahl	Rochester and Suspension Bridge	June 1, 1886	15	15	32 97
H. H. Mondon	New York and Dunkirk	Oct. 23, 1885	124	111	242 33
G. W. Spaulding	Roseburgh and Victoria	Sept. 7, 1885	20	10	22 22
W. H. Hunt	Leadville and Salida	Jan. 24, 1886	14	13	28 89
Marlin Pinney	Albuquerque and Mojave	Apr. 19, 1886	8	6	13 19
C. T. Stewart	Washington and Charlotte	Feb. 19, 1885	156	156	344 17
E. G. Horner	Baltimore and Harper's Ferry	Jan. 11, 1886	40	40	88 89
T. H. Bezze	Council Bluffs and Brunswick	Dec. 7, 1885	11	11	24 44
W. T. Rucker	Washington and Charlotte	May 27, 1886	14	9	20 00
J. H. Spaullock	Atlanta and Montgomery	Aug. 19, 1884	40	40	88 89
R. H. Bear	Erie and Pittsburgh	Sept. 8, 1885	34	34	75 46
C. F. Burns	Lock Haven and Harrisburg	Oct. 20, 1885	40	40	86 96
F. H. Phillips	Bristol and Chattanooga	Nov. 7, 1885	235	209	460 12
J. H. Walker	Pittsburgh and Saint Louis	Dec. 4, 1885	30	30	65 22
L. J. Maxwell	Little Rock and Leland	Dec. 25, 1885	17	15	32 61
J. S. Waddle	Grafton and Wheeling	May 9, 1885	54	54	118 68
E. B. Lockwood	Cincinnati and Nashville	Mar. 15, 1886	30	19	41 76
L. J. Marshall	Dayton and Tronton	Mar. 5, 1886	30	30	66 67
F. W. Renneker	Wilmington and Jacksonville	June 7, 1886	23	23	50 55
John Clark	Cincinnati and Saint Louis	Aug. 2, 1885	34	19	41 76
W. H. Knight	Cincinnati and Nashville	Mar. 16, 1886	46	37	82 23
J. H. Pitney	Boston and Troy	Apr. 7, 1886	60	56	123 07
F. L. Aldrich	Wellsville and Bradford	Apr. 22, 1886	20	20	43 96
C. F. Krebs	Cincinnati and Saint Louis	Aug. 7, 1886	78	83	72 52
Benjamin Clark	New York and Dunkirk	Nov. 10, 1885	120	120	263 78
J. N. Thomas	Saint Joseph and Grand Island	Jan. 24, 1886	52	30	66 67
H. M. Price*	Texarkana and El Paso	Feb. 14, 1886	20	20	44 44
E. G. Thomas	Atlanta and Montgomery	Aug. 10, 1884	71	41	89 13
P. F. Conaty	Boston, Springfield and New York	Dec. 27, 1885	122	111	246 16
S. A. Sitrine	Austin and Mason City	Dec. 14, 1885	28	28	62 22
M. B. Frank	Atlanta and Montgomery	Feb. 10, 1886	140	140	309 16
A. B. Thomas	Kane and Callery	Feb. 26, 1886	40	40	87 91
H. H. Scribner	Boston and Troy	Apr. 7, 1886	84	73	138 45
W. J. Fitzpatrick	Lock Haven and Harrisburg	Oct. 20, 1885	60	60	131 86
W. L. Donchower	do.	do.	75	60	131 86
A. J. Welch	Bristol and Chattanooga	Nov. 7, 1885	235	235	517 97
W. E. Hawley	Williamsport and Reading	Dec. 14, 1885	60	60	131 86
C. C. Shaffer	Pittsburgh and Chicago	Jan. 3, 1886	132	60	131 86
J. G. Fennerty	Saint Louis and Texarkana	Feb. 5, 1886	18	12	26 07
Total			.....	.....	6,932 34

\* Disabled by small-pox contracted while on duty.

## CASUALTIES.

*July 3, 1885.*—Omaha and Ogden R. P. O. was wrecked at Riverside switch, 5 miles east of Fremont, Nebr., by freight-car being blown on main track. Mails delayed 11 hours.

*July 4, 1885.*—Cairo and Texarkana R. P. O. was derailed and wrecked near McNeil, Ark. No damage to mails. Clerk in charge uninjured.

*July 7, 1885.*—Rosenberg and Victoria R. P. O. train No. 1 was wrecked near Wharton, Tex., at the crossing of the Colorado River, on account of the approach to the bridge giving way. Mail apartment left the track and rolled down an embankment 25 feet. Clerk-in-Charge G. W. Spaulding made his escape by jumping from the door just as the car turned over, and was not seriously injured. No mail damaged. Train was delayed 12 hours.

*July 8, 1885.*—Washington and Charlotte R. P. O., train No. 51, north bound, collided with the Washington and Lynchburgh train, No. 53, south bound, at bridge over the James River, near Lynchburgh, Va. Clerk-in-Charge C. W. Mosby uninjured. No damage was done to the mails. The engines of both trains were completely demolished, causing all connection at Washington, D. C., to be missed.

*July 16, 1885.*—Dubuque and Sioux City R. P. O. train No. 1 collided with freight car standing on side track too near the main line, at Waterloo, Iowa. Ten feet were torn out of the side of the unoccupied apartment of mail car No. 30. Mails uninjured, and only delayed 45 minutes.

*July 17, 1885.*—Manassas and Strasburgh R. P. O. was wrecked one mile west of The Plains, Va., caused by loose fish-joint, which allowed the rails to contract. Mails were delayed 12 hours.

*July 19, 1885.*—La Junta and Albuquerque R. P. O., train No. 102, was wrecked 13 miles south of Wallace, N. Mex., by engine and express car breaking through a trestle. The apartment car passed over the engine and express and landed on the side of the embankment, causing it to be a complete wreck. Local letters were thrown from distributing-case and very much damaged by oil from broken lamps. C. C. Cantrell, clerk-in-charge, was considerably bruised. No mails lost. Train delayed 15 hours.

*July 19, 1885.*—Pittsburgh and Saint Louis R. P. O., while standing in the shed at Pittsburgh depot, received a severe shock from several coaches and sleeping-cars which, through an error in switching, were thrown violently against it. Clerk-in-Charge Frank Bowers, who was working in the car at the time, was thrown forward against the letter-case, cutting and bruising his head and face, and, falling against the pouch-rack, seriously injured his arm and ribs. Though thus disabled he made the run to Indianapolis.

*August 3, 1885.*—West Point and Mobile R. P. O. train No. 1, south bound, was fired into by parties unknown. Postal Clerk J. J. Smyley, who seemed to be the object of attack, barely escaped with his life.

*August 5, 1885.*—Charlotte and Atlanta R. P. O. train No. 50 was derailed 4 miles east of Welford, S. C. The engine, postal, baggage, and express cars alone remained on the track, the two passenger coaches and sleepers leaving the track. Eight persons, including the conductor (who has since died), were seriously injured. No damage to postal car, mail, or clerks.

*August 12, 1885.*—New York and Chicago R. P. O. A cloud-burst on the New York Central and Hudson River Railroad, near Hoffman's

Ferry, N. Y., washed out a section of track 1,000 feet long, 100 feet wide, and 30 feet deep. In consequence of bad weather the company were unable to repair the break for four days, resulting in serious delay to the vast amount of mail passing over this line.

*August 14, 1885.*—Council Bluffs and Brunswick R. P. O., Wabash, Saint Louis and Pacific Railway, train No. 7, was wrecked near Cunningham, Mo., by cattle on the track. Mail car was derailed, and Postal Clerk W. Y. Slack was compelled to complete his trip in baggage car. No mails lost or damaged.

*August 24, 1885.*—Denison City and San Antonio R. P. O., train No. 501 was derailed and wrecked 1 mile south of Taylor, Tex., on account of a broken rail. No mail lost or damaged.

*August 27, 1885.*—Texarkana and McGregor R. P. O., train No. 1, Texas and Saint Louis Railway, was derailed 4 miles east of McGregor, Tex., completely wrecking the entire train. Postal Clerk J. F. Anderson slightly injured.

*August 29, 1885.*—Rome and Macon R. P. O., train No. 13 ran through an open switch one-half mile from Rome, Ga., and over cross-ties two or three car lengths, completely demolishing the engine and breaking up the mail car. The engineer and fireman were badly injured. One train hand had his leg broken and a track hand was killed. Another train was made up, to which the mails were conveyed.

*September 1, 1885.*—Rockland and Portland R. P. O. took fire from the burning depot at Rockland, Me., and was, with contents, entirely consumed. The car contained 20 lock pouches, 12 sacks, postmarking stamp, pad, wooden labels, and card slide labels.

*September 1, 1885.*—Denver and Ogden R. P. O. train No. 3. Just before leaving Pueblo, Col., Clerk Frank Willis discovered a sack of paper mail for Villa Grove to be on fire, which he immediately extinguished. two papers were scorched.

*September 5, 1885.*—Astor and Leesburgh R. P. O., south bound, ran off track  $4\frac{1}{2}$  miles from Astor, Fla., and upset. No injury to clerk or mails.

*September 7, 1885.*—Rosenberg and Victoria R. P. O. train No. 3 wrecked 4 miles west of Wharton, Tex. Clerk in-Charge, G. W. Spaulding was thrown violently against the distributing-table, receiving severe internal injuries. No mails lost or damaged.

*September 8, 1885.*—Erie and Pittsburgh R. P. O. trains Nos. 21 and 24 collided 1 miles south of West Middlesex, Pa. Clerk M. W. Smart, on No. 21, was not injured, nor was his mail damaged. Clerk R. H. Bean, on No. 24, had a rib broken on right side, and otherwise seriously cut and bruised. The mail apartment was telescoped by the express car, and Clerk Bean was thrown between the floor of his car and the bottom of the express. The engine of No. 21 exploded and flooded his apartment with steam and hot water. Crawling out he collected the mail, which was somewhat damaged by water, and placed it in the baggage car.

*September 9, 1885.*—Saint Louis and Texarkana R. P. O. P. H. Rice was seriously injured and incapacitated for duty by falling upon the paper-rack while arranging canvas sacks.

*September 12, 1885.*—Texarkana and Whitesborough R. P. O. was derailed and wrecked 4 miles west of Sherman, Tex. No mails lost or damaged and clerk uninjured.

*September 13, 1885.*—Little Rock and Fort Smith R. P. O. train No. 2 wrecked near Clarksville, Ark. No damage to mails or injury to clerks.

*September 14, 1885.*—New Orleans and Marshall R. P. O. turned over in a ditch near Marrow's, La., caused by spreading of track. Postal Clerk J. H. Patin received several cuts and bruises about the head. Letter mail badly damaged by water, but without loss.

*September 17, 1885.*—Rome and Selma R. P. O. train No. 4 was wrecked by a broken rail near Burnsville, Ala. Mails badly damaged by oil and whisky from express end of car, but none destroyed. Postal Clerk McCulley escaped injury.

*September 23, 1885.*—New York and Chicago R. P. O. train No. 12 ditched at Morehouse, Ind., 4 miles east of Elkhart, by a broken rail. The cars were badly damaged, necessitating the transfer of all mails. Clerks uninjured.

*September 24, 1885.*—Chicago and Burlington R. P. O. Pouch for Naperville, Ill., delivered by Postal Clerk W. A. Whitcomb, rebounded after striking depot platform and was run over by the train. Contents badly damaged.

*September 24, 1885.*—Salisbury and Warm Springs R. P. O. was wrecked by a broken rail 2 miles from Warm Springs, N. C. Postal Clerk H. E. Chilson was violently thrown against the iron mail rack and considerably injured. No mails lost or damaged.

*September 25, 1885.*—Cairo and Texarkana R. P. O. Mail car, tender, and three coaches derailed and wrecked between Texarkana and Garland, Ark. Two passengers killed and 12 seriously injured. Postal Clerk Harleston was considerably bruised. Two tie-sacks of paper mail and 60 letters were considerably damaged by water, but were forwarded to destination.

*September 28, 1885.*—New Orleans and Marshall R. P. O. mail car and 3 coaches ditched and overturned 10 miles west of Boyce, La. Mail damaged by oil and water, but forwarded to destination. No one injured.

*September 28, 1885.*—Atlanta and Birmingham R. P. O. train No. 55 collided with a freight near Austell, Ga., damaging 3 engines, a number of cars, and breaking glass door and front end of mail car. Postal Clerk A. A. Blake was thrown across the table, striking his head against paper-case and severely injuring his neck and right side. No mails lost or damaged.

*September 28, 1885.*—Chicago and Burlington R. P. O. Pouch delivered at Arlington, Ill., by Clerk E. C. Woods was drawn under train, damaging letter mail and destroying paper mail.

*September 30, 1885.*—Sparta and Viroqua R. P. O. Postal Clerk H. N. Preus barely escaped being run over at the Viroqua, Wis., depot, while carrying mail to his car. A sack of papers which he dropped was partially damaged.

*September 30, 1885.*—Saint Louis and Atchison R. P. O. collided with freight train near California, Mo. Letter mail was thrown out of cases, but not damaged. No one injured.

*October 1, 1885.*—Vicksburgh and Shreveport R. P. O. was ditched 5 miles west of Delhi, La., by spreading of track. Several passengers injured. Mails slightly damaged by oil from lamps.

*October 4, 1885.*—Reno and Virginia City R. P. O. train No. 2 was ditched 5 miles from Reno, Nebr., by cattle on the track, damaging mail car. No mails lost or damaged.

*October 8, 1885.*—Denver and Ogden R. P. O. train No. 8 collided with a freight train near Bingham Junction, Utah. Mail apartment completely wrecked and mails considerably damaged by oil. R. P. Clerk G. M. Burghardt received several cuts and bruises on left arm.

*October 10, 1885.*—Chicago and Burlington R. P. O. Pouch for Naperville, Ill., delivered by Postal Clerk W. A. Whitcomb, was drawn under the train and contents badly injured.

*October 11, 1885.*—Wilmington and Jacksonville R. P. O. train No. 42 ran into a washout one-half mile north of Folkston, Ga. Mail and express cars were thrown from the track, the former badly wrecked. Postal Clerk E. W. Leman was knocked senseless; recovering, he made his escape through the car window. Mails were badly damaged by water, but none lost.

*October 13, 1885.*—Albuquerque and Mojave R. P. O. Mail apartment entirely destroyed by fire between Aubrey and Chino, Ariz. Registered matter saved; 2 sacks papers, 2 sacks of empty sacks, and 1 dozen locks were lost.

*October 13, 1885.*—Fort Howard and Winona R. P. O. wrecked 14 miles east of Winona, Minn., and entire train thrown on its side. No one hurt. Mail slightly damaged by oil.

*October 18, 1885.*—Saint Albans and Boston R. P. O. collided with freight train one-fourth mile south of Andover Centre, N. H., telescoping mail car. Three persons killed and several seriously injured. R. P. Clerk F. H. Stevens was caught by the legs and pinioned for one hour. No serious damage to the mails.

*October 18, 1885.*—Jacksonville and Pensacola R. P. O. train No. 2 collided with a "wild" box-car one-half mile east of Marianna, Fla. Engineer and fireman badly injured. No damage to clerk or mails. Train delayed 7 hours and 45 minutes.

*October 20, 1885.*—Lock Haven and Harrisburg R. P. O. trains 1 and 6 collided  $1\frac{1}{2}$  miles east of Williamsport, Pa., occasioned by engineer of No. 6 failing to obey signal. Postal cars on both trains badly wrecked, and Clerks Fitzpatrick, Burns, and Donehower seriously injured, McCall and John slightly. Mails badly damaged by water. Papers entirely destroyed.

*October 23, 1885.*—New York and Dunkirk R. P. O. R. P. Clerk H. H. Mondon broke his arm by striking it against mail-crane when delivering pouch at Callicoon depot, N. Y.

*October 27, 1885.*—Philadelphia and Harrisburg R. P. O. train 77 collided with a freight at Bird-in-Hand, Pa. Clerks uninjured and no mail lost.

*October 31, 1885.*—New York and Chicago R. P. O. train 1 collided with freight train at Delta, Ohio. Postal car badly wrecked and some paper mail destroyed. No one hurt.

*October 31, 1885.*—Pueblo and Silverton R. P. O. Mail apartment and engine, train 3, left the track and turned over 7 miles south of Walsenburgh, Colo., caused by sand from break in irrigating ditch. Considerable mails damaged by water and some supposed to be lost. Clerk in charge unhurt.

*November 3, 1885.*—Decatur and Saint Louis R. P. O. Engine struck a cow near Morrisonville, Ill., derailing entire train and wrecking postal car. No mails damaged. Clerk A. B. Tinder slightly bruised.

*November 3, 1885.*—Hannibal and Denison R. P. O. train 151 collided with switching cars in the yards at Parsons, Kans., totally wrecking postal car. Mails safe and no one hurt.

*November 4, 1885.*—Clinton and Fitchburgh R. P. O., owing to a misplaced switch at Leominster, Mass., ran off on siding, wrecking engine, baggage car, and damaging mail apartment. Clerk J. H. Breen slightly injured. No mails damaged.

*November 6, 1885.*—San Francisco and Los Angeles R. P. O. train No. 20 left the track one-half mile east of Port Costa, Cal., caused by misplaced switch. Mail car considerably damaged, necessitating a transfer of mails. No one injured.

*November 6, 1885.*—Texarkana and McGregor R. P. O. train No. 1. Engine and mail car derailed 2 miles north of Gavette, Tex. No injury to clerk or mails.

*November 6, 1885.*—Chicago and West Liberty R. P. O. night line. Pouch for Stockton, Iowa, thrown off by Clerk A. M. Phillips, struck a barrel on the platform, and, rebounding, fell under the moving train. Contents badly injured.

*November 7, 1885.*—Bristol and Chattanooga R. P. O. trains No. 1 and 2 collided 2 miles east of Mossy Creek, Tenn. The tenders of the engines telescoped both postal cars their full length. Clerks N. T. Howard, C. Haynes, W. T. Johnson, and A. J. Welsh jumped from the cars, and all escaped serious injury except the latter, who had his leg broken between the knee and ankle. Clerk T. H. Phillips remained in his car, and was struck above the hip by the tender, falling underneath it, from which position he was extricated. His right leg, arm, shoulders, and right temple received severe injuries. All mails saved, but slightly damaged by water.

*November 9, 1885.*—Texarkana and McGregor R. P. O. train No. 2 was wrecked 4 miles north of Ingersoll, Tex., killing the engineer. Mail car slightly damaged, but clerk and mails uninjured. Train delayed 8 hours.

*November 9, 1885.*—Fernandina and Orlando R. P. O. ran into freight train standing on main track three-fourths mile from Highland Station, Fla., telescoping mail and baggage car. Mail slightly damaged by water. R. P. clerk was thrown across the car and considerable bruised.

*November 10, 1885.*—Chicago and Burlington R. P. O. failed to catch the pouch at Riverside, Ill., it having fallen from the crane. On arrival of train at Chicago the pouch was found on the truck of one of the cars. The contents were but little damaged, and were immediately forwarded.

*November 11, 1885.*—Palatka and Brookville R. P. O., while rounding a curve 3 miles south of Ocala, Fla., mail car was thrown from the track and ran on the ties 100 yards. The car was badly damaged and was abandoned. No injury to clerk or mails.

*November 14, 1885.*—Washington and Charlotte R. P. O. train No. 52, mail car and 3 coaches was wrecked at Rockfish Depot, Va. by broken switch. The postal car ran 400 yards off the track and was rendered unfit for further service. No loss or damage to mail or clerks.

*November 15, 1885.*—Dupont and Gainesville R. P. O. was wrecked by a broken rail near Dicey, Fla. Mails transferred, without loss, to express car, and train reached Gainesville 5 hours late. No one injured.

*November 19, 1885.*—Cartersville and Broken Arrow R. P. O. was thrown from the track 1 mile west of Cross Plains, Ala. Mails transferred, without loss, to car No. 2, reaching Cartersville, Ga., 4 hours late. No one injured.

*November 21, 1885.*—Montgomery and Somerville R. P. O. train No. 19 was derailed and badly wrecked 2 miles west of Yarbrough, Tex. Fireman killed and engineer seriously injured. No injury to mail or clerk.

*November 21, 1885.*—Des Moines and Cainesville R. P. O. was destroyed by fire at Cainesville, Mo., which originated in baggage apartment. Some 20 letters and circulars, and about same number of papers, were destroyed.

*November 23, 1885.*—Palatka and Brookville R. P. O. collided with a construction train loaded with iron, near Micanopy Junction, Fla. Mail car was telescoped by tender of engine, and Acting Clerk C. C. S. Keech sustained several cuts and bruises. No mails lost or damaged.

*November 23, 1885.*—Cambridge Junction and Burlington R. P. O. was backed into by a freight at Cambridge Junction, Mass., badly damaging mail car. Postal Clerk J. J. Thompson was thrown against side of car severely hurting his side. Car took fire from the lamps but was extinguished. No mails damaged to any extent.

*November 24, 1885.*—Williamsport and Reading R. P. O. train No. 1 ran into rear of a freight train, on main track, at Beaver Valley, Pa.; mail was thrown out of cases, but not damaged. Postal Clerk J. M. Decker received severe injuries to his back and knee-pan.

*November 24, 1885.*—Nashville and Montgomery R. P. O. train No. 1. Several sacks of mail, which were in charge of baggageman, took fire from an overturned oil lamp, near New Castle, Tenn., and were partially consumed. The damaged mail was turned over to the transfer clerk, who separated and forwarded as much as possible, and sent the remainder to Superintendent Terrell for disposition.

*November 25, 1885.*—Albuquerque and Mojave R. P. O. train No. 2 was wrecked by a broken axle near Fairview, Ariz. Mail apartment was abandoned, and clerk completed run and performed service in baggage car. Clerk and mail sustained no injury.

*November 25, 1885.*—Lenoir and Lancaster R. P. O. train No. 52 left the track and fell down an embankment 20 feet. The mail car and entire train, except the engine, was badly wrecked. Postal Clerk F. M. Aiken received several bruises, but recovered all the mail and forwarded it to destination.

*November 26, 1885.*—Grafton and Chicago R. P. O. train No. 4 was wrecked at Glover's Gap, W. Va., by a misplaced switch, causing it to strike a gondola car, derailing entire train, and throwing mail car on its side. The concussion scattered oil and fire among the mails, which was soon extinguished. Clerks B. J. Bloomer and E. P. Waters escaped with slight scratches.

*November 27, 1885.*—Columbus and Atchison R. P. O., on account of misplaced switch, ran into some freight cars in the yard at Lincoln, Nebr., slightly damaging mail car and severely injuring Substitute Clerk A. C. McMaken. No mails lost or damaged.

*November 27, 1885.*—Jackson and Natchez R. P. O. entire train No. 2, when near Carpenter, Miss., fell through trestle over Bayou Pierre, a distance of 40 feet, killing engineer, fireman, and brakeman. The express messenger was badly injured, and Acting Clerk Owen A. Anderson had two ribs dislocated, a large gash cut over left eye, and otherwise seriously bruised by trunks and other débris falling upon him. Some mail was a little damaged; none lost.

*November 30, 1885.*—Pittsburgh and Saint Louis R. P. O. was thrown from the track, by an open switch, at Indianapolis, Ind. Postal Clerk J. W. Bishop was thrown backwards to the floor, striking the corner of the table and partially paralyzing his back and left hip.

*November 30, 1885.*—Grafton and Cincinnati R. P. O. train No. 6 collided with four stock cars standing on the main track near Belpre, Ohio.



The postal car was thrown endwise down an embankment and turned on its side. Oil from the lamps was scattered over and damaged some mail matter. No one hurt.

*December 1, 1885.*—Saint Louis and Cairo R. P. O. ran over a bull at Hodge's Park, Ill., overturning mail car in the ditch. The registered pouches and paper mail took fire, but was extinguished by Postal Clerk Fred. Stief. No mails lost or destroyed, though some were damaged by oil, water, and coal.

*December 2, 1885.*—Seven bags of mail were burned on Erie train No. 4 in an accident near Scio, N. Y. These bags contained mail from Randolph and Jamestown, N. Y., Corry, Meadville, and Greenville, Pa., Akron, Ohio, and Kent and Cincinnati R. P. O. No postal car on train.

*December 2, 1885.*—Peoria and Galesburgh R. P. O. pouch, delivered at Rosefield, Ill. (catch station), by R. P. Clerk R. Page, struck the depot and bounded back under train. One package of merchandise destroyed. No material damage to letter or paper mail.

*December 2, 1885.*—Cairo and Texarkana R. P. O. train No. 2 was derailed and wrecked 3 miles south of Camden, Ark. No injury to clerks or mails.

*December 3, 1885.*—Vicksburgh and Shreveport R. P. O. train No. 1 collided with a runaway engine 4 miles east of Monroe, La., wrecking the engine and slightly damaging mail car. No injury to clerk or mails.

*December 4, 1885.*—Texarkana and El Paso R. P. O. train 301 was wrecked by a broken rail near Sparta, Tex. Two coaches left the track and 40 passengers were injured. Postal car was not derailed; consequently no mails damaged, and clerk unhurt.

*December 4, 1885.*—Chicago and Cincinnati R. P. O. was wrecked at Saint Anne, Ill., by a freight car, which had been blown across the track. The engine, tank, and postal car were thrown down an embankment, the latter breaking from the trucks and turning on its side. Clerks James Toole, J. H. Sullivan, W. T. Wilson, J. B. Conner, John Frazer, and M. McNamara slightly injured. No mails lost or damaged, except a few papers by oil.

*December 5, 1885.*—Jefferson and McKinney R. P. O. train 142 was wrecked near Avinger Station, Tex., by a broken rail. Mail car and several coaches left the track and turned on their sides. No mails destroyed. Clerk in-Charge John Kemp was slightly injured, but not incapacitated for duty.

*December 7, 1885.*—Council Bluffs and Brunswick R. P. O., R. P. Clerk T. H. Beggs, while passing from his car at Brunswick, Mo., to the postal car on the Saint Louis, Moberly and Kansas City R. P. O. to receipt for through registered pouches, slipped and fell upon some ice, and was incapacitated for duty for ten days.

*December 8, 1885.*—Kansas City and Pueblo R. P. O. pouch for Scranton, Kans., went under the cars. One package of letters destroyed.

*December 9, 1885.*—Toledo and Marietta R. P. O. mail apartment was thrown off track by a broken rail near Bell Valley, Ohio. No mail lost or damaged. Postal Clerk F. S. Coleman sustained a sprained thumb.

*December 10, 1885.*—Spartanburgh and Augusta R. P. O. jumped the track at Greenwood, S. C., caused by a misplaced switch. No damage to mail, and clerk unhurt.

*December 10, 1885.*—Waldo and Cedar Keys R. P. O. entire train, except engine, wrecked 3 miles north of Otter Creek, Fla. Postal Clerk W. R. White slightly bruised. No mail lost or damaged.

*December 11, 1885.*—Peoria and Terre Haute R. P. O. left the track 1 mile north of Filson, Ill.; mail car turned over on its side. Mails transferred to baggage car, and forwarded without loss or damage.

*December 11, 1885.*—Little Rock and Leland R. P. O. train No. 21 was wrecked  $3\frac{1}{2}$  miles north of Arkansas City, Ark., by a bridge giving way, and entire train fell down an embankment 20 feet. The mail car was completely demolished and Acting Clerk C. L. Reynolds received a severe contusion of the left shoulder, incapacitating him for duty. All mails, except 3 packages of letters, slightly damaged by water from cooler, saved in good condition. Damaged mail forwarded to postmaster at Arkansas City, and by him properly disposed of.

*December 12, 1885.*—Washington and Lynchburgh R. P. O. train No. 58 ran off track at Alexandria, Va. No injury to clerk or mails. Train 1 hour late, and connection at Lynchburgh, Va., lost.

*December 13, 1885.*—Kansas City and Pueblo R. P. O. train No. 4 entirely destroyed by fire at Granada, Colo. All mails consumed, except 200 letters (badly damaged by fire and water) and 5 registers. One pouch of letter mail, 6 sacks of paper mail, and 5 registered packages were burned. Clerk in charge, W. F. Ellison, uninjured, but lost his registry-receipt book and all his personal effects.

*December 14, 1885.*—Chicago and West Liberty R. P. O. The sack delivered at Blue Island, Ill., by R. P. Clerk C. Case rolled under train, badly injuring contents and destroying 1 package of photographs.

*December 15, 1885.*—La Junta and Albuquerque R. P. O. While standing in the yards at La Junta, Colo., and during the time Acting Clerk F. H. Snowden was at breakfast, several (partly filled) sacks of mail fell from the rack upon the stove. One hundred and fifty papers and circulars were destroyed. Two hundred were somewhat damaged, but forwarded to destination. Accident was due to excessive amount of mail in apartment at the time.

*December 16, 1885.*—Milwaukee and Chicago R. P. O. Postal car No. 6, while being switched to pass train No. 1 at Lake Forest, Ill., struck locomotive of train No. 1, and was totally wrecked. Mails transferred without loss or damage. No one hurt.

*December 24, 1885.*—Boston, Springfield, and New York R. P. O. In consequence of being overloaded, 5 sacks of mail took fire from the Baker heater and were seriously damaged. All mail too badly damaged to be forwarded to destination was sent to the Dead Letter Office.

*December 25, 1885.*—Lenoir and Lancaster R. P. O. train No. 52 was wrecked 1 mile north of Yorkville, S. C. Postal car slightly damaged. No mail lost or injury sustained by clerk.

*December 25, 1885.*—Little Rock and Leland R. P. O. Two flat cars became detached at Arkansas City, Ark., and ran down the incline into and crushing mail-apartment car which was on transfer boat. Clerk L. J. Maxwell jumped from his car and was badly bruised about the left shoulder, incapacitating him for duty. No mails lost or damaged.

*December 25, 1885.*—Kansas City and New Kiowa R. P. O. was wrecked by a broken rail 1 mile west of Winfield, Kans. No damage to mail apartment, clerk, or mail. Delayed 11 hours.

*December 27, 1885.*—Evansville and Cairo R. P. O. While the steamer Dexter, of the Evansville and Paducah Line, was landing at Mount Vernon, Ind., the watchman, going down the gang-plank, slipped and fell into the river and came near being drowned. He let go the mail-pouch and it was lost. There were 6 letters, 4 postal cards, and a few papers in the pouch.

*December 27, 1885.*—Boston, Springfield, and New York R. P. O. The platform at Pelhamville, N. Y., was blown across the track by a violent storm, wrecking entire train, throwing it 70 feet down an embankment, killing the fireman, seriously wounding three postal clerks, E. E. Clark, O. P. Turner, and Peter Conaty, and slightly injuring Clerks McCausland, Mitchell, and McCoy. The postal car was a total wreck. No mails lost, but slightly damaged by oil.

*December 28, 1885.*—Saint Louis and Texarkana R. P. O. train No. 602 was wrecked at Piedmont, Mo., by an engine running into rear end of train. All letters were thrown from distributing case upon the floor and were considerably damaged by oil from the lamps, but were forwarded to destination. No one hurt.

*December 30, 1885.*—Denison City and Houston R. P. O. train No. 1 collided with a freight train near Guide, Tex. Postal Clerks R. P. Crawford and W. H. Donovan were both thrown violently to opposite end of the car. Donovan striking on his head, and Crawford falling upon him, was seriously injured. No mails lost or damaged.

*December 30, 1885.*—Kansas City and Pueblo R. P. O. train No. 1 collided with train No. 6 (same R. P. O.) at Burlingame, Kans., completely wrecking both postal cars and slightly injuring Postal Clerk A. Olson. No mails were lost, but a small portion damaged by water.

*January 1, 1886.*—Evansville and Paducah R. P. O. steamer Dexter on-up trip struck a snag and went down in 17 feet of water. W. H. Moore, clerk on duty, secured all mail, registered matter, and property of the Department, and reports no loss.

*January 1, 1886.*—Atchison and Lenora R. P. clerks report accident on route No. 33032—Jamestown and Burr Oak—and that one sack of paper mail, due their R. P. O., from Mankato, Kans., was damaged by oil.

*January 6, 1886.*—Chicago and Minneapolis R. P. O., bound west. The pouch for Reed's Landing, Minn., thrown off by R. P. Clerk W. T. Coffin, went under the train and was carried 5 miles before being dropped. When found by track-men the pouch was torn to pieces, the mail scattered and almost totally destroyed.

*January 7, 1886.*—Jefferson and McKinney R. P. O. mail apartment No. 99 was destroyed by fire at McKinney, Tex., while Postal Clerk D. F. Davis was temporarily absent at supper. The entire car, 4 leather pouches, 6 canvas sacks, and 1 canceling-stamp were burned.

*January 7, 1886.*—Junction City and Parsons R. P. O. train No. 174 become snow-bound  $7\frac{1}{2}$  miles north of Council Grove, Kans. The train could not proceed in either direction, and it became necessary for some one to return to Council Grove with Conductor John A. Brown for assistance. Postal Clerk John I. Tallman, who was returning home from his run, volunteered his services, stating afterwards that he considered it was his duty to render such aid for the protection of the mails as lay in his power. The two men started on their perilous trip. It was pitch dark—a violent snow-storm raging—and the night was bitter cold. When they had arrived within 3 miles of Council Grove the conductor slipped upon the ice and fell, putting out the light. Tallman then took the lead, when he, also, slipped—his left foot going under a rail—and he fell, breaking his left leg 3 inches above the ankle. He became so cold and stiff that the conductor was compelled to lay him down beside the railroad track and go for help. From injury and exposure Clerk Tallman was incapacitated for duty 5 months.

*January 9, 1886.*—Omaha and Ogden R. P. O. train No. 1 bound west. Locomotive left the track, carrying with it every car, except rear sleeper.

The trucks of mail car No. 258 were torn from under it, and the floor broken in several places. Letter mail was thrown out of case upon the floor, but not destroyed. No one injured.

*January 9, 1886.*—Saint Louis and Texarkana R. P. O. night line was wrecked by an open switch at Poplar Bluff, Mo. A few letters and papers damaged by oil and water, but none destroyed. No one hurt.

*January 9, 1886.*—Texarkana and El Paso R. P. O. train No. 304 was wrecked 2 miles east of Eskota Station, Tex., by the breaking of an axle under forward end of mail apartment. The forward trucks were torn loose and forced against the rear ones, breaking the latter also and dropping front end of apartment on the track; it was dragged six car lengths before train could be stopped. Clerk F. H. Williston slightly injured; Substitute Clerk A. G. Lewis was thrown violently against a corner of paper-rack, receiving severe bruises and internal injuries, incapacitating him for duty. No mails lost, but a small portion damaged by water.

*January 10, 1886.*—Toledo and Saint Louis R. P. O. struck a broken rail near Peru, Ind., derailing whole train except the engine. The trucks of the postal car were badly broken. None of the clerks injured nor mail lost or damaged.

*January 10, 1886.*—Pittsburgh and Saint Louis and Pittsburgh and Cincinnati R. P. O's, train No. 7, broke in two near Mansfield Valley, Pa. It being down grade the engine could not keep ahead of train, and the cars ran into it smashing express car and slightly damaging the Pittsburgh and Cincinnati postal car. Clerk E. J. Short was slightly bruised on the leg. No mail lost or damaged.

*January 10, 1886.*—Pittsburgh and Saint Louis R. P. O. night line was thrown from the track near South Charleston, Ohio, and entire train derailed. The trucks of postal car were broken and the car disabled, necessitating a transfer of mails to baggage car. No injury to clerks nor loss or damage to mails.

*January 10, 1886.*—Chicago and Winona R. P. O., night line. The pouch for Barrington, Ill., delivered by Postal Clerk August Severson, was drawn under the cars by suction of train and carried some distance before being dropped. Contents of pouch were scattered and badly damaged, but all mail recovered.

*January 11, 1886.*—Detroit and Chicago R. P. O. train No. 16 collided with an engine standing on the main track at Michigan City, Ind. The postal car was derailed and its front platform damaged. No injury to clerks nor mails.

*January 11, 1886.*—Louisville and Nashville Railway express train No. 53 was wrecked near Opdyke, Ill. The engine and baggage car were thrown from the track, the latter taking fire and considerably burning several pouches of mail. The damaged mail was forwarded to postmaster at Evansville, Ind., who reported a portion badly scorched, but not enough to prevent forwarding to destination.

*January 11, 1886.*—Kansas City and Joplin R. P. O. train No. 125 collided at Nevada, Mo., with two freight cars standing on main track. The collision threw all the letters from the distributing case, and about 400 were damaged by oil from broken lamps. No one injured.

*January 12, 1886.*—Council Bluffs and Kansas City R. P. O., north bound. Postal clerks reported that the station agent at Percival, Iowa, in attempting to throw pouch into car while train was in motion, missed the door and the pouch was dragged under the wheels, and with its contents cut to pieces and almost totally destroyed.

*January 12, 1886.*—Lancaster and Boston R. P. O., south, was thrown from the track near Tilton, N. H., and wrecked. Mail-car No. 56 was torn from its trucks and careened on side. Several empty paper sacks and pouches took fire from the stove and were damaged. All mail saved, but a portion saturated with oil and dirt. No one injured.

*January 15, 1886.*—Cairo and New Orleans R. P. O. engine, mail car, and baggage car, and one coach were thrown off track 2 miles south of Hammond, La., by running over two pine trees. Mail car was nearly capsized, necessitating transfer of mails. All mails saved, but a portion slightly damaged by oil from lamps. No one hurt.

*January 15, 1886.*—Saint Louis, Moberly and Kansas City R. P. O. postal car No. 346 was nearly destroyed by fire in the yards of the Union Depot Company at Saint Louis, Mo., supposed to have been caused by hot coals or ashes falling out of heater, which burned through the floor, setting the canvas sacks in the paper rack on fire. Seventeen empty leather pouches and 125 empty canvas sacks were almost completely destroyed.

*January 16, 1886.*—Hamden and Portsmouth R. P. O. was thrown from the track near Wellston, Ohio. Clerk escaped uninjured. No mail lost or damaged.

*January 17, 1886.*—Brunswick and Albany R. P. O. train No. 2 ran over a broken rail 1 mile east of Jamaica, Ga., throwing engine and mail car off the track, badly damaging the latter. J. C. Boynton, clerk in charge, was thrown against the side of car, receiving bruises on the head, right shoulder and arm. No mail lost or damaged.

*January 18, 1886.*—Vicksburgh and Natchez R. P. O. While mail steamer Carneal Goldman was laid up in a fog between Kellog's Landing, La., and Diamond, Miss., she was run into by passenger steamer Natchez, which stove in her bows, tore away her stage, and jammed her into an ice-bank. No one injured. No mail lost or damaged.

*January 20, 1886.*—Vicksburgh and Shreveport R. P. O. Mail car No. 311 was wrecked 10 miles east of Monroe, La. No injury to clerks nor mails.

*January 21, 1886.*—Cincinnati and Chattanooga R. P. O. train No. 2, north bound, engine, mail, and baggage car were wrecked near tunnel No. 24, caused by a large rock falling from the approach. No injury to clerk or mails.

*January 22, 1886.*—Saint Joseph and Grand Island R. P. O. train No. 3 was wrecked 6 miles west of Alexandria, Nebr., by spreading of the rails, the train running one-eighth of a mile after mail apartment had left the track. Clerk J. N. Thomas, who has but one arm, caught hold of the paper case and braced his feet against the iron rack in endeavoring to save himself, but had his left shoulder seriously wrenched and strained, incapacitating him for duty 30 days. The mails were scattered over the car, and somewhat damaged by oil and ink, but none lost.

*January 22, 1886.*—Montgomery and Somerville R. P. O. train No. 19 was wrecked 3 miles west of Navasota, Tex.; mail apartment turned completely over, scattering the mail about the car and throwing Clerk W. L. Kilpatrick full length of car and slightly injuring him. In the crash the car window was broken and several letters fell out into the running water beneath and were washed away. Car also took fire from lamps and some mail destroyed.

*January 25, 1886.*—Cairo and New Orleans R. P. O. Entire train No. 3, except sleeper, fell through a bridge over Tallahatchie River, 3 miles north of Abbeville, Miss., killing engineer, demolishing postal car, and seriously injuring Postal Clerks Sevier and Binford. Small portion of

mail lost, including registered package No. 24, from Point Pleasant to New Orleans.

*January 25, 1886.*—Wilmington and Jacksonville R. P. O. train No. 40 collided with an engine in the yards at Savannah, Ga. Clerk-in-Charge M. M. Davis was thrown violently against the letter desk of his car, striking his head and knocking him momentarily senseless. No injury to the mails.

*January 25, 1886.*—Texarkana and El Paso R. P. O. train No. 301 was derailed and wrecked 4 miles west of Cisco, Tex. Mail apartment kept the track; was cut loose from wreck and proceeded, 4 hours late. No injury to clerks or mails.

*January 26, 1886.*—Selma and Akron Junction R. P. O. train No. 3 was wrecked at New Orleans Junction (n. o.), 10 miles west of Selma, Ala. Postal Clerk J. O. Dnke, in attempting to jump from his car door, was thrown upon the ground and sustained injuries to his left side. No damage or loss to mails.

*January 27, 1886.*—Kansas City and Pueblo R. P. O. Owing to car being crowded with mail, a sack of papers caught fire from the stove, when near Cedar Junction, Kans., which was extinguished with great difficulty. One-fourth sack of papers and a newsdealer's package for Dodge City, Kans., and one tie-sack were destroyed.

*January 27, 1886.*—Sandusky, Newark and Wheeling R. P. O. train No. 8 ran over misplaced switch at Chicago Junction, Ohio, and collided with freight cars on side track. The engine, tender, and mail-apartment car were thrown from the track. Postal Clerks J. D. Stanton and W. S. Bolton were on duty. Stanton was thrown violently against the paper case and pouch rack, cutting him over the right eye and bruising him about the hips, incapacitating him for duty. No mail lost or damaged.

*January 28, 1886.*—Burlington and Council Bluffs R. P. O. train No. 7. Pouch delivered at Thayer, Iowa, by Postal Clerk E. J. Kinney, struck the catcher-post and was thrown under train. Postmaster reported mail received in very bad order and one package of merchandise destroyed.

*February 1, 1886.*—Saint Albans and Boston R. P. O. (night line). Owing to misplaced switch, train No. 7, running at a high rate of speed, collided with empty dump-cars on side track 4 miles from Hooksett, N. H., throwing the engine, baggage, express, and mail cars from the track. No mail lost, but some papers saturated with water from the tank. No one injured.

*February 3, 1886.*—Knobel and Helena R. P. O. train No. 688 was wrecked one-half mile north of Marianna, Ark. Mail apartment slightly damaged. No injury to clerk and mails. Train delayed 29 hours.

*February 5, 1886.*—Saint Louis and Texarkana R. P. O. train No. 603 collided with train No. 612 1 mile south of Mill Springs, Mo., caused by failure of signal to properly work on account of the intense cold. Both engines were completely demolished, one engineer and two firemen being instantly killed and the other engineer seriously hurt. The postal car on train 603 was a complete wreck, the tender being forced into it. Clerk-in-Charge J. G. Fennessy received flesh wounds in the face and bruises on his left side and shoulder, incapacitating for duty 18 days. A few letters slightly damaged, but no mail lost.

*February 7, 1886.*—Toledo and Saint Louis R. P. O. train No. 49 was derailed near Ivesdale, Ill. The postal car turned on its side, upsetting heater and setting fire to paper mail, burning a small portion. Postal Clerks Mourning and Sawyer were slightly bruised.

*February 9, 1886.*—Flomaton and Pensacola R. P. O. train No. 6 collided with a south-bound special train 1 mile north of Pensacola, Fla. No mail lost and clerk not injured.

*February, 9, 1886.*—Kansas City and Pueblo R. P. O. train No. 5 collided with a freight that was blockaded in the snow,  $2\frac{1}{2}$  miles east of Lyons, Kans. Clerk-in-Charge W. T. Treleven was bruised about the head and shoulders, but not disabled. No mails lost or damaged.

*February 11, 1886.*—Atlanta and Montgomery R. P. O. train No. 51 collided with freight train near Newman, Ga., at the crossing of the Savannah, Griffin and North Alabama, and Atlanta and West Point Railroads. Postal car but slightly damaged and no mail lost. Second Clerk Manrice B. Frank jumped from the car, striking upon his head and back, receiving serious injuries. J. G. Hester, clerk in charge, slightly bruised.

*February 16, 1886.*—Stevens Point and Portage R. P. O. The combination mail, baggage, and express car was burned while standing at the depot at Portage, Wis., before departure of train; sixteen empty pouches, seven tie-sacks, and one iron mail-lock were destroyed. There was no mail in the car, and Postal Clerk Andrew J. Keifer, who was in the depot eating lunch, had not taken charge of it.

*February 25, 1886.*—Council Bluffs and Moberly R. P. O. collided with a freight near Stanberry, Mo. Postal Clerk T. H. Beggs slightly bruised. No loss or damage to mails. Train arrived at Council Bluffs 16 hours late.

*February 28, 1886.*—Brunswick and Albany R. P. O. train No. 2 ran over a broken rail near Jamaica, Ga., and engine, postal car, and one coach were thrown from the track. No mail lost or damaged and postal clerk unhurt.

*March 3, 1886.*—Texarkana and El Paso R. P. O. train No. 301 was wrecked 7 miles west of Toyah, Tex., by breaking of a wheel under forward end of mail car. Substitute Clerk A. G. Lewis slightly bruised. No damage or loss to mails.

*March 4, 1886.*—Cairo and Texarkana R. P. O. train No. 2 was wrecked one-half mile north of Jonesborough, Ark.; mail department turned over and rolled down an embankment 5 feet, scattering mail and setting fire to the car. Both letter and paper mail damaged by oil and water. Clerk W. L. Comings slightly bruised. Delayed 17 hours.

*March 8, 1886.*—Dayton and Ironton R. P. O. was thrown from the track near Washington C. H., Ohio, and John Crowe, clerk on duty, had his right arm broken and was severely bruised about his head, face, and back.

*March 15, 1886.*—Cincinnati and Nashville R. P. O. As the train was rounding a curve near Verona, Ky., the engine collided with a large rock which had fallen from the bank and lay across the track. The postal car was so completely demolished that after clearing out the mail matter the fragments were burned. Clerks J. B. Brawner, E. B. Lockwood, George E. Wood, and W. H. Knight were all more or less injured, and miraculously escaped death. The mail was badly damaged by water, but none lost.

*March 16, 1886.*—Eatonton and Macon R. P. O. train No. 26, when near Milledgeville, Ga., mail car left the track, the trucks were torn loose, and A. R. Rozar, clerk in charge, was hurled some distance from his car, receiving a few bruises. The mail was gathered up and forwarded to destination without loss.

*March 19, 1886.*—Texarkana and El Paso R. P. O. train No. 304 was wrecked between Aledo and Benbrook, Tex., by the explosion of the

locomotive boiler while the train was in motion. Engineer and fireman were instantly killed, and mail apartment considerably damaged. No injury to clerks or mails. Train delayed 12 hours.

*March 21, 1886.*—Charlotte and Augusta R. P. O. train No. 53 ran over a broken rail near Lexington, S. C., throwing mail car and several coaches down an embankment, the postal car taking fire. J. M. Hagger, clerk in charge, for a time was in a perilous condition, owing to the fact that the door of the mail car could not be opened. He was finally extricated by train men by the aid of a rope which was lowered and tied around his waist. A few empty sacks and a registered pouch were burned.

*March 23, 1886.*—Omaha and Marysville R. P. O. train 42 collided with a B. and M. switch train 2 miles south of Omaha, Nebr. The postal car was driven on the tender and raised clear of its trucks, the forward end sustaining serious damage. R. P. Clerk Pierce McCleskey was painfully injured about the head, incapacitating him for duty. Mails uninjured.

*March 29, 1886.*—Hannibal and Denison R. P. O. train 154 wrecked 4 miles south of Parsons, Kans., by a misplaced rail (supposed to have been done by strikers). Mail apartment went down a steep embankment, very seriously injuring Clerk-in-Charge H. L. Moore about the right shoulder, side, back, and thighs, from which he has never sufficiently recovered to resume duty. E. T. Wells, assistant clerk, was slightly bruised. No loss or damage to mails.

*April 3, 1886.*—Fort Scott and Anthony R. P. O. train No. 1 was wrecked by a misplaced switch at Oatville, Kans. Engine, baggage, and mail apartment were derailed. No damage to mails, and clerk in charge unhurt.

*April 7, 1886.*—Boston and Troy R. P. O. ran into a washout near West Deerfield, Mass., and fell down an embankment 200 feet into the river. Postal Clerks G. H. Pitney, H. W. Scribner, and D. L. Crandall were all more or less badly hurt. The postal car broke into pieces in the river, and was washed down the stream, carrying a portion of the mails with it. The balance was gathered up and forwarded to destination, except a small portion sent to the Dead-Letter Office. Registered packages Nos. 7 and 33 were lost.

*April 7, 1886.*—Cuba and Salem R. P. O. train No. 2 was wrecked by a broken rail 1 mile south of Keyesville, Mo. Mail apartment turned on its side and mails scattered, but none lost or damaged. R. P. Clerk J. E. Taylor jumped from his car and escaped injury.

*April 7, 1886.*—The combination baggage, buffet and smoking car on the New York and Chicago limited express burned up between Rocky Ridge and Oak Harbor, Ohio. Twenty pouches, containing a vast amount of mail for Cleveland, Buffalo, Rochester, Utica, Syracuse, Albany, New York, and New England, coming from Chicago, Toledo, Detroit, and the West, were entirely destroyed. There were no postal clerks on this train, and mail was in charge of railroad employés.

*April 10, 1886.*—Kent and Cincinnati R. P. O. train 1 was wrecked  $1\frac{1}{2}$  miles west of Springfield, Ohio, by spreading of the rails. The mail car turned on its side. The stove was opened by the jar, the lamp broken, and oil scattered over the car, which was soon in flames. Postal Clerk L. Regan fought the flames heroically and succeeded in saving the greater portion of the mail, and in doing so was badly burned and incapacitated for duty 30 days.

*April 14, 1886.*—Omaha and Marysville R. P. O. was thrown from the track 2 miles south of Barnston, Nebr., by spreading of the rails. Mail



car was thrown off its trucks, landing crosswise the track. The letter cases were transferred to box car and run completed. No one injured.

*April 15, 1886.*—New Orleans and Houston R. P. O. train No. 19 ran into freight cars at Sulphur City, La., ditching the engine and mail car. Postal Clerk W. A. Gilbert had an arm hurt by being thrown against side of car. Mails transferred to baggage car without loss or damage.

*April 16, 1886.*—Vicksburgh and Shreveport R. P. O. train No. 2 was wrecked 3 miles west of Tallulah, La. No loss or damage to mails and postal clerk uninjured. Eight hours late.

*April 19, 1886.*—Albuquerque and Mojave R. P. O. train No. 52 when near Yampai Station, 37 miles east of Hackberry, Ariz., broke through a burning bridge, wrecking engine, express, mail apartment, and one coach. Martin Pinney, clerk-in charge, was caught between the end of the car and stove, seriously injuring his chest and incapacitating him for duty.

*April 22, 1886.*—Denison City and San Antonio R. P. O. train No. 502. Engine broke down while rounding a curve  $1\frac{1}{2}$  miles south of Taylor, Tex. No one injured nor mails lost or damaged. Train delayed 12 hours.

*April 22, 1886.*—Wellsville and Bradford R. P. O. was wrecked  $3\frac{1}{2}$  miles east of Bradford, Pa., by running off the track. Postal Clerk T. L. Aldrich was thrown against the pouch-rack, where the sleeve of his jacket caught on the hooks, drawing his right arm back, severely wrenching his shoulder and rendering his arm entirely useless. All mail saved.

*April 23, 1886.*—Rutland and Troy R. P. O. train No. 23, Delaware and Hudson Canal Company, collided with a freight train near company's shops at Green Island, killing engineer. Postal Clerk Morrison uninjured and mails saved.

*April 28, 1886.*—Cleveland, Youngstown, and Pittsburgh R. P. O. collided with a working train between Shoustown and Woodland, Pa., wrecking engine and disabling mail car. No mail lost or damaged and clerk unhurt.

*April 29, 1886.*—Albuquerque and Mojave R. P. O. train 52. While descending a grade near Needles, Cal., train broke into three sections. The rear of train ran into mail car, forcing it against the engine. The mail car was badly damaged and was abandoned. No mails lost or damaged and clerk unhurt.

*April 30, 1886.*—Dickson and Centerville R. P. O. While rounding a curve 2 miles south of Lyle's, Tenn., train left the track, completely derailling three cars and throwing mail car on its side. No injury to clerk or mails.

*April 30, 1886.*—Saint Louis and Texarkana R. P. O. train No. 601 was wrecked one-half mile north of Annapolis, Mo. The hind truck of the tender broke down and was run over by postal car, badly damaging latter and necessitating a transfer of the mails. No mails lost or damaged or clerks injured.

*May 3, 1886.*—Evansville and Nashville R. P. O. train No. 52 was derailed near Howell, Ind. Mail-apartment car No. 1 was badly broken up, but no mails lost or damaged.

*May 7, 1886.*—Ottumwa and Moberly R. P. O. train No. 8 collided with train No. 3 near Ottumwa, Iowa. Both engines were demolished. No mails lost or damaged and clerk-in-charge unhurt.

*May 12, 1886.*—Toledo and Saint Louis R. P. O. Entire train was wrecked at Wea, Ind., caused by a washout. The mail car was torn

from its trucks and thrown into a field adjacent. No damage to mails or clerks, except W. W. McGiffin, who was slightly bruised on left shoulder.

*May 15, 1886.*—Atlanta and Montgomery R. P. O. was thrown from the track 4 miles west of Cusseta, Ala., by a broken rail. Two coaches and sleeper, together with the rear trucks of postal car, were ditched. The car was gotten on track and continued to Opelika. No mail lost or damaged. Clerk E. G. Thomas, injured in a previous accident, was hurt in the back.

*May 16, 1886.*—Cincinnati and Chattanooga R. P. O. train No. 8 struck a broken rail near Greenwood, Ky., throwing engine and mail apartment off track. Mail was gathered up and forwarded to destination in good condition. Clerk uninjured.

*May 17, 1886.*—Billings and Helena R. P. O. train No. 2 was derailed 3 miles east of Bozeman, Mont., killing brakeman and injuring two passengers. Trains 1 and 2 delayed 6 and 3 hours, respectively. No injury to mails or clerk.

*May 18, 1886.*—San Francisco and Los Angeles R. P. O. train No. 19 ran into a construction train 1 mile north of Ravenna, Cal., killing 1 laborer. Locomotive of train 19 and rear car of construction train were badly damaged. No injury to clerk or mails.

*May 19, 1886.*—Salisbury and Morristown R. P. O. train No. 1 was wrecked by a bowlder which had fallen partly across the track near Alexander, N. C., tearing out one side of mail car. No mail lost, but a portion damaged by dirt and oil. Clerk uninjured.

*May 22, 1886.*—Chicago and Cincinnati R. P. O. night line was thrown from the track 1 mile west of Colfax, Ind. by a misplaced switch. The entire train left the track and rolled into the ditch. Assistant Superintendent G. J. Lund and Postal Clerk F. A. Dykeman were slightly injured. The mails were scattered upon the floor of the car, but none lost or damaged.

*May 21, 1886.*—Texarkana and El Paso R. P. O. Clerks report the burning of the union depot at Cisco, Tex., destroying 8 sacks of paper mail and 2 sacks of empties. No letter mail destroyed.

*May 27, 1886.*—Washington and Charlotte R. P. O. train 53 broke through Stony Point trestle, 1 mile south of Priddy's, Va., falling 20 feet. Postal Clerks M. Wood, C. B. Holcombe, T. W. Jones, W. T. Rucker, and W. B. McNeal all slightly injured. Mails were saved, but badly damaged by oil.

*May 28, 1886.*—Nashville and Montgomery R. P. O. train 2 was derailed at Rowland, Ala., ditching entire train and throwing letter mail from the cases. No mail lost or damaged and clerk uninjured.

*May 30, 1886.*—Vicksburgh and Shreveport R. P. O. train No. 2 was wrecked by spreading of the track 12 miles west of Delta, La. E. B. Addison, R. P. clerk, slightly injured. Portion of letter mail damaged by oil; none lost.

*May 31, 1886.*—Wilmington and Jacksonville R. P. O. train No. 47. Entire train left the track. The postal car was thrown into ditch, bottom side up, and a rail torn from the track ran through the bottom near the pouch rack in the letter end of car. Postal Clerk L. D. Brennecke received several bruises. Mail saved and forwarded to destination.

*May 31, 1886.*—Sandusky, Newark, and Wheeling R. P. O. train No. 3 was wrecked between Pugh and Barnesville, Ohio, by the breaking of an axle on the tank of engine. No mail lost or damaged and clerk unhurt.

*June 1, 1886.*—Williamsburgh and New Haven R. P. O. was derailed 1 mile below Williamsburgh, Mass. No injury to clerk or mails.

*June 3, 1886.*—Jacksonville and Pensacola R. P. O. train No. 1. When 2 miles west of Tallahassee, Fla., mail car jumped from the track and rolled down an embankment, breaking lamps and windows. Joseph Raines, clerk in charge, had his hands cut with glass. No mail lost.

*June 4, 1886.*—Nashville and Montgomery R. P. O. train No. 2 was wrecked at New Castle, Pa., caused by spreading of track. Mail apartment a complete wreck. No mails lost or damaged and clerk unhurt.

*June 4, 1886.*—Baltimore and Winchester R. P. O. train No. 70 collided with freight train near Sykesville, Md., breaking in one side of apartment car No. 65, delaying train several hours. No mail lost or destroyed and Clerk V. B. Funk escaped uninjured.

*June 5, 1886.*—Chattanooga and Atlanta R. P. O. collided with a freight train near Dalton, Ga., wrecking postal car. No mail lost or damaged and clerks escaped uninjured.

*June 6, 1886.*—Charlotte and Atlanta R. P. O. train No. 52. Postal car, 2 coaches, and Pullman sleeper derailed by spreading of track. No injury to clerks or damage to mails. Train 15 hours late.

*June 6, 1886.*—Omaha and Marysville R. P. O., south bound, ran over a cow near Lincoln, Nebr., and was derailed.

*June 7, 1886.*—Wilmington and Jacksonville R. P. O. train 43 broke through trestle over Santee River, South Carolina. Postal car was thrown 25 feet and partly submerged by water. Clerk F. W. Rennecker dangerously injured. Four registered packages lost.

*June 11, 1886.*—Jamesville and Washington R. P. O. Combination mail, baggage, and express car burned. Four leather pouches, 1 sack, and portion of letter mail destroyed.

*June 12, 1886.*—Zanesville and Marietta R. P. O. Mail-line steamer Lizzie Cassel sank 7 miles from Zanesville, Ohio. No lives or mail lost.

*June 12, 1886.*—Council Bluffs and Kansas City R. P. O. train No. 1 ran over an open switch and collided with freight train on siding 1½ miles south of Iatan, Mo. Both engines were wrecked, the tender of one being forced 10 feet into the mail apartment, but mails not damaged. Clerks R. M. Gallup and B. Wickham sustained slight bruises.

*June 13, 1886.*—Cairo and New Orleans R. P. O. train No. 3. Tender on locomotive left the track, ditching postal car, which was so badly damaged as to necessitate a transfer of mails. Mails recovered without serious damage and reached New Orleans 9 hours late.

*June 16, 1886.*—Dayton and Ironton R. P. O. left the track near Vesuvius, Ohio, overturning mail apartment into the ditch and badly wrecking it. Letter-case fell upon Postal Clerk L. J. Marshall, bruising him about the head and limbs. Mail more or less damaged by oil and débris, but none lost.

*June 18, 1886.*—Albert Lea and Burlington R. P. O. train No. 3 took fire near Morning Sun, Iowa, and one-third of a tie-sack of paper mail too badly damaged to be forwarded to destination.

*June 22, 1886.*—Cincinnati and Chattanooga R. P. O. train No. 8 was wrecked near Daisy, Tenn., by a rock on the track, and mail, baggage cars, and one coach thrown down an embankment. Mail was thrown out of case and considerably damaged by oil and coal dust. No one injured.

*June 24, 1886.*—Leadville and Salida R. P. O. train No. 8 was wrecked near Salida, Colo., by a stone on the track, derailing engine and mail apartment. W. H. Hunt, R. P. clerk, was thrown against

the stove, sustaining serious injury to his back, disabling him for duty. Mails had been tied out and pouched, and received no damage.

*June 25, 1886.*—Chicago and Minneapolis R. P. O. trains 56 and 57 collided at Liberty, Ill., and mail in baggage car of train No. 57 was badly damaged by water, but none lost or destroyed.

*June 25, 1886.*—New York and Chicago R. P. O. train No. 1 collided with freight train at Pettisville, Ohio, damaging the postal car. No clerks were injured. The letter mail was transferred to baggage car and left Pettisville 6 hours late.

*June 26, 1886.*—Omaha and McCook R. P. O. postal car No. 37 collided with a box-car at Harvard, Nebr., tearing a large hole in the end of the postal car. No injury to clerk or mails.

*June 26, 1886.*—Kansas City and Denver R. P. O. While Postal Clerk C. H. Hoyt was distributing mail at the letter case at Tiblow, Kans., a transom fell from the top of postal car, striking him on the head, knocking him down, and inflicting a severe scalp wound, from which he was disabled for 30 days.

*June 27, 1886.*—Charlotte and Atlanta R. P. O. train No. 53 was thrown from the track near Spartanburgh, S. C., and Clerk-in-Charge L. P. Hill painfully injured, necessitating his return to Atlanta. Portion of the mails slightly damaged, but none lost or destroyed.

*June 28, 1886.*—Council Bluffs and Moberly R. P. O. train No. 8 ran into rear end of a freight train one-half mile west of Chillicothe, Mo. The engine and mail car were badly damaged, causing a delay of 5½ hours. No mails lost or damaged nor clerk injured.

*June 29, 1886.*—Fernandina and Orlando R. P. O. was wrecked near Apopka, Fla., necessitating a transfer of mails to baggage car. Postal Clerk R. S. Mitchell slightly bruised. One package of letters was afterwards found in a coal-box behind stove in mail apartment. All had been opened and a number torn into fragments. The case was referred to a post-office inspector.

#### RECAPITULATION.

Total casualties.....	211
Seriously injured .....	56
Slightly injured.....	66

#### *Recapitulation of casualties in the Railway Mail Service from 1875 to 1886.*

Year ended June 30—	Total number of clerks.	Number of casualties.	Clerks killed.	Clerks seriously injured.	Clerks slightly injured.
1875.....	2,238	(*)	1	(*)	(*)
1876.....	2,415	(*)	1	(*)	(*)
1877.....	2,500	27	2	10	4
1878.....	2,608	36	2	15	8
1879.....	2,600	35	3	14	13
1880.....	2,946	26	—	14	15
1881.....	3,177	62	7	15	22
1882.....	3,570	88	3	16	20
1883.....	3,855	114	1	35	42
1884.....	3,963	154	7	28	60
1885.....	4,387	102	2	35	65
1886.....	4,573	211	—	66	60

\* Not reported.



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**REPORT**  
**OF THE**  
**THIRD ASSISTANT POSTMASTER-GENERAL**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1886.**

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# REPORT

## OF THE

### THIRD ASSISTANT POSTMASTER-GENERAL.

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POST-OFFICE DEPARTMENT,  
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., November 6, 1886.*

SIR: I have the honor to submit the following report of the operations pertaining to this office for the fiscal year ended June 30, 1886, premising with a reference to the tabular statements and other papers hereto annexed and forming a part of the same, viz:

No. 1. Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1886.

No. 2. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1886, and the expenditures made out of the same.

No. 3. Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, for the fiscal year ended June 30, 1886, compared with the receipts and expenditures of the fiscal years ended June 30, 1884, and June 30, 1885.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1886.

No. 5. Statement showing the issue in detail of all the several kinds of adhesive postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, for the fiscal year ended June 30, 1886.

No. 6. Statement showing the issues of postage-stamps, stamped-envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ended June 30, 1886.

No. 7. Statement showing the increase in the issues of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards for the year ended June 30, 1886, as compared to those of the previous year.

No. 8. Statement showing the number of registered letters and parcels transmitted through the mails from each of the several States and Territories in the United States during the fiscal year ended June 30, 1886.

No. 9. Statement showing the increase of registered letters and parcels upon which fees were collected at twenty-five of the leading cities during the fiscal year ended June 30, 1886, over the number registered during the preceding year.

No. 10. Statement showing the operations of the registry system at the cities of New York, Philadelphia, Chicago, Saint Louis, and Washington during the fiscal year ended June 30, 1886.

No. 11. Statement showing the number of pieces of dead mail matter treated in the Division of Dead Letters during the fiscal year ended June 30, 1886.

No. 12. Statement showing the disposition of mail matter opened in the Division of Dead Letters during the fiscal year ended June 30, 1886.

No. 13. Statement showing the number of pieces, classification, and disposition of unmailable matter received at the Dead-Letter Office during the fiscal year ended June 30, 1886.

No. 14. Statement showing the number of pieces of dead matter of foreign origin received and disposed of during the fiscal year ended June 30, 1886.

No. 15. Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1886.

No. 16. Statement showing the number of pieces of dead mail matter returned to and received from foreign countries during the fiscal year ended June 30, 1886.



No. 17. Statement showing the number, classification, and disposition of dead registered letters during the fiscal year ended June 30, 1886.

No. 18. Record of the number and weight of letters, parcels, and circulars mailed during the six days from June 21 to June 26, 1886, inclusive, at twenty of the leading post-offices.

No. 19. Record of the number and weight of letters, parcels, and circulars mailed during the six days from September 20 to September 25, 1886, inclusive, at twenty of the leading post-offices.

No. 20. Statement showing the operations of the special-delivery system during the year ended September 30, 1886.

No. 21. Copy of contract for stamped envelopes and newspaper wrappers for the four years beginning October 1, 1886.

#### FINANCIAL EXHIBITS OF POSTAL SERVICE.

The financial exhibits of the last fiscal year, so far as they relate to the expenditures, are in small part necessarily subject to estimation, it being impracticable to discharge all the obligations of the year so soon after its close. The liabilities are, however, closely approximated upon the best information available at this time, and as compared to the expenditures they are small in amount. By law all balances of appropriations remaining unexpended at the close of the fiscal year for which the appropriations are made are available, in the discharge of the obligations of the year, for two years from the date of the last appropriation made by law. Disbursements were accordingly made during the last fiscal year not only on account of that year, but of the two prior years. The appropriations for the year ended June 30, 1884, being no longer available, it may be well to make a final statement of the account for that year before proceeding to give the exhibits for the year just closed. For the purposes of comparison it may be well, also, to restate the account for the year ended June 30, 1885, as modified by the disbursements made since the report for that year was rendered.

The exhibits are as follows:

#### FISCAL YEAR ENDED JUNE 30, 1884.

##### REVENUE.

1. Ordinary postal revenue.....	\$42,818,635 00
2. Revenue from money-order business (as finally ascertained, the report of the Postmaster-General having been in error in stating it at \$519,492.08 upon advanced figures furnished by the Auditor) .....	507,323 81
Gross receipts.....	\$43,325,958 81
Less amount charged to bad debts.....	8,455 83
Net revenue .....	43,317,502 98

##### EXPENDITURES AND LIABILITIES.

##### Expenditures:

From July 1, 1883, to September 30, 1884.....	46,404,960 65
From October 1, 1884, to September 30, 1885 .....	479,491 30
From October 1, 1885, to September 30, 1886 .....	178,171 61
	<u>47,062,623 56</u>

##### Liabilities:

Amount of outstanding liabilities for various objects on account of the year.....	3,500 75
Amount payable to Pacific railroads, under decision of the Supreme Court.....	193,800 73
	<u>197,301 48</u>
	47,259,925 04
Deficiency in revenue .....	3,942,422 06

## COST OF POSTAL SERVICE.

Amount of expenditures and liabilities as above.....	\$47,259,925 04
Amount certified to Secretary of the Treasury for credit to Pacific railroads, from July 1, 1883, to September 30, 1884.....	1,260,179 51
From October 1, 1884, to September 30, 1885.....	283,238 09
Total amount certified.....	1,543,417 60
Less amount erroneously certified, as appears by decision of the Supreme Court, and transferred to outstanding liabilities as above.....	193,800 73
	<u>1,349,616 87</u>
Total cost of service.....	<u>48,609,541 91</u>
Excess of total cost of postal service over revenue.....	5,292,038 93

The net receipts were \$3,942,422.06, or 8.3 per cent., less than the expenditures and outstanding liabilities, and \$5,292,038.93, or 10.8 per cent., less than the total cost of the postal service, inclusive of the amount certified to the Secretary of the Treasury for mail transportation on the Pacific railroads. As compared to the previous year, there was a decrease of \$2,152,386.81, or 4.7 per cent., in the net revenue (excluding amounts charged to bad debts in both years), and an increase of \$3,700,175.82, or 8.4 per cent., in the expenditures and liabilities, and of \$4,172,885.29, or 9.3 per cent., in the total cost of the service.

## FISCAL YEAR ENDED JUNE 30, 1885.

## REVENUE.

1. Ordinary postal revenue.....	\$42,151,910 53
2. Receipts from money-order business.....	408,933 30
Gross revenue.....	<u>42,560,843 83</u>

## EXPENDITURES AND LIABILITIES.

Expenditures:	
From July 1, 1884, to September 30, 1885.....	\$49,317,188 41
From October 1, 1885, to September 30, 1886.....	189,149 15
	<u>49,506,337 56</u>
Liabilities:	
Amount of outstanding liabilities for various objects on account of the year.....	1,964 53
Amount payable to Pacific railroads under decision of the Supreme Court.....	247,830 44
	<u>249,794 97</u>
	<u>49,756,132 53</u>
Deficiency in revenue.....	<u>7,195,288 70</u>

## COST OF POSTAL SERVICE.

Amount of expenditures and liabilities, as above.....	49,756,132 53
Obligations certified to Secretary of the Treasury for credit to Pacific railroads from July 1, 1884, to September 30, 1885.....	\$1,340,226 83
From October 1, 1885, to September 30, 1886.....	3,980 61
Total amount certified.....	1,344,207 44
Less amount erroneously certified, as appears by decision of the Supreme Court, and transferred to outstanding liabilities, as above.....	247,830 44
	<u>1,096,377 00</u>
Total cost of service.....	<u>50,852,509 53</u>
Excess of total cost of the postal service over revenue.....	8,291,665 70

The receipts were \$7,195,288.70, or 14.4 per cent., less than the expenditures and outstanding liabilities, and \$8,291,665.70, or 16.3 per cent., less than the total cost of the postal service, inclusive of the amount certified to the Secretary of the Treasury for mail transportation on the Pacific railroads. As compared to the previous fiscal year, there was a decrease of \$756,659.15, or 1.7 per cent., in the net receipts, and an increase of \$2,496,207.49, or 5.2 per cent., in the expenditures and liabilities, and an increase also of \$2,242,967.62, or 4.6 per cent., in the estimated total cost of the service.

**FISCAL YEAR ENDED JUNE 30, 1886.****REVENUE.****Ordinary postal revenue:**

1. Ordinary revenue, less amount collected on second-class matter .....	\$42,498,245 19
2. Revenue on second-class matter .....	1,099,625 89
Revenue from money-order business .....	43,597,871 08
	350,551 87
Total gross receipts .....	43,948,422 95
Deduct amount charged to bad debts .....	12,174 25
Leaves net revenue .....	43,936,248 70

**EXPENDITURES, LIABILITIES, ETC.****Expenditures:**

Amount expended to September 30, 1886, on account of the year ended June 30, 1886..... \$50,627,553 37

**Liabilities:**

Amount of indebtedness for various objects certified to Auditor and not yet reported for payment .....	\$24,612 84
Estimated amount of indebtedness not yet reported to Auditor .....	175,000 00
Amount due for transportation on Pacific railroads, for which no appropriation was made..	251,101 61
	450,714 45

Total actual and estimated expenditures for the service of the year..... 51,078,267 82

**Deficiency of revenue:**

Estimated amount of deficiency of revenue to be supplied out of the general Treasury on account of the service of the year.... 7,142,019 12

**COST OF POSTAL SERVICE.**

Total of actual and estimated expenditures, as shown above.....	\$51,078,267 82
Amount certified to Secretary of the Treasury by the Auditor for transportation of the mails on the Pacific railroads, and by law not charged to the appropriations for the postal service.....	1,112,138 40
Total estimated cost of the postal service for the year.....	52,190,406 22
Deduct amount of net revenue, as shown above .....	43,936,248 70
Leaves excess of estimated cost of service over amount of net revenue.	8,254,157 52

In addition to the \$50,627,553.37 expended as above, the sum of \$377,190.43 was paid on account of the service of previous years, making the total amount disbursed during the year \$51,004,743.80. Of the disbursements on account of previous years \$189,149.15 was for 1885; \$178,171.61 was for 1884; \$8,974.59 was for 1883 and for prior years;

\$770.40 was for 1881 and for prior years; and \$124.68 was for compensation of postmasters readjusted under the act of March 3, 1883.

The receipts of the last fiscal year were \$6,679,130.42, or 13.1 per cent., less than the disbursements on account of the year; \$7,129,844.67, or 13.9 per cent., less than the disbursements and estimated outstanding liabilities; and \$8,241,983.27, or 15.7 per cent., less than the total estimated cost of the postal service, inclusive of transportation on the Pacific railroads.

The total amount of expenditure authorized by the original postal-service appropriation act was \$53,700,990, covering thirty-six specified objects. An additional appropriation of \$415,000 was subsequently made for inland mail transportation by railroad.

No specific amount was appropriated for the compensation of messengers under the special-delivery system, the act of Congress authorizing the system providing in general terms for the allowance of fees on the letters received and recorded for special delivery.

The amount allowed under this head from October 1 to June 30 was \$67,652.14, and this sum should be included in the total of authorized expenditures, which thus amounted to \$54,183,642.14.

In one item only did the expenditure exceed the appropriation, and that was for ship, steamboat, and way letters. The appropriation was \$2,000 and the expenditure was \$2,050.83, leaving a deficiency of \$50.83 to be provided for. In this case the expenditure is regulated by law, and is not subject to the control of the Department. In thirty-five items of appropriation there were unexpended balances amounting to \$3,556,139.60, which are still available for the service of the year. The net excess of the appropriations over the expenditures was, therefore, \$3,556,088.77. Deducting from this amount that of the estimated outstanding liabilities (\$450,714.45) would leave the appropriations \$3,105,374.32, or 5.7 per cent., in excess of the total expenditures, actual and estimated.

The actual and estimated expenditures of the last fiscal year are \$1,322,135.29, or 2.5 per cent., over those of the previous fiscal year.

The total estimated cost of the postal service, inclusive of the amount certified on account of mail transportation on the Pacific railroads, is \$1,337,896.69, or 2.6 per cent., over the total cost of the previous year. The net revenue of the last fiscal year was \$1,375,404.87, or 3.2 per cent., more than that of the previous year. The increase of revenue was, therefore, \$37,508.18 more than the estimated increase in the cost of the service. The revenue will be shown more in detail hereafter.

As compared to the year ended June 30, 1884, the year ended June 30, 1886, exhibited an increase of \$622,464.14, or 1.4 per cent., in the postal receipts; of \$3,818,342.78, or 8 per cent., in the expenditures and estimated outstanding liabilities; and of \$2,468,725.91, or 5 per cent., in the estimated total cost of the postal service.

#### SUSPENSE ACCOUNTS AND BAD DEBTS.

From the report of the Auditor it will appear that the sums involved by "bad debts" and "suspense accounts" closed during the last fiscal year were as follows, viz:

Amount of balances due from late postmasters and charged to bad debts and compromise accounts .....	\$12,656 02
Amount due to late postmasters and closed by suspense .....	481 77
<b>Net loss.....</b>	<b>12,174 25</b>

The amount of the net loss is chargeable to the revenue of the fiscal year in which the accounts are closed, without reference to the periods when the losses actually accrued.

#### AMOUNTS DRAWN FROM THE TREASURY.

The following amounts were drawn from the general Treasury, within the last fiscal year, on account of special and deficiency appropriations, viz :

For deficiency in the postal revenues for the year ended June 30, 1883, under act approved May 4, 1882, Stats., vol. 22, chap. 116, page 55.	\$520, 770 00
For deficiency in the postal revenues for the year ended June 30, 1884, under act approved March 3, 1883, Stats., vol. 22, chap. 92, page 455.	528, 098 81
For deficiency in the postal revenues for the year ended June 30, 1885, under act approved July 5, 1884, Stats., vol. 23, chap. 234, page 157.	3, 165, 553 21
For deficiency in the postal revenues for the year ended June 30, 1886, under act approved March 3, 1885, Stats., vol. 23, chap. 342, page 387.	4, 500, 000 00
Total drawn during the year .....	8, 714, 422 02

The amount appearing in the report of the Auditor as drawn from the Treasury, is \$8,751,070.73; but these figures represent the amounts drawn from October 1, 1885, to September 30, 1886, while the foregoing was the sum actually drawn within the fiscal year proper.

#### TRANSACTIONS AT TREASURY DEPOSITORIES.

The receipts and disbursements at Treasury depositories during the past fiscal year may be briefly stated as follows:

Balance subject to draft July 1, 1885.....	\$3, 036, 935 41
Outstanding warrants June 30, 1885 .....	78, 937 40
Deposits:	
On account of postal revenues .....	\$17, 879, 463 62
On account of grants from the general Treasury.....	8, 714, 422 02
	26, 593, 885 64
	29, 709, 758 45
Deduct deposit made in quarter ended June 30, 1885, and counter- entered in quarter ended September 30, 1885.....	22 70
	29, 709, 735 75
Amount of warrants paid during the year ended June 30, 1886.....	24, 279, 336 10
Balance at depositories June 30, 1886 .....	5, 430, 399 65
Amount of warrants outstanding June 30, 1886.....	108, 415 99
Balance subject to draft June 30, 1886.....	5, 321, 983 66

The balance on hand at the Treasury depositories subject to draft on the 30th June, 1886, was \$2,285,048.25 in excess of the amount on hand on the 30th June, 1885.

Of the \$17,879,463.62 of postal revenue, \$74,214.39 was deposited through national-bank depositories.

The balance on hand on June 30, 1885, in national-bank depositories was \$45,138.04, and on June 30, 1886, it was \$2,062.61, a decrease of \$43,075.43.

The number of warrants drawn upon the Treasurer of the United States and assistant treasurers during the year was 72,999, comprehending payments to the amount of \$24,308,814.69.

Accounts were kept with the Treasurer, nine assistant treasurers, and forty-one designated national-bank depositories.

## REVENUE FOR 1886.

The last fiscal year marked a favorable turn in the tide of the postal receipts, which had been receding for the two previous years.

The period from 1879 to 1882 was an unprecedentedly prosperous one for the postal revenue. The average annual rate of increase of ordinary revenue for the three years was nearly 12 per cent., as against an annual average of only a little more than 5 per cent. for the nine years preceding 1879. A depression of the business interests of the country had, however, set in, and the year ended June 30, 1883, exhibited an increase of only 8.6 per cent. in the postal receipts. The gross receipts for that year amounted to \$45,508,692.61, and this was the greatest amount ever realized in any one year of the history of the postal service. It was an increase of \$15,466,709.75, or 51.4 per cent., over the receipts of the year ended June 30, 1879.

A still more important factor than the unfavorable condition of business intervened to curtail the volume of the postal receipts.

On October 1, 1883, the rate of postage on first-class matter was reduced from 3 cents to 2 cents for each half ounce or fraction thereof. This was a large reduction, and it affected by far the greatest of all the sources of the postal revenue. An immediate falling off in amount was only a natural result, though partial compensation was to be expected from the stimulus to an increase of business afforded by a cheaper rate of postage, and the tendency to a substitution of sealed inclosures at letter rates for printed matter and postal cards.

The gross revenue exhibited for the year ended June 30, 1884, was \$43,325,958.81. This was \$2,182,733.80, or 4.7 per cent., less than the revenue of the previous year. The new rate of postage had now been in effect for nine months, and under ordinary circumstances the succeeding year should have shown a handsome increase.

In actual results, however, the gross receipts for the year ended June 30, 1885, were \$765,114.98, or 1.7 per cent., less than those of 1884, and \$2,947,848.78, or 6.4 per cent., less than those of 1883. This fact sufficiently attested the extreme severity of the depression in business which prevailed during the year 1884-'85.

The six months ended December 31, 1884, showed a decrease of \$1,069,070.33, or 4.8 per cent., and the six months ended June 30, 1885, an increase of \$294,955.35, as compared to corresponding periods of the previous fiscal year. It was apparent that a reaction had set in; but still the situation on the 1st of July, 1885, was not such as to promise an increase of revenue for the year then begun. There were some prospects of an improvement in the general business of the country; but they were not sufficiently pronounced at that time to justify confident hopes of the immediate future. Moreover, two important changes in postal legislation, injuriously affecting the postal revenue, went into effect on the 1st of July, 1885. These were, first, a reduction in the rate of postage on second-class matter from 2 cents to 1 cent per pound, and second, an increase of the unit of weight of first-class matter from half an ounce to a full ounce. It was estimated that these two changes would result in a loss of nearly two million dollars for the first year; and the chances of offsetting this loss, and of making a better showing of revenue for the year ended June 30, 1886, than that of the previous year, were left to depend upon very decided improvement in the business of the country. Fortunately all the signs during the late summer and the autumn of 1885 pointed strongly to an early return of national prosperity. It was in the light of these indications,

that it became necessary in November last, in connection with the preparation of the annual report, to submit estimates of the postal revenue for the current and the last fiscal years. The work was attended by more than the usual degree of uncertainty as to results. It was possible to approximate somewhat closely the revenue to be expected from second-class matter, notwithstanding the doubt as to how far the reduction in the rate of postage would lead to an increase in the volume of matter committed to the mails. In the estimate for 1886 allowance was made for an increase of 8 per cent. in weight of matter over that mailed during the previous year. The amount called for by the estimate was \$1,091,426 as against \$2,021,159.26 collected during the preceding year. The increase of weight contemplated by the estimate was less than a normal one, the average rate of increase for the six preceding years having been a little more than 12 per cent.

The effects of the increase of the unit of weight of first-class matter were largely a matter of speculation. It was estimated, upon such statistics as were available, that between 4 and 5 per cent. of all the letters mailed were in excess of half an ounce in weight; and it was in these that a loss was to be suffered by the increase of the unit to one ounce. By way of compensation the new unit offered an inducement to the inclosure under seal, at letter rates, of circulars and parcels of merchandise previously sent at third and fourth class rates of postage; but the gain in this direction would naturally be gradual in its progress, and for a time at least it was not likely to overcome the loss on letters weighing more than half an ounce. The net loss for the first year of the change was roughly estimated upon the best available data at \$800,000.

The only new source of revenue was through the special-delivery system established to take effect on October 1, 1885, but the gain from this source was not expected to constitute a considerable factor in the revenue of the year.

But, after all, the greatest element of uncertainty was in the future of the business condition of the country.

With the purpose of measuring the indications in the light of experience, a review was made of the revenue by quarterly and annual periods for a series of years past. The postal service furnished a fair reflex of the general business situation; a separate tracing of the revenue was made as between thirty of the larger and all of the remaining post-offices. The thirty large offices in question included all the great commercial centers of the country, and they collected nearly 40 per cent. of the entire postal receipts.

It appeared from the examination that upon the approach of a period of commercial depression the larger offices are the first to show a check in the flow of the receipts; that they suffer at a disproportionate rate while the depression continues; and that they are the first to give evidence of a return to prosperity by an augmentation of the revenue. The smaller offices, while slower to feel the effects of a change, either for better or worse, in the situation of business, show a greater increase of revenue than the larger offices in the midst of a period of national prosperity.

As already seen, there has been a gain of 1.3 per cent. for the six months ended June 30, 1885, as compared to the corresponding six months of the previous year; and this was the latest information available from all the post-offices, the returns for the quarter ended September 30 being still in process of adjustment by the Auditor. Special returns were, however, obtained from the thirty principal offices for the four months from July 1 to October 31. These returns showed an increase

of about 4 per cent. for the quarter ended September 30, and of about 10 per cent. for the month of October, as compared to the corresponding periods of the previous year. The receipts from second-class matter were excluded from the computation, but the increase was in spite of any losses that may have resulted from the change of the unit of weight of first-class matter. The returns, and particularly those for the month of October, were indicative of a great improvement in business, the same offices having shown a gain of less than one-half of one per cent. for the quarter ended March 31, and of less than 4 per cent. for the quarter ended June 30.

In the expectation of a still further improvement, the ordinary revenue, exclusive of the receipts from second-class matter, for the year ending June 30, 1886, was estimated at an increase of 6 per cent. on the revenue derived from the same sources during the previous fiscal year. The amount of the estimate was \$42,538,596.34, and it contemplated an increase of \$2,407,845.07, in face of an anticipated loss of \$800,000 from the change of the unit of weight. It was equivalent to an increase of 7.9 per cent. on the basis of the half-ounce unit which had prevailed during the previous year.

The estimate appeared to be an extravagant one in the light then afforded; but it was verified with a surprising degree of accuracy, as was also the estimate of the revenue from second-class matter. The receipts from the money-order business were estimated by the Superintendent of the Money-Order System at \$400,000, being a decrease of \$107,323.81, as compared to the revenue of the previous year. The total estimated gross receipts for the year ending June 30, 1886, amounted, therefore, to \$44,030,022.34, consisting of \$1,091,426, from second-class matter; of \$42,538,596.34 of ordinary postal revenue, excluding the receipts from second-class matter, and of \$400,000 from money-order business. In actual results the receipts from second-class matter proved to be \$1,099,625.89, the ordinary postal revenue \$42,498,245.19, and the receipts from money-order business \$350,551.87, making a total of \$43,948,422.95.

The receipts from second-class matter were \$8,199.89 more than the amount at which they had been estimated; the ordinary postal revenue was \$40,351.15 less than the amount at which it had been estimated, and the money-order receipts were \$49,448.13 less than the amount of the estimate. In the two former items the net difference between the estimates and the actual results was only \$32,151.26, or less than a twelfth of 1 per cent. of the total amount involved. The money-order receipts were \$49,448.13 less than the estimate, a part at least of the falling off having been due to the decrease, made in January last, in the fees on foreign money-orders. In the aggregate the receipts were \$81,599.39 less than the estimates. As compared to the previous year, there was a decrease of \$921,533.37, or 45.5 per cent., in the revenue from second-class matter; an increase of \$2,367,493.92, or 5.8 per cent., in ordinary postal revenue, excluding second-class matter; and a decrease of \$58,381.43, or 14.2 per cent., in money-order receipts.

The net increase in the gross receipts was \$1,387,579.12, or 3.2 per cent.

The following are the sources and the amounts of the revenue collected during the last fiscal year, viz:

1. Letter postage paid in money.....	\$60,004 80
2. Box-rents and branch offices.....	2,018,048 04
3. Fines and penalties.....	13,472 35
4. Sale of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards.....	41,447,095 88



5. Amount taken from dead letters for which no owners could be found .....	\$8,858 33
6. Revenue from money-order business .....	350,551 87
7. Miscellaneous .....	50,391 68
Total .....	43,948,422 95

As compared to the year ended June 30, 1885, there was an increase of \$59,810.99, or 3 per cent., in the receipts from box-rents; of \$1,390,869.19, or 3.4 per cent., in the sale of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards; of \$6,082.58, or 13.7 per cent., in miscellaneous receipts.

There was a decrease of \$7,523.06, or 11.1 per cent., in the amount of letter postage paid in money; of \$39.55, or .02 per cent., in the amount received from fines and penalties; of \$3,239.60, or 26.7 per cent., in the amount taken from dead letters; and of \$58,381.43, or 14.2 per cent., in the revenue from money-order business.

The three items of increase amounted to \$1,456,762.76, and the four items of decrease to \$69,183.64, leaving a net increase of \$1,387,579.12, or 3.2 per cent., as previously shown.

In the foregoing detailed statement of revenue, the sales of postage-stamps include the revenue from second-class matter (payable with stamps of special design), but the amount realized from this latter source is ascertained from special returns made to this office. This amount was accordingly deducted in the computation of ordinary revenue, which, however, includes the receipts from all other sources save that of the money-order business.

A closer analysis of the ordinary receipts of the last fiscal year, and an examination of the influences by which they were affected, will contribute to a better understanding in submitting the estimates for the current and the ensuing fiscal years.

It will be necessary to consider only the ordinary postal revenue, omitting, for obvious reasons, the receipts from second-class matter and from the money-order business.

The ordinary revenue for the year amounted, as already shown, to \$42,498,245.19. Of this amount, \$9,700,463.05, or 22.8 per cent., was collected during the quarter ended September 30, 1885; \$10,994,326.16, or 25.99 per cent., during the quarter ended December 31, 1885; \$11,179,047.72, or 26.3 per cent., during the quarter ended March 31, 1886; and \$10,624,408.26, or 25 per cent., during the quarter ended June 30, 1886.

As compared to the corresponding periods of the previous year there was an increase of \$185,056.11, or 1.9 per cent., for the quarter ended September 30, 1885; of \$798,623.68, or 7.8 per cent., for the quarter ended December 31, 1885; of \$704,731.51, or 6.6 per cent., for the quarter ended March 31, 1886; and of \$679,082.62, or 6.8 per cent., for the quarter ended June 30, 1886.

Following the line of comparisons in the review of last year, to which reference has been made, out of the total of \$42,498,245.19 of ordinary revenue, \$16,153,174.80, or 38 per cent., was collected at thirty of the principal post-offices, and \$26,345,070.39, or 62 per cent., at the remaining offices. At the thirty principal offices \$3,646,009.94, or 22.6 per cent., was collected during the quarter ended September 30, 1885; \$4,233,049.92, or 26.5 per cent., during the quarter ended December 31, 1885; \$4,191,191.73, or 25.9 per cent., during the quarter ended March 31, 1886; and \$4,022,923.21, or 24.9 per cent., during the quarter ended June 30, 1886. At the remaining offices \$6,054,453.11, or 22.9 per cent., of the total of \$26,345,070.39, was collected during the quarter ended Septem-

ber 30, 1885; \$6,701,276.24, or 25.5 per cent., was collected during the quarter ended December 31, 1885; \$6,987,855.99, or 26.5 per cent., during the quarter ended March 31, 1886; and \$6,601,485.05, or 25.1 per cent., during the quarter ended June 30, 1886.

There was an increase for the quarter ended September 30, 1885, of \$152,563.84, or 4.3 per cent., at the thirty principal offices, and of \$32,492.27, or .05 per cent., at the remaining offices; for the quarter ended December 31, 1885, of \$413,925, or 10.6 per cent., at the thirty principal offices, and of \$384,698.68, or 6 per cent., at the remaining offices; for the quarter ended March 31, 1886, of \$415,306.48, or 10.9 per cent., at the thirty principal offices, and of \$289,425.03, or 4.3 per cent., at the remaining offices; and for the quarter ended June 30, 1886, of \$281,197.84, or 7.5 per cent., at the thirty principal offices, and of \$397,884.78, or 6.4 per cent., at the remaining offices.

The amounts and rates of increase will be more strikingly exhibited in tabular form, as follows, viz :

*Table showing increase, by quarterly periods, in ordinary postal revenue (excluding receipts from second-class matter and from money-order business) for the fiscal year ended June 30, 1886, as compared to corresponding periods of the previous year.*

Period.	Increase at thirty large offices.		Increase at remaining offices.		Increase at all offices.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
Quarter ended September 30, 1885 .....	\$152,563 84	4.3	\$32,492 27	.05	\$185,056 11	1.9
Quarter ended December 31, 1885 .....	413,925 00	10.6	384,698 68	6.0	798,623 68	7.8
Quarter ended March 31, 1886 .....	415,306 48	10.9	289,425 03	4.3	704,731 51	6.6
Quarter ended June 30, 1886 .....	281,197 84	7.5	397,884 78	6.4	679,082 62	6.8
Total for year .....	1,262,993 16	8.4	1,104,500 76	4.3	2,367,493 92	5.8

It will be observed how correctly the figures represent the different conditions of the business of the country prevailing during the past year.

A revival from the extreme depression of the previous year was fairly in progress before the 1st of October, 1885; and though the increase in the unit of weight of first-class matter had tended to lessen the postal revenue, there was a better showing by nearly 2 per cent. for the quarter ended September 30 than for the same quarter of the previous year. The thirty larger offices had responded with an increase of 4.3 per cent., and the smaller ones barely escaped a decrease. This was in confirmation of previous experience, the large offices being the first to realize the benefits of a recovery from an era of commercial depression.

The improvement in business continued almost without check until the spring of 1886. The ordinary postal revenue for the six months ended March 31 showed an increase of \$1,503,355.19, or 7.2 per cent., as compared to the corresponding six months of the previous year. The increase at the thirty larger offices was at the rate of 10.8 per cent., and at the remaining offices it was 5.1 per cent. The influences of the better condition of business had been extended beyond the commercial centers, and the gain at the smaller post-offices was a noticeable result.

The labor troubles had now been inaugurated, and they were destined to continue far into the summer of the year. Their effects upon the postal revenue are easily traceable.

At the thirty large offices, which had shown an increase of 10.8 per cent. for the six months ended March 31, there was an increase of only 7.5 per cent. for the quarter ended June 30. The direct connection between cause and effect is emphasized by the fact that the smaller offices, which were not affected by the labor troubles to the same extent as the larger ones, exhibited a better gain for the quarter ended June 30 than for either of the two preceding quarters. In further corroboration, the issue of special-request envelopes (which are used almost exclusively for business purposes) showed an increase of only 11 per cent. for the quarter ended June 30, as against an average quarterly increase of 13.7 per cent. for the six months ended March 31.

It is evident that except for the disturbances caused by the labor question the revenue for the last year would have been very considerably in excess of the estimates. Still the exhibit is a very encouraging one, and it gives promise of a still better future. Notwithstanding that the first quarter of the year showed only a trifling increase, and that the last quarter of the year was affected adversely by the labor troubles, the revenue for the year, as a whole, came out \$1,387,579.12 ahead of that of the previous year; and this in spite of the loss on second-class matter and of the change of the unit of weight of first-class matter. As previously stated, the six months ended March 31 showed an increase in ordinary postal revenue (excluding revenue from second-class matter and money-order business) of \$1,503,355.19, or 7.2 per cent., making no allowance for the loss through the change in the unit of weight. Such an increase cannot be attributed wholly to a natural reaction from the extreme depression of the previous year. It furnishes indisputable evidence of the great improvement that had taken place in the business affairs of the people.

#### FISCAL YEAR ENDING JUNE 30, 1887.

From what has been said with respect to the past year, there is scarcely a doubt that the current year will realize a still greater improvement in the postal revenue. The labor troubles were settled early in the year; a fair degree of prosperity has attended the business of the country during the past few months, and all the indications at the present time look to its continuance, if not to a still further improvement. None of the sources of the postal revenue have been injuriously affected by changes during the present year. The reduction in the rate of postage on second-class matter and the increase of the unit of weight of first-class matter have been in effect since the 1st July, 1885, and accordingly the revenue will not suffer from these sources in the comparison of the present with the past fiscal year. On the contrary, the tendency of the ounce unit to encourage the substitution of sealed for unsealed matter, to which reference has been made, will be to increase the revenue for the present year. A count of matter mailed at 20 of the principal post-offices showed an increase for the last week of June, 1886, over the last week of June, 1885, of 59.3 per cent. in the number of wrapped parcels sent under seal at letter rates, as against an increase of 40.6 per cent. in the number of wrapped parcels sent unsealed at third and fourth-class rates of postage. A similar count at the same offices showed an increase for the last week in September of the present over the last week of September of the previous year of nearly 167 per cent. in the number of sealed parcels and 43.3 per cent. in the number of unsealed parcels. The number of sealed parcels mailed at the 20 offices during the last week in September, 1885, was 22,754,

and during the last week in September, 1886, it was 60,723. The average weight of the sealed parcels was 3.52 ounces for the last week of September, 1885, and 4.17 ounces for the last week of September, 1886. The total weight of the sealed parcels mailed during the former period was 5,017 pounds, and during the latter period it was 15,839 pounds.

At 2 cents per ounce, the rate charged on sealed matter, the postage on the sealed parcels, making no allowance for fractional weights, would amount to \$1,605.62 for the former period, and \$5,068.52 for the latter period. This was a gain of \$3,462.90, or 215 per cent., for one week at 20 post-offices alone; and while an increase at the same rate throughout the entire year and at all the post-offices is not to be expected, yet it is evident that there will be a considerable augmentation of the revenue from the substitution of sealed for unsealed parcels. As the unsealed parcels outnumbered the sealed parcels more than twenty-eight times in the count for September, 1886, there is a large field in which the substitution of the latter for the former may operate to the advantage of the revenue. The postage on the unsealed parcels (consisting of both third and fourth class matter) mailed in September, 1886, would amount, at third-class rates of postage, to \$34,563.95; at fourth-class rates it would amount to \$69,127.91; and at first-class or sealed rates it would amount to \$138,255.82, making no allowance for fractional units of weights. It is a significant fact also, as serving to show the effects of the increase of the unit of weight of first-class matter, that while the average weight of the sealed parcels increased from 3.52 to 4.17 ounces, the average weight of the unsealed parcels decreased from 4.87 to 4.11 ounces, as between September, 1885, and September, 1886.

The better showing of revenue for the present year to be expected from the change in the unit of weight will not be confined to parcels alone, but it will be favorably influenced to a much greater extent by the substitution of the seal for open circulars and postal cards. The tendencies in this direction will be disclosed in the presentation hereinafter given of the statistics of the count of mail matter, to which reference has been made. The records of the stamp division bear testimony in the same direction. In the issues of stamped envelopes for sealed inclosures there was an increase for the past as compared to the previous fiscal year of 28,979,950, or 11.5 per cent., and in stamped envelopes (ungummed on flap) for unsealed circulars there was a decrease of 12,750, the issue of the latter having numbered 28,862,000 for 1885 and 28,849,250 for 1886. Thus the year's increase in envelopes for sealed inclosures slightly outnumbered the entire issue of the envelopes for open circulars. For the year ended June 30, 1882, prior to the reduction in the letter rate of postage to 2 cents, the ungummed envelopes for circulars represented 12.5 per cent. of all the stamped envelopes issued; in 1885, under a continuation of the half-ounce unit, the proportion of circular envelopes had fallen to 10.3 per cent., and in 1886, under the ounce unit, it fell to 9.3 per cent. As compared to the year ended June 30, 1882, the issues for the year ended June 30, 1886, showed an increase of 90,829,650, or 48.2 per cent., in envelopes for sealed inclosures, and of only 1,827,500, or 6.7 per cent., in envelopes for unsealed circulars.

With respect to postal cards the issues during the fiscal year ended June 30, 1886, showed an increase over the previous year of only 16,231,500, or 4.7 per cent., as against an increase of 183,454,481, or 11.6 per cent., in the issue of postage-stamps and stamped envelopes. The number of postal cards issued during the last year was only 4,150,000,

or 1.1 per cent., in excess of the number issued during the year ended June 30, 1882. The increase in number of postage-stamps and stamped envelopes of all kinds for the same period was 602,000,888, or 43.4 per cent. These figures manifest the public appreciation of the inducements to sealed inclosures offered by the reduction in the letter rate of postage and the increase of the unit of weight. The statistics of second-class matter show that the reduction in the rate of postage did not have the effect of unduly increasing the use of the mails for matter of that kind, but the revenue from this source will show an increase for the present over the past year in keeping with the general augmentation of business.

A new source of revenue, to which reference has been made, is through the special-delivery system. The system was in effect for nine months only of the past fiscal year, and then under such conditions as not to be productive of a comparatively large revenue. Under the extension of the system, on the 1st of October last, to all post-offices, and to all classes of mailable matter, the receipts from this source for the present year should be largely in excess of those for the past year.

Some additional revenue will also be gained from the admission of liquids in the mails under your order of July 17, 1886.

It has been seen that all the elements entering into the revenue favor an increase. Only partial results since the 1st of July are ascertainable at the present time. The Auditor is now engaged on the accounts for the quarter ended September 30, and the results of that quarter from all the post-offices will not be known until in January. Special returns have, however, been obtained by this office from 30 of the principal post-offices for the quarter ended September 30, these 30 offices collecting, as previously stated, nearly 40 per cent. of the entire postal receipts. The returns show an increase at the 30 offices in question of \$367,124.59, or 9.5 per cent., for the quarter ended September 30, as compared to the corresponding quarter of the previous year. There would have been a larger increase except for the fact that there was a reduction in the price of stamped envelopes, announced to take effect on the 1st of October, under a new and more favorable contract. While the announcement probably led to some curtailment in the purchases by the public of ordinary stamped-envelopes, its effects were felt chiefly in the sale of envelopes printed with special return requests. These envelopes are furnished only in quantities of not less than 500 in any case, and payment for them is required in advance of their supply. To a large extent purchases were delayed to await the expected reduction of prices, and small supplies of adhesive stamps or ordinary stamped-envelopes were bought as a temporary expedient. Thus, while there had been an increase of 11.6 per cent. in number of special-request envelopes for the year ended June 30, 1886, as compared to the issue of the previous year, the quarter ended September 30, 1886, exhibited a decrease of 2.4 per cent. as compared to the corresponding quarter of the previous year. The sales of these envelopes for the quarter ended September 30 were affected to the probable extent of at least \$100,000, by far the greater share of which amount concerned the 30 principal post-offices under discussion.

In second-class matter, separately considered, the returns from the thirty principal offices for the quarter ended September 30 showed an increase of \$21,860.54, or 12.2 per cent., over the receipts for the quarter ended September 30, 1885. Nearly 75 per cent. of the total revenue from second-class matter is collected at these 30 offices.

In the light of past experience the smaller offices should exhibit a better gain for the past quarter than for the two preceding ones, and the gross revenue for the quarter ended September 30 will probably show an increase of nearly 9 per cent. over the revenue for the corresponding quarter of the previous year.

These results and the manifestations of growing improvement at the smaller offices justify the expectation of a large increase of revenue for the present over the last fiscal year.

The expenditures of the postal service are borne in largest part out of its receipts, the deficiency being supplied out of the general Treasury. It is best, on all accounts, that the estimates of postal revenue should be very conservative, and that the burden on the Treasury should not be underestimated. In this view of the case, in estimating for the present fiscal year, allowance will be made for an increase over the past year of only 7 per cent. in the ordinary postal revenue, exclusive of the receipts from second-class matter for both years. For second-class matter allowance will be made for an increase of only 10 per cent. on the receipts for the last fiscal year. The amounts to be yielded at these rates are \$45,473,122.35 of ordinary postal revenue, exclusive of second-class matter, and \$1,209,588.48 for second-class matter. For the next fiscal year allowance will be made for an increase on these sums of only 7 per cent. for ordinary revenue, exclusive of second-class matter, and of 8 per cent. for second-class matter. The estimates for the next year amount, therefore, to \$48,656,240.91 from the former, and \$1,306,355.55 from the latter source.

The receipts from money-order business are now estimated by the Superintendent of the Money-Order System at \$630,000 for the present, and \$650,000 for the next fiscal year. The total estimated gross receipts amount, therefore, to \$47,312,710.83 for the year ending June 30, 1887, and \$50,612,596.46 for the year ending June 30, 1888. With a fairly prosperous condition of the business of the country, these estimated amounts are much more likely to be exceeded than diminished by actual results.

With regard to the expenditures of the current fiscal year, the appropriations authorize a total outlay of \$54,365,863.25, exclusive of an indefinite amount allowed for fees to compensate the performance of special-delivery service.

A careful revision of the subject just made by the several departmental officers charged with supervising the expenditures, places the total outlay for the year at \$53,523,968.59, not including the fees for special delivery service and the amount certified to the Secretary of the Treasury for mail transportation of the Pacific railroads and not chargeable to the appropriations for the postal service. The account for the current fiscal year may be stated, on the basis of the foregoing estimates, as follows:

#### FISCAL YEAR ENDING JUNE 30, 1887.

Amount of ordinary postal revenue, exclusive of receipts from second-class matter, for year ended June 30, 1886	\$42,498,245 19	
Add increase of 7 per cent	2,974,877 16	
	<hr/>	\$45,473,122 35
Amount of revenue from second-class matter, year ended June 30, 1886	1,099,625 89	
Add increase of 10 per cent	109,962 58	
	<hr/>	1,209,588 48

Ordinary postal revenue—total estimated amount.....	\$46,682,710 83
Amount of estimated revenue from money-order business.....	630,000 00
Total estimated gross receipts for year ending June 30, 1887.....	47,312,710 83
Deduct total amount of expenditures payable out of appropriations, as at present estimated.....	53,523,968 59
Leaves estimated deficiency of revenue to be supplied out of the gen- eral Treasury.....	6,211,257 76
Estimated expenditures as above.....	53,523,968 59
Add estimated amount subject to certification on account of mail trans- portation on Pacific railroads.....	1,336,481 00
Estimated total cost of service.....	54,860,449 59
Excess of estimated cost of postal service over estimated postal reve- nue.....	7,547,738 76

The estimated revenue of the year ending June 30, 1887, is \$6,211,257.76, or 11.6 per cent., less than the estimated expenditures, and \$7,547,738.76, or 13.7 per cent., less than the total estimated cost of the postal service, inclusive of the estimated amount subject to certification on account of mail transportation on the Pacific railroads.

As compared to the year ended June 30, 1886, the estimates for the current fiscal year contemplate an increase of \$3,376,462.13, or 7.6 per cent., in the net postal receipts; of \$2,445,700.77, or 4.7 per cent., in the total expenditures payable out of appropriations; and of \$2,670,043.37, or 5.1 per cent., in the total cost of the postal service.

In the estimated expenditures no allowance is made for compensation for the performance of special-delivery service, no definite appropriation being necessary for that object; but the outlay will be more than reimbursed by the receipts from that source, which were not taken into account in the estimates of revenue. The tendency of the system will be, therefore, to lessen the amount of the deficiency of revenue to be required out of the general Treasury.

#### FISCAL YEAR ENDING JUNE 30, 1888.

The estimates of revenue for the year ending June 30, 1888, have been given in connection with those of the present year. The estimates of expenditures for the year, to be payable out of definite appropriations, have only just been completed and sent to the Secretary of the Treasury for submission to Congress. They are in detail of all the various objects, and are accompanied by full explanations of the necessities of the service as well as it may be possible to forecast them. The total amount of the appropriations called for by the estimates is \$55,342,150.15. The account for the year ending June 30, 1888, may be stated on the basis of the estimates, as follows, viz:

#### FISCAL YEAR ENDING JUNE 30, 1888.

Estimated amount of ordinary postal revenue, exclu- sive of receipts from second-class matter, for year ending June 30, 1887.....	\$45,473,122 35	
Add increase of 7 per cent.....	3,183,118 56	\$48,656,240 91
Amount of estimated revenue from second-class mat- ter for year ending June 30, 1887.....	1,209,588 48	
Add increase of 8 per cent.....	96,767 07	1,306,355 55

Total estimated ordinary postal revenue .....	49,962,596 46
Amount of estimated revenue from money-order business .....	650,000 00
Total estimated gross receipts for year ending June 30, 1888 .....	50,612,596 46
Deduct total amount of expenditures payable out of appropriations as now estimated .....	55,342,150 15
Leaves estimated deficiency of revenue to be supplied out of the gen- eral Treasury .....	4,729,553 69
Estimated expenditure as above .....	55,342,150 15
Add estimated amount subject to certification on account of mail transportation on Pacific railroads .....	1,386,500 00
Estimated total cost of service .....	56,728,650 15
Excess of estimated cost of postal service over estimated postal rev- enue .....	6,116,053 69

The estimated revenue of the year ending June 30, 1888, is \$4,729,553.69, or 8.5 per cent., less than the estimated expenditures, and \$6,116,053.69, or 10.7 per cent., less than the total estimated cost of the postal service, inclusive of the estimated amount, subject to certification on account of mail transportation on the Pacific railroads. As compared to the year ending June 30, 1887, the estimates for the next fiscal year contemplate an increase of \$3,299,885.63, or 6.9 per cent., in the gross postal receipts; of \$1,818,181.56, or 3.3 per cent., in the total expenditures payable out of appropriations; and of \$1,868,200.56, or 3.4 per cent. in the total cost of the postal service. As in case of the estimates for the year ending June 30, 1887, no allowance is made for the receipts and expenditures of the special-delivery system, and the net profits from this source will tend to diminish the estimated deficiency of revenue shown in the foregoing statement.

The deficiency in the revenue for the years 1877 and 1888 are likely to be much less than the amounts at which they are given in the foregoing statements, for two reasons. First, the estimates of the postal revenue are very conservative; and, second, in estimating for the expenditures it is only proper to allow for sums that will exceed rather than fall short of the actual requirements.

#### REVIEW OF FINANCIAL EXHIBITS AND ESTIMATES—1883 TO 1888.

The foregoing exhibits and estimates embrace a period of five years from the 1st of July, 1883, to the 30th June, 1888; and a brief review of the changed financial conditions of the service during the intervening time may not be without interest.

The net postal receipts for the year ended June 30, 1883, amounted to \$45,469,889.79 (excluding amount charged to bad debts), and the total cost of the service during that year, (including the amounts certified to the Secretary of the Treasury under the act of Congress of March 3, 1879, for mail transportation on the Pacific railroads and not chargeable to the appropriations for the postal service,) was \$44,430,656.62.

For the first time in many years the postal service had become self-sustaining in 1882, and for the year ended June 30, 1883, it yielded a net profit of \$1,033,233.17, or 2.3 per cent., over the entire cost of its maintenance. On the 1st October, 1883, the rate of postage on first-class matter was reduced from 3 cents to 2 cents for each half ounce or fraction thereof, and the immediate effects of the change were again to make the postal service a burden upon the general Treasury.

The revenue for the year ended June 30, 1884, was \$43,317,502.98, a decrease of \$2,152,386.81, or 4.7 per cent., from the revenue of the pre-



vious year. The decrease was due mainly to the reduction in the letter rate of postage, but also in no small part to a depression in the business interests of the country, then recently inaugurated. The year ended June 30, 1884, was also a bad one for the postal service in the matter of its expenditures. These were increased at the rate of more than 9 per cent. over those of the preceding year, as against an average annual increase of about 4.5 per cent. for the two years ended June 30, 1883, when the revenue was in an unusually prosperous condition, having yielded an average annual increase of about 11 per cent.

The cost of the postal service for the year ended June 30, 1884, was \$48,609,541.91, and this was \$4,172,885.29, or 9.3 per cent., more than the cost for the year ended June 30, 1883. It was also \$5,292,038.93, or 10.8 per cent., more than the amount of the postal revenue. Adding to this amount the surplus revenue of \$1,033,233.17, shown for the previous year, it appears that the general Treasury was net loser through the postal service in the sum of \$6,325,272.10 for the year ended June 30, 1884, as compared with the year ended June 30, 1883. This great burden, and the further loss of revenue promised by the growing depression of business, offered the strongest incentive to a careful economy of the expenditure, so largely augmented during the preceding year. Such was the situation on the 1st July, 1884. At the end of the fiscal year then begun the balance sheet had become still more unfavorable.

The net revenue for the year ended June 30, 1885, was \$42,560,843.83, and this was a decrease of \$756,659.15, or 1.7 per cent., from the revenue of the previous year.

The cost of the postal service for the year ended June 30, 1885, was \$50,852,509.53, and this was \$2,242,967.62, or 4.6 per cent., more than the cost for the previous year.

The cost of the service was \$8,291,665.70 more than the amount of the postal revenue, and the charge on the Treasury showed an increase of \$2,999,626.77 over that of the previous year.

The net revenue for the year ended June 30, 1886, was \$43,936,248.70, and this was an increase of \$1,375,404.87, or 3.2 per cent., over the net revenue of the previous year.

The cost of the postal service (estimated in small part only) was \$52,190,406.22, and this was an increase of \$1,337,896.69, or 2.6 per cent., over the cost of the previous year. The cost of the service was \$8,254,157.52 in excess of the amount of the net revenue, and the burden on the Treasury was reduced in the sum of \$37,508.18, in the face of a loss of \$1,099,625.89 from the reduction in the rate of postage on second-class matter, and of an estimated loss of \$800,000 from the increase of the unit of weight of first-class matter.

The estimated revenue for the year ending June 30, 1887, is \$47,312,710.83, and this is an increase of \$3,376,462.13, or 7.6 per cent., over the net revenue of the previous year.

The estimated cost of the service is \$54,860,449.59, and this is an increase of \$2,670,043.37, or 5.1 per cent., over the cost for the year ended June 30, 1886. The estimated cost of the service is \$7,547,738.76 more than the estimated revenue, and this amount is \$706,418.76 less than the amount charged against the Treasury during the previous year.

The estimated revenue for the year ending June 30, 1888, is \$50,612,596.46, and this is an increase of \$3,299,885.63, or 6.9 per cent., over the estimated revenue for the current fiscal year.

The cost of the postal service for the year ending June 30, 1888, is estimated at \$56,728,650.15, and this is \$1,868,200.56, or 3.4 per cent., more than the estimated cost for the present fiscal year. The estimated cost

of the service is \$6,116,053.69 in excess of the estimated revenue, and this excess is \$1,431,685.07 less than the estimated excess for the current fiscal year.

Notwithstanding the loss of nearly \$2,000,000 from the reduction in the rate of postage on second-class matter and from the increase in the unit of weight of first-class matter, the estimated amount chargeable to the general Treasury for the maintenance of the postal service for the year ending June 30, 1888, is only \$824,014.76 more than the amount charged to the Treasury in the year ended June 30, 1884, and it is \$2,175,612.01 less than the amount charged for the year ended June 30, 1885. The estimated amounts chargeable to the general Treasury for the current and the next fiscal years will probably be greatly reduced, both by an increase of the estimated postal revenue and by a decrease of the estimated expenditures. From the tendencies shown, it is evident that with a prosperous condition in the business of the country to favorably influence the revenue, and with a continued exercise of care in regulating the expenditures, the postal service will again at no distant day become a self-supporting institution.

#### SPECIAL-DELIVERY SYSTEM.

The special-delivery system was inaugurated on the 1st of October, 1885, under the authority of the act of Congress of March 3, 1885, and the methods employed for conducting its operations were fully explained in my last annual report. The privileges of immediate delivery were restricted by the act to cities and towns having a population of 4,000 or over (555 in number), and they were also confined to mailable matter of the first class.

The results of the system for the nine months ended June 30, 1886, are briefly summarized as follows:

1. The total number of letters received for special delivery at all the special-delivery offices was 896,334, of which 622,054, or 69.4 per cent., were received in the mails from other post-offices, and 274,280, or 30.6 per cent., were deposited for local delivery.

2. The total deliveries by special messenger numbered 845,652, or 94.3 per cent. of the whole, leaving 50,682, or 5.7 per cent., to be delivered by letter-carriers or other regular employes.

3. The value of the special-delivery stamps (in addition to the postage) on the letters received for special delivery was \$89,633.40. The amount of fees paid to the messengers, as shown by the report of the Auditor, was \$67,652.14, leaving \$21,981.26 as a net profit to the Government. The value of the special-delivery stamps sold at the 555 special-delivery offices, as reported to this office, was \$80,666. The amount sold at all the post-offices cannot be stated, since the sales of all kinds of stamps are embraced in a single item in the quarterly account-current to the Auditor.

4. The average number of messengers employed during each of the nine months was 1,177, and the average monthly compensation paid to each messenger was \$6.39.

The statistics of the system for the first full year of its operation, from October 1, 1885, to September 30, 1886, are collated as follows, viz:

1. The total number of letters received for special delivery was 1,118,820; of these 785,020 were received in the mails from other offices, and 333,800 were drop letters.

2. The number of letters delivered by special messengers (excluding those delivered by letter-carriers or other regular postal employés) was 1,059,864.

3. The value of the special-delivery stamps attached to letters received for special delivery at special-delivery offices was \$111,882. The amount of fees paid, as shown by the audited returns for nine months to June 30, 1886, and reports to this office for the quarter ended September 30, was \$84,784.42, leaving a net profit to the Government on these figures of \$27,097.58. The value of the special-delivery stamps sold at 555 special-delivery offices was \$96,664.30.

4. The average monthly number of messengers employed during the year was 1,112, and the average monthly compensation to each messenger was \$6.35.

5. The average time consumed in the delivery of letters after receipt at post-offices of destination was 19 minutes.

The statistics by quarters, and in detail, of each of the special-delivery offices will be found in Table No. 20 attached to this report.

The results of the system for the first year of its operation leave no room to doubt the popular appreciation of its usefulness; indeed, considering the limited field to which it was restricted by the law authorizing its creation, it is somewhat remarkable that the patronage it received should have reached such considerable proportions. Defects in the organic act were seen when the system was being introduced, and attention was called to them in your last annual report, with suggestions for appropriate remedies. The attention of Congress was also invited to the matter in a special communication submitting a draft of a bill to carry out the views of the Department. The defects in the system as then existing and the objects sought to be accomplished cannot be better stated than by quoting from the report of the Committee on the Post-Office and Post-Roads, recommending the passage of the bill by the House of Representatives. After reciting the language of the act of March 3, 1885, authorizing the system, the report proceeds as follows, viz:

As soon as the necessary preparations could be completed the system was put into operation under appropriate regulations by the Postmaster-General on the 1st of October, 1885, at all the post-offices to which the law authorized him to extend it, namely, those at places having a population of 4,000 and over, and embracing 555 in number. From the Annual Report of the Postmaster-General for the fiscal year ending June 30, 1885 (p. 32-35), and from the further experience gained since that report was submitted, it appears that the special-delivery system has proved to be a most useful adjunct to the postal service, and that its scope may be greatly enlarged with the effect of adding to the public convenience, and of profiting the postal revenue. At the same time, certain defects in the system, as at present organized by law, have manifested themselves. The objects of this bill are therefore to broaden the application and to improve the methods of the system.

Under the third section of the act of March 3, above quoted, the privilege of immediate delivery is restricted to "letters" or, as construed, to mail matter of the first-class. There would appear to be no good reason in principle or policy for this limitation. If it be right to transmit by mail at all a newspaper, book, or packet of merchandise, it is difficult to see why such articles should be denied any of the special facilities afforded by the mails, the more particularly when the fee charged for the special service is in excess of the cost of doing the work. There would be as much reason for confining the registry system to letters; but so popular has the registration of third and fourth class matter become that the fees from that source amounted to \$98,330.30 during the last fiscal year. No practical difficulties exist in the way of extending the special-delivery system to all articles of mail matter; indeed, the delivery of parcels by special messenger is not open to the objection that might be urged against their delivery by regular carrier at the free-delivery offices, that of a liability to hinder the delivery of letters and to overload a carrier on a trip.

Your committee therefore unhesitatingly recommend that the privileges of immediate delivery be extended to embrace all classes of mail matter, firmly believing that thereby the utility of the system would be greatly enhanced and the postal

revenue correspondingly benefited. The proposed step would go far to justify a still more important enlargement of the system, the extension of the privileges of special delivery, within the discretion of the Postmaster-General, to all the post-offices in the country. Though letters bearing special-delivery stamps may be mailed at any post-office, they may be specially delivered only when addressed to one of the limited number of places embraced within the present list of special-delivery offices. At the great mass of the offices the people are denied a facility in the receipt of mail matter that they are given in dispatching it; and it so happens that the people from whom the privilege of immediate delivery is withheld are those who would be likely to appreciate it the most highly. At the large offices where the free-delivery system is in use, the difference in time between delivery by regular carrier and by special messenger is at most a question of a few hours only, while at the smaller towns and in the country, where mail matter must be called for, it might lie undelivered for days or even weeks. The certainty of prompt delivery at such places, in cases of urgency, would undoubtedly contribute greatly to the use of the mails. Under the present working of the system, the uncertainty as to what post-offices are special-delivery offices, and the necessity of consulting a list, which may not be conveniently at hand, doubtless operates to prevent the use of special-delivery stamps in many cases in which the system would be patronized if it were known to prevail at all post-offices.

Your committee are fully convinced that the chief value of the special-delivery system depends upon the general application of the service, and they therefore urgently recommend that authority be given to the Postmaster-General to extend the privilege of immediate delivery to all the post-offices.

It is not believed that any serious obstacles will occur to prevent the execution of the system under its proposed extension. It will be necessary, however, to modify existing legislation with regard to the method of applying the fees allowed for special-delivery service. The amount of business at other than the principal offices would not of course justify the employment of messengers whose time was required exclusively in connection with that service. If, however, the postmaster is given the commissions authorized by law and held responsible for the work, he will doubtless be able to secure its performance with reasonable promptness and safety. He might do the work himself or entrust it to his clerk or other reputable person who may be conveniently at hand, under such restrictions as may be imposed by the Postmaster-General. In many of the offices at which an allowance for clerk-hire is made to the postmaster the time of the clerks is only partially occupied, and in their intervals of leisure they would gladly perform special-messenger service if, in addition to their regular compensation, they could be paid the commissions allowed the messengers for the work.

The committee agree with the Postmaster-General in the opinion that "the system must be extended or abridged." At the largest post-offices there has been so far no difficulty in providing suitable messengers in sufficient force to do the required work with reasonable promptness and efficiency, but at many of the smaller of the present special-delivery offices, constituting probably a majority of the whole number, the business has not been found sufficient to maintain messengers in regular employment. Under the law neither a postmaster at such an office, nor any of his clerks receiving regular compensation from the Government, can be paid anything additional on account of special-delivery service; so that where a regular messenger cannot be procured there is either a failure to make prompt delivery of letters arriving at the office or there is a hardship imposed upon the employé who is called upon to perform that service. It is evident that unless the proposed change be made in the method of compensating for the service, it will be necessary to abandon the system at all other than the large offices, where the amount of business transacted will justify the employment of a regular messenger force, and hence the provision for granting the fees to the postmaster and making him responsible for conducting the work.

A defect in the present system, which is the occasion of unnecessary hardship, and which is sought to be remedied by section 2 of the bill, is the requirement to make immediate delivery at all special-delivery offices up to midnight of each day. As the law is construed to comprehend the immediate delivery of local letters as well as letters arriving from other post-offices, the special-delivery offices are required to be kept open until the hour named, and in many cases long after the arrival of the last mail, upon the chance that a local letter may be deposited for immediate delivery. Reports received at the Post-Office Department from postmasters show that the number of local special-delivery letters deposited after the close of business hours at most of the special-delivery offices is very trifling; so that, without any serious inconvenience to the public, the privilege of immediate delivery at a majority of the offices might be restricted to business hours, or, say, from 7 a. m. to the time when the last mail ar-

rives before midnight. As the time of arrival of such mail varies at different offices, the establishment of the hours of delivery could properly be prescribed by the Postmaster-General.

With the modifications suggested, the committee believe that a wide field of usefulness will be opened up for the special-delivery system, and they therefore have the honor to report the bill back to the House with the recommendation that it do pass.

The bill as reported from the committee was passed by both houses of Congress and became a law by the signature of the President on the 4th of August, 1886. It will be found quoted in full hereafter.

Briefly, the act provided that the privileges of special delivery should be extended to all classes of mailable matter, and it authorized the Postmaster-General to extend the special-delivery system to any or all of the post-offices in the country. Special delivery was required within the carrier limits of the free-delivery offices and within a distance of one mile at other post-offices. The postmaster was made responsible for effecting delivery, and he was to be allowed the fee prescribed for doing the work. He was authorized to employ any persons to perform the service, including his assistants and clerks at third and fourth class offices, and to compensate them out of his allowance at such rates as he should fix. The Postmaster-General was authorized, in his discretion, to except any free-delivery office from this method, and to require deliveries to be made at such offices by regularly employed messengers, as provided by the original act. He was also authorized to "contract for the immediate delivery of all articles from any post-office at any price less than 8 cents per piece when he shall deem it expedient." By the last section of the act the penalties prescribed by law for the improper detention, delay, secretion, rifling, embezzlement, purloining, or destruction of any article of mail matter were extended to cover all persons employed regularly or temporarily in connection with the work of special delivery.

Following the passage of the act, steps were immediately taken to put the modified system into effect at all the post-offices in the country, to begin on the 1st of October. It was determined to continue the employment of regular messengers at all the free-delivery offices, and at all other offices to leave the postmaster to provide the means of accomplishing deliveries. This necessitated separate instructions to the two different classes of special-delivery offices.

The following is the circular of information and instruction addressed to all other than the free-delivery offices, viz :

**SPECIAL-DELIVERY SYSTEM — CIRCULAR OF INFORMATION AND INSTRUCTION.**

POST-OFFICE DEPARTMENT,  
OFFICE OF THE POSTMASTER-GENERAL,  
Washington, D. C., August 10, 1886.

*To all postmasters except at free-delivery offices :*

(Separate instructions are given to postmasters at free-delivery offices.)

In the act of Congress of March 3, 1885, the following provisions were made, viz :

"SEC. 3. That a special stamp of the face valuation of ten cents may be provided and issued, whenever deemed advisable or expedient, in such form and bearing such device as may meet the approval of the Postmaster-General, which, when attached to a letter, in addition to the lawful postage thereon, the delivery of which is to be at a free-delivery office, or at any city, town, or village containing a population of four thousand or over, according to the Federal census, shall be regarded as entitling such letter to immediate delivery within the carrier limit of any free-delivery office which may be designated by the Postmaster-General as a special-delivery office, or within one mile of the post-office at any other office coming within the provisions of this section which may in like manner be designated as a special-delivery office.

"SEC. 4. That such specially stamped letters shall be delivered from seven o'clock a.m. to meridian up to twelve o'clock midnight at offices designated by the Postmaster-General under section 3 of this act.

"SEC. 5. That to provide for the immediate delivery of letters bearing the special stamp, the postmaster at any office which may come within the provisions of this act may, with the approval of the Postmaster General, employ such person or persons as may actually be required for such service, who, upon the delivery of such letter, will procure a receipt from the party addressed, or some one authorized to receive it, in a book to be furnished for the purpose, which shall, when not in use, be kept in the post office, and at all times subject to examination by an inspector of the Department.

"SEC. 6. That to provide for the payment of such persons as may be employed for this service, the postmaster at any office designated by section 3 of this act shall keep a record of the number of letters received at such office bearing such special stamp, which number shall correspond with the number entered in the receipt books heretofore specified; and at the end of each month he may pay to such person or persons employed a sum not exceeding eighty per centum of the face value of all such stamps received and recorded during that month. *Provided*, That in no case shall the compensation so paid to any one person exceed thirty dollars per month: *And provided further*, That nothing in this act shall in any way interfere with the prompt delivery of letters as now provided by law or regulation of the Post-Office Department."

By the act of August 4, 1846, the Congress has authorized the extension of this system to all post offices and to all mailable matter. That act is as follows, viz:

"That every article of mailable matter upon which the special stamp provided for by section three of the act of Congress approved March third, eighteen hundred and eighty-five, entitled 'An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-six, and for other purposes,' shall be duly affixed, shall be entitled to immediate delivery, according to said act, within the carrier-delivery limit of any free-delivery office, and within one mile of any other post office, which the Postmaster-General shall at any time designate as a special-delivery post office. *The postmaster shall be responsible for such immediate delivery of every such article*, and shall cause delivery to be made of all such articles received at his office bearing such stamp and entitled to delivery thereat, and may employ any persons, including clerks and assistants at third and fourth class offices, as messengers, on such terms as he shall fix as compensation for such delivery; and to defray the expense thereof, such postmaster shall be entitled, upon the adjustment of his quarterly account, to eighty per centum of the face value of all such special-delivery stamps received at his office and recorded, according to said act and regulations of the Post-Office Department, during the quarter; and such allowance shall be in full of all the expenses of such delivery: *Provided*, That the Postmaster General may, in his discretion, direct any free-delivery office to be excepted from the foregoing provision, and require the delivery to be made entirely by special messengers, according to the provisions of the act to which this is amendatory: *And provided further*, That he may contract for the immediate delivery of all articles from any post office, at any price less than eight cents per piece, when he shall deem it expedient.

"SEC. 2. That the Postmaster General shall prescribe suitable regulations, not inconsistent with law, for the performance of the immediate-delivery service, the keeping of the records and rendering of accounts thereof, and all matters connected therewith, and may prescribe the hours within which such immediate delivery shall be made at any post office.

"SEC. 3. That any postmaster, or any assistant postmaster, clerk, or employé of a postmaster, who shall make any false return or record of the receipt or delivery of any article of mailable matter as being stamped with a special-delivery stamp, or shall make any false return of the number of articles specially delivered from his office, for the purpose of increasing his compensation under the provisions of this act, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be fined not less than one hundred dollars nor more than five hundred dollars, or imprisoned for a term of not less than thirty days nor more than one year, or both such fine and imprisonment, at the discretion of the court. And whenever, upon evidence deemed satisfactory to him, the Postmaster General shall determine that any such false return has been made, he may, by order, fix absolutely the compensation of the postmaster for such special delivery during any quarter or quarters which he shall deem affected by such false return, and the Auditor shall adjust the postmaster's account accordingly.

"SEC. 4. That any person employed to make immediate delivery of letters or other mail-matter under the provisions of this act, or the act of which the same is amendatory, shall be deemed an employé of the postal service, whether he may have been sworn or not, or temporarily or permanently employed, and as such employé shall be liable to any penalties or punishments provided by law for the improper detention, delay, secretion, rifling, embezzlement, purloining, or destruction of any letter or other article of mail matter, or the contents thereof, intrusted to him for delivery or placed in his custody."

The following orders and regulations are prescribed under the foregoing acts:

1. Every post office in the United States and Territories and the District of Columbia now established, and which shall be established while the foregoing acts re-

main, is hereby designated as a special-delivery office, and will be governed by said acts and the orders and regulations thereunder.

2. These regulations shall take effect and be in force on and after October 1, 1886.

3. On and after said last-named date every postmaster will be held responsible for the immediate delivery, according to said acts and these regulations, of every article of mailable matter which may be received addressed to his office, properly stamped with a special-delivery stamp.

4. Such immediate delivery *must* be made when the article is directed to an addressee residing or having a place of business within one mile of the post office. *The obligation to so deliver does not extend to an addressee beyond that distance, but the postmaster will be at liberty to make such delivery beyond such limits, and to receive the compensation therefor as in any other case. It is commended to him as a proper and considerate thing to be done, in accommodation of the sender, whenever it is reasonably convenient.*

5. The hours within which immediate delivery shall be made shall be at least from 7 a. m. to 7 p. m., and further until the arrival of the last mail, provided that such arrival be not later than 9 p. m. This requirement as to the hours of delivery does not necessarily extend to the transaction of any other postal business after the usual office hours. Special orders for later delivery may be made for offices.

Postmasters are not required to make delivery of special-delivery matter on Sunday, nor to keep their offices open in any different manner on that day from what is now provided by regulation. Postmasters will be at liberty, however, to deliver special-delivery letters and parcels arriving on Sundays.

6. Such immediate delivery may, at third and fourth-class offices, be made by the postmaster himself, by any assistant or clerk, or by any other competent person he may employ as messenger. The postmaster must provide the means and pay the expenses of such delivery, and will be allowed, by whatever suitable person the delivery be made, the full compensation of 80 per centum of the face value of all special-delivery stamps on matter properly delivered from his office and recorded.

At second-class offices no compensation can be allowed for delivery made by any salaried clerk or assistant; otherwise, the same direction applies.

7. The service contemplated by the law requires that all special-delivery matter shall reach the addressee with the greatest possible expedition after it arrives at the post-office. Postmasters should, therefore, open all mails at once on their arrival, as is required by the regulations, and immediately separate the matter bearing special-delivery stamps, and stamp or write on the envelope or wrapper the name of the office and the date and hour when the matter arrives. Next, the matter must be numbered, and entered according to number in a record as hereinafter provided, after which it must be delivered *without loss of time*. Like diligent attention must be given to drop or local matter bearing special-delivery stamps from the time it is deposited in the post-office.

8. Special-delivery matter must be delivered to the addressee, or to any one specially authorized to receive his mail matter. In his absence and that of any one having such special authority, such matter may be delivered to any responsible member of the addressee's family, or any partner or clerk of his, or responsible person employed in his office; and to the officer or agent of any firm, incorporated company, or public institution to which addressed. In the case of registered matter received for special delivery, the usual registry receipts, in addition to the special-delivery receipts, must be taken, and all other requirements of the registry regulations must be observed.

9. For every special-delivery article delivered the postmaster must take a receipt from the party receiving it, and all receipts for matter delivered during any quarter must be sent as vouchers to the Auditor at the end of such quarter, with the postmaster's account-current for that quarter. A supply of the printed form of receipt to be used will be furnished by the Department prior to the 1st of October, after which postmasters should make requisition for them as they may be needed.

10. A record must be kept in the post-office, for which an appropriate book or blank will be furnished by the Department, in which will be entered, in consecutive numbers, according to the receipt of the articles, each and every letter, postal card, parcel, or other article of mailable matter bearing a special-delivery stamp; and this record will show in columns, under appropriate headings, the number, the postmark, the full address of the article, the date and precise time of its receipt at the office, the name of the person who delivers it, and also the precise time when it was delivered, if delivered, and the name of the person signing the receipt therefor, and, under the head of "Remarks," the reason for its non-delivery, or for any delay in its delivery, if either occurred, and a statement of what subsequent action was taken with regard to such article, in each such case. The time of delivery and name of recipient will be transcribed from the delivery receipt immediately on its return to the post-office in all cases. If an article is also registered, that fact should be noted, and

a proper entry also made in the regular record of registered matter. This record book or blank will be carefully preserved in the post-office.

11. After a special-delivery article has been taken out for delivery, and has been returned with the information that the person addressed has removed to the delivery of another office, and the article is then forwarded, it is not to be regarded as entitled to special delivery at the second office. In every such case the article should be indorsed by the forwarding postmaster—"Forwarded, delivery fee paid by office of first address." It being the rule not to forward letters or parcels except by request of the addressee, it is supposed that, in the great majority of cases where special-delivery matter is to be forwarded from one office to another, the requests to forward will be given by addressees in advance of the arrival of the matter—that is to say, by general authorization—so that no attempt to deliver at the office of first address will be necessary. The presumption should therefore be, in every case where a special-delivery letter or parcel is forwarded from one office to another, and where the above indorsement does not appear upon the letter or parcel, that there has been no attempt to deliver it by the forwarding postmaster; and in all such cases the postmaster at the office of final destination must treat the forwarded letters or parcels as he would any other special-delivery letters or parcels arriving at his office.

Postmasters must bear in mind that in forwarding to another office special-delivery third and fourth class matter the presence of a special-delivery stamp on such matter does not exempt it from the postage due for forwarding, the same as for ordinary matter. (See paragraph 604, page 719, of the Postal Guide for January, 1886.)

Every special-delivery article forwarded as above, *after an attempt to deliver it has been made*, will, so far as it concerns the compensation of the forwarding postmaster, be regarded as delivered.

12. In disposing of undelivered matter intended for special delivery, postmasters will be guided by the regulations applying to the return of other undelivered matter.

13. Registered matter will be entitled to special delivery, the same as ordinary matter, when bearing a special-delivery stamp in addition to the full postage and registry fee required by the law and the regulations. In *dispatching* registered letters that bear special-delivery stamps, the postmaster should write conspicuously across the registered-package envelope the words "FOR SPECIAL DELIVERY."

#### *Mailing and dispatch of special-delivery matter.*

14. No effort will be spared by postmasters or any other postal officers to expedite the mailing of matter bearing special-delivery stamps.

In putting up and dispatching special-delivery matter, postmasters will be governed by the order of the General Superintendent of the Railway Mail Service, appended at the foot of these instructions.

#### *Special-delivery stamps.*

15. No change will be made in the general style of the special-delivery stamp now in use. The following is its description:

A line engraving on steel, oblong in form; dimensions  $\frac{11}{16}$  by  $1\frac{1}{8}$  inches; color dark blue. Design: On the left an arched panel bearing the figure of a mail-messenger boy on a run, and surmounted by the words "United States"; on the right an oblong tablet, ornamented with a wreath of oak and laurel surrounding the words "Secures immediate delivery at a special-delivery office." Across the top of the tablet is the legend "Special Postal Delivery," and at the bottom the words "Ten cents," separated by a small shield bearing the numeral "10."

The words "Secures immediate delivery at a special-delivery office" will, however, be changed to read, "Secures immediate delivery at any post-office." But as stamps with the former words are now in the hands of postmasters and the public, their use will continue until the present supply shall be exhausted.

16. Suitable supplies of the special-delivery stamps will be sent to any post-office in the country which may make requisition for them, and when received they are to be taken up by the postmaster in his account-current and accounted for quarterly in the same manner as postage-stamps are accounted for. All offices should be supplied with these stamps. Requisitions must be made upon the office of the Third Assistant Postmaster-General. The usual form of stamp requisition, which now contains an item covering special-delivery stamps, should be used for this purpose.

17. Special-delivery stamps are to be sold by postmasters in any required amount, and to any person who may apply for them, but they can be used only for the purpose of securing the immediate delivery of matter. Under no circumstances are they to be used in the payment of postages of any description or of the registry fee, *nor can any other stamps be employed to secure special delivery except the special-delivery stamp. The special-delivery stamp must be in addition to the lawful postage*, and any article of first-



class matter not prepaid with at least one full rate of postage, and any parcel of any other class of matter the postage on which has not been fully prepaid, in accordance with the law and the regulations, must be treated as held-for-postage, even though bearing a special-delivery stamp.

18. The special-delivery stamps must be effectually canceled at the office of mailing in the same way as ordinary postage-stamps are canceled.

19. Postmasters who have received a supply of special-delivery stamps must not return them to the Department, upon the supposition that they will never be needed, but must keep them for sale to the public whenever called for.

#### *Reports and accounts.*

20. In rendering his account-current, the postmaster will take credit for the amount of fees to which he is entitled on all letters or parcels specially delivered during the quarter, at the rate of 8 cents for each letter or parcel specially delivered. The form of account-current will be modified so as to provide a special item of credit on this account.

21. Postmasters at fourth-class offices are not in any case entitled to commissions on the special-delivery stamps on letters and parcels mailed by them.

22. Postmasters should also report all cases where the instructions of the Postmaster-General in regard to special delivery are violated.

#### *General.*

23. Postmasters are urgently enjoined to give the most diligent attention to the system of immediate delivery sought to be established. Its success will depend upon the care of postmasters to secure, *in every case*, the desired delivery. *No failure* in any instance where delivery is possible can be considered excusable. The *certainty* that a letter bearing the delivery stamp will be urgently forwarded through the mails—for which proper special steps are taken—and *immediately* delivered, will commend the service to the public, and will be demanded by the Department. Every complaint of a failure in such delivery will be promptly investigated, and the responsibility fixed with proper consequences.

No office, however small, is exempt from this obligation, and the system and duties under it are so simple that no excuse can be accepted for any failure to meet the obligation.

Postmasters will observe also that a considerable increase in their compensation may be afforded by this service. It will depend on their skill and diligence. Should there be as many special-delivery stamps sold as one-fifteenth the number of ordinary stamps—and larger sales may be fairly expected—the gross allowances on this account will equal the total compensation now paid to all fourth-class postmasters together. Their interest coincides with duty.

They are urged to use all available means—not involving expense to the Government—to bring to the public complete information of the system and its advantages, especially inviting attention to the simple rules which govern the use and power of the special-delivery stamp.

24. Each postmaster on receipt of this letter of instruction, with its accompanying blanks, will carefully examine the same, and return his acknowledgment in the prescribed form.

WILLIAM F. VILAS,  
*Postmaster-General.*

#### ORDER OF THE GENERAL SUPERINTENDENT OF THE RAILWAY MAIL SERVICE.

[General Order No. 235.]

The special-delivery system having been extended so as to include all classes of mail-matter, General Order 209 of this office, issued September 17, 1885, is modified as follows:

*First-class matter.*—1. When dispatched in direct or express pouch from one post-office to another post-office, or from a railway post-office to a post-office, a separate package should be made when there are five or more letters. When there are less than five letters, they should be placed together upon the outside of the letter package, so as to be readily discovered by the person opening the pouch.

2. When dispatched from the post-office to a railway post-office, or from one railway post-office to another, a separate package should be made when there are five or more of these letters addressed to the same post-office; when there are less than five letters, they should be placed upon the outside of a direct package, or immediately under the label-slip of a route or State package.

*Second, third, and fourth-class matter.*—1. Postmasters and railway postal clerks will in all cases treat matter of the second, third, and fourth classes, bearing special-delivery stamps, the same as first-class matter: that is, it must be placed in pouches, and not in sacks. Where possible, it should be tied up in a bundle in such a manner as to disclose its nature immediately on the pouch being opened.

Postmasters and railway postal clerks will report to their division superintendents all failures to comply with the above rules.

OFFICE OF GENERAL SUPERINTENDENT RAILWAY MAIL SERVICE,  
Washington, D. C. August 10, 1886.

The circular of information and instruction to the free-delivery offices was in the following words, viz:

**SPECIAL-DELIVERY SYSTEM.—CIRCULAR OF INFORMATION AND INSTRUCTION.**

POST-OFFICE DEPARTMENT,  
OFFICE OF THE POSTMASTER-GENERAL,  
Washington, D. C., August 10, 1886.

*To postmasters at free-delivery offices:*

By the act of August 4, 1886, the Congress has authorized the extension of the special-delivery system to all post-offices and to all mailable matter. The act is as follows, viz:

"That every article of mailable matter upon which the special stamp provided for by section three of the act of Congress approved March third, eighteen hundred and eighty-five, entitled 'An act making appropriations for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-six, and for other purposes,' shall be duly affixed, shall be entitled to immediate delivery, according to said act, within the carrier-delivery limit of any free-delivery office, and within one mile of any other post-office which the Postmaster-General shall at any time designate as a special delivery post-office. The postmaster shall be responsible for such immediate delivery of every such article, and shall cause delivery to be made of all such articles received at his office bearing such stamp and entitled to delivery thereat, and may employ any persons, including clerks and assistants at third and fourth-class offices as messengers, on such terms as he shall fix as compensation for such delivery; and to defray the expense thereof, such postmaster shall be entitled, upon the adjustment of his quarterly account, to eighty per centum of the face value of all such special-delivery stamps received at his office and recorded, according to said act and regulations of the Post-Office Department, during the quarter; and such allowance shall be in full of all the expenses of such delivery: *Provided*, That the Postmaster-General may, in his discretion, direct any free-delivery office to be excepted from the foregoing provision, and require the delivery to be made entirely by special messengers, according to the provisions of the act to which this is amendatory: *And provided further*, That he may contract for the immediate delivery of all articles from any post-office, at any price less than eight cents per piece, when he shall deem it expedient.

"SEC. 2. That the Postmaster-General shall prescribe suitable regulations, not inconsistent with law, for the performance of the immediate-delivery service, the keeping of the records and rendering of accounts thereof, and all matters connected therewith, and may prescribe the hours within which such immediate delivery shall be made at any post-office.

"SEC. 3. That any postmaster, or any assistant postmaster, clerk, or employé of a postmaster, who shall make any false return or record of the receipt or delivery of any article of mailable matter as being stamped with a special-delivery stamp, or shall make any false return of the number of articles specially delivered from his office, for the purpose of increasing his compensation under the provisions of this act, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be fined not less than one hundred dollars nor more than five hundred dollars, or imprisoned for a term of not less than thirty days nor more than one year, or both such fine and imprisonment, at the discretion of the court. And whenever, upon evidence deemed satisfactory to him, the Postmaster-General shall determine that any such false return has been made, he may, by order, fix absolutely the compensation of the postmaster for such special delivery during any quarter or quarters which he shall deem affected by such false return, and the Auditor shall adjust the postmaster's account accordingly.

"SEC. 4. That any person employed to make immediate delivery of letters or other mail-matter under the provisions of this act, or the act of which the same is amendatory, shall be deemed an employé of the postal service, whether he may have been sworn or not, or temporarily or permanently employed, and as such employé shall be liable to any penalties or punishments provided by law for the improper detention, delay, secretion, rifling, embezzlement, purloining or destruction of any letter or other article of mail-matter, or the contents thereof, intrusted to him for delivery or placed in his custody."

Under the foregoing act all post-offices in the United States and Territories and the District of Columbia have been designated as special-delivery offices, *to take effect on and after October 1, 1886*. Instructions have been issued under this date to the postmasters at all other than free-delivery offices as to the manner in which the system will be conducted by them.

The following special instructions are given to the postmasters at free-delivery offices, viz:

1. All post-offices which, on the 1st of October, 1886, may be free-delivery offices are hereby excepted from the operations of the order of August 10, 1886, relating to other than free-delivery offices, so far as the same prescribes the methods of immediate delivery, and at all such free-delivery offices the special-delivery system will be maintained through the employment of a regular force of messengers, as at present, and postmasters at such offices will continue to be governed by the regulations in the circulars of August 11, 1885, published in the Postal Guide for January, 1886, on pages 635 to 639, and by the instructions issued in pursuance thereof, except as the same are herein modified.

2. The hours within which immediate delivery shall be made will be from 7 a. m. to 11 p. m., unless in special cases otherwise ordered by the Postmaster-General. This requirement as to the hours of delivery does not necessarily extend to the transaction of any other postal business after the usual office hours.

3. Postmasters are not required to make delivery of special-delivery matter on Sunday, nor to keep their offices open in any different manner on that day from what is now provided by regulation. Postmasters will be at liberty, however, to deliver special-delivery letters and parcels arriving on Sundays.

4. Reports of the special-delivery business transacted will in future be made quarterly instead of monthly.

5. Messengers' pay-rolls shall be taken in duplicate, instead of triplicate: one copy to be retained by the postmaster, and the other to be sent to the Auditor with the quarterly account-current.

6. The law provides that the Postmaster-General "may contract for the immediate delivery of all articles from any post-office at any price less than eight cents per piece, when he shall deem it expedient."

Postmasters at free-delivery offices will therefore forward to me any propositions which they receive from corporations or other reliable parties for performing the immediate delivery of mail matter at their respective offices, with a statement of all the facts in each case, and such recommendation as they may see proper to make in the matter.

WILLIAM F. VILAS,  
*Postmaster-General.*

A notice was also prepared calling the attention of the public to the extension of the system and to the advantages afforded by the change. The notice was in the following language, viz:

**NOTICE TO THE PUBLIC.—EXTENSION OF THE SPECIAL-DELIVERY SYSTEM TO ALL POST-OFFICES AND ALL MAILABLE MATTER, OCTOBER 1, 1886.**

POST-OFFICE DEPARTMENT,  
*Washington, D. C., August 10, 1886.*

The attention of the public is invited to the fact that under a recent act of Congress the special-delivery system, heretofore in effect in cities and towns having a population of 4,000 and upwards, has been extended to all post-offices in the United States, to take effect on and after October 1, 1886. The privileges of this system have also been extended to all classes of mail-matter instead of being confined to letters or first-class matter as at present. Accordingly, every article of mailable matter to which is affixed a ten-cent special-delivery stamp, in addition to the postage required by law, will, upon its arrival by mail, have immediate delivery by a special messenger within the carrier limits of any free-delivery post-office, or within one mile of any other post-office in the United States to which it may be addressed.

Drop letters and other mailable matter deposited for local delivery, and bearing special-delivery stamps in addition to the postage, will be entitled to immediate delivery in the same manner as matter received at the post-office by mail.

Registered letters or parcels will also be entitled to immediate delivery, the same as ordinary letters or parcels, when bearing special-delivery stamps in addition to the full postage and the registry fee required by the law and regulations.

The hours within which special delivery will be made will be from 7 a. m. to 11 p. m. at free-delivery offices, and from 7 a. m. as late as 9 p. m. at all other post-offices. Special-delivery stamps will be sold at all post-offices in the United States; they

may be used only to secure immediate delivery, and are not good for any other purpose, and the article must have the postage thereon also prepaid by postage-stamps. Under no circumstances will special-delivery stamps be recognized in payment of postage or of the registry fee, nor can any other stamp be employed to secure special delivery except the special-delivery stamp.

Mailable matter intended for special delivery may be mailed at any post-office in the United States.

The Department cannot require, as a condition upon which immediate delivery will be made, that special-delivery matter shall be addressed to street and number, even when intended for delivery at a free-delivery office; but the practice of fully and accurately addressing special-delivery matter, not at letter-carrier offices only, but at all offices, and by street and number wherever practicable, is in every way desirable. It will serve to prevent mistakes, as well as to facilitate delivery.

Postmasters and other postal employes will spare no effort to expedite the mailing of matter intended for special delivery.

All available means will be taken by the Department to promote the success of the special-delivery system.

WILLIAM F. VILAS,  
*Postmaster-General.*

The circulars of information and instruction and the notice were published in the Official Postal Guide for September, 1886, and separate copies, with the necessary blanks for operating the system, were mailed to all postmasters early in the same month. In short, the 1st of October found the postmasters fully advised of their duties, and of the expectations of the Department, with respect to carrying the modified system into successful operation.

Though the information thus far received is of the most general nature, it may be stated that no serious obstacles have been presented by postmasters to the effective workings of the system. While as yet there is no data on which to base any reliable estimates of financial results, it is not doubted that the facilities afforded by the new system will meet with a generous appreciation by the public, to the consequent advantage of the postal revenue.

#### UNIT OF WEIGHT OF FIRST-CLASS MATTER.

The charges for postage on first-class matter were in effect reduced by the act of March 3, 1885, which provided that on and after July 1, 1885, the rate of postage should be two cents for each ounce or fraction thereof instead of two cents for each half ounce or fraction thereof. With the view of obtaining some data on which to ascertain approximately, at least, the effects of the increase of the unit of weight, a record was made of the number and weight of pieces of matter mailed at twenty of the principal post-offices in the country for the last six days in June, just before the change went into effect, and again for the last six days in September. The results of these counts, with some deductions therefrom, were given in my last annual report. Similar counts for corresponding periods of the present year were made at the same offices, and, as before, with strict injunctions upon the postmasters to secure the greatest possible accuracy in the results. The figures will be found in detail in Tables Nos. 18 and 19, attached to this report. They are of interest, not only in connection with this special subject, but as showing the great increase of matter committed to the mails within the past year.

#### SIX DAYS IN JUNE.

The total number of pieces of matter mailed (excluding second-class matter and postal cards) for the six days ended June 26, 1886, was 13,234,845, weighing 563,637  $\frac{1}{8}$  pounds, or an average of .681 of an ounce

per piece. They consisted of 9,534,113 pieces of first-class matter (letters and sealed parcels), weighing 209,492½ pounds, or an average of .34 of an ounce per piece; 1,146,952 unsealed parcels, weighing 286,448½ pounds, or an average of 3.99 ounces per piece; and 2,493,780 unsealed circulars, weighing 67,695½ pounds, or an average of .43 of an ounce for each circular.

As compared to the results for the six days in June, 1885, there was an increase in numbers of 1,706,066, or 21.7 per cent., in letters; of 9,856, or 59.3 per cent., in sealed parcels; of 331,234, or 40.6 per cent., in unsealed parcels; and of 76,223, or 3.1 per cent., in circulars.

This is an increase of 2,123,379, or 19.1 per cent., in the total number of pieces. There was also an increase of 124,044 pounds, or 28.2 per cent., in the total weight.

The average weight per piece of letters was .34 of an ounce; of sealed parcels, 3.53 ounces; of unsealed parcels, 3.99 ounces; and of circulars, .43 of an ounce. This was an increase in average weight of .04 of an ounce for letters; of .15 of an ounce for sealed parcels; a decrease of .37 of an ounce for unsealed parcels; an increase of .01 of an ounce for circulars, and of .049 for all kinds.

Of a total of 9,567,649 sealed letters mailed, 8,936,439, or 93.4 per cent., weighed less than half an ounce; 471,934, or 4.9 per cent., weighed more than half an ounce and not exceeding an ounce; and 159,276, or 1.7 per cent., weighed more than one ounce. This was an increase of 1,418,781, or 18.8 per cent., in the letters weighing less than half an ounce; of 217,311, or 85.3 per cent., in those weighing more than half an ounce and not exceeding one ounce; and of 69,974, or 78.2 per cent., in those weighing more than one ounce.

As compared to the results in June of last year, the proportion of letters weighing less than half an ounce fell off from 95.6 to 93.4 per cent.; the proportion of those weighing more than half an ounce and not exceeding one ounce increased from 3.2 to 4.9 per cent.; and the proportion of those weighing more than one ounce increased from 1.1 to 1.7 per cent. of the whole number.

In average weight there was an increase from .27 to .29 of an ounce in letters weighing less than half an ounce; a decrease from .77 to .72 of an ounce in those weighing more than half an ounce and not exceeding one ounce; and also a decrease from 1.81 to 1.18 ounces in those weighing more than one ounce.

#### SIX DAYS IN SEPTEMBER.

The total number of pieces of matter mailed (excluding second-class matter and postal cards) for the six days ended September, 1886, was 15,529,553, weighing 771,369½ pounds, or an average of .79 of an ounce per piece. They consisted of 10,335,973 pieces of first-class matter (letters and sealed parcels), weighing 234,721½ pounds, or an average of .36 of an ounce per piece; 1,679,345 unsealed parcels, weighing 432,019½ pounds, or an average of 4.11 ounces per piece; and 3,514,235 unsealed circulars, weighing 104,598½ pounds, or an average of .47 of an ounce for each circular.

As compared to the results for the six days in September, 1885, there was an increase in numbers of 1,132,877, or 12.3 per cent., in letters; of 37,969, or 166.8 per cent., in sealed parcels; of 508,062, or 43.3 per cent., in unsealed parcels; and of 531,893, or 17.8 per cent., in circulars. This is an increase of 2,210,801, or 16.5 per cent., in the total number of pieces. There was also an increase of 120,749 pounds, or 18.5 per cent., in the total weight.

The average weight per piece of letters was .34 of an ounce; of sealed parcels, 4.17 ounces; of unsealed parcels, 4.11 ounces; and of circulars, .47 of an ounce. This was a decrease in average weight of .01 of an ounce for letters; an increase of .65 of an ounce for sealed parcels; a decrease of .76 of an ounce for unsealed parcels; and an increase of .03 of an ounce for circulars; and a decrease of .062 of an ounce for all kinds.

Of a total of 10,275,250 sealed letters mailed, 9,463,389, or 92.1 per cent., weighed less than half an ounce; 621,446, or 6 per cent., weighed more than half an ounce and not exceeding one ounce; and 190,415, or 1.9 per cent., weighed more than one ounce. This was an increase of 976,716, or 11.5 per cent., in the letters weighing less than half an ounce; of 123,188, or 24.7 per cent., in those weighing more than half an ounce and not exceeding one ounce; and of 32,973, or 20.9 per cent., in those weighing more than one ounce.

As compared to the results in September of last year the proportion of letters weighing less than half an ounce fell off from 92.8 to 92.1 per cent.; the proportion of those weighing more than half an ounce and not exceeding one ounce increased from 5.4 to 6 per cent.; and the proportion of those weighing more than one ounce increased from 1.7 to 1.9 per cent. of the whole number.

In average weight there was a decrease from .32 of an ounce to .28 of an ounce in letters weighing less than half an ounce; and an increase from .55 of an ounce to .70 of an ounce in those weighing more than half an ounce and not exceeding one ounce; and also an increase from 1.71 ounces to 1.82 ounces in those weighing more than one ounce.

#### CONCLUSIONS.

The conclusions to be drawn from the statistics of these several counts are of the most general character, it being impossible in the nature of the case to ascertain the probable extent to which the revenue has been affected by the change of the unit of weight. The prediction has been abundantly verified, however, that the tendency of the change would be to encourage the substitution of sealed for unsealed matter in the mails. In examining the figures for the different periods covered by the counts, it will be well to bear in mind that the latter part of June is always a season of commercial dullness, while in the latter part of September there is great activity in business circles, growing out of the demands of the fall and winter trade. It is when business is active that the small parcels of merchandise and the circulars contribute more than their usual proportion to the total volume of mail matter.

First, as to the wrapped parcels. The average weight of the wrapped parcels sent under seal at letter rates during the six days of June, 1885, just prior to the change of the unit of weight, was 3.38 ounces, and during the six days of June, 1886, it was 3.53 ounces. The average weight of the wrapped parcels mailed as third and fourth class matter (unsealed) during the former period, was 4.36 ounces, and during the latter period it was 3.99 ounces. Thus, as between the two periods, there was an increase for June, 1886, of .15 of an ounce, or 4.4 per cent., in the average weight of the sealed parcels, and a decrease of .37 of an ounce, or 8.4 per cent., in the average weight of unsealed parcels. In numbers, there was an increase at the rate of 59.3 per cent. in the sealed parcels, and of 40.6 per cent. in the unsealed parcels.

The average weight of the sealed parcels mailed during the six days of September 1885 was 3.52 ounces, and during the six days of Sep-

tember, 1886, it was 4.17 ounces. The average weight of the unsealed parcels was 4.87 ounces during the former and 4.11 ounces during the latter period. The increase in the average weight of the sealed parcels was .65 of an ounce, or 18.4 per cent., and the *decrease* in the average weight of the unsealed parcels was .76 of an ounce, or 15.6 per cent. Thus the tendencies, even after the increase of the unit of weight had gone into effect, were towards an increase in the average weight of the sealed parcels, and a decrease in the average weight of the unsealed parcels. In numbers, the sealed parcels showed an increase of nearly *one hundred and sixty-seven per cent.*, the number mailed during the six days of September, 1885, having been 22,754, and during the six days of September, 1886, 60,723. The number of the *unsealed* parcels mailed during the former period was 1,171,283, and during the latter period it was 1,679,345. In September, 1886, the unsealed parcels outnumbered the sealed parcels about 2½ times, and in September, 1885, about 51 times. These proportions, and the extremely rapid growth in the use of the mails for the transportation of small articles of merchandise, are suggestive of the great extent to which the revenue is likely to be benefited by the substitution of sealed for unsealed parcels. The average weight of all the parcels, *sealed and unsealed*, was 4.19 ounces for September 1885, as against 3.87 ounces for June of that year, and in the present year it was 4.14 ounces for September, as against 3.76 ounces for June.

The influences of a greater activity in business, and the use of the mails for purely commercial purposes, are shown by the heavier weights of the parcels for September than for June.

As to the unsealed circulars, the average weight did not vary greatly during all the periods covered by the counts, it having been .42 of an ounce for June, 1885, .44 of an ounce for September, 1885, .43 of an ounce for June, 1886, and .47 of an ounce for September, 1886. The average weight for June of both 1885 and 1886 was .425 of an ounce, and for September of both 1885 and 1886 it was .455 of an ounce. This is an increase of about 7 per cent. in the average weight for September as compared to June.

In the number of circulars, the six days of June, 1886, showed an increase of only 76,223 over the six days of June, 1885. This was an increase of only 3.1 per cent., while there was an increase for the corresponding period of 21.7 per cent. in sealed letters, 59.3 per cent. in sealed parcels, and 40.6 per cent. in unsealed parcels. The six days in June, 1885, it is to be remembered, were under the half-ounce unit, and the six days of June, 1886, were under the ounce unit for sealed matter, and the proportions given would indicate the large extent to which unsealed circulars had been substituted by circulars inclosed under the seal. The indications in the same direction are corroborated by the figures for September of 1885 and 1886, during both of which periods the ounce unit was in effect, the six days of September, 1886, showing an increase as compared to the six days of September, 1885, of 17.8 per cent. in unsealed circulars, of 12.3 per cent. in sealed letters, of 166.8 per cent. in sealed parcels, and of 43.3 per cent. in unsealed parcels.

The large increase in the unsealed circulars as compared to that of sealed letters does not, as might be supposed, affect the proposition, since there was a much greater activity in business in September of the present than in September of the last year, and the influence of the improvement would naturally be felt much more strongly in circulars and parcels than in sealed letters at the commercial centers of the

country. A large share of all the letters mailed are of a social character, and these would not, of course, increase in the same proportion as the mailable articles of a business nature, under the stimulus of greater commercial activity. Taking this fact into account, the relatively large increase in letters and the small increase in circulars mailed in June of the present year as compared to those mailed in June of the last year, point out unmistakably the great extent to which open circulars had been superseded by those sent under the seal at letter rates of postage. The statistics of the letters mailed of course include sealed circulars, the use of the seal precluding any distinction between written and printed matter.

The figures with respect to this class of matter will now be given some attention. First, in the letters (and sealed circulars) weighing *less than half an ounce* there was an increase in numbers of 1,418,781, or 18 per cent., for June, 1886, as compared to June, 1885, and of 976,716, or 11.5 per cent., for September, 1886, as compared to September, 1885. The figures in the contrast for June of the two years are very significant. The increase of the unit to a full ounce afforded the opportunity to use heavier stationery and to inclose extra matter without the liability to an additional rate of postage, and the privilege tended to greatly diminish the number of letters weighing less than half an ounce. The large increase of 18 per cent., in spite of this tendency, is a matter of surprise, and it goes to show how strongly this class of matter was re-enforced by the inclosure of printed matter under seal. In the letters weighing *more than half an ounce* there was an increase of 287,285, or 83.5 per cent., for June 1886, over June, 1885, and of 156,161, or 23.8 per cent., for September, 1886, over September, 1885. Again, the figures for June are significant, an increase of 18 per cent. in letters weighing less than half an ounce being attended with one of 83.5 per cent. in letters weighing more than half an ounce. In the contrasts for September of the two years, with the ounce unit in force during both periods, the increase of the letters weighing less than half an ounce was 11.5 per cent., and of letters weighing more than half an ounce it was 23.8 per cent. The average weight of the letters under half an ounce was .27 of an ounce in June, 1885; in September, 1885, it was .32 of an ounce; in June, 1886, it was .29 of an ounce; and in September, 1886, it was .28 of an ounce. Of the letters weighing more than half an ounce, the average weight was 1.04 ounces in June, 1885; .83 of an ounce in September, 1885; 1.002 ounces in June, 1886, and .96 of an ounce in September, 1886.

It was expected that the use of postal cards would also be diminished by the change in the unit of weight; but it was unnecessary to include these in the counts of mail matter at the large offices, the issues furnishing the desired statistics at all the post-offices and throughout the whole year. The issue of postal cards for the year ended June 30, 1886, showed an increase of only 16,231,500, or 4.7 per cent., over that of the preceding year, as against an increase of 11.6 per cent. in the issue of adhesive postage-stamps and stamped envelopes.

As before mentioned, it is not practicable to demonstrate, even approximately, the net loss resulting from the increase of the unit of weight to an ounce; but upon a close examination of all the data at hand, I do not think that the estimate given in my last annual report of \$800,000 for the first year of the change, was overstated. The growing tendency to the substitution of sealed for unsealed inclosures, and the large quantities of this latter kind of matter being sent through the mails, justify the hope that the change of the unit of weight will ultimately prove to be a source of profit rather than of loss.



**EXPENDITURES, APPROPRIATIONS, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.**

The expenditures for the service of this office for the fiscal year ended June 30, 1886, amounted to \$1,082,219.19, the several objects and amounts appearing in table No. 3 attached to this report. In the aggregate there was an increase of only \$10,080.44, or .9 per cent., over the expenditures of the year ended June 30, 1885, and there was a decrease of \$5,993.89, as compared to those of the year ended June 30, 1884. In detail of the principal items there was a decrease for the last as compared to the previous fiscal year of \$22,784.38, or 16.5 per cent., for the manufacture of adhesive postage-stamps; of \$15,874.81, or 8.5 per cent., for postal cards, and of \$17,731.05, or 19.6 per cent., for registered package, tag, and official envelopes, and an increase of \$66,269.48, or 10.5 per cent., for stamped envelopes and newspaper wrappers. In the quantities furnished there was an increase of 10.2 per cent. in adhesive postage-stamps, of 4.7 per cent. in postal cards, and 32.7 per cent. in registered-package and tag envelopes, and the decrease of expenditure, in the face of this increase of quantities, was due to more advantageous contracts for the supply of the articles. The increase of expenditure for stamped envelopes was occasioned by the additional quantities called for, the articles having been furnished during both fiscal years under the same contract.

The appropriations for the last fiscal year amounted to \$1,334,400. In nine items the unexpended balances of appropriations amounted to \$252,231.64, or 18.8 per cent. of the amount appropriated, and in the remaining item (for ship, steamboat, and way letters) the appropriation was \$2,000 and the expenditure was \$2,050.83, leaving a deficiency of \$50.83 to be provided for. The net excess of the appropriations over the expenditures was, therefore, \$252,180.81.

The appropriations for the present year aggregate \$995,400, or \$339,000 less than the appropriations for the last fiscal year.

The current appropriations are likely to prove insufficient in two or three items, owing to an unexpectedly large increase in the demand for supplies since the estimates were made in November last. In view of the uncertainty as to future demands, no reliable judgment can at present be formed as to the additional amounts that may be required. Better light will be afforded by the issues of the present quarter, in time to submit the deficiency estimates to Congress. In no case, however, is the gross amount likely to exceed \$75,000, and a large part of this sum will be due to the recent introduction of letter sheet envelopes.

The total amount of the estimated appropriations to be required for the fiscal year ending June 30, 1888, is \$1,244,822. This is an increase of \$162,602.81, or 15 per cent., over the expenditures for the fiscal year ended June 30, 1886, and of \$172,683.25, or 16.1 per cent., over the expenditures for the year ended June 30, 1885. It is \$89,578, or 6.7 per cent., less than the appropriations for the year ended June 30, 1886, and it is \$249,422, or 25 per cent., more than the appropriations for the current fiscal year. The estimates contemplate a liberal increase in the quantities of supplies to be required, and it is not doubted that they will prove sufficient throughout to cover probable needs. In the principal items the increase of expenditure will result in a proportionable increase of the postal revenue. The estimates are explained in detail in my letter addressed to you under date of October 12, 1886, a copy of which is hereto appended.

## DIVISION OF FINANCE.

The work of the finance division during the fiscal year ended June 30, 1886, may be summarized as follows, viz:

There were 4,800 contracts for mail service received during the year from the Second Assistant Postmaster-General, and 24,287 orders of the Postmaster-General recognizing mail service not under contract, curtailing or extending service, or modifying previous orders. These contracts and orders were entered upon the books of the finance division, for information when acting upon certificates of the Auditor of the Treasury for the Post-Office Department for the payment of mail contractors and other creditors of the Department. The number of such certificates received and acted upon was 72,999, a decrease of 1,660 from the previous year.

In addition to the above, 5,063 certificates were received from the Auditor, upon which 5,063 transfer drafts, covering the sum of \$832,555.45, were drawn against postmasters having a surplus of postal revenue, in favor of late postmasters or postmasters whose revenues were insufficient to meet the demands upon their offices for payment of railway postal clerks, mail messengers, letter-carriers, &c.

The following table will show the number of warrants and transfer drafts drawn, and the number of certificates of deposit received, entered, and passed to the Auditor during the past fiscal year, compared with the number for the previous year.

	Fiscal year ended June 30—		Increase.
	1885.	1886.	
Number of warrants .....	74,650	72,999	* 1,660
Number of transfer drafts .....	5,395	5,063	* 332
Number of certificates of deposit .....	180,838	106,384	15,546
Total .....	260,882	274,446	13,564

\* Decrease.

There were also prepared and forwarded 3,860 letters pertaining to the business of the division, 74,490 circulars pertaining to the issue of warrants, and 69,840 circulars containing instructions to postmasters as to the time, manner, and place of deposit of postal funds, and demands for balances due the Government and not promptly remitted.

The number of cases of delinquencies made up in the finance division during the year and referred to the chief post-office inspector for investigation was 890. The number of cases prepared for the action of the Postmaster-General, concerning false returns by postmasters of the cancellation of stamps, failures to account for box-rents collected, and overcharges for clerk hire and rent of post-offices was 172, resulting in charges amounting to \$78,575.60 against the accounts of the offending postmasters.

In my last annual report an increase from \$2,000 to \$2,250 in the salary of the chief of the finance division was recommended, but this recommendation, though supplemented by one from yourself, did not meet with favorable action by Congress. The position is an arduous and responsible one, and the present incumbent, Mr. George W. Wells, is an officer of unusual efficiency and worth. I am induced by the exceptional merits of the case to urgently renew the recommendation made

last year for the increase of his compensation. I also desire to invite attention to the recommendations made in my last annual report looking to a better and uniform system of accounts in the larger post-offices, and to a change in the system of accounting for the key-deposit fund.

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

The stamp division is charged with the duty of issuing postage-stamps, stamped envelopes, postal cards, and registered-package and official envelopes, upon the requisitions of postmasters. The articles of stamped paper issued to postmasters for sale to the public during the year ended June 30, 1886, consisted of the following, viz :

Description.	Number.	Value.
Ordinary adhesive postage-stamps .....	1, 620, 784, 100	\$81, 172, 264 00
Newspaper and periodical stamps .....	2, 755, 481	1, 097, 238 00
Postage-due stamps .....	5, 469, 650	150, 928 00
Special-delivery stamps .....	2, 609, 560	265, 956 00
Stamped envelopes, plain .....	155, 893, 850	2, 045, 670 27
Stamped envelopes, printed request .....	152, 742, 250	2, 352, 317 05
Newspaper wrappers .....	45, 872, 000	532, 067 00
Postal cards .....	355, 643, 000	2, 557, 970 00

This was a total of 2,342,364,871 in number and of \$43,289,724.02 in value. The gross value of all the stamped envelopes and wrappers issued was \$6,932,055.02, and the value of the stamps impressed upon the envelopes and wrappers was \$6,216,645.50, leaving \$715,409.52 to represent the cost of manufacture and expenses of issue. The cost of manufacture at contract rates was \$692,514.25, but the actual expenditure was \$692,435.04, the sum of \$79.21 having been deducted for special-request envelopes that were misprinted through the fault of the contractor. The difference between the cost at contract rates and the amount (less the postage) fixed for the sale of the envelopes and wrappers to the public was \$22,895.27, and this amount represents the expenses of issue.

As compared to the issues of the preceding year, there was an increase of 155,661,165, or 10.62 per cent., in number, and of \$2,742,736, or 9.64 per cent., in value, of ordinary adhesive postage-stamps; of 38,147, or 1.40 per cent., in number, and a decrease of \$949,878.50, or 46.39 per cent., in value, of newspaper and periodical stamps; there was a decrease of 7,201,091, or 56.83 per cent., in number, and of \$148,503, or 48.13 per cent., in value, of postage-due stamps; there was an increase of 13,021,700, or 9.14 per cent., in number, and of \$279,509.53, or 10.10 per cent., in value, of stamped envelopes, plain; of 15,945,500, or 11.65 per cent., in number, and \$346,220.95, or 11.51 per cent., in value, of stamped envelopes, printed request; of 2,289,500, or 5.25 per cent., in number, and \$26,362, or 5.20 per cent., in value, of newspaper wrappers; and of 16,231,500, or 4.78 per cent., in number, and \$163,005, or 4.80 per cent., in value, of postal cards.

The large decrease in the value of newspaper and periodical stamps was due to the reduction, on the 1st of July, 1885, of the rate of postage on second-class matter from 2 cents to 1 cent per pound. The decrease in the number and value of postage-due stamps issued was occasioned by the increase in the unit of weight of first-class matter from half an ounce to one ounce, which went into effect on the same date. The net

increase in the issues was 199,685,981, or 9.31 per cent. in number, and \$2,829,407.98, or 6.99 per cent., in value.

The issues will be found in detail of kinds and denominations in Tables Nos. 5, 6, and 7, attached to this report.

In addition to the supplies above enumerated, there were issued for the use of the postal service 10,953,800 registered-package envelopes, 999,250 tag envelopes for registered packages, 2,515,000 envelopes for returning dead-letters, 27,610,600 official envelopes for postmasters and other postal officials, and 5,984 newspaper and periodical stub-books.

The total number of registered-package and tag envelopes was 11,953,050, and of dead-letter and official envelopes, 30,125,600, or 42,078,650 of all kinds. This was an increase of 2,624,050, or 28 per cent., in registered-package and tag envelopes; of 7,772,750, or 34.7 per cent., in dead-letter and official envelopes; and of 10,396,800, or 32.7 per cent., of all kinds over the issues of the preceding year.

This exceptionally large increase was due to the fact that there was an exceedingly unfavorable contract for these supplies during the year ended June 30, 1885, and an exceedingly favorable one for the year ended June 30, 1886. Under the former contract the supplies to postmasters were confined to urgent current needs, to save as far as possible an unnecessary waste of expenditure, and under the latter contract advantage was taken of the low prices, not only to renew the stock carried in post-offices which had been largely depleted, but to furnish unusually liberal quantities against future needs. The issues for the year ended June 30, 1885, under the first-mentioned contract, showed a diminution in spite of the increased needs of the service of about 19 per cent., as compared to those of the year ended June 30, 1884. The cost of registered-package, tag, official, and dead-letter envelopes furnished during the year ended June 30, 1886, was \$72,366.21, (including \$40.61 for contract samples,) while the cost of like quantities at the prices in the contract for the preceding year would have amounted to \$127,703.22. The saving by the change of contracts was therefore \$55,337.01, or 43.3 per cent. The subject will be further referred to hereafter.

#### REQUISITIONS.

The following tabular statement will show the number of requisitions from postmasters upon which the several kinds of supplies were furnished, and a comparison with the number of requisitions filled during the preceding fiscal year:

Articles.	Requisitions filled during year ended June 30, 1885.	Requisitions filled during year ended June 30, 1886.	Increase.	
			Number.	Per cent.
For ordinary postage-stamps.....	166,176	174,321	24,145	16.0
For postage-due stamps.....	14,519	9,832	*4,687	*32.2
For newspaper and periodical stamps.....	10,046	9,412	*634	*6.3
For stamped envelopes, plain.....	75,731	79,279	3,548	4.6
For stamped envelopes, request.....	99,156	107,543	8,387	8.4
For postal cards.....	70,008	65,179	*4,829	*6.8
For registered package envelopes.....	57,304	64,358	7,054	12.3
For tag envelopes.....	1,926	2,806	940	48.8
For official envelopes.....	24,911	32,490	7,579	30.4
For newspaper and periodical receipt-books.....	2,074	4,402	2,328	112.2
Total.....	505,851	549,682	143,831	28.6

\* Decrease.

† Net increase.

## PARCELS.

The number of separate parcels in which the supplies were put up and forwarded to postmasters was as follows, viz :

Ordinary postage-stamps .....	177,901
Newspaper and periodical stamps .....	9,382
Postage-due stamps .....	9,900
Stamped envelopes, plain .....	119,553
Stamped envelopes, printed request .....	101,468
Postal cards .....	75,331
Registered-package envelopes .....	} 71,715
Tag envelopes for registered parcels .....	
Official and dead-letter envelopes .....	41,233
Newspaper and periodical receipt books .....	4,402
Total .....	610,885

The increase in the total number of parcels over those sent for like purposes during the preceding year was 56,881, or 10.2 per cent.

## POSTAGE ON SECOND-CLASS MATTER.

By the act of March 3, 1885, the rate of postage on second-class matter (newspaper and periodical publications mailed from known offices of publication and news agencies, and addressed to regular subscribers and news agents) was reduced from 2 cents to 1 cent per pound, to take effect July 1, 1885. The weight of second-class matter sent in the mails during the last year, not including matter circulated free within the county of publication, was 109,962,589 pounds, or 54,981  $\frac{589}{2000}$  tons, and the amount of postage collected was \$1,099,625.89. This was an increase of 8,904,626 pounds, or 8.81 per cent., in weight, and a decrease of \$921,533.37, or 45.59 per cent., in the amount of postage collected, as compared to the previous year. The average annual rate of increase for the six years prior to July 1, 1885, was 12.09 per cent., and the reduction in the rate of postage thus does not appear to have had the effect of increasing the use of the mails for the transportation of this class of matter. Accordingly, the loss occasioned by the change during the first year of its operation may be placed in even figures at \$1,100,000, equivalent to the amount actually collected.

The number of post-offices at which second-class matter was mailed was 6,550, an increase in number over the previous year of 465, or 7.64 per cent. Collections amounting to \$2,086.14 were made from publishers and news agents for matter improperly mailed at second-class rates of postage. This is an increase of \$995.77, or 91 per cent., over the amount realized from the same source during the preceding year.

The following is a comparative statement of the second-class matter mailed at twenty of the principal post-offices during the past two fiscal years, viz :

Post-office at—	Year ending June 30, 1885.		Year ending June 30, 1886.	
	Number of pounds mailed.	Amount of postage collected.	Number of pounds mailed.	Amount of postage collected.
New York, N. Y.	24,805,636	\$496,112 72	26,334,916	\$263,349 16
Chicago, Ill.	10,311,186	206,223 72	10,773,659	107,736 59
Boston, Mass.	6,078,085	121,561 70	6,825,366	68,253 66
Philadelphia, Pa.	4,972,161	99,443 82	5,786,809	57,868 09
Saint Louis, Mo.	4,877,101	97,542 02	5,014,144	50,141 44
Cincinnati, Ohio	3,077,050	61,541 00	3,378,941	33,789 41
San Francisco, Cal.	1,766,176	35,323 52	1,911,001	19,110 01
Milwaukee, Wis.	1,606,719	32,134 38	1,698,774	16,987 74
Detroit, Mich.	1,500,801	30,016 02	1,661,839	16,618 39
Louisville, Ky.	1,461,469	29,220 38	1,488,300	14,883 00
Saint Paul, Minn.	1,213,138	24,262 76	1,400,960	14,609 60
Washington, D. C.	1,269,412	25,388 24	1,460,374	14,603 74
Cleveland, Ohio.	1,168,595	23,371 90	1,239,208	12,392 08
Kansas City, Mo.	1,106,966	22,139 72	1,210,092	12,100 92
Toledo, Ohio.	1,277,477	25,549 54	1,157,151	*11,571 51
Pittsburg, Pa.	1,037,304	20,746 08	1,059,269	10,592 69
Baltimore, Md.	894,018	17,880 86	1,009,162	10,091 62
Augusta, Me.	931,160	18,623 20	1,008,067	10,080 67
Elgin, Ill.	1,084,756	21,695 12	1,007,936	*10,079 36
New Orleans, La.	785,409	15,708 18	790,082	7,900 82
Total	71,224,639	1,424,492 78	76,276,050	762,760 50

\* Decrease.

Post-office at—	Increase in pounds mailed, and decrease in amount of postage collected for 1886.				Percentage of total amount collected in the United States.
	Increase in pounds mailed.	Decrease in amount of postage collected.	Percentage of increase in pounds mailed.	Percentage of decrease in postage collected.	
New York, N. Y.	1,529,280	\$232,763 56	6.16+	46.91+	23.95—
Chicago, Ill.	462,473	98,487 13	4.48+	47.75+	9.80—
Boston, Mass.	747,281	53,308 04	12.43—	43.85+	6.27—
Philadelphia, Pa.	814,648	41,575 13	16.38+	41.81+	5.26+
Saint Louis, Mo.	137,043	47,400 58	2.81—	48.59+	4.56—
Cincinnati, Ohio.	801,891	27,751 69	9.81+	45.09+	3.07+
San Francisco, Cal.	144,825	16,213 51	8.19+	45.90+	1.75—
Milwaukee, Wis.	92,055	15,146 04	5.74+	47.13+	1.54+
Detroit, Mich.	101,038	13,397 63	10.73+	44.63+	1.51+
Louisville, Ky.	20,831	14,346 38	1.83+	49.08+	1.85+
Saint Paul, Minn.	247,822	9,653 10	20.42+	39.78+	1.83—
Washington, D. C.	190,062	10,784 50	15.04+	42.43—	1.33—
Cleveland, Ohio.	70,613	10,979 82	6.04+	46.97+	1.12+
Kansas City, Mo.	103,106	10,038 80	9.31+	45.24+	1.10+
Toledo, Ohio.	120,326	13,978 03	*9.42—	*54.79+	1.05+
Pittsburgh, Pa.	21,965	10,153 39	2.11+	48.94+	0.96+
Baltimore, Md.	115,144	7,788 74	12.88—	43.56+	0.91+
Augusta, Me.	76,907	8,542 53	8.04+	45.86+	0.91+
Elgin, Ill.	76,820	11,615 76	*7.08+	*53.54	0.91+
New Orleans, La.	4,673	7,807 36	0.59+	49.70+	0.72—
Total	5,051,411	661,732 28	7.09	48.38+	69.45—

\* Decrease.

## CHANGE IN SPECIAL-DELIVERY STAMP.

\* The privilege of special delivery having been extended to all post-offices, the design of the special-delivery stamp described in my last annual report was changed by substituting the words "secures immediate delivery at any post-office" for the words "secures immediate delivery at a special-delivery office."

## INTRODUCTION OF LETTER-SHEET ENVELOPES.

The act of March 3, 1879 (Stats. at Large, vol. 20, p. 362), provided that "the Postmaster-General is hereby authorized to take the necessary steps to introduce and furnish for public use a letter-sheet envelope on which postage-stamps of the denomination now in use on ordinary envelopes shall be placed, \* \* \* to be issued under such regulations as the Postmaster-General may prescribe." The act also made the appropriation for stamped envelopes for that year available for the purchase of letter-sheet envelopes, and it provided that "no money shall be paid for royalty or patent" on such letter-sheet envelopes. All the appropriation acts for the postal service since July 1, 1883, have included the letter-sheet envelopes in the appropriations for stamped envelopes and newspaper wrappers.

It having been found that patents had been granted for nearly every conceivable design of a combined letter-sheet and envelope, no steps were immediately taken by the Department to carry the act of 1879 into effect. An effort was made by the late Postmaster-General Howe in 1882 to introduce letter-sheet envelopes of a pattern that met with his approval, and a contract was made with the party controlling the patent to furnish the envelopes upon such terms as should not require the payment of royalty or the purchase of the patent. The effort came to naught, however, through the failure of the contractor to enter upon the work.

Upon representations that there was a public demand for articles of this character, it was early determined by you to carry the law into operation under such conditions as should involve the Government in no risk or expense. A proposition satisfying these conditions was made by the United States Sealed Postal Card Company of New York, the owners, through letters-patent, of a device that seemed to possess more than ordinary merit. The proposition was accepted, and articles of contract were entered into under date of October 24, 1885. The contract provided that the contractor should bear all the cost connected with the manufacture and issue of the envelopes; the dies and plates to be used for printing the stamps were to be engraved and furnished at the expense of the contractor, subject to the approval of the Postmaster-General, and by such parties as should be satisfactory to him, and they were to become the absolute property of the United States as soon as made, and to be at all times subject to the order and control of the Department. All the work was to be done under the supervision of an agent of the Department, and subject to the approval of the Postmaster-General or his duly authorized representative. A bond, in the sum of \$20,000, with approved sureties, was exacted to protect the interests of the Government and to insure the faithful performance of the contract. By a supplemental contract, executed on the 12th day of August, 1886, the contractor was also required to provide for the transportation of the envelopes to all post-offices where the Postmaster-General should decide to place them on sale, the carriers employed to do the work to be subject to the approval of the Postmaster-General. The safe delivery of the envelopes to the points of destination was guaranteed by a bond of \$50,000. The consideration to be paid the contractor was at the rate of \$2.85 per 1,000 for such envelopes as should actually be sold, payments to be made quarterly upon reports from the postmasters through whose offices the sales were effected. In the event that the envelopes should prove unsalable, they were to be destroyed without compensation to the contractor. The right was reserved to

the Postmaster-General to annul the contract at his discretion. The price fixed for the sale of the sheets was at the rate of \$3 per 1,000, in addition to the postage, an increase of 15 cents over the cost of manufacture having been made to cover the clerical expenses of sale at the post-offices. In short, no chance was left through which the Government might become a loser through the effort to introduce the letter sheet envelopes. On the contrary, all the contingencies of profit or loss are in favor of the Government.

The envelopes are chargeable at letter rates of postage, and being much lighter than letters inclosed in ordinary envelopes, they tend to diminish the weight of the mails and the expenses of transportation. To the extent that they supersede the use of adhesive postage-stamps, the cost of manufacturing and furnishing the stamps will be saved. Where they take the place of stamped envelopes there is an advantage in favor of the letter sheet envelopes in saving the cost of transportation to the post-offices at which they are sold; and when used in lieu of postal cards there will be the double gain of extra postage and the saving of the cost of manufacturing the cards. The postal revenue is also likely to be profited by the inducement to their use for printed circulars sent by mail. Besides, experience has shown that every additional convenience afforded for correspondence has resulted in increasing the patronage of the mails.

The issue of letter sheet envelopes was begun on the 18th day of August, the order of that day on the contractors calling for 1,000,000 to be distributed among twenty-seven of the principal post-offices of the country. The first delivery was made to the New York office on August 23; the dates of delivery to the other offices ranging from the 23d to the 30th of August. The number of envelopes reported sold up to the 30th of September was 1,122,457. Requisitions for additional quantities have been made by nearly all of the offices originally supplied, and urgent calls have been made by many offices, at which it has not been thought expedient for the present, at least, to place them on sale. The original list, however, has been extended to embrace fifty offices up to the 1st of November. The total number of envelopes issued to that date is 2,818,500. The envelopes are furnished in separate sheets; or put up (with the face downwards) in pads or tablets of 25, 50, and 100, respectively, it being supposed that in this form they would prove especially convenient for many purposes.

The envelopes are manufactured and issued by the American Bank Note Company, of New York, the contractor for furnishing adhesive postage-stamps, and the agent employed to represent the interests of the Department in connection with the manufacture and issue of postage-stamps was charged with the additional duty of supervising the manufacture and issue of the envelopes.

Appended is a copy of your circular of August 13, 1886, published in the Official Postal Guide for September, giving a description of the letter-sheet envelopes, with the regulations governing their use, viz :

#### STAMPED LETTER-SHEET ENVELOPES.

POST OFFICE DEPARTMENT,  
OFFICE OF THE POSTMASTER-GENERAL.  
*Washington, D. C., August 13, 1886.*

In order to provide the public with additional facilities for correspondence by mail, the Department, under the authority of the act of Congress of March 3, 1879, has made arrangements to issue to postmasters at some of the leading cities a new article of postal stationery, combining a letter-sheet and a stamped envelope, and designated as a "letter-sheet envelope." It is made of a single sheet of unruled white paper with



a writing surface of about 5½ by 9 inches, and is of such pattern as to readily suggest the manner in which it is to be used. On the face of the sheet is an engraved stamp and device of the following description: On the upper right-hand corner is the stamp, consisting of an oblong tablet bearing a full-face portrait of General U. S. Grant, in military dress, and inclosed in a circle of pearls. At the bottom of the oval surrounding the portrait are the words "United States Postage" in white capitals, and underneath the words "Two Cents" in white letters, separated by the numeral "2," inclosed in a small shield. To the left of the stamp is the legend "United States Letter Sheet Envelope," the words "Letter Sheet" being upon a shaded and ornamental background, surrounded by a wreath of laurel. On the left of this shield is a blank request in small capitals in these words: "If not called for in ten days, postmaster will please return to —." The device is printed in dark green.

The sheets will be issued in only one size and one denomination—two cents. They will be sold at \$23 per thousand, and at proportionate rates for smaller quantities. Stamped letter-sheet envelopes will be recognized in the payment of postages the same as stamped envelopes, and in all other respects they will be treated in the mails as first-class matter. If any matter is inclosed in letter-sheet envelopes, postage will be charged at the rate of two cents for each ounce or fraction thereof.

Mail matter bearing stamps cut from stamped envelopes, newspaper wrappers, postal cards, or letter-sheet envelopes, will be treated as held-for-postage.

The amount of postage on letter-sheet envelopes spoiled in directing will be refunded in stamps upon the same conditions as for stamped envelopes, under section 170 of the Postal Regulations.

As the utility and convenience of the letter-sheet envelopes are yet to be proved, they will, until further notice, be issued to a few of the principal post-offices only, and it will be useless for other post-offices to apply for them. They may, however, be mailed at any post-office.

WILLIAM F. VILAS,  
*Postmaster-General.*

#### NEW CONTRACT FOR REGISTERED-PACKAGE, TAG, AND OFFICIAL ENVELOPES.

The contract for registered-package, registered-tag, official and dead-letter envelopes is made for a period not to exceed one year. Especial care was taken in the contract for the year beginning July 1, 1885, and it was followed by exceptionally good results. In the contract which preceded it the standards of official envelopes were of the most costly character, far exceeding the best grade of stamped envelopes furnished for sale to the public, and the contract itself was made under circumstances that were calculated to produce an undue extravagance of expenditure. Though in force only from September 22, 1884, to June 30, 1885, the contract involved an expenditure of about \$30,000 over that in the contract through whose annulment it was called into being. The facts in the case were detailed in the reply of the Postmaster General to a resolution of inquiry by the House of Representatives (Ex. Doc. No. 264, second session Forty-eighth Congress), and they were also referred to in my last annual report.

The most important change made in the contract for the year beginning July 1, 1885, was in the character of the paper in the standards. For the official and dead-letter envelopes, a smooth, nicely-finished paper, made of jute butts, was substituted for the costly standards previously in use. The new paper was of great tensile strength, well suited to writing and printing, and of very little more than half the weight of the old standard. In actual use the new envelopes proved to be more satisfactory than those furnished under the previous contract.

The paper for the registered-package envelopes, a strong manila, was left unchanged in weight and in the materials of which it was composed, though the new samples, by means of special treatment in manufacture, were made fully 20 per cent. stronger than those in the old contract.

By way of pecuniary results the cost of the envelopes furnished during the year ended June 30, 1886, was \$72,325.60 (not including \$40.61 expended for contract samples), while the cost of like quantities at the prices in the contract of the previous year would have amounted to \$127,703.22. The saving by the change of contracts, therefore, amounted to \$55,377.62, or 43.3 per cent.

The cost of official and dead-letter envelopes was \$29,259.21, and of registered-package and tag envelopes \$43,066.39, as against \$72,027.31, and \$55,675.91, respectively, at the prices of the two classes in the previous contract. In the official and dead-letter envelopes, the standards of which had been radically changed, the saving was \$42,768.10, or 59.3 per cent. In the registered-package and tag envelopes, in which the standards had been practically unchanged, the saving was \$12,609.52, or 22.6 per cent.

In the light of these results no thought of changing the standards was entertained in preparing the contract for the present year. An exception was made, however, in the paper for the letter size of official envelopes. This paper in a weight of 29 pounds to the ream, though of sufficient tensile strength, was slightly transparent, and to avoid this objection it was deemed advisable to increase the weight to 34½ pounds per ream, to agree with that of the paper for the larger sizes of envelopes. Besides proving suitable for the use of postmasters, the new official envelopes were found to be well adapted to the needs of the Department proper. Independently of their economic advantages, they were preferred for many purposes to the styles in common use.

With the design of introducing them more generally, and of securing them more cheaply than they could be obtained under the contracts for stationery, the call for proposals for the new contract included all the envelopes that should "be ordered for the use of the Department, postmasters, and the postal service." Some extra large sizes used in the Department but not by postmasters were added to the list; it being the intention that the contract should include all the manila envelopes to be required for the use of the Department and the postal service. The samples for these special sizes were made of the same grade of paper as that in the registered-package envelopes. It was provided that the contract should be "awarded on the basis of the probable number of each of the several kinds of envelopes to be required, as determined by the issues for the year ended March 31, 1886." The specifications were in general the same as those used in the contract for the last fiscal year, and described in my last annual report, and it will be unnecessary to further refer to them here. The call for proposals was made by public advertisement dated April 19, 1886; proposals to be received until 12 m. on the 19th day of May. Response to the call was made by only one bidder, the Holyoke Envelope Company, of Holyoke, Mass., the contractor for the fiscal year then in existence. The bid amounted to \$86,121.36 for the old sizes, to \$570.30 for the new sizes, and to \$86,691.66 in all. For the old sizes there was an increase in the bid of \$17,085.85, or 24.7 per cent., as compared to the cost of like quantities in the contract then existing. It was not thought advisable in any event to award the contract upon a single bid, and at such a large increase over the current prices. Accordingly additional proposals, to be received until the 23d day of June, were called for by public advertisement dated May 29, 1886, for such envelopes as should be ordered during the period of ten months beginning September 1, 1886. The conditions upon which the previous call had been made were left unchanged in every particular. In answer to the call four bids were received, the

names of the bidders and the amounts of the respective bids being as follows:

1. Whitcomb Envelope Company, of Worcester, Mass. ....	\$81,613 94
2. George F. Nesbitt & Co., of New York, N. Y. ....	83,649 63
3. Springfield Envelope Company, of Springfield, Mass. ....	79,680 20
4. Morgan Envelope Company and Plimpton Manufacturing Company, of Hartford, Conn. ....	77,855 09

The lowest bid, that of the Morgan Envelope Company and Plimpton Manufacturing Company, was \$8,836.57, or 10.1 per cent. less than the bid of the Holyoke Envelope Company under the previous call for proposals. The amount of the bid, though \$10,516.18, or 11.9 per cent., greater than the cost under the contract for the year ended June 30, 1886, was \$39,396.55, or 33.6 per cent. less than the cost under the contract which expired June 30, 1885, for corresponding sizes and quantities. The contract was, on the 24th day of June, awarded to the Morgan Envelope Company and Plimpton Manufacturing Company, and at the same time provision was made for supplies from July 1 to August 31 by extending the old contract under a right reserved to the Postmaster-General by one of its stipulations.

#### NEW CONTRACT FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

The contracts coming within the jurisdiction of this office (besides that for letter-sheet envelopes previously referred to) are: (1) for adhesive postage-stamps, (2) for postal cards, (3) for stamped envelopes and newspaper wrappers, and (4) for registered-package and official envelopes. The last-mentioned contract is made for a term of one year only under the provisions of law governing contracts for stationery, and the other three contracts are made for a period of four years under the authority of the joint resolution of Congress of March 24, 1874. The contracts for adhesive postage-stamps and postal cards were relet in May of last year, and the methods pursued and the excellent results obtained, as well in those as in the contract for registered-package and official envelopes, were fully detailed in my annual report for the fiscal year ended June 30, 1885.

It was estimated by that report that the three new contracts would show a reduction of \$110,246.97 in the cost for the year ended June 30, 1886, but upon the supplies actually required and furnished the saving proved to be \$115,085.90, or 24.4 per cent. as compared to the cost of like quantities in the contracts in force prior to July 1, 1885. The reduction was especially marked in the contract for registered-package and official envelopes, it having amounted to \$55,337.01 or 43.3 per cent. The standards adopted were found to have been so well considered and judicious that they are likely to govern in the future, and the benefits were accordingly not confined to the year for which the contract was made.

The only contract, therefore, remaining to be relet was that for stamped envelopes and newspaper wrappers, the old contract expiring by limitation on the 30th of September, 1886. This contract far surpasses all the others in importance; indeed, because of the large amount involved and the peculiar interests concerned, it is the most important contract made by the Government in the line of stationery supplies. During the last fiscal year the number of stamped envelopes and newspaper wrappers furnished was 354,008,100, at an expenditure for manufacture of \$692,435.04. Adhesive postage stamps and postal cards are

sold at face value, and purchasers are not interested, except in a general way, in the expenses of procuring them. It is otherwise with stamped envelopes and newspaper wrappers, the cost of which, as near as may be, is by law added to the postage value in fixing the price to the public. In other words, the outlay for the manufacture of the envelopes and wrappers is directly reimbursed to the Government, leaving the face value of the stamps to the credit of the postal revenue. The Government is thus made the agent for the purchase of the envelopes used by the public, and every consumer is directly interested in the results of the contract.

It has uniformly been the policy of Congress and of the Department to encourage the sale and use of stamped envelopes. The reason for this will be readily obvious. The labors of postal clerks and other postal employes, in putting up parcels of letters, are greatly facilitated through the use of stamped envelopes because of their uniform and well-regulated sizes; and the excellent quality of the envelopes tends to the security of the inclosures committed to the mails, and to obviate the breakages not infrequently found in the inferior grades of envelopes of private manufacture. The water mark in the paper of which the stamped envelopes are made is in itself an adequate protection against counterfeiting; and the possibility of loss through the washing and re-use of adhesive stamps does not exist in the case of stamped envelopes. The use of stamped envelopes also avoids the liability of an accidental omission to affix to ordinary envelopes the necessary postage stamps, and to the stamps becoming detached in the mails, and lessens the great volume of held-for-postage letters consigned to the Dead Letter Office. The fact that nearly one-half of all the stamped envelopes furnished are printed, free of extra charge, with a request to return to a given address, tends not only to relieve the Dead Letter Office, but to save annoyance to the senders by a direct return of the letters which it has been found impossible to deliver. The printing of return requests by private enterprise has also undoubtedly been largely stimulated by the familiarity with the advantages of the special-request system gained by the public from the issue of special-request envelopes by the Government.

The Government is also a gainer in revenue through the use of stamped envelopes under the act of Congress of August 30, 1852 (sec. 3993, Rev. Stat.), which provides that "all letters inclosed in stamped envelopes, if the postage stamp is of a denomination sufficient to cover the postage that would be chargeable thereon if the same were sent by mail, may be sent, conveyed, and delivered otherwise than by mail, provided such envelope shall be duly directed and properly sealed, so that the letter cannot be taken therefrom without defacing the envelope, and the date of the letter or of the transmission or receipt thereof shall be written or stamped upon the envelope."

Through the provisions of this act a vast number of letters are carried outside of the mails in stamped envelopes by railroads, steamboats, expresses, stages, and other means of conveyance; indeed it was stated in a report by the Committee on the Post-Office and Post-Roads of the House of Representatives some years since that the revenue derived from this source may be estimated at "much more than the entire cost of all the stamped envelopes issued." The privileges of the system are almost indispensable to the needs of business and social intercourse, and the result is a net profit to the postal revenue, since the Government is called upon to perform no service in connection with the work. If adhesive stamps were employed for the purpose, they would be liable to be taken off and reused, no opportunity being afforded, in the nature of

the case, for their cancellation by an officer of the Government. Stamped envelopes, however, are effectually canceled by addressing and sealing, the embossed stamps being without value when detached from the envelopes.

It was shown in a previous portion of this report that the stamped envelopes and wrappers issued during the year ended June 30, 1886, were sold at an excess of \$22,895.27 over the postage value and the cost of manufacture.

The number of envelopes and wrappers issued was 354,008,100, and the cost of a like number of adhesive postage-stamps would amount, at the present contract price, to \$24,745.16. This amount added to the excess of \$22,895.27 above shown, makes a total of \$47,640.43 in favor of stamped envelopes as against adhesive postage-stamps in the issues of the last fiscal year.

The interests of the postal service were thus united with those of the consumers of stamped envelopes in securing the best results possible under the new contract. The occasion was peculiarly such as to call for the exercise of the same care, intelligence, skill, and forethought that would be displayed in private enterprise in catering to the wants of the public; the more so, since the demands were to be anticipated for four years.

As may readily be inferred, the production of such large quantities of envelopes and wrappers requires the employment of extraordinary facilities, and, with the view of enhancing the competition and of giving to the successful bidder ample time in which to make the needful preparations for doing the work, it was deemed expedient to conclude the arrangements for the contract at an unusually early date. The preliminaries to the contract had been under careful consideration for several months prior to the call for proposals. The contract was let on samples furnished to bidders by the Department, leaving the award to be determined merely upon the prices offered, and the determination of the standards was, therefore, a matter of first consequence. Those in use had been adopted in 1870, and their excellence of quality and style of manufacture had gone far to establish the favor with which stamped envelopes are received by the public. Nevertheless, it was believed to be possible to make advantageous changes in the standards.

With this object in view, visits were made by myself, under your direction, to a number of the leading paper-mills and envelope factories to investigate the processes and possibilities of manufacture, and inquiries were made to ascertain the wants and preferences of the public in the matter of style and quality of envelopes. Reliable experts were consulted as to the best methods of accomplishing given results at a minimum of cost, and almost without exception they approved the selections finally determined upon.

The old contract required that the paper from which the envelopes (excepting those for circulars) were made should be manufactured especially for the purpose from a prescribed formula. It was composed of 65 per cent. of the best white linen and 35 per cent. of the best white domestic cotton rags, sized with animal sizing, and dried atmospherically in the loft. Though the envelopes purported to be of three different grades, the paper was the same throughout in material and mode of manufacture, the only difference being in the weight, the paper for the first quality weighing 50 pounds, for the second quality 43 pounds, and for the third quality 37 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. The first-quality envelopes were

furnished in two colors, white and amber, the second quality in one color, chocolate, and the third quality also in one color, dark blue.

As the result of the investigation made, it was not thought expedient to make any material change in the standard of the paper for the first-quality envelopes. This paper, in a general way, corresponds to that used by the trade for the best envelopes for commercial purposes, though more uniform in quality and weight, because of the precise requirements of the contract and of the rights of inspection. The stamped envelopes of this grade had become especially popular with bankers, merchants, professional men, and others desiring a superior article for their correspondence, and the large sale with which they had met did not warrant the hazard of a departure from the standard.

It was of the utmost importance, however, to make radical changes in the standards of paper for the second and third qualities of envelopes, a mere difference in the weight of the papers not admitting of such a variation in the price of the envelopes as to encourage the purchase by the public of those of the lower grades. In the leading sizes the second-quality envelopes were only 20 cents per 1,000 cheaper than those of the first quality, and those of the third quality were only 20 cents per 1,000 cheaper than those of the second quality. At the rate of 20 cents per 1,000 the difference in the price of fifty envelopes would amount to only 1 cent, and for less than that number the price would be the same. The result was that the sales were confined mainly to envelopes of the first quality. Out of a total of 271,254,250 stamped envelopes (excluding those for circulars and newspaper wrappers), issued during the year ended March 31, 1886, 255,609,350, or 94.2 per cent., were of the first quality; 11,638,900, or 4.3 per cent., were of the second quality; and only 4,006,000, or 1.4 per cent., were of the third quality. It was evident that unless the standard could be revised to advantage the issue of the second and third qualities of envelopes might as well be abandoned; and it seemed to be desirable to make such a variation in the grades as would effect a substantial difference in price, and more widely accommodate the public demand. At the same time, the postal service being charged with the handling and custody of the mails, it would manifestly be bad policy for the Government to encourage the use of poor and unserviceable envelopes.

It was essential, therefore, that the new standards should possess the proper requisites of durability and strength, as well as of finish and general appearance. The fact that the envelopes of the inferior grades were issued in dark colors presented two decided advantages in the effort to cheapen the paper without detracting from its utility or appearance: First, it rendered unnecessary the use of clean white-rag stock, indispensable to the best results in the white and delicate and amber paper of the first quality; and, second, it permitted the use of a lighter weight of paper without rendering it open to the objection of transparency.

Accordingly, the paper adopted for the second-quality envelopes was "made from what are known as 'No. 2 country rags,' composed of about one-half soiled whites and one-half blues." They are wholly domestic rags—mixed linens and cottons—and of strong fiber. By proper cleansing in the washing-engines they were made equally serviceable with white rags for use in colored papers. Choice was made of two of the most popular colors in the envelope trade, oriental buff and blue, these colors being not only opaque but inexpensive. The prescribed weight of the paper is 40 pounds per ream of 500 sheets measuring 22½ by 30 inches, an exact medium between the weights of the old second and

third qualities. Except in the trifling difference in weight, the paper is in no respect inferior to that in the old standard.

For the third quality envelopes, it was not practicable to secure a reasonably good paper made from rag stock at any marked reduction of cost from that in the second quality. A ready alternative presented itself, however, in the selection of the manila paper adopted more than a year since for official envelopes for the use of postmasters, and fully described in my last annual report. The merits of these envelopes had been so well demonstrated as to leave no doubt that a similar style bearing embossed stamps would be received with favor by the public. The paper weighs  $34\frac{1}{2}$  pounds per ream, and is fully one-third stronger than that in the old standard which it superseded. The envelopes are furnished in two colors, plain manila and dark amber.

For envelopes for unsealed circulars (ungummed on the flap) the same grade of paper was adopted as for the third quality of adhesive envelopes. It was, however, reduced in weight to  $29\frac{1}{2}$  pounds per ream, the requisite tensile strength being secured in that weight, and opaqueness not being an essential for inclosures of printed matter. The standard which it replaced was made in dark buff, of cheap rag stock, in a weight of 37 pounds per ream.

The same paper as for envelopes for circulars was selected for newspaper wrappers, replacing a manila paper weighing 37 pounds per ream.

#### SIZES.

It was also found that some changes might be advantageously made in the sizes of the envelopes. The designations, sizes, qualities, and colors of the envelopes in the old schedule were as follows, viz :

- No. 1. Note, size  $2\frac{1}{2}$  by  $5\frac{1}{2}$  inches. Issued in first quality, white, only.
- No. 2. Ordinary letter, size  $3\frac{1}{8}$  by  $5\frac{1}{2}$  inches. Issued in three qualities; color of first quality, white or amber; of second quality, chocolate; of third quality, blue.
- No. 3. Full letter, size  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches. Issued in three qualities; color of first quality, white or amber; of second quality, chocolate; of third quality, blue.
- No. 4. Full letter, ungummed, for circulars, size  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches. Issued in but one quality; color, buff.
- No. 4 $\frac{1}{2}$ . Commercial, size  $3\frac{3}{8}$  by  $5\frac{1}{2}$  inches. Issued in three qualities; color of first quality, white or amber; of second quality, chocolate; of third quality, blue.
- No. 5. Extra letter, size  $3\frac{1}{4}$  by  $6\frac{1}{8}$  inches. Issued in three qualities; color of first quality, white or amber; of second quality, chocolate; of third quality, blue.
- No. 6. Extra letter, ungummed, for circulars, size  $3\frac{1}{4}$  by  $6\frac{1}{8}$  inches. Issued in but one quality; color, buff.
- No. 7. Official, size  $3\frac{3}{8}$  by  $8\frac{1}{4}$  inches. Issued in two qualities; color of first quality, white or amber; of second quality, chocolate.
- No. 8. Extra official, size  $4\frac{1}{8}$  by  $10\frac{3}{8}$  inches. Issued in first quality, white, only.
- No. 9. Newspaper wrappers, size  $6\frac{1}{8}$  by  $9\frac{7}{8}$  inches. Issued in one quality only, manila; color, light buff.

As the public had become familiar with the description of the envelopes, it was desirable to preserve, as far as practicable, the designation of such of the old styles as should be left unchanged. The first change made was in the No. 2, ordinary letter size. This envelope was three-sixteenths of an inch less in width than the No. 3, full letter size, but the same in length, and therefore unsuited for inclosure in the latter. The two envelopes were practically the same, the No. 3, as shown by the sales, being very much the more popular one. The No. 2 was accordingly superseded by one of a somewhat approximate size, measuring  $3\frac{1}{8}$  by  $5\frac{1}{2}$  inches, and known as "commercial note," a style greatly in favor with the public. The new envelope was designated "No. 2, commercial note."

In the new series the No. 7, official size, is issued in all three qualities, the first and second qualities only having been furnished under the old schedule. The No. 8, extra official size, confined by the old schedule to the first quality, is now issued in three qualities.

The most popular envelope in the schedule is the No. 5, extra letter, more than one-third of all the issues of the past year having consisted of that style; and it appearing that the tendency since the reduction of the rate of letter postage and the increase of the unit of weight was to the use of larger envelopes, a new size, measuring seven-sixteenths of an inch in length and one-quarter of an inch in width more than the No. 5, was added to the series. The new envelope is styled "No. 9, legal," and its dimensions are  $3\frac{3}{4}$  by  $6\frac{3}{4}$  inches. It is furnished in three qualities.

Calls had not infrequently been made upon the Department to furnish stamped envelopes corresponding with the baronial envelopes in use for social requirements, such as inclosing invitations, notes, &c. To meet this demand, two new and popular sizes were adopted, the one  $3\frac{1}{2}$  by  $4\frac{1}{2}$  inches, and  $4\frac{1}{2}$  by  $5\frac{1}{2}$  inches. They are styled, respectively, "No. 10, small baronial," and "No. 11, large baronial," and are furnished in first quality, white, only.

Objection having been made to the size of the newspaper wrapper, it was reduced in width seven eighths of an inch, and now measures  $5\frac{1}{2}$  by  $9\frac{7}{8}$  inches. Its designation was changed from No. 9 in the old schedule to No. 12 in the new.

As revised, the new standards consist of the following designations, sizes, and qualities, viz:

No. 1. Small note, size  $2\frac{1}{2}$  by  $5\frac{1}{2}$  inches. Issued in first quality, white, only.

No. 2. Commercial note, size  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches. Issued in three qualities; color of first quality, white or amber; of second quality, oriental buff or blue; of third quality, plain or amber manila.

No. 3. Full letter, size  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches. Issued in three qualities; color of first quality, white or amber; of second quality, oriental buff or blue; of third quality, plain or amber manila.

No. 4. Full letter, ungummed, for circulars, size  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches. Issued in one quality—plain manila—only.

No. 4 $\frac{1}{2}$ . Commercial, size  $3\frac{3}{4}$  by  $5\frac{1}{2}$  inches. Issued in three qualities; color of first quality, white or amber; of second quality, oriental buff or blue; of third quality, plain or amber manila.

No. 5. Extra letter, size  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches. Issued in three qualities; color of first quality, white or amber; of second quality, oriental buff or blue; of third quality, plain or amber manila.

No. 6. Extra letter, ungummed, for circulars, size  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches. Issued in one quality—plain manila—only.

No. 7. Official, size  $3\frac{3}{4}$  by  $8\frac{1}{4}$  inches. Issued in three qualities; color of first quality, white or amber; of second quality, oriental buff or blue; of third quality, plain or amber manila.

No. 8. Extra official, size  $4\frac{1}{2}$  by  $10\frac{3}{4}$  inches. Issued in three qualities; color of first quality, white or amber; of second quality, oriental buff or blue; of third quality, plain or amber manila.

No. 9. Legal, size  $3\frac{3}{4}$  by  $6\frac{3}{4}$  inches. Issued in three qualities; color of first quality, white or amber; of second quality, oriental buff or blue; of third quality, plain or amber manila.

No. 10. Small baronial, size  $3\frac{1}{2}$  by  $4\frac{1}{2}$  inches. Issued in first quality, white, only.

No. 11. Large baronial, size  $4\frac{1}{2}$  by  $5\frac{1}{2}$  inches. Issued in first quality, white, only.

No. 12. Newspaper wrappers, size  $5\frac{1}{2}$  by  $9\frac{7}{8}$  inches. Issued in one quality—plain manila—only.

It will be observed how greatly the range of selection by the public was enlarged by the change of standards. Considering the limited quantities of the second and third qualities of envelopes sold, the new standards in those grades, presenting inducements for large purchases, may be regarded as additions to the schedule. Where previously the



choice was confined to a single color, a selection is now offered between two different colors in each of the two lower grades of envelopes. The options were further greatly widened by the changes made in the sizes, and the new schedule offers such a variety of sizes, qualities, colors, and prices as to satisfy all reasonable demands.

#### BIDDERS' SAMPLES.

The standards having been determined upon, the papers for use in the bidders' samples were specially manufactured from approved formulas by reliable manufacturers, and converted into envelopes and wrappers, the whole work being done under the personal supervision of a trustworthy representative of the Department. The identity of the samples was verified by affidavits of all the persons concerned in the manufacture of the paper and envelopes, leaving no reason for dispute as to the requirements of the contract with respect to the character of the articles to be furnished.

#### SPECIFICATIONS.

The bids were required to be made on blank forms furnished by the Department, and conditioned upon the samples and specifications attached thereto. It was designed that the specifications should cover to the fullest extent every requirement of the contract, leaving nothing open to the discretion of the Department or to question by the contractor. Accordingly, as to the papers, the materials of which they should be composed, the treatment of the stock in the process of manufacture, and the weights in reams of a given number and size of sheets, were explicitly established by the language of the specifications. In addition to this, it was provided that "all the paper must be clean and free from imperfections, run and calendered to a uniform weight and thickness, and the same in color, quality, material, tensile strength, and in all other respects as the samples furnished to bidders, and to be made a part of the contract"; that "all papers furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes and wrappers"; also, that "the Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty," and that "water-marked paper that may be spoiled in the process of manufacture, or condemned as unfit for use in stamped envelopes and wrappers, shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp, or otherwise destroyed, without cost to the Government."

The right was "reserved to the Postmaster-General to change the color of any or all of the papers at any time during the existence of the contract; but in such changes as he may see fit to make, no more expensive colors shall be selected than those in the contract samples," and also to "increase or diminish the standard weights of any of the different qualities of paper at any time during the contract term, upon the condition that he shall pay to the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change." The en-

velopes and wrappers were to be made "in the most thorough and workmanlike manner after the styles and of the cuts shown by the samples furnished to bidders"; were to be "embossed with postage stamps of such denominations, styles, and colors, and to bear such printing as the Postmaster-General may require"; and to be "subject in all respects to the approval of the Postmaster-General or his duly authorized agent." Provision was made for the destruction of envelopes and wrappers that should be spoiled in the process of manufacture or rejected upon inspection.

The dies used for embossing the stamps upon the envelopes and wrappers were to be made at the expense of the contractor, to the satisfaction of the Postmaster-General, and by such parties as should be approved by him. They were immediately to become the absolute property of the United States, and to be delivered in good working order to the Postmaster-General, or his authorized agent, whenever demanded. The right was reserved to the Postmaster-General to change the designs at any time during the existence of the contract, the expense of the work connected therewith to be borne by the contractor.

The contractor was required to "faithfully account to the Post-Office Department for all stamped envelopes and wrappers printed or produced from the regularly authorized dies and papers," and "use every endeavor to prevent the appropriation or abstraction by any person in his employ, or connected with him, or by any other person, of any stamped envelopes or wrappers so printed or produced."

The envelopes were "required to be manufactured in a strictly first-class building of such construction as to insure security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done." Provision was also made for suitable and properly-furnished office rooms on the premises for the use of the resident agent and inspector and his clerical force.

It was provided that the contractor should "at all times keep on hand a stock of the several kinds and denominations of finished envelopes and wrappers sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract."

The manner of packing for shipment and the mode and place of delivery were prescribed. Payments for envelopes and wrappers actually furnished and delivered were to be made monthly.

The right was reserved to the Postmaster-General to impose a fine upon the contractor for errors made in the count of envelopes and wrappers issued, or for failure to keep on hand a sufficient stock, and on such failure to purchase temporary supplies in the open market at the expense of the contractor.

It was further provided that—

In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes or wrappers which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes and wrappers any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes and wrappers.

It was also provided that the Postmaster-General shall have "the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Department envelopes or wrappers inferior to those required by the contract."

The basis of award was to be the number of envelopes and wrappers issued during the year ended March 31, 1886, of the sizes and qualities then in use, and the estimated quantities of the new sizes and styles to be required for one year. The issues for the year ended March 31, 1886, consisted of 255,609,350 envelopes of the first quality, 11,638,900 of the second quality, 4,006,000 of the third quality, 27,691,750 ungummed envelopes for circulars, and 43,607,500 newspaper wrappers; and the estimated number of the new sizes and styles called for was 27,400,000; making a total of 369,953,500 envelopes and wrappers in the basis of award.

Bids were required to be "made separately for each size and quality of stamped envelopes and wrappers, the bidder stating in his proposal the price per thousand envelopes and wrappers, including everything required to be done or furnished, as set forth in the specifications." The right was reserved to award the contract, in the discretion of the Postmaster-General, "item by item to different bidders, or upon a number of items to the exclusion of others, or as a whole to the lowest responsible bidder in the aggregate." Each bid was to be accompanied by an approved guarantee, under a penalty of \$50,000, that the bidder if successful in the award would enter into a contract within ten days of the time he should be called upon to do so. The amount of the bond to insure the faithful performance of the contract was fixed at \$200,000, for which sum the contractor and his sureties were to become "jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States." The sureties were to "justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$400,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him."

The specifications will appear in full in the copy of the contract hereto annexed.

#### CALL FOR PROPOSALS.

All the preparations having been completed, an advertisement was issued under date of April 19, 1886, and published in newspapers in the principal cities, calling for proposals up to the hour of 12 m. on the 19th of May, for furnishing all the stamped envelopes and newspaper wrappers that should be ordered by the Department for the four years beginning October 1, 1886. Blank forms of proposals, with samples of the envelopes and wrappers, were furnished to all applicants.

#### RECEIPT OF BIDS—AWARD.

At the hour fixed for the final receipt of proposals, three bids were found to have been submitted, and upon being opened and examined in public the names of the bidders and the aggregate amount of their respective bids were disclosed as follows, viz:

1. Springfield Envelope Company, of Springfield, Mass. ....	\$607,481 44
2. Morgan Envelope Company and Plimpton Manufacturing Company, of Hartford, Conn. ....	592,009 00
3. Whitcomb Envelope Company, of Worcester, Mass. ....	624,514 19

The bid of the Morgan Envelope Company and Plimpton Manufacturing Company was the lowest in the aggregate, amounting to \$544,769

for the quantities issued for the year ended March 31, 1886, and to \$47,240 for the estimated quantities of the new sizes to be required for one year; making a total of \$592,009, as above shown. This amount was \$15,472.44 less than the bid of the Springfield Envelope Company, and \$32,505.19 less than that of the Whitcomb Envelope Company. In detail, the bid of the Morgan Envelope Company and Plimpton Manufacturing Company was the lowest for 20 of the items called for by the schedule; the bid of the Whitcomb Envelope Company was the lowest for 7 items, and the bid of the Springfield Envelope Company, while not the lowest for any item, was identical in 5 items with the bid of the Morgan Envelope Company and Plimpton Manufacturing Company.

The bid of the Morgan Envelope Company and Plimpton Manufacturing Company amounted, for the 20 items for which they were the lowest bidders, to \$558,928.71, or \$33,835.81 less than the bid of the Whitcomb Envelope Company for the same items; and the bid of the Whitcomb Envelope Company amounted for the 7 items for which it was the lowest bidder, to \$31,749.67, or \$1,330.62 less than the bid of the Morgan Envelope Company and Plimpton Manufacturing Company for the same items. This latter sum, \$1,330.62, was, accordingly, the amount to be gained by awarding the contract, item by item, to the lowest bidders, but this gain would be largely exceeded by the extra expense entailed upon a division of the contract, through additional clerical labor at the Department, the duplication of orders upon the contractors, the increased use of the necessary books and blanks, the necessity of separate Government agencies to supervise the manufacture and issue of the envelopes and wrappers at the two several places of manufacture, and various other causes. The contract was, therefore, awarded as a whole to the Morgan Envelope Company and the Plimpton Manufacturing Company, the lowest bidder in the aggregate, and duly executed.

#### LARGE REDUCTION IN COST.

The new contract resulted in a large reduction in the cost of stamped envelopes and newspaper wrappers. The rates of reduction, as compared to the corresponding kinds and qualities in the old contract, were as follows, viz:

	Per cent.
First-quality adhesive envelopes .....	18.6
Second-quality adhesive envelopes .....	25.1
Third-quality adhesive envelopes .....	38.7
Unnamed envelopes for circulars .....	19.7
Newspaper wrappers.....	11.1

The beneficial effects of the change of standards of the second and third qualities of envelopes, to which reference has been made, will be especially noticed. The average rate of reduction for the three several grades of adhesive envelopes (on like numbers of each of the several grades) was 27.2 per cent. The actual cost of the envelopes issued during the year ended March 31, 1886, was \$669,853.90, and the amount of the lowest bid for corresponding styles and qualities was \$544,769. This is a saving of \$125,084.90, or 18.6 per cent., upon the issues of that year. In actual results the saving would be in a much greater ratio, because of the largely increased sales of the second and third quality envelopes naturally to be expected from the great reductions in the prices. The excellence and cheapness of these envelopes will be certain to commend them to public favor, and they will be likely to not only

trench upon the sales of the first quality envelopes, but to draw a large patronage now given to the private trade. The third-quality envelopes especially will undoubtedly be in great demand for the large advertising business done under seal since the reduction in the letter rate of postage to 2 cents and the increase of the unit of weight to one ounce.

In view of these facts, it will not be unreasonable to allow for an average annual increase of 15 per cent. in the quantities to be required (the increase for the last over the previous year having been 9.6 per cent.), and for an average annual reduction in cost of not less than 22½ per cent. as compared to the cost of like quantities at the prices in the late contract. Upon this basis the cost of the envelopes and wrappers to be furnished during the first year of the contract may be approximated in even figures at \$650,000, and at an annual increase of 15 per cent. in the issues, the estimated expenditure, the cost of like quantities at the prices in the old contract, and the estimated saving during the four years of the contract term, will be as follows :

Year ended—	Estimated expenditure.	Cost of like quantities under old contract.	Amount of reduction under new contract.
September 30, 1887 .....	\$650,000 00	\$838,709 68	\$188,709 68
September 30, 1888 .....	747,500 00	964,516 13	217,016 13
September 30, 1889 .....	859,625 00	1,106,193 55	246,568 55
September 30, 1890 .....	988,568 75	1,275,372 58	287,003 83
Total .....	3,245,693 75	4,187,991 94	942,298 19

The foregoing estimates may be regarded as very conservative. In the earlier portion of the contract term the quantities to be called for are likely to exceed the estimates, because of the inducements offered by the general reduction in prices and the introduction of new styles and grades, and during the latter stages of the contract the increased proportions in quantity of the cheaper grades will lessen the average cost of all the envelopes furnished. Both causes will contribute to increase the aggregate amount of saving shown.

#### REDUCTION OF PRICES TO THE PUBLIC.

A revision was made, to take effect on the 1st of October, 1886, in the schedule of prices to the public, to correspond somewhat with the reduction of the cost in the new contract.

The reduction of cost by the change of contracts and of prices to the public, exclusive of postage as fixed by the new schedule, will be shown in the following statement :

	Quality.	Contract prices.			Prices to the public.		
		Cost per 1,000 under contract ended September 30, 1886.	Cost per 1,000 under contract beginning October 1, 1886.	Reduction per 1,000.	Price per 1,000 under contract ended September 30, 1886.	Price per 1,000 under contract beginning October 1, 1886.	Reduction per 1,000.
No. 1, small note.....	First.....	\$1 50	\$1 30	\$0 20	\$1 60	\$1 40	\$0 20
No. 2, commercial note.....	First.....	1 69	1 45	24	1 80	1 60	20
Do.....	Second.....	1 50	1 16	34	1 60	1 20	40
Do.....	Third.....	1 38	89	49	1 40	1 00	40
No. 3, full letter size.....	First.....	1 89	1 59	30	2 00	1 60	40
Do.....	Second.....	1 70	1 20	50	1 80	1 20	60
Do.....	Third.....	1 55	98	57	1 60	1 00	60
No. 4, ungummed for circulars.....	First.....	1 17	82	35	1 20	1 00	20
No. 4½, commercial size.....	First.....	2 10	1 71	39	2 20	1 80	40
Do.....	Second.....	1 98	1 36	62	2 00	1 40	60
Do.....	Third.....	1 75	1 00	75	1 80	1 00	80
No. 5, extra letter size.....	First.....	2 35	1 89	46	2 40	2 00	40
Do.....	Second.....	2 00	1 50	50	2 20	1 60	60
Do.....	Third.....	1 78	1 17	61	2 00	1 20	80
No. 6, extra letter size, ungummed, for circulars.....	First.....	1 38	1 12	26	1 40	1 20	20
No. 7, official size.....	First.....	3 52	2 80	72	3 60	3 00	60
Do.....	Second.....	3 20	2 50	70	3 40	2 60	80
Do.....	Third.....	.....	1 40	.....	.....	1 60	.....
No. 8, extra official size.....	First.....	3 90	3 30	60	4 00	3 40	60
Do.....	Second.....	.....	2 70	.....	.....	2 80	.....
Do.....	Third.....	.....	1 70	.....	.....	1 80	.....
No. 9, legal size.....	First.....	.....	2 00	.....	.....	2 20	.....
Do.....	Second.....	.....	1 68	.....	.....	1 80	.....
Do.....	Third.....	.....	1 31	.....	.....	1 40	.....
No. 10, small baronial size.....	First.....	.....	1 67	.....	.....	1 80	.....
No. 11, large baronial size.....	First.....	.....	1 80	.....	.....	2 00	.....
No. 12, newspaper wrappers.....	.....	99	88	11	1 00	1 00	.....

The sizes heretofore in greatest demand are the No. 3, full letter, the No. 4½, commercial, the No. 5, extra letter, and the No. 7, official; and it may be well to call attention specially to the reductions in price at which the envelopes of these several sizes are offered to the public. In the No. 3, full letter size, the price of the first quality is reduced from \$2 to \$1.60; of the second quality, from \$1.80 to \$1.20; and of the third quality, from \$1.60 to \$1 per thousand envelopes. In the No. 4½, commercial size, the price of the first quality is reduced from \$2.20 to \$1.80; of the second quality from \$2 to \$1.40; and of the third quality from \$1.80 to \$1 per thousand. The amount of the reduction for the first quality is 40 cents, for the second quality it is 60 cents, and for the third quality it is 80 cents per thousand. The difference between the first and the third qualities is 80 cents per thousand, while in the former schedule it was only 40 cents. The price of the first quality envelopes in the present schedule is 20 cents per thousand less than that of the second quality in the old schedule, and the price of the second quality in the present schedule is 40 cents less than the price of the third quality in the old schedule. In the No. 5, extra letter size, the price of the first quality is reduced from \$2.40 to \$2, of the second quality from \$2.20 to \$1.60, and of the third quality from \$2 to \$1.20. The price of the first quality in the present schedule is 20 cents per thousand less than the price of the second quality in the old schedule, and the price of the second quality in the present schedule is 40 cents less than the price of the third quality in the old schedule.

In the No. 7, official size, the price of the first quality envelopes is reduced from \$3.60 to \$3, and of the second quality, from \$3.40 to \$2.60; and the price of the first quality envelopes in the present sched-

ule is 40 cents per thousand less than that of the second quality in the old schedule. The cheapest envelope in this size offered under the old schedule was of the second quality at \$3.40 per thousand, and the cheapest one in the present schedule (and not inferior in utility to the former one) is the third quality, at \$1.60 per thousand.

To illustrate more forcibly how well the public is now being served in the matter of stamped envelopes furnished by the Government, it may be well to contrast the present prices with those which prevailed as late as 1870, scarcely more than sixteen years ago. The schedule was then confined to a very few styles, and the envelopes were not of good quality as compared to those now being furnished. The best envelopes then were not superior to those of the present second quality, and the contrast will be made on corresponding sizes of these two kinds.

The present No. 3, full letter size, second quality envelope, is furnished at \$1.20 per thousand, and its equivalent size and quality was then sold at \$4.80 per thousand. The present No. 5, extra letter size, second quality, is furnished at \$1.60 per thousand, and a corresponding size and quality was then sold at \$6 per thousand. The extra letter size of ungunmed envelopes for circulars has been reduced since 1870 from \$3.50 to \$1.20 per thousand. In the No. 7, official size, a better envelope is now offered at \$1.60 than was sold in 1870 at \$8.60 per thousand.

The present schedule prices to the public show an excess over the cost of manufacture at the new contract rates of \$33,592.86, based on the numbers issued during the year ended June 30, 1886, and of \$4,280 on the estimated quantities of the new sizes and styles to be required for one year, making a total of \$37,872.86 to represent the expenses of issue for one year. This amount will be augmented in proportion to the increase in the quantities required. Based on the issues of the last fiscal year, the amount reserved to the Government by the new schedule is \$10,697.59, or 46.7 per cent., more than was reserved by the old schedule.

Copies of the new schedule, with blank forms of requisition, were forwarded to postmasters under cover of a circular dated September 1, 1886, containing general instructions on the subject.

#### CHANGE OF WATER-MARK FOR PAPER AND OF DESIGNS FOR STAMPS.

The appearance of the paper being furnished under the new contract has been greatly improved by a change of water mark, a small, tastefully-arranged monogram, consisting simply of the initials "U. S.," having been substituted for the large figure "U. S. P. O. D., '82," in the paper previously in use.

Arrangements are well under way for a change in the designs of the embossed stamps, and it is expected that the change can be accomplished by the 1st of January next. The new designs promise to be greatly superior in style and execution to those in present use, and they will go far to enhance the attractiveness of the envelopes.

#### OLD STOCK IN POST-OFFICES.

In anticipation of a reduction in contract prices an effort was begun early in the calendar year to exhaust the stock of stamped envelopes and wrappers carried on hand in post-offices. The supplies furnished upon requisitions from postmasters were limited to such quantities as were estimated to be sufficient only to the 1st of October, and in many cases the less salable kinds of envelopes were wholly omitted. Such action was especially necessary with the smaller offices at which the

minimum number furnished usually lasts for many months. A circular addressed to all postmasters was issued by this office under date of the 28th of July, and published in the Postal Guide for August, calling attention to the forthcoming reduction in prices, and urging them to confine their requisitions to their bare needs to the first of October. The orders upon the contractors were wholly discontinued a few days prior to that date, and requisitions from postmasters were held to await the change of contracts. The results of the efforts made to exhaust the old stock are seen in the diminished issues for the quarter ending September 30, 1886. For ordinary office sales the issue during that quarter numbered only 21,219,100 envelopes and wrappers, while the number issued during the corresponding quarter of the previous year was 46,100,900. For special-request envelopes, which are paid for when ordered by the consumer, and the requisitions for which were honored in full, the issues for the quarter ended September 30, 1886, numbered 35,331,500, as against 36,276,750 for the quarter ended September 30, 1885. By exhausting the old stock in post-offices, the public were enabled to receive the benefits of the reduction in cost from the beginning of the new contract.

#### ISSUES UNDER NEW CONTRACT.

The issues of the first month of the new contract bear evidence not only of the exhaustion of the old stock in post-offices, but of the popular appreciation of the reduction in the cost of envelopes. The total number of envelopes and wrappers called for by the orders on the contractors, from the 1st to the 30th of October, inclusive, to meet the requisitions of postmasters, was 61,169,200. Of these 41,282,450 were ordinary stamped envelopes and newspaper wrappers and 19,886,750 were special-request envelopes. The ordinary stamped envelopes and wrappers were very nearly twice the number of those issued during the entire quarter ended September 30, 1886, and they were 16,837,750, or 68.8 per cent., in excess of those issued during the month of October, 1885. The special-request envelopes showed an increase of 8,109,580, or 68.8 per cent., over the average monthly issue for the quarter ending September 30, 1886, and of 5,253,250, or 35.8 per cent., over the issue for the month of October, 1885.

#### TOTAL SAVING BY NEW CONTRACTS.

Reference has heretofore been made to the contracts entered into in May of last year for adhesive postage-stamps and postal cards for the four years beginning July 1, 1885, and also to the two several contracts for registered-package, tag, and official envelopes for the two years beginning on the same date.

The savings by these several contracts for the year ended June 30, 1886, were ascertained as follows, viz:

Article.	Expenditure year ended June 30, 1886.	Cost of like kinds and quan- tities in con- tracts in force prior to June 30, 1885.	Saving by new contracts.	
			Amount.	Per cent.
Adhesive postage-stamps.....	\$114,969 09	\$150,045 98	\$35,076 84	23.8
Postal cards .....	168,826 06	193,498 11	24,672 05	12.7
Registered-package, tag, and official en- velopes .....	72,366 21	127,703 22	55,337 01	43.8
Total .....	356,161 36	471,247 26	115,085 90	24.4



Allowing for an annual increase of 7 per cent. in the issue of postage-stamps for the three years from July 1, 1886, would give the total expenditure for the full contract term of four years at \$510,456.17. At an annual increase of 10 per cent. in the issue of postal cards for the three remaining years of the contract, the expenditure for the full contract term would amount to \$783,521.71.

Under the contract for registered-package, tag, official, and dead-letter envelopes, extended from July 1 to August 31, 1886, the expenditure for the period intervening those dates was \$9,479.10. The cost of like quantities at the prices in the contract in force prior to July 1, 1885, would amount to \$16,700.35, and the saving was therefore \$7,221.25, or 43.3 per cent. The expenditure for the same supplies under the contract for the ten months beginning September 1, 1886, is estimated at \$57,720.90, as against \$86,929.06 for the cost of like quantities under the contract in force prior to July 1, 1885.

The total estimated savings through the new contracts are recapitulated as follows, viz:

Articles.	Date of commencement of contract.	Duration of contract.	Actual or estimated expenditures for full contract term.	Cost of like kinds and quantities at prices in contracts in force prior to June 30, 1885.	Saving by new contracts.	
					Amount.	Per cent.
Adhesive postage-stamps.	July 1, 1885	Four years....	\$510,456 17	\$665,523 04	\$155,066 87	23.8
Postal cards .....	July 1, 1885	.....do .....	783,521 71	897,504 79	113,983 08	12.7
Stamped envelopes and newspaper wrappers.	Oct. 1, 1886	.....do .....	3,245,693 75	4,137,991 94	942,298 19	22.5
Registered - package, tag, and official envelopes.	July 1, 1885	One year.....	72,366 21	127,703 22	55,337 01	43.3
Registered - package, tag, and official envelopes (under extension of foregoing contract).	July 1, 1886	Two months ..	9,479 10	16,700 35	7,221 25	43.3
Registered - package, tag, and official envelopes.	Sept. 1, 1886	Ten months...	57,720 90	86,929 06	29,208 16	23.6
Total .....	.....	.....	4,679,237 84	5,982,352 40	1,303,114 56	21.7

The savings by the recent contracts are rendered the more conspicuous by the fact that they follow handsome reductions made under former contracts. The cost of the adhesive postage-stamps issued during the year ended June 30, 1886, was \$114,969.09, while the cost of like quantities at the prices in the contract which expired on the 30th of June, 1877, would amount to \$244,743.04.

The cost of the postal cards furnished during the year ended June 30, 1886, was \$168,826.06, as against \$497,254.22 for a like quantity at the price of the contract in force from July 1, 1873, to June 30, 1877.

The cost of the stamped envelopes and wrappers furnished during the year ended June 30, 1886, would amount to \$563,196.52 at the prices in the new contract beginning October 1, 1886, and to \$883,288.88 at the prices in the contract which began October 1, 1874, and ended September 30, 1878.

The estimated expenditure for postage-stamps, stamped envelopes, newspaper wrappers, and postal cards for the four years of the present contract terms has been given at \$4,539,671.63. The cost of like quantities at the prices in the contracts in force on the 30th of June, 1877, would amount to \$8,481,696.16. The reduction in the cost of all these

articles has therefore been at the rate of 46.4 per cent., amounting to \$3,942,024.53 on the estimated quantities to be required for four years under the present contracts.

The cost of registered-package and official-envelopes, which are furnished under yearly contracts, has been reduced even in a still greater proportion since 1877. In no other country of the world are postage-stamps, stamped envelopes, postal cards, and official envelopes obtained as cheaply by the Government as in the United States.

A great source of gratification is that the recent reductions in cost have not been accomplished through any impairment of facilities; on the contrary, in the quality and variety of the articles furnished, the public and the postal service have never been so well served as under the present contracts.

#### DIVISION OF REGISTRATION.

The registry fees collected during the fiscal year ended June 30, 1886, amounted to \$969,952.70. This was an increase of \$41,054.30, or 4.4 per cent., over the amount collected during the preceding fiscal year.

The classification and number of pieces of matter mailed during the year are as follows: Domestic letters, 8,134,534; domestic parcels, 1,019,373; letters to foreign addresses, 502,723; parcels to foreign addresses, 42,897; and letters and parcels of matter forwarded for the Government, and by law exempted from the payment of the registry fee, 1,948,700; making the total number of all kinds, 11,648,227.

As compared to the previous year, there was an increase of 340,467, or 4.3 per cent., in domestic letters; of 36,070, or 3.6 per cent., in domestic parcels; of 26,917, or 5.6 per cent., in letters to foreign addresses; of 7,089, or 19.8 per cent., of parcels to foreign addresses; and of 194,428, or 11 per cent., in letters and parcels forwarded free for the Government.

Statistics of the registry business will be found more in detail in tables Nos. 8 to 10, hereto annexed.

#### LOSSES.

The number of reported losses of registered matter from all causes during the year was 4,281, of which investigations were finally completed in 3,207 cases. In 1,956 cases the complaints were found to have been groundless; of the remainder, 543 cases under investigation resulted in the recovery of the articles or in the recovery of the loss from the parties responsible; in 111 cases no trace of the matter could be ascertained, and no collection was made on account of the loss; in 597 cases where the cause of the loss was ascertained no recovery was made. The utter losses during the year were thus 708 pieces, or say 1 out of every 16,452 articles registered.

The causes and number of the losses, including those in which recovery was made after investigation, were in detail as follows:

Number lost by burning of or accidents to postal cars .....	21
Number lost by burning of post-offices .....	13
Number lost by depredations of postal employes .....	413
Number lost by negligence of postal employes .....	367
Number lost by unavoidable accidents .....	52
Number lost by burglaries of post-offices, thefts from postal cars, and robberies of stages .....	254
Total .....	1,140
Add number in which cause of loss was not ascertained .....	111
Total .....	1,251

The subject of losses is referred to more fully in the report of the chief post-office inspector. Acknowledgments are due to the post-office inspectors for the zeal and efficiency with which they have prosecuted investigations of losses and depredations of registered matter.

It is proper, also, that I should express my appreciation of the valuable services rendered by Mr. Z. Moses, assistant superintendent of the railway mail service, who has been on detailed duty in this office for some years past in connection with the work of the registry system.

#### INNER REGISTERED SACK EXCHANGES.

The system of inner registered sack exchanges introduced by your order of September 21, 1885, and fully explained in my last annual report, has proved to be more successful even than was anticipated, having resulted in a great saving of labor, and in adding to the security of the registered matter for which it is employed. It was in operation at the close of the fiscal year at 196 post-offices. Numerous applications for the system, in cases where the dispatches were in such quantities as to justify its introduction, were suspended on account of a lack of the necessary rotary locks. Provision for these having been made in the appropriation act for the current year, the system is now being extended to such offices as can use it to advantage.

#### REGISTRY SYSTEM IN LARGE POST-OFFICES.

During the year in a number of the larger post-offices the method of transacting registry business has been somewhat simplified and improved, the new method conforming very closely to a system that had been previously authorized in two other large offices, and that had been thus tested by experience.

The main features of the improvement are, first, the giving of a separate number, as part of a series of numbers running consecutively through a quarter, to every article of registered matter coming into the post-office for delivery; second, the separation and isolation as far as practicable of the several subdivisions of registry work and the registry force in the post-office; third, a rigid system of receipting, in some form, for all registered matter in its passage through the office from its arrival to its delivery; fourth, the daily balancing of work and records, so as to show all articles on hand at the close of every day and the disposition of all others received during the day; fifth, the use of a card form of combined notice and receipt for registered articles delivered otherwise than through the letter-carrier system.

The advantages of the improvement are, the easy identification of every registered article; the giving to it additional security; the definite placing of responsibility for its custody and disposal; the speedy detection of losses and mistakes, if any should occur, and the greater facilities thereby given for the investigations of inspectors; a more satisfactory manner of delivering mail to the public; and an economy of labor and office material in performing registry work. Another advantage of very great value indeed, and apparently a necessary concomitant of the system, is the almost immediate development of a higher state of discipline among registry employes, the checking of small irregularities, and a general improvement in precision.

It is intended, as time shall allow, to extend this modification of the registry system to all post-offices where the amount of business will justify it.

## EXCHANGES FOR THROUGH-REGISTERED MATTER.

The exchanges for the transmission of through registered matter by means of the through registered pouch, the brass lock pouch, and the inner registered sack systems, all of which have been described in former reports of this office, have been greatly extended during the year. The number of these exchanges in operation on the 30th of June, 1886, was as follows:

Through registered pouch exchanges .....	387
Inner registered sack exchanges .....	98
Brass lock registered exchanges .....	199

## DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and other inclosures received, opened, and examined during the year (exclusive of matter for the division of dead letters, opened in that division) was 1,180,400, an increase of 7,540 over the number for the previous year.

Among them were 825 containing money, and 13,311 containing postage-stamps, stamped envelopes, and postal-cards returned for redemption. The number of registered letters received was 20,096.

Of the letters received 48,076 were briefed and recorded, and filed after final action had been taken upon them. The number of letters written in the office, copied, enveloped, and mailed, was 15,562, exclusive of circulars.

## DIVISION OF DEAD LETTERS.

The total number of pieces of original dead mail matter received at the Dead-Letter Office during the year ended June 30, 1886, was 4,791,698, an increase of 239,552, or 5.2 per cent., over the number received during the previous fiscal year. The number of pieces on hand at the commencement of the year was 13,516; 218,531 letters without valuable inclosures sent to the writers were returned undelivered, making, with those above received, the total number of pieces treated during the year 5,023,745, classified as follows:

1. Domestic mailable letters:		
(a) Ordinary unclaimed letters .....	3,552,741	
(b) Letters returned from hotels .....	109,461	
(c) Letters bearing fictitious addresses .....	23,050	
(d) Letters returned from foreign countries .....	159,888	
(e) Domestic registered letters .....	4,442	
(f) Ordinary letters without inclosures sent to writers and returned on account of failure to deliver .....	218,531	
Total .....	4,068,113	
2. Domestic unmailable letters:		
(a) Letters containing unmailable articles .....	1,389	
(b) Letters held for postage .....	119,365	
(c) Letters misdirected or only partially addressed .....	322,706	
(d) Letters without address .....	15,178	
		458,638
3. Domestic parcels of third and fourth class matter .....		81,221
4. Letters mailed in foreign countries .....		369,902
5. Printed matter, samples, &c., mailed in foreign countries and returnable .....		30,008

G. Registered articles:		
(a) Of domestic origin .....	4, 442	
(b) Of foreign origin .....	11, 421	
		15, 863
Total as before .....		5, 023, 745

The following was the disposition made of the mail matter treated during the year:

Domestic mailable letters:		
Card and return-request letters delivered unopened .....	61, 348	
Letters opened (disposed of as detailed below) .....	3, 788, 234	
Ordinary letters without valuable inclosures sent to writers and returned on account of failure to deliver, and subsequently destroyed .....	218, 531	
Domestic unmailable letters:		
Held-for-postage letters forwarded unopened to address on receipt of postage .....	4, 371	
Held-for-postage letters on hand at close of the year, awaiting return of notice with postage .....	263	
Misdirected letters forwarded unopened after correction of addresses .....	77, 618	
Held-for-postage letters opened (disposed of as below) .....	114, 731	
Misdirected letters opened (disposed of as below) .....	245, 088	
Letters without address opened (disposed of as below) .....	15, 178	
Letters containing unmailable articles opened disposed of as below .....	1, 389	
Domestic third and fourth class matter:		
Parcels opened and disposed of as below .....	81, 221	
Foreign matter:		
Letters returned to country of origin or delivered to addressees .....	366, 379	
Letters on hand at close of year .....	3, 523	
Parcels of printed matter, samples, &c., returned unopened or delivered to addressees .....	30, 008	
		399, 910
Registered articles:		
Domestic—		
Of domestic origin, delivered unopened .....	1, 885	
Of domestic origin, opened .....	2, 557	
		4, 442
Foreign—		
Returned to country of origin or delivered to addressees .....	11, 218	
On hand at close of year .....	203	
		11, 421
Total .....		5, 023, 745

The following was the disposition of mail matter opened in the Dead-Letter Office:

Delivered:		
Letters containing money .....	12, 138	
Letters containing drafts, notes, money-orders, postal notes, and other evidences of monetary value .....	18, 105	
Letters containing receipts, paid notes, &c. ....	28, 135	
Letters containing postage-stamps .....	92, 228	
Letters containing nothing of value .....	1, 887, 359	
Photographs .....	25, 835	
Parcels of merchandise, books, &c. ....	39, 443	
		2, 103, 243
Returned to owners and awaiting evidence of delivery:		
Letters containing money .....	717	
Letters containing drafts, notes, &c. ....	2, 327	
Registered parcels of merchandise, books, &c. ....	20	
		3, 064
Under treatment looking to delivery:		
Letters containing money .....	1, 036	
Letters without inclosures .....	20, 200	
		21, 236

Filed upon failure to deliver; subject to reclamation:

Letters containing money.....	3,980	
Letters containing drafts, notes, checks, &c.....	882	
Letters containing receipts, paid notes, &c.....	3,338	
Letters containing postage-stamps.....	4,281	
Photographs.....	4,938	
Parcels of merchandise, books, &c.....	41,700	
		59,119

Destroyed:

Letters containing worthless inclosures, and which could not be returned to writers.....	560	
Letters without inclosures, which could not be returned to writers.....	2,053,929	
Parcels containing pamphlets, fruit, cake, seeds, &c.....	11,033	
		2,065,522

#### FOREIGN DEAD MAIL MATTER.

Returned to country of origin:		
Registered letters.....	10,777	
Ordinary letters.....	353,204	
Parcels of printed matter, samples, &c.....	23,982	
		387,963
Delivered to addressees upon application:		
Registered letters.....	381	
Ordinary letters.....	167	
Parcels of printed matter, samples, &c.....	108	
		656
Misdirected matter forwarded to corrected addresses:		
Registered letters.....	60	
Ordinary letters.....	13,008	
Printed matter, samples, &c.....	5,918	
		18,986
On hand under treatment at close of year:		
Registered letters.....	203	
Ordinary letters.....	3,523	
		3,726
		411,331

#### MATTER RETURNED FROM FOREIGN COUNTRIES.

The following number of pieces of matter originating in the United States was returned to the Dead-Letter Office from foreign countries during the year as undeliverable:

Registered letters.....	1,786
Ordinary letters.....	168,888
Postal cards.....	10,100
Parcels of printed matter, samples, &c.....	32,532
	204,306

#### DEAD REGISTERED MATTER.

Of the 15,717 unclaimed registered letters and parcels received there were:

Delivered to addressees or restored to senders.....	15,043
Returned to postmasters for delivery and awaiting receipts.....	66
Filed upon failure to discover ownership, subject to reclamation.....	608
	15,717

#### VALUE OF INCLOSURES IN MATTER RESTORED TO OWNERS.

The following shows the number of letters restored to owners or in course of restoration, with the character and value of contents:

Number of letters containing money restored to owners.....	12,138
Amount of money inclosed therein.....	\$21,732 00
Number of letters containing money outstanding in the hands of postmasters for restoration to owners.....	717

Amount of money inclosed therein .....	\$2, 960 62
Number of letters containing drafts, checks, notes, money-orders, &c., restored to owners .....	18, 105
Value contained therein .....	\$1, 121, 154 74
Number of letters containing drafts, checks, notes, money-orders, &c., outstanding in the hands of postmasters for restoration to owners...	2, 327
Value contained therein .....	\$334, 096 58

## REVENUE DERIVED FROM DEAD MATTER.

The amount of revenue derived from dead matter during the year is shown by the following statement :

Amount separated from dead letters that could not be restored to owners..	\$6, 426 39
Amount realized from auction sale in December, 1885, of parcels of merchandise .....	2, 397 17
Amount realized from sale of uncurrent funds remaining from last year ...	6 85
Amount received from the postal administration of Canada for redemption of Canadian stamps received in payment of postage on matter forwarded to that country .....	48 88
<b>Total .....</b>	<b>8, 879 29</b>

## The money was disposed of as below :

Deposited in the United States Treasury during the year .....	\$8, 858 33
Loss from sale of mutilated and foreign money .....	17 96
Uncurrent money to account for in the next fiscal year .....	3 00
<b>Total .....</b>	<b>8, 879 29</b>

## POSTAGE-STAMPS.

The following amounts of postage-stamps were received in the division of dead letters from the several sources named, and were destroyed under proper supervision:

Separated from dead letters for which no owner could be found .....	\$510 87
Found loose in the mails and sent to the Dead Letter Office by postmasters ..	232 79
Received for payment of postage on held-for-postage matter forwarded to destination, and parcels of third and fourth class matter returned to sender (sent out from the Dead-Letter Office under an official penalty envelope.) .....	931 76
<b>Total value of stamps destroyed .....</b>	<b>1, 675 42</b>

In addition to the above, postage-stamps to the value of \$405.74 have been received since February 1, 1886, and affixed to parcels of matter addressed to foreign countries, which, under a modification of the regulations, were transmissible in the mails at letter rates of postage.

## DEAD MATTER GIVEN TO CHARITABLE INSTITUTIONS.

During the year, 16,164 magazines, pamphlets, illustrated papers, picture cards, &c., which could not be restored to the owners, were distributed amongst the inmates of the various hospitals, asylums, and other charitable institutions in the District of Columbia, as heretofore, by order of the Postmaster-General.

The following are the numbers of the various articles :

Magazines .....	1, 104
Pamphlets, &c. ....	4, 364
Illustrated papers .....	3, 233
Picture cards, valentines, &c. ....	7, 460
<b>Total .....</b>	<b>16, 164</b>

## COMPARISONS WITH PREVIOUS YEAR.

The increase of matter received at the Dead-Letter Office during the last as compared to the previous fiscal year is not nearly proportioned to that of the volume of matter committed to the mails, and the fact may justly be regarded as a tribute to the growing efficiency of the postal service.

In the total number of pieces of dead mail matter received for treatment there was an increase of only 239,552, or a little over 5 per cent. The statistics given in a previous part of this report of a count of mail matter at twenty of the principal post-offices showed an increase of 19.1 per cent. on the number of pieces of matter mailed for the last week of June of this year as compared to the corresponding week of the previous year. For the last week in September of the present year there was an increase at the same offices of 16.7 per cent. over the number of pieces mailed during the last week of September, 1885.

The report of the Superintendent of Foreign Mails shows that 30,405,847 letters of foreign origin were received in this country for delivery during the past year. This was an increase of 3,605,616, or 13 per cent., over the number received during the previous year. The number of undeliverable letters of foreign origin received at the Dead-Letter Office during the last year was 364,242, and this was a decrease of 28,017, or 7 per cent., as compared to the number received during the previous year.

The number of letters of domestic origin sent abroad during the last year, according to the report of the Superintendent of Foreign Mails, was 37,002,893, an increase of 794,131, or 2 per cent., over the number sent during the previous year. The number of undeliverable letters of domestic origin returned to the Dead-Letter Office from foreign countries during the past year was 159,888, and these were 10,960, or 6 per cent., less than the number returned during the previous year.

In registered matter the number of pieces of domestic registered articles received at the Dead-Letter Office as undeliverable was 2,656, a decrease of 77, or 2.5 per cent., and the number returned from foreign countries was 1,736 pieces, an increase of 478, or 36 per cent., over the number returned the previous year.

The number of pieces of registered matter of foreign origin sent to the Dead-Letter Office as undeliverable in this country was 11,275; and this was a decrease of 1,171, or over 9 per cent., as compared to the number sent during the previous year.

Of the ordinary unclaimed domestic mailable letters received at the Dead-Letter Office during the past year, there was an increase of 136,507, or 4 per cent., as compared to the number received during the previous year.

The letters returned from hotels showed an increase of 7,745, or 7.5 per cent., and the letters bearing fictitious addresses a decrease of 1,947, or 7.5 per cent. In letters containing unmailable matter there was a decrease of 376, or 21 per cent. In held-for-postage letters sent to the Dead-Letter Office, there was an increase of 1807, or about 1.5 per cent. In misdirected letters, and letters bearing only partial addresses, there was an increase of 38,348, or 13 per cent., and in letters wholly without address there was an increase of 510, or 3.5 per cent.

The domestic parcels of third and fourth class matter showed an increase of 22,025, or 37 per cent., as compared to the previous year; but even this large increase was not in keeping with the increase of such matter committed to the mails during the year.



In the treatment of the matter received at the Dead-Letter Office there were 61,348 card and request letters delivered unopened, and this was an increase of 4,205, or 7 per cent., over the number delivered unopened during the previous year.

The held-for-postage letters addressed to Canada and forwarded unopened from the Dead-Letter Office, upon the receipt of the postage, numbered 4,371, a decrease of 265, or 5.5 per cent., as compared to the previous year.

The misdirected letters forwarded unopened upon correction of addresses showed an increase of 10,368, or 15 per cent., over the number forwarded during the previous year.

In the letters opened in the Dead-Letter Office there was a decrease from the number opened during the previous year of 31,549, or less than 1 per cent.

The number of opened letters restored to owners was 2,103,243, and this was an increase of 481,830, or 29 per cent., over the number restored during the previous year.

The number of letters containing nothing of value and which it became necessary to destroy for want of any clew for their restoration was 2,053,929, and this was a decrease of 314,695, or 13 per cent., as compared to the number destroyed the previous year.

The number of letters received at the Dead-Letter Office inclosing money was 15,911, and the amount contained therein was \$28,130.41, a decrease of 668, or 4 per cent., in the number, and of \$2,037.07, or 6 per cent., in the amount.

The number of letters received which contained money-orders, notes, checks, and other evidences of monetary value, was 19,488, an increase of 437, or 2 per cent., over the previous year. The nominal value represented was \$1,240,506.89, a decrease of \$548,349.33, or 30 per cent., as compared to the amount received the previous year.

The number of letters containing receipts, paid notes, and other papers of minor value was 32,033, an increase of 5,776, or nearly 22 per cent.

The number containing photographs was 30,773, a decrease of 1,958, or nearly 6 per cent., and the number containing postage-stamps was 96,509, a decrease of 11,251, or 10 per cent.

The number of letters containing articles of merchandise together with the parcels of third and fourth class matter sent to the Dead-Letter Office during the year was 92,196, and this was an increase of 10,530, or 12 per cent., over the number received during the previous year.

The number of letters inclosing money which were restored to their owners during the year was 12,138, containing \$21,732.41, being 76 per cent. of the total number of letters received, and 77 per cent. of the total values inclosed.

Of the letters inclosing money-orders, notes, drafts, &c., 18,105, containing a representative value of \$1,121,151.74, were restored to the owners; and these were 93 per cent. of the total number and 90 per cent. of the total value received.

The number of letters containing receipts, paid notes, &c., restored to owner was 28,135, or 87 per cent. of the total received; the number containing photographs was 25,835, or 83 per cent. of the total received; and the number containing postage-stamps was 92,228, or 95 per cent. of the total received.

The number of parcels of third and fourth class matter restored to owner during the year was 39,443, or 42 per cent. of the total received.

The small proportion of this class of matter restored is due to the neglect of the senders to avail themselves of the right to indorse upon the cover of the parcel their name and address, so that when they reach the Dead-Letter Office, upon failure to find the addressee, there is no clew whatever to the sender.

Of the 4,164,602 sealed letters opened in the Dead-Letter Office during the year, 208,316, or 5 per cent., contained other inclosures, and were made matters of record.

The statistics afforded by the foregoing statements and by the tables hereto appended are worthy of close examination.

#### DEAD-LETTER OFFICE AN INDEPENDENT BUREAU.

In my last annual report I had the honor to recommend, for reasons fully set forth, the separation of the Division of Dead Letters from the jurisdiction of this office, and its erection into an independent bureau, to be known as the Dead-Letter Office, the officer in charge to be designated as Superintendent of the Dead-Letter Office, and to be directly responsible to the Postmaster-General in the performance of the duties of the office. This recommendation met with a favorable indorsement in your annual report, and provision for carrying it into effect was made by the legislative, executive, and judicial appropriation act for the current fiscal year. It was carried into final operation by your formal order issued under date of July 30, 1886. The Chief of the Division of Dead Letters was appointed to the new office of Superintendent of the Dead-Letter Office; but it is to be regretted that no provision was made by law for increasing his previous compensation of \$2,250 per annum. The proper discharge of the duties of the office will, in my opinion, abundantly justify a salary of \$3,000 per annum; and the present officer is fully equal to the demands of his position. As a matter of justice to him, not less than to the public service, I beg to respectfully submit for your consideration the propriety of recommending to Congress that the salary of the office be placed at an amount somewhat commensurate with its duties and responsibilities.

#### COMMENDATORY.

In concluding this report it is only just that I should signify my appreciation of the faithful and efficient services rendered by the chief clerk, chiefs of divisions, and the clerical and other force of the office in the discharge of their respective duties. The statistics of the report bear evidence throughout of the great increase in the work of the office, and this additional burden resulting from the growth and improvement of the service was sustained, and well sustained, without any augmentation in the numbers of the employés.

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

A. D. HAZEN,

*Third Assistant Postmaster-General.*

Hon. WILLIAM F. VILAS,

*Postmaster-General.*

No. 1.—*Explanations of estimates of appropriations for the Office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1888.*

POST-OFFICE DEPARTMENT,  
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,  
*Washington, D. C., October 12, 1886.*

SIR: In compliance with your request, I have the honor to submit the following estimates of the appropriations required for the service of this office for the fiscal year ending June 30, 1888, to wit:

1. For manufacture of adhesive postage and special-delivery stamps ..	\$131,628 00
2. For pay of agent and assistants to distribute stamps, and expenses of agency .....	8,100 00
3. For manufacture of stamped envelopes, newspaper wrappers, and letter-sheets .....	780,952 00
4. For pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, and letter-sheets, and expenses of agency ..	16,000 00
5. For manufacture of postal cards .....	204,279 00
6. For pay of agent and assistants to distribute postal cards, and expenses of agency .....	10,300 00
7. For registered-package, tag, official, and dead-letter envelopes .....	87,563 00
8. For ship, steamboat, and way letters .....	2,500 00
9. For engraving, printing and binding drafts and warrants .....	2,500 00
10. For miscellaneous items .....	1,000 00
Total .....	1,244,822 00

Explanations in detail of the foregoing estimates are given as follows, viz:

ADHESIVE POSTAGE AND SPECIAL-DELIVERY STAMPS.

The contract under which adhesive postage and special-delivery stamps are now being furnished is for a period of four years, beginning July 1, 1885, and ending June 30, 1889. The prices will therefore be the same for the ensuing as for the past fiscal year, and the increase of expenditure will be governed merely by that of the quantities to be required. The issues for the year ended June 30, 1886, showed an increase of 10.2 per cent. over those of the preceding year. The appropriation for the manufacture of the stamps, having been based on the higher prices of the late contract, was not only sufficient to defray the expenditure, but to leave a surplus of \$59,030.91 besides. It is hardly to be expected that the current and next fiscal years will show so large a rate of increase in the issues as that exhibited for the past year, but for the purposes of this estimate it will not be prudent to allow for a yearly increase of less than 7 per cent. The expenditure for the year ended June 30, 1886, was \$114,969.09; at an increase of 7 per cent. it will amount to \$123,016.92 for the current fiscal year, and a like ratio of increase on this latter sum will give \$131,628.10 as the probable amount to be required for the next fiscal year. The expenditure for the quarter ended September 30, 1886, amounted to \$24,243.91, or \$13.49 more than that for the corresponding quarter of the previous year; but the issues of the former quarter were lessened by the withholding by postmasters of requisitions for supplies on account of the expected reduction in the prices of stamped envelopes to go into effect on the 1st of October.

STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER-SHEETS.

The elements entering into the estimates for the foregoing articles are less certain than those in the estimates for adhesive postage-stamps. In the first place, a new contract for the supply of stamped envelopes and newspaper wrappers went into effect on the 1st of October, 1886, for

the four years ensuing that date. The results are fully stated in a review of that contract already prepared for my annual report, and to which attention is especially called in this connection. It was estimated that the cost of the envelopes and wrappers actually to be furnished during the new contract term would show a reduction of  $22\frac{1}{2}$  per cent. as compared to the cost of like quantities at the prices in the late contract.

The issues for the year ended June 30, 1886, showed an increase of 9.6 per cent. in number over those of the preceding fiscal year. For the quarter ended September 30 last the expenditure amounted to \$114,966.59, but during this quarter the supplies were confined to bare current needs, so as to exhaust the stock in post-offices by the time the change of prices went into effect, and the outlay for that quarter is accordingly no criterion of future needs. The reduction of prices to the public, and the introduction of new styles, will tend to unduly increase the sales of stamped envelopes, and allowance should be made accordingly in providing the means for their manufacture. It certainly will not be unreasonable to allow for a yearly increase of 15 per cent. in the issues. The expenditure for the last fiscal year amounted to \$692,435.04; at an annual increase of 15 per cent. it would amount, at the prices in the late contract, to \$796,300.29 for the present year and to \$915,745.33 for the next fiscal year. Reducing this latter amount by  $22\frac{1}{2}$  per cent., to represent the estimated decrease of cost under the new contract, would leave the estimated expenditure for stamped envelopes and newspaper wrappers for the next fiscal year at \$709,702.63.

An additional amount will, however, be required for the purchase of the letter-sheets embraced in the appropriation for stamped envelopes and newspaper wrappers. The sheets were introduced in August last at a number of the larger offices, and the facts connected with their introduction are detailed in my annual report. Sufficient time has not elapsed to form a reasonably accurate judgment as to the demand likely to arise for them. The number disposed of at the offices at which they were placed on sale was 1,122,457 for the month of September. Urgent calls have led to their issue at an additional number of offices, and it will probably be unsafe to allow for a sale of less than 25,000,000 during the next fiscal year. The price paid for their manufacture and issue is \$2.85 per 1,000, amounting to \$71,250 on the estimated number to be required. The total estimated amount of the expenditure for stamped envelopes, newspaper wrappers, and letter-sheets is therefore \$780,952.63. The cost of manufacturing and issuing stamped envelopes, newspaper wrappers, and letter-sheets is directly reimbursed to the Government, being added to the postage value in fixing the prices of the articles to the public.

#### POSTAL CARDS.

The issue of postal cards has shown wide fluctuations. The highest number ever issued in one year was 379,516,750 for the year ended June 30, 1883, and the average annual increase for the nine years preceding that date was at the rate of 17.47 per cent. During the next succeeding year the number issued was 362,876,750, and for the year ended June 30, 1885, it was 339,416,500. The falling off is to be attributed in part to the general depression of business and in part to the reduction from 3 to 2 cents in the letter rate of postage, which went into effect on the 1st of October, 1883. Though the increase on the 1st of July, 1885, in the unit of weight on first-class matter from half an ounce to one ounce tended still further to the substitution of sealed inclosures for printed matter and postal cards, the issue of the latter articles during the last fiscal year, numbering 355,648,000, shows an increase of

16,231,500, or 4.78 per cent., over that of the preceding year. It would seem as though sufficient time had been afforded to realize in greatest part the adverse effects upon the issue of postal cards of the recent changes in the rates of postage, and if so, the issue of the cards must in the future be expected to increase in somewhat like proportions with those of adhesive stamps and stamped envelopes. Moreover, the present condition of the business interests of the country is such as to justify the expectation of an unusually large demand for postal cards.

In view of the facts it will not be prudent to estimate for an annual increase of less than 10 per cent. The expenditure for postal cards during the last fiscal year was \$168,826.06; at an increase of 10 per cent. it would amount to \$185,708.66 for the present and to \$204,279.52 for the next fiscal year, the same rates of cost prevailing throughout the three years under a contract for four years beginning July 1, 1885. For the quarter ended on the 30th of September last the expenditure was \$34,344.28; the issues, consisting of 71,985,500 cards, having been diminished through the causes given in the estimate for adhesive postage-stamps.

#### REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

The contract for the above articles is made for a period not to exceed one year. The contract for the last fiscal year was an unusually favorable one, having resulted in a decrease of \$55,337.01, or 43.3 per cent., in the expenditure, as compared to the cost of like quantities at the prices in the contract of the preceding year. Through the failure to secure a new contract (the facts connected with which are explained in my annual report), upon the first call for proposals in May last the old contract was extended to the 31st of August, and a new contract was made under a fresh call for proposals for the ten months beginning September 1, 1886. The new contract showed an increase, upon the basis of the issues for the year ended March 31, 1886, of \$8,275.13, or 11.9 per cent., as compared to the cost at the prices in the contract of the fiscal year ended June 30, 1886. The cost under the new contract upon the basis mentioned was, however, \$8,836.57, or 10.1 per cent., less than the amount in the bid received under the first call for proposals, and it was also \$41,401.06, or 33.6 per cent., less than the cost under the contract in force prior to July 1, 1885.

The expenditure for the year ended June 30, 1886, was \$72,366.21. Allowing for an increase of 10 per cent., in quantities to be required for the next over those furnished during the last fiscal year, would result in an expenditure for the ensuing fiscal year of \$79,602.83, at the rates in the contract of the last year. An increase of 10 per cent. on this amount, to correspond with the increase of prices by the present contract, would give \$87,563.11 as the amount required for the year ended June 30, 1888.

#### POSTAGE-STAMP, STAMPED-ENVELOPE, AND POSTAL-CARD AGENCIES.

Notwithstanding the additional work involved by the increase in the issues, the estimates for the several agencies for the inspection and distribution of postage-stamps, stamped envelopes, and postal cards are placed at the same amounts as the appropriations for the current fiscal year, viz:

Postage-stamp agency .....	\$8, 100
Stamped-envelope agency .....	16, 000
Postal-card agency .....	10, 300

## SHIP, STEAMBOAT, AND WAY LETTERS.

This appropriation is required under sections 3913, 3976, 3977, 3978, Revised Statutes, for the payment to masters or owners of vessels not regularly engaged in the transportation of the mails, for letters brought and delivered to post-offices on arrival in port for transmission to destination. The parties receiving the letters are required to pay, in addition to the regular postage, the amount paid to said master or owner, which amounts are consequently refunded to the Department. The expenditure for the last fiscal year amounted to \$2,050.83; the appropriation for the current fiscal year is \$2,000, and the estimate for the ensuing fiscal year is placed at \$2,500.

## ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

This appropriation is for the purchase of drafts and warrants used for payments to creditors, transfers of funds to and from postmasters, and collections of balances due the Department. The drafts and warrants are prepared and furnished by the Bureau of Engraving and Printing of the Treasury Department. The amount expended during the last fiscal year was \$1,984.75; the appropriation for the current fiscal year is \$2,000, and the estimated amount required for the next year is \$2,500.

## MISCELLANEOUS.

The estimate for miscellaneous expenditures is left at the same amount as the appropriation for the present fiscal year, viz, \$1,000. The amount expended during the last year was \$369.22.

## COMPARISON OF ESTIMATES.

The increase of the estimates for the ensuing fiscal year over the appropriations for the current fiscal year is shown in the following tabular statement:

*Comparative statement of appropriations for the year ending June 30, 1887, and estimate of appropriations for the year ending June 30, 1888.*

Object.	Appropriation, year ending June 30, 1887.	Estimates of appropriation, year ending June 30, 1888.	Increase.	
			Amount.	Percent.
Adhesive postage and special-delivery stamps ..	\$116,700 00	\$131,628 00	\$14,928 00	12.8
Postage-stamp agency ..	8,100 00	8,100 00		
Stamped envelopes, newspaper-wrappers, and letter-sheets ..	583,500 00	780,952 00	197,452 00	33.8
Stamped-envelope agency ..	16,000 00	16,000 00		
Postal cards ..	188,600 00	204,279 00	15,679 00	8.3
Postal-card agency ..	10,300 00	10,300 00		
Registered-package, tag, official, and dead-letter envelopes ..	67,200 00	87,563 00	20,363 00	30.3
Ship, steamboat, and way letters ..	2,000 00	2,500 00	500 00	25.0
Engraving, printing, and binding, drafts and warrants ..	2,000 00	2,500 00	500 00	25.0
Miscellaneous ..	1,000 00	1,000 00		
<b>Total .....</b>	<b>995,400 00</b>	<b>1,244,822 00</b>	<b>249,422 00</b>	<b>25.0</b>

The increase of the estimates for the next fiscal year over the expenditures for the last fiscal year is shown in the following tabular statement:

*Comparative statement of expenditures for the year ended June 30, 1886, and estimates of appropriations for the year ending June 30, 1888.*

Object.	Expenditure, year ended June 30, 1886.	Estimates of appropriation, year ended June 30, 1888.	Increase.	
			Amount.	Per cent.
Adhesive postage and special delivery stamps...	\$114,969 09	\$131,628 00	\$16,658 91	14.4+
Postage-stamp agency.....	6,837 00	8,100 00	1,263 00	18.4+
Stamped-envelopes, newspaper-wrappers and letter-sheets.....	692,435 04	780,952 00	88,516 96	12.7+
Stamped envelope agency.....	15,372 09	16,000 00	627 91	4.1+
Postal cards.....	168,826 06	204,279 00	35,452 94	20.9+
Postal-card agency.....	7,008 90	10,800 00	3,791 10	46.9+
Registered-package, tag, official, and dead-letter envelopes.....	72,866 21	87,568 00	15,196 79	20.9+
Ship, steamboat, and way letters.....	2,050 83	2,500 00	449 17	21.9+
Engraving, printing, and binding drafts and war- rants.....	1,984 75	2,500 00	515 25	25.9+
Miscellaneous.....	369 22	1,000 00	630 78	170.8+
Total.....	1,082,219 19	1,244,822 00	162,602 81	15.0+

In the foregoing statement the expenditure for the postal-card agency for the last year is given at \$7,008.90, but the actual expenditure was \$9,208.90, the sum of \$2,200 for clerical assistance having been borne out of the allowance for clerk hire at the post-office at Albany, N. Y., near the place of manufacture. Provision was made for this expenditure out of the appropriation for the postal-card agency for the current fiscal year, and a corresponding amount was deducted from the allowance to the Albany post-office.

Of the \$88,516.96 increase shown in the foregoing table, \$71,250 is for the manufacture of letter-sheet envelopes, which articles were not furnished during the last fiscal year.

The estimated expenditures for the year ending June 30, 1888, are \$172,683.25, or 16.1 per cent., in excess of the actual expenditures for the year ended June 30, 1885.

The total number of adhesive postage-stamps, stamped envelopes, newspaper-wrappers, postal cards, and registered-package, tag, and official envelopes furnished during the fiscal year ended June 30, 1885, was 2,174,360,740, at a cost of \$1,038,717.16 for manufacture. The estimated number of these articles to be required for the year ended June 30, 1888, is 2,814,084,577, at an estimated cost of \$1,133,172 for manufacture. This is an increase of 639,723,837, or 29.4 per cent., in the number of articles, and of \$94,454.84, or 9 per cent., in the cost of manufacture.

Very respectfully, &c.,

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

Hon. WILLIAM F. VILAS,  
*Postmaster-General.*

No. 2.—Statement showing appropriations and expenditures for the year ended June 30, 1886.

Items.	Amount appropriated.	By accounts up to September 30.		
		Amount expended.	Balance unexpended.	Excess of expenditures.
<i>Office of the Postmaster-General.</i>				
Mail depredations and post-office inspectors, and fees to United States marshals, attorneys, &c .....	\$200,000 00	\$194,435 00	\$5,565 00	.....
Advertising .....	20,000 00	14,624 66	5,375 34	.....
Miscellaneous items in the office of the Postmaster-General .....	1,500 00	149 71	1,350 29	.....
<i>Office of the First Assistant Postmaster-General.</i>				
Compensation to postmasters .....	12,800,000 00	11,848,178 17	951,821 83	.....
Compensation to clerks in post-offices .....	5,150,000 00	4,977,663 47	172,336 53	.....
Payment to letter-carriers, and the incidental expenses of the free-delivery system .....	4,435,000 00	4,312,296 70	122,703 30	.....
Wrapping paper .....	35,000 00	28,766 49	6,233 51	.....
Twine .....	85,000 00	69,192 35	15,807 65	.....
Marking and rating stamps .....	20,000 00	16,812 87	3,187 63	.....
Letter-balances, test-weights, and scales .....	20,000 00	1,172 50	18,827 50	.....
Rent, light, and fuel for post-offices .....	490,000 00	468,932 57	21,067 43	.....
Office furniture .....	30,000 00	11,214 06	18,785 94	.....
Stationery .....	65,000 00	33,030 10	31,969 90	.....
Miscellaneous and incidental items .....	30,000 00	53,498 30	23,498 30	.....
<i>Office of the Second Assistant Postmaster-General.</i>				
Inland mail transportation—railroad routes .....	14,425,000 00	14,146,401 85	278,598 15	.....
Inland mail transportation—steamboat routes .....	615,000 00	471,447 26	143,552 74	.....
Inland mail transportation—star routes .....	5,900,000 00	5,452,456 19	447,543 81	.....
Railway postal-car service .....	1,765,026 00	1,691,447 80	73,578 20	.....
Necessary and special mail facilities on trunk lines .....	266,764 00	251,540 82	15,223 18	.....
Compensation to railway postal clerks .....	4,682,300 00	4,467,778 08	214,521 92	.....
Compensation to mail-messengers .....	975,000 00	833,968 38	141,031 62	.....
Mail locks and keys .....	20,000 00	19,995 80	4 20	.....
Mail bags and mail-bag catchers .....	275,000 00	215,202 80	59,797 20	.....
Miscellaneous items .....	1,000 00	619 65	380 35	.....
<i>Office of the Third Assistant Postmaster-General.</i>				
Adhesive postage-stamps .....	174,000 00	114,999 09	59,000 91	.....
Postage-stamp agency .....	8,100 00	6,837 00	1,263 00	.....
Stamped envelopes and newspaper wrappers .....	745,000 00	692,435 04	52,564 96	.....
Stamped-envelope agency .....	16,000 00	15,372 09	627 91	.....
Postal cards .....	239,000 00	168,826 06	70,173 94	.....
Postal-card agency .....	7,300 00	7,008 90	291 10	.....
Registered-package, post-office, and dead-letter envelopes .....	140,000 00	72,366 21	67,633 79	.....
Ship, steamboat, and way letters .....	2,000 00	2,050 83		\$50 83
Engraving, printing, and binding drafts and warrants .....	2,000 00	1,984 75	15 25	.....
Miscellaneous items .....	1,000 00	899 22	100 78	.....
Special-delivery service .....	67,652 14	67,652 14		.....
<i>Office of the Superintendent of Foreign Mails.</i>				
Transportation of foreign mails .....	300,000 00	358,929 87	441,070 13	.....
Balances due foreign countries .....	75,000 00	31,927 09	43,072 91	.....
Total .....	54,122,642 14	50,637,553 37	3,556,189 60	50 83



No. 3.—Statement exhibiting the receipts and expenditures, under appropriate heads, by  
30, 1885

## RECEIPTS.

	Quarter ended Sep- tember 30, 1885.	Quarter ended Decem- ber 31, 1885.	Quarter ended March 31, 1886.	Quarter ended June 30, 1886.
Letter postage paid in money .....	\$31,889 89	\$1,143 40	\$2,197 93	\$24,774 08
Box rents and branch offices .....	485,892 47	497,927 63	513,454 11	520,673 83
Fines and penalties .....	2,344 15	3,045 30	4,370 37	3,706 83
Postage-stamps, stamped envelopes, news- paper wrappers, and postal cards .....	9,418,761 38	10,767,770 51	10,924,522 93	10,336,041 06
Dead letters .....	1,291 96	1,578 86	3,883 25	2,104 26
Revenue from money-order business .....	76,441 67	121,527 19	82,757 86	69,825 15
Miscellaneous .....	10,639 53	7,568 27	7,438 36	24,445 52
	10,027,360 55	11,400,861 16	11,538,630 81	10,981,570 43

Comparison, including revenue from money-order business:

Increase of receipts over year ended June 30, 1885, \$1,387,579.12, or 3.2+ per cent.

## EXPENDITURES.

Compensation of postmasters .....	\$2,721,500 40	\$2,823,899 00	\$2,941,964 64	\$2,855,814 13
Compensation of clerks for post-offices .....	1,231,427 24	1,234,433 39	1,251,080 42	1,260,722 42
Compensation of letter-carriers and inci- dental expenses .....	1,069,150 74	1,078,758 44	1,080,641 58	1,083,745 94
Wrapping paper .....	5,321 44	11,000 05	5,945 00	6,500 00
Twine .....	21,223 75	11,590 60	20,330 00	16,048 00
Postmarking and canceling stamps .....	3,409 00	4,848 48	3,726 89	4,828 00
Letter-balances .....		1,172 50		
Rent, light, and fuel for post-offices .....	106,941 29	116,844 42	122,441 76	122,705 10
Stationery .....	12,073 00	9,454 83	9,660 53	4,841 74
Furniture for post-offices .....	2,478 41	5,249 64	1,338 21	2,154 80
Miscellaneous, office of First Assistant Post- master-General .....	14,135 01	13,429 11	12,150 57	13,783 61
Inland mail transportation—railroad .....	3,492,478 74	3,563,184 15	3,523,142 05	3,570,596 91
Inland mail transportation—star .....	1,415,693 65	1,382,235 73	1,323,187 94	1,331,338 87
Inland mail transportation—steamboat .....	142,251 97	117,144 72	93,689 44	118,361 13
Transportation by postal cars .....	426,081 68	421,975 19	422,684 10	420,706 83
Special and necessary facilities, railroad trunk lines .....	62,981 43	62,931 43	62,746 53	62,931 43
Compensation of railway postal clerks .....	1,085,060 11	1,105,093 86	1,138,448 86	1,141,175 25
Compensation of mail-messengers .....	206,889 75	206,840 69	210,424 51	209,813 53
Mail locks and keys .....	90 00	1,915 80	9,110 00	8,880 00
Mail bags and catchers .....	41,608 06	27,016 00	76,507 11	70,071 57
Mail depredations—post-office inspectors, fees to United States marshals, attorneys, clerks of court, and counsel .....	45,762 68	45,169 24	46,318 23	57,184 85
Postage-stamps .....	24,230 42	28,545 37	30,920 54	31,272 76
Distribution of postage-stamps .....	1,768 05	1,930 00	1,374 17	1,864 78
Stamped envelopes and newspaper wrappers .....	160,652 50	180,711 87	177,059 12	174,011 55
Distribution of stamped envelopes and news- paper wrappers .....	3,880 64	3,857 03	3,890 00	3,744 42
Postal cards .....	20,307 39	59,819 75	42,272 32	46,428 60
Distribution of postal cards .....	1,741 59	1,675 00	1,092 31	1,900 00
Registered-package envelopes, locks and seals, and official and dead-letter envelopes .....	15,958 66	16,427 08	22,716 19	17,261 28
Ship, steamboat, and way letters .....	803 48	510 02	838 45	898 88
Engraving, printing, and binding drafts and warrants .....	117 50	888 75	258 50	720 00
Advertising .....	2,636 29	3,294 02	3,330 47	5,363 88
Miscellaneous, office of Postmaster-General .....	99 75	8 71	25 75	15 50
Foreign-mail transportation .....	32,211 52	90,841 65	88,766 98	97,109 77
Balances due foreign countries .....		14 30	22,993 63	8,949 16
Miscellaneous, Second Assistant Postmaster- General .....	50 00	441 75	87 65	40 25
Miscellaneous, Third Assistant Postmaster- General .....	189 39		113 04	116 79
Special-delivery service .....		28,790 99	30,067 84	18,803 61

quarters, for the fiscal year ended June 30, 1886, compared with fiscal years ended June and 1884.

## RECEIPTS.

Total year ended June 30, 1886.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1885.	Comparison with year ended June 30, 1885.		Total year ended June 30, 1884.	Comparison with year ended June 30, 1884.	
			Increase.	Decrease.		Increase.	Decrease.
\$60,004 80		\$67,527 86		\$7,523 06	\$110,875 02		\$50,870 22
2,018,048 04		1,958,237 05	\$59,810 99		1,904,052 57	\$113,995 47	
13,472 35		13,511 90		39 55	21,130 12		7,657 77
41,447,095 88		40,056,226 69	1,390,869 19		40,745,853 66	701,242 22	
8,858 33		12,097 93	3,239 60		9,619 19		760 86
359,551 87		408,933 30	58,381 43		507,323 81		158,771 94
50,391 68		44,309 10	6,082 58		27,104 44	23,287 24	
43,948,422 95		42,560,843 83	1,456,762 76	69,183 64	43,325,958 81	838,524 93	216,069 79
42,560,843 83			69,183 64		43,948,422 95	216,069 70	
1,387,570 12			1,387,579 12		622,464 14	622,464 14	

Comparison, excluding revenue from money-order business:

Increase of receipts over year ended June 30, 1885, \$1,445,960.55, or 8.3+ per cent.

## EXPENDITURES.

\$11,348,178 17	\$124 68	\$11,243,848 94	\$104,320 23		\$11,283,880 87	\$64,347 30	
4,977,663 47	4,308 92	4,873,853 19	103,810 28		4,735,958 42	242,695 05	
4,312,296 70	149 31	3,985,952 55	326,344 15		3,504,205 52	808,090 18	
28,766 49		34,997 60		\$6,231 11	24,988 18	3,778 31	
69,192 35	840 00	79,149 50		9,957 15	62,998 41	6,193 94	
16,812 37		10,233 04	6,579 33		10,670 32	6,142 05	
1,172 50		17,602 20		16,620 70	19,998 35		\$18,825 85
468,032 57	10,442 54	455,239 09	13,693 48		430,294 58	38,637 99	
36,030 10	1,695 09	46,776 43		10,746 33	59,968 23		\$23,968 13
11,214 06	3 50	19,406 89		8,192 83	9,699 96	1,523 10	
53,498 30	*248 33	54,483 46		985 16	57,318 99		3,820 69
14,149,401 85	251,163 99	13,558,313 78	591,088 07		13,131,950 35	2,017,451 50	
5,452,456 19	21,273 99	5,403,259 00	49,197 19		5,074,164 16	378,292 03	
471,447 26	2,698 43	558,288 51		86,841 25	576,250 41		104,823 15
1,691,447 80	577 50	1,709,236 47		17,788 67	1,575,000 00	116,447 80	
251,540 82		249,999 72	1,541 10		184,821 24	66,719 58	
4,467,778 08	14,846 13	4,246,209 51	221,568 57		3,971,357 20	496,420 88	
833,968 38	5,894 40	866,139 70		32,171 32	824,839 70	9,128 68	
19,965 80		23,962 00		3,996 20	18,226 00	1,739 80	
215,202 80	5,478 15	240,779 70		25,576 96	217,652 09		1,849 29
194,435 00	3,551 22	199,239 57		4,804 57	187,686 79	6,748 21	
114,969 09		137,753 47		22,784 38	135,974 47		21,005 38
6,837 00		5,745 86	1,091 14		6,737 49	79 51	
692,143 04		626,165 56	69,269 48		619,231 21	73,203 83	
15,372 09		15,886 10		514 01	15,351 72	20 37	
168,826 06		184,700 87		15,874 81	197,466 33		28,640 27
7,008 90		7,005 82	3 08		6,822 70	186 20	
72,366 21		90,097 26		17,731 05	103,830 88		30,464 67
2,050 83		1,861 11	249 72		1,614 83	435 95	
1,984 75		2,081 22		96 47	1,982 35	22 40	
14,624 66	258 62	16,694 07		2,369 41	18,915 09		4,290 43
149 71	12 29	1,247 64		1,097 93	1,151 39		1,001 68
358,929 87	32,025 82	325,463 98	33,466 89		322,994 12	35,935 75	
31,927 09	19,655 97	23,489 71	8,437 38		1,894 04	39,033 05	
619 65		984 35		364 70	396 94	222 71	
369 22	35 00	901 48		532 26	201 05	168 17	
67,652 14			67,652 14			67,652 14	

No. 3.—*Statement exhibiting the receipts and expenditures, under appropriate*

## EXPENDITURES—Continued.

	Quarter ended Sep- tember 30, 1885.	Quarter ended Decem- ber 31, 1885.	Quarter ended March 31, 1886.	Quarter ended June 30, 1886.
Delegates to Postal Union Congress, Lisbon, Portugal .....				
Furniture, money-order building .....				
Raw-hide trunks, Railway Mail Service .....				
	\$12,421,100 53	\$12,666,843 52	\$12,769,402 78	\$12,770,206 54

*heads, by quarters, for the fiscal year ended June 30, 1886, &c.—Continued.*

EXPENDITURES—Continued.

Total year ended June 30, 1886.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1885.	Comparison with year ended June 30, 1885.		Total year ended June 30, 1884.	Comparison with year ended June 30, 1884.	
			Increase.	Decrease.		Increase.	Decrease.
	\$998 65						
					\$2,004 22		\$2,004 22
					9,000 00		9,000 00
\$50,627,553 37	377,190 43	\$49,317,188 41	\$1,595,321 23	\$284,956 27	46,404,960 65	\$4,472,256 48	249,663 76
49,317,188 41			284,956 27		50,627,553 37	249,663 76	
1,310,364 96			1,310,364 96		4,222,592 72	4,222,592 72	

Total expenditures for transportation of the mails for year ended June 30, 1886..\$22,016,293 92

Total expenditures for transportation of the mails for year ended June 30, 1885.. 21,479,097 48

Increase for 1886..... 537,196 44  
(or 2.5+ per cent.)

Increase of expenditures over year ended June 30, 1884, \$1,310,364.96, or 2.6+ per cent.

No. 4.—Receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1886.

Depositories.	Deposits.	Grants from the Treasury.	By transfer.	Aggregate accumulation.	Aggregate receipts.	Increase over 1885.	Decrease of receipts from 1885.	Warrants drawn.
Treasurer United States, Washington, D. C.	\$272,721 87	\$3,569,377 51	\$80,012 76	\$3,922,112 14	\$272,721 87	\$20,243 44		\$383,811 02
Assistant treasurer United States, Baltimore, Md.	276,306 57			276,306 57	276,306 57		\$25,974 73	382,442 17
Assistant treasurer United States, Boston, Mass.	1,972,793 40			1,972,793 40	1,972,793 40	274,053 88		1,620,211 76
Assistant treasurer United States, Chicago, Ill.	8,115,836 29			5,195,327 59	8,115,836 29	239,837 62		4,897,774 53
Assistant treasurer United States, Cincinnati, Ohio	1,273,207 34	479,491 30	1,600,000 00	1,673,207 34	1,273,207 34	24,039 23		1,510,148 97
Assistant treasurer United States, New Orleans, La.	615,535 58		300,000 00	815,535 58	615,535 58	19,402 99		883,178 07
Assistant treasurer United States, New York, N. Y.	6,923,609 74	4,065,553 21	300,000 00	11,889,162 95	6,923,609 74	22,367 76	309,291 49	9,578,128 16
Assistant treasurer United States, Philadelphia, Pa.	1,813,835 74		900,000 00	2,513,835 74	1,813,835 74		82,361 06	2,389,644 23
Assistant treasurer United States, San Francisco, Cal	680,756 91		350,000 00	1,030,756 91	680,756 91			1,025,709 31
Assistant treasurer United States, Saint Louis, Mo.	1,160,645 91		600,000 00	1,760,645 91	1,160,645 91			1,717,778 47
First National Bank, Concord, N. H.	200 00			200 00	200 00			
First National Bank, Deadwood, Dak	2,311 11			2,311 11	2,311 11			
First National Bank, Denver, Colo	69 73			69 73	69 73			
First National Bank, Detroit, Mich							60 67	
First National Bank, Galveston, Tex	66 80			66 80	66 80		450 00	
First National Bank of Helena, Helena, Mont.	210 00			210 00	210 00	171 24		
First National Bank, Leavenworth, Kans	877 85			877 85	877 85	837 85		
First National Bank, Madison, Wis	50 00			50 00	50 00		175 00	
First National Bank, Memphis, Tenn	818 72			818 72	818 72	468 72		
First National Bank, Milwaukee, Wis	375 00			375 00	375 00	47 05		
First National Bank, Nashville, Tenn.	210 20			210 20	210 20		29 60	
First National Bank, Portland, Ore	5 00			5 00	5 00		95 00	
First National Bank, Portsmouth, N. H	100 00			100 00	100 00			
First National Bank, Trenton, N. J	100 00			100 00	100 00		1,576 89	
First National Bank, Tucson, Ariz.							866 63	
First National Bank, Yankton, Dak	1,877 35			1,877 35	1,877 35	1,177 35		
Second National Bank, Saint Paul, Minn	763 91			763 91	763 91	800 00		
Second National Bank, Utica, N. Y.	975 00			975 00	975 00		1,297 00	
Merchants' National Bank, Cleveland, Ohio	10 00			10 00	10 00			
Merchants' National Bank, Burlington, Vt.	198 00			198 00	198 00			
Merchants' National Bank, Little Rock, Ark	1,455 83			1,455 83	1,455 83		3 53	
Merchants' National Bank, Portland, Me	150 00			150 00	150 00			
Merchants' National Bank, Savannah, Ga	278 50			278 50	278 50	84 53		
Atlanta National Bank, Atlanta, Ga							133 90	
Charter Oak National Bank, Hartford, Conn.	3,306 73			3,306 73	3,306 73	3,281 72		
Citizens' National Bank, Des Moines, Iowa	150 00			150 00	150 00			
National City Bank, Grand Rapids, Mich	113 83			113 83	113 83	113 83		
Commercial National Bank, Detroit, Mich	100 00			100 00	100 00			
Denver National Bank, Denver, Colo	10,814 76			10,814 76	10,814 76	10,814 76		
East Tennessee National Bank, Knoxville, Tenn	24 00			24 00	24 00			
Indianapolis National Bank, Indianapolis, Ind.	1,233 81			1,233 81	1,233 81		166 69	
Gato City National Bank, Atlanta, Ga	1,327 47			1,327 47	1,327 47	327 47		
German National Bank, Little Rock, Ark	457 48			457 48	457 48	487 46		

Kentucky National Bank, Louisville, Ky.	1,102 37	1,102 37	1,102 37	953 37	5 00
Lynchburg National Bank, Lynchburg, Va.					600 00
Nascon National Bank, Brooklyn, N. Y.					
National Bank of the Republic, Washington, D. C.	68 02	68 02	68 02	68 02	
National Bank of Raleigh, Raleigh, N. C.	428 94	428 94	428 94	47 05	
Omaha National Bank, Omaha, Nebr.	112 60	112 60	112 60	87 60	
People's National Bank, Charleston, S. C.	37,371 94	37,371 94	37,371 94		5,969 77
Planters' National Bank, Danville, Va.	150 00	150 00	150 00		
Planters' National Bank, Richmond, Va.	688 10	688 10	688 10	150 00	
San Antonio National Bank, San Antonio, Tex.	300 00	300 00	300 00	54 63	
State National Bank, El Paso, Tex.	6,948 22	6,948 22	6,948 22	300 00	
State National Bank, Springfield, Ill.	310 00	310 00	310 00	2,208 82	
State National Bank, Pittsburgh, Pa.	88 93	88 93	88 93		1,855 00
Trade-mark National Bank, New Orleans, La.					85 17
Assistant treasurer United States, New Orleans, La.					
United States depository, Little Rock, Ark.					
United States depository, Merchants' Bank, Savannah, Ga.					
United States depository, Galveston, Tex.					
<b>Total</b>	17,879,463 62	4,830,012 76	17,879,463 62	658,956 48 380,453 89	380,453 89 24,868,814 00
				278,502 59	

No. 4.—Receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1886.—Continued.

Depositories.	Increase in warrants drawn over 1885.	Decrease in warrants drawn from 1885.	Transfer account.		Warrants paid.	Outstanding warrants June 30, 1885.	Balances as per transcripts, June 30, 1886.	Outstanding warrants June 30, 1886.	Balances subject to draft June 30, 1886.
			From—	To—					
Treasurer United States, Washington, D. C.	\$14, 775 79	\$344, 705 89	\$1, 800, 000 00	\$80, 012 76	\$386, 322 75	\$4, 009 26	\$2, 310, 856 23	\$1, 820 79	\$2, 308, 999 54
Assistant treasurer United States, Baltimore, Md.					382, 018 38	1, 670 35	56, 597 97	1, 863 08	55, 114 50
Assistant treasurer United States, Boston, Mass.		244, 835 62	100, 000 00		1, 624, 378 75	6, 465 35	622, 503 36	2, 202 30	629, 001 50
Assistant treasurer United States, Chicago, Ill.	237, 170 86				4, 806, 229 17	6, 300 00	464, 473 96	5, 434 45	458, 019 51
Assistant treasurer United States, Cincinnati, Ohio.	197, 395 40				1, 506, 605 31	4, 015 39	350, 684 68	7, 490 65	343, 185 03
Assistant treasurer United States, New Orleans, La.		24, 875 60			634, 883 02	7, 411 22	168, 208 60	9, 067 27	159, 211 33
Assistant treasurer United States, New York, N. Y.	153, 573 33		2, 550, 000 00		9, 542, 859 80	24, 070 04	543, 343 53	56, 269 49	487, 074 15
Assistant treasurer United States, Philadelphia, Pa.	158, 056 79				2, 556, 623 77	1, 088 32	365, 960 70	4, 108 78	361, 791 92
Assistant treasurer United States, San Francisco, Cal.									
Assistant treasurer United States, Saint Louis, Mo.	48, 040 13	132, 837 92		350, 000 00	1, 021, 064 41	5, 144 97	126, 714 52	9, 754 87	116, 959 65
First National Bank, Concord, N. H.				600, 000 00	1, 728, 699 74	17, 952 21	351, 312 61	7, 025 94	344, 286 67
First National Bank, Deadwood, Dak.			2, 155 32				200 00		200 00
First National Bank, Denver, Colo.			69 73				158 79		158 79
First National Bank, Detroit, Mich.			450 00						
First National Bank, Galveston, Tex.			66 80						
First National Bank, Helena, Helena, Mont.			210 00						
First National Bank, Leavenworth, Kans.			877 85				50 00		50 00
First National Bank, Madison, Wis.									
First National Bank, Memphis, Tenn.			918 72						
First National Bank, Milwaukee, Wis.			375 00						
First National Bank, Nashville, Tenn.			325 00						
First National Bank, Portland, Oreg.			5 00						
First National Bank, Portsmouth, N. H.			100 00						
First National Bank, Trenton, N. J.			100 00						
First National Bank, Tucson, Ariz.									
First National Bank, Yankton, Dak.			1, 577 35						
Second National Bank, Salt Lake, Minn.			753 91						
Second National Bank, Utica, N. Y.			975 00						
Mercantile National Bank, Cleveland, Ohio.			169 00						
Mercantile National Bank, Burlington, Vt.			198 00						
Mercantile National Bank, Little Rock, Ark.			2, 415 19						
Mercantile National Bank, Portland, Me.			200 00						
Mercantile National Bank, Savannah, Ga.			381 34						
Atlanta National Bank, Atlanta, Ga.									
Charter Oak National Bank, Hartford, Conn.			3, 331 72				150 00		150 00
Citizens' National Bank, Des Moines, Iowa.			50 00						
National City Bank, Grand Rapids, Mich.			113 53						
Commercial National Bank, Detroit, Mich.			100 00						
Denver National Bank, Denver, Colo.			10, 314 76						
East Tennessee National Bank, Knoxville, Tenn.			24 00						
Indianapolis National Bank, Indianapolis, Ind.			1, 072 31				100 00		100 00

Bank	Assets	Liabilities	Capital	Surplus	Total
Gate City National Bank, Atlanta, Ga.	327 47				
German National Bank, Little Rock, Ark.	487 48				
Kentucky National Bank, Louisville, Ky.	1, 102 87				
Lynchburg National Bank, Lynchburg, Va.	100 00				
Massachusetts National Bank, Brooklyn, N. Y.	40 02				
National Bank of the Republic, Washington, D. C.	83 12				
National Bank of Raleigh, Raleigh, N. C.	75 00				
Omaha National Bank, Omaha, Neb.	40, 423 70				
People's National Bank, Charleston, S. C.	150 00				
Planters' National Bank, Danville, Va.	686 10				
Planters' National Bank, Richmond, Va.	100 00				
San Antonio National Bank, San Antonio, Tex.	7, 296 19				
State National Bank, El Paso, Tex.	1, 965 09				
State National Bank, Springfield, Ill.	89 93				
Traders' National Bank, Pittsburgh, Pa.					
Assistant treasurer United States, New Orleans, La.					
United States depository, Little Rock, Ark.*					
United States depository, Merchants' Bank, Savannah, Ga.*					
United States depository, Galveston, Tex.*					
Total	4, 530, 012 76	4, 530, 012 76	24, 279, 836 10	78, 987 40	5, 321, 963 66

**\*Old accounts.**

COMPARATIVE STATEMENT BETWEEN FISCAL YEARS OF 1885 AND 1886 AT TREASURY DEPOSITORIES.

Deposits for fiscal year 1886.....	\$17,872,483 62	Warrants drawn for 1885.....	\$24,641,848 23
Deposits for fiscal year 1885.....	17,600,861 08	Warrants drawn for 1886.....	24,208,814 69
Increase of deposits for 1886.....	271,622 50	Decrease for 1886.....	833,033 53
Grants from the Treasury, 1886.....	\$3,714,123 02	Balances subject to draft June 30, 1886.....	6,327,983 66
Grants from the Treasury, 1885.....	4,020,940 58	Balances subject to draft June 30, 1885.....	8,096,935 44
Increase of grants for 1886.....	4,605,581 44	Increase for 1886.....	2,285,048 25
Increase of receipts over 1885.....	658,956 48	Total number of warrants issued during fiscal year 1885.....	74,459
Increase of receipts for 1885.....	380,453 89	Total number of warrants issued during fiscal year 1886.....	72,999
Increase for 1886, as shown above.....	278,502 59	Decrease for 1886.....	1,600



No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards issued during fiscal year ended June 30, 1886.*

## ORDINARY POSTAGE-STAMPS AND SPECIAL-DELIVERY STAMPS.

Denominations.	Quarter end- ing Septem- ber 30, 1885.	Quarter end- ing Decem- ber 31, 1885.	Quarter end- ing March 31, 1886.	Quarter end- ing June 30, 1886.	Total.
1-cent .....	78,335,600	100,412,900	117,394,800	114,386,800	410,530,100
2-cent .....	247,262,600	285,245,400	303,255,800	312,142,600	1,147,906,400
3-cent .....	200,000	155,500	319,600	201,200	876,300
4-cent .....	2,257,800	3,563,850	3,008,150	3,248,550	12,077,850
5-cent .....	5,999,800	7,259,800	8,652,680	7,875,080	23,787,420
6-cent .....	55,000	50,700	2,100	50,500	157,300
10-cent .....	3,594,110	4,662,610	5,912,440	4,558,010	17,827,170
15-cent .....	258,600	348,500	323,940	287,520	1,198,560
30-cent .....	64,950	135,450	126,400	75,830	402,730
90-cent .....	8,410	7,770	8,500	4,590	19,270
Special-delivery 10-cent .....	2,074,320	1,265,750	241,990	117,500	3,099,560
Total .....	340,105,750	403,108,280	488,341,400	442,928,280	1,624,483,660
Value .....	\$4,756,880	\$7,915,027	\$8,416,842	\$8,454,071	\$31,542,820

## NEWSPAPER AND PERIODICAL STAMPS.

1-cent .....	225,390	146,160	138,740	144,790	655,010
2-cent .....	90,380	94,850	113,465	120,180	419,525
3-cent .....	62,590	36,520	40,040	49,490	194,640
4-cent .....	49,855	63,205	76,160	82,895	272,215
5-cent .....	45,855	41,585	53,420	51,095	191,555
6-cent .....	29,125	29,410	38,890	37,535	154,960
10-cent .....	67,280	64,705	80,525	87,335	305,865
12-cent .....	29,045	29,870	37,795	36,845	133,055
24-cent .....	24,670	23,860	33,905	32,820	114,935
36-cent .....	13,260	10,835	14,820	16,855	55,770
48-cent .....	8,445	7,830	11,905	11,210	39,390
60-cent .....	10,545	10,285	11,860	11,190	43,880
72-cent .....	5,815	5,840	5,320	6,475	24,450
84-cent .....	6,225	5,850	5,520	7,245	24,840
96-cent .....	12,820	10,635	12,450	18,065	48,700
\$1.92 .....	10,105	7,025	7,165	7,850	32,145
\$3 .....	6,487	5,875	5,066	6,292	23,720
\$5 .....	8,255	3,465	3,478	4,200	14,393
\$9 .....	2,694	2,515	1,843	2,138	8,690
\$12 .....	2,625	2,142	1,662	2,198	8,627
\$24 .....	1,185	782	315	740	2,978
\$36 .....	506	400	145	310	1,361
\$48 .....	890	310	160	85	945
\$60 .....	1,856	595	890	1,391	4,202
Total .....	709,983	605,199	707,024	733,255	2,755,461
Value .....	\$328,615	\$244,234	\$228,204	\$298,537	\$1,097,390

## STAMPED ENVELOPES.

1-cent .....	8,887,250	10,389,000	10,157,750	10,075,250	39,509,250
2-cent .....	25,954,450	31,070,700	30,076,850	28,358,900	115,459,000
4-cent .....	30,850	16,000	24,500	7,850	79,200
5-cent .....	84,500	87,250	71,500	50,750	294,000
10-cent .....	18,250	15,100	3,000	9,500	43,850
30-cent .....	4,750	.....	.....	2,500	7,250
90-cent .....	600	100	.....	600	1,300
NEWSPAPER WRAPPERS.					
1-cent .....	10,510,500	10,031,500	10,316,500	12,168,000	43,024,500
2-cent .....	611,750	668,000	863,000	704,750	2,847,500
Total .....	46,100,900	52,277,650	51,518,200	51,374,100	201,263,850
Value .....	\$816,666 62	\$940,906 64	\$921,929 23	\$900,235 48	\$3,579,737 97

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, &c.*—Continued.

## STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Denomination.	Quarter end- ing Septem- ber 30, 1885.	Quarter end- ing Decem- ber 31, 1885.	Quarter end- ing March 31, 1886.	Quarter end- ing June 30, 1886.	Total.
1-cent .....	1,445,500	1,618,500	1,663,000	1,340,500	6,067,500
2-cent .....	34,781,250	37,943,500	36,998,500	36,720,250	146,443,500
4-cent .....	35,000	44,000	82,000	46,750	157,750
5-cent .....	14,500	21,500	17,500	19,000	72,500
10-cent .....	500	500	500	500	1,000
Total .....	36,276,750	39,627,500	38,711,500	38,126,500	152,742,250
Value .....	\$795,881 70	\$809,324 30	\$848,282 75	\$838,828 30	\$3,352,317 05

## POSTAGE-DUE STAMPS.

1-cent .....	473,800	614,100	712,800	591,800	2,392,500
2-cent .....	534,250	411,400	400,100	535,350	1,881,100
5-cent .....	700	50,000	5,600	5,000	61,300
10-cent .....	54,120	73,780	134,780	96,600	359,280
30-cent .....	124,900	281,200	234,340	150,670	771,110
50-cent .....	300	310	2,130	520	5,260
50 cent .....	.....	100	1,000	.....	1,100
Total .....	1,188,070	1,410,890	1,490,730	1,379,940	5,469,650
Value .....	\$30,730 00	\$45,821 00	\$46,610 00	\$36,828 00	\$159,989 00

## POSTAL CARDS.

1-cent .....	44,207,000	123,382,000	88,600,000	97,310,000	355,499,000
2-cent .....	5,750	61,750	40,000	41,500	149,000
Total .....	44,212,750	125,443,750	88,640,000	97,351,500	3,555,648,000
Value .....	\$142,185 00	\$1,255,055 00	\$886,000 00	\$973,930 00	\$3,557,970 00

## RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps .....	1,620,764,100	\$31,172,364 00
Special-delivery stamps .....	3,690,500	369,956 00
Newspaper and periodical stamps .....	2,755,461	1,097,390 00
Ordinary stamped envelopes, plain .....	155,393,850	3,045,670 97
Ordinary stamped envelopes, request .....	152,742,250	3,352,317 05
Newspaper wrappers .....	45,672,000	535,067 00
Postage-due stamps .....	5,469,650	159,989 00
Postal cards .....	355,648,000	3,557,970 00
Aggregate .....	2,342,364,871	43,289,724 02

No. 6.—*Issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for fiscal year ended June 30, 1886.*

Denominations.	Number of ordinary stamps, including special-delivery and postage-due stamps.	Number of stamped envelopes and newspaper wrappers.	Number of postal cards.	Number of newspaper and periodical stamps.	Total.
1-cent .....	412,922,600	88,601,250	355,499,000	655,010	857,677,860
2-cent .....	1,140,787,500	264,750,000	149,000	419,525	1,415,106,025
3-cent .....	937,000			194,640	1,132,240
4-cent .....	12,077,850	236,950		272,215	12,587,015
5-cent .....	30,140,700	366,500			30,513,200
6-cent .....	158,300			191,555	349,855
8-cent .....				134,960	134,960
10-cent .....	22,297,840	44,850		395,865	22,648,555
12-cent .....				133,055	133,055
15-cent .....	1,198,560				1,198,560
24-cent .....				114,955	114,955
30-cent .....	405,990	7,250			413,240
36-cent .....				55,370	55,370
48-cent .....				39,390	39,390
50-cent .....	1,100				1,100
60-cent .....				43,880	43,880
72-cent .....				24,450	24,450
84-cent .....				24,840	24,840
90-cent .....	10,270	1,300			20,570
96-cent .....				48,700	48,700
\$1.92 .....				32,135	32,135
\$3 .....				23,720	23,720
\$6 .....				14,393	14,393
\$9 .....				8,690	8,690
\$12 .....				8,627	8,627
\$24 .....				2,978	2,978
\$36 .....				1,361	1,361
\$48 .....				945	945
\$60 .....				4,202	4,202
Aggregate .....	1,620,953,310	354,008,100	355,648,000	2,755,461	2,342,864,871
Value .....	\$31,702,309	\$6,932,065 02	\$3,557,970	\$1,097,390	\$43,289,734 02

Fig. 7.—Table showing the increase and decrease in the issue of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards for the fiscal year ended June 30, 1886, as compared with the issue of the preceding year.

Articles issued.	1885.		1886.		Increase.		Per cent. Increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps .....	1,465,122,935	\$28,429,628 00	1,620,764,100	\$31,172,364 00	155,641,165	\$2,742,736 00	10.63	9.64
Special-delivery stamps .....	2,717,314	2,047,265 50	3,699,590	3,342,954 00	982,276	995,688 50	35.8	48.29
Newspaper and periodical stamps .....	142,372,750	2,707,181 44	2,753,491	1,697,390 00	25,121	990,773 56	1.74	10.10
Ordinary stamped envelopes, plain .....	136,798,750	3,608,708 10	153,393,950	3,046,877 97	16,595,200	278,608 53	11.95	11.51
Stamped envelopes, request .....	43,582,500	808,703 00	152,742,250	3,822,317 04	109,159,750	843,228 03	250.23	13.39
Newspaper wrappers .....	12,670,741	303,492 00	43,372,000	153,047 00	30,701,259	28,355 00	242.83	43.13
Postage-due stamps .....	239,410,500	3,364,903 00	355,645,000	139,989 00	116,234,500	143,503 00	48.56	4.80
Postal cards .....				8,537,970 00	16,231,500	133,003 00	4.78	
Total of all issues .....	2,142,678,880	40,460,316 04	2,542,364,871	43,289,734 02	399,685,991	2,829,417 98	18.65	7.00

\* Decrease.

No. 8.—*Number of registered letters and parcels transmitted through the mails from*

States and Territories.	Quarter ended September 30, 1885.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama.....	22,851	1,101	108	4	5,068
Arkansas.....	24,902	678	142	9	5,487
California.....	41,364	10,904	6,223	402	9,128
Colorado.....	27,906	3,673	1,320	105	3,703
Connecticut.....	24,547	8,204	1,828	64	54,876
Delaware.....	3,529	63	76	9	523
Florida.....	25,113	1,514	447	53	3,673
Georgia.....	28,689	1,322	224	6	6,830
Illinois.....	101,564	16,863	8,509	376	26,518
Indiana.....	53,317	1,262	626	30	12,940
Iowa.....	56,365	1,888	1,412	293	20,245
Kansas.....	60,529	2,532	920	220	14,093
Kentucky.....	37,184	6,062	443	27	4,781
Louisiana.....	29,792	4,094	972	79	4,013
Maine.....	32,222	1,351	1,815	48	4,044
Maryland.....	26,371	1,630	1,098	125	2,779
Massachusetts.....	56,640	11,902	9,671	235	5,995
Michigan.....	56,921	3,240	4,297	221	14,159
Minnesota.....	37,062	2,138	2,810	77	7,665
Mississippi.....	21,380	1,478	1,05	30	5,783
Missouri.....	79,687	11,109	1,938	251	13,998
Nebraska.....	31,661	1,711	1,183	48	7,571
Nevada.....	5,509	484	265	5	1,034
New Hampshire.....	14,423	413	986	69	2,762
New Jersey.....	35,289	1,666	2,798	79	3,886
New York.....	190,306	60,525	32,137	2,054	70,037
North Carolina.....	32,913	1,229	113	12	6,736
Ohio.....	87,900	6,954	3,201	173	19,937
Oregon.....	15,418	1,114	772	142	3,722
Pennsylvania.....	130,065	12,776	7,720	483	17,517
Rhode Island.....	9,896	1,542	1,129	49	918
South Carolina.....	19,360	746	154	5	3,386
Tennessee.....	33,997	1,534	218	52	6,291
Texas.....	51,309	4,821	4,344	2,524	14,710
Vermont.....	13,620	694	916	24	2,650
Virginia.....	45,681	3,785	273	32	5,484
West Virginia.....	21,583	468	91	17	2,835
Wisconsin.....	49,185	1,963	2,326	104	11,808
Alaska.....	161	61	11	2	5
Arizona.....	8,916	821	271	12	753
Dakota.....	32,751	920	1,155	85	4,942
District of Columbia.....	8,353	1,009	351	26	29,657
Idaho.....	10,226	645	199	1	777
Indian Territory.....	5,911	234	57	6	407
Montana.....	14,184	1,210	762	25	1,216
New Mexico.....	8,640	1,172	238	35	1,096
Utah.....	9,169	847	405	53	1,171
Washington.....	11,580	626	597	20	1,501
Wyoming.....	6,658	885	181	10	542
Total.....	1,752,599	208,923	107,837	9,711	450,152

each State and Territory in the United States during the fiscal year ended June 30, 1886.

Quarter ended December 31, 1885.					Quarter ended March 31, 1886.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
31,693	1,883	168	28	5,451	34,404	1,348	172	29	5,584
36,409	1,389	178	10	5,975	37,527	971	223	28	5,972
50,185	25,800	8,664	734	8,932	44,037	14,669	6,547	488	8,905
32,065	8,283	1,646	159	3,840	27,755	4,312	1,359	81	3,789
29,747	10,698	2,534	148	60,196	30,748	11,376	2,156	91	62,005
3,911	149	182	11	553	3,783	98	80	6	583
30,650	2,580	693	47	3,506	35,644	2,295	633	49	4,024
38,911	2,417	324	40	8,346	38,809	2,528	320	22	8,654
129,161	26,178	10,884	568	28,222	120,726	18,195	9,447	375	28,841
68,714	2,565	855	68	13,668	74,665	1,900	712	149	15,022
74,052	4,296	2,235	345	21,855	67,876	2,631	1,932	216	21,914
73,136	5,510	1,894	211	15,630	71,001	2,901	1,125	175	15,617
40,403	7,947	456	67	5,742	45,181	6,963	379	26	5,678
37,938	5,507	1,298	41	4,430	39,924	4,218	1,463	138	4,652
37,510	2,918	2,208	150	4,691	38,779	2,522	2,059	195	4,754
30,435	2,572	1,332	183	2,827	30,654	1,753	1,237	168	3,023
69,636	17,343	11,918	765	6,385	66,447	10,705	10,124	252	6,609
70,500	4,933	5,624	219	15,052	71,240	3,910	5,422	206	15,768
54,395	4,355	8,628	251	9,488	46,143	2,377	3,905	141	8,687
30,203	2,536	232	21	6,591	32,247	1,884	157	29	6,819
97,042	14,899	2,167	299	15,883	101,310	11,477	2,025	109	15,525
30,824	3,503	1,379	125	7,849	41,199	2,085	1,502	55	7,975
6,523	988	365	33	1,004	5,250	549	305	28	973
17,427	860	1,517	19	2,978	17,698	482	1,308	8	2,625
34,437	2,680	8,758	124	4,146	34,227	1,760	3,155	68	4,162
219,938	104,021	38,003	4,022	82,879	200,400	69,035	35,055	2,824	73,543
42,725	1,750	115	88	6,788	43,860	1,518	134	33	6,760
110,278	10,188	4,286	253	20,830	120,738	7,158	3,601	218	21,887
20,795	2,218	855	377	3,965	19,183	1,546	526	105	3,144
155,015	18,684	10,330	636	18,518	168,942	13,716	10,039	594	19,362
10,231	2,018	1,433	149	954	9,975	1,545	1,118	172	1,134
29,512	1,126	251	26	3,735	27,339	938	240	20	3,680
40,683	2,286	285	58	6,502	44,402	1,618	267	81	6,589
71,802	6,839	4,524	2,070	16,005	70,008	5,958	3,168	3,272	15,528
16,398	1,245	994	25	2,712	15,782	863	1,120	13	2,979
52,682	4,689	344	52	5,711	53,327	4,002	325	24	6,363
25,667	834	118	19	3,203	26,145	479	101	4	3,151
96,679	3,851	3,492	190	12,867	65,285	2,248	3,040	102	13,265
205	77	7	-----	3	139	62	5	1	4
10,758	1,362	644	87	827	9,584	915	516	98	864
49,649	2,468	2,348	68	5,939	37,314	1,492	1,966	20	5,655
9,745	2,361	682	283	31,678	9,122	1,635	653	62	40,723
11,910	1,096	221	34	858	10,856	709	193	-----	870
7,102	396	98	1	501	7,439	380	95	11	571
17,106	2,521	945	44	1,328	15,055	1,539	831	30	1,236
10,383	1,915	388	79	1,340	10,102	927	304	13	1,412
11,551	1,323	674	88	1,266	11,609	1,151	696	50	1,456
15,860	1,513	688	56	1,661	13,917	798	1,408	29	1,461
8,045	1,574	181	53	608	6,871	1,023	193	30	553
2,180,592	339,149	138,230	13,424	493,928	2,165,874	225,170	123,341	10,897	500,348

## No. 8.—Number of registered letters and parcels transmitted through the mails

States and Territories.	Quarter ended June 30, 1886.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama	31,149	1,452	148	15	5,674	120,187	5,784
Arkansas	32,372	1,136	147	16	6,169	131,210	4,174
California	43,915	11,506	6,524	469	8,063	179,501	62,939
Colorado	20,443	4,027	1,244	81	3,859	114,169	20,335
Connecticut	28,183	9,879	2,156	51	58,955	113,225	40,157
Delaware	3,841	113	84	10	621	15,044	423
Florida	31,456	1,915	680	44	4,448	122,863	8,304
Georgia	38,308	2,397	224	13	7,090	144,717	8,664
Illinois	115,408	19,069	8,806	280	29,065	475,659	80,303
Indiana	60,211	1,009	1,119	108	15,135	262,907	7,396
Iowa	56,623	2,600	9,231	80	22,930	255,816	11,415
Kansas	72,201	2,916	1,195	63	16,444	276,867	13,859
Kentucky	50,502	6,392	459	36	6,954	173,270	27,364
Louisiana	38,501	4,809	1,678	85	4,981	146,153	18,628
Maine	30,082	2,238	1,947	146	4,903	136,593	9,029
Maryland	28,069	1,714	973	62	3,091	115,529	7,669
Massachusetts	63,415	11,235	10,636	359	8,318	258,137	51,185
Michigan	67,251	3,105	5,619	254	15,744	265,912	15,188
Minnesota	42,653	2,294	3,357	79	8,741	180,253	11,164
Mississippi	30,545	2,035	118	24	6,801	114,375	7,933
Missouri	88,274	11,081	2,066	224	15,924	360,313	48,566
Nebraska	40,402	2,020	1,278	71	8,563	153,146	9,328
Nevada	4,964	421	269	10	975	22,246	2,442
New Hampshire	17,290	508	1,335	22	3,164	67,038	2,263
New Jersey	34,891	1,619	3,344	59	4,183	138,844	7,740
New York	209,506	81,287	38,101	2,708	71,003	829,156	314,868
North Carolina	43,155	1,551	90	8	7,062	162,653	6,044
Ohio	106,970	6,906	5,763	200	23,490	425,892	31,206
Oregon	17,566	1,592	740	102	3,147	72,912	6,470
Pennsylvania	158,539	14,752	9,670	437	20,068	608,561	59,928
Rhode Island	8,965	1,812	1,250	88	1,066	39,067	6,915
South Carolina	24,643	916	184	21	3,730	100,834	3,726
Tennessee	41,072	1,750	238	17	6,716	160,154	7,188
Texas	61,500	5,408	2,820	2,049	15,460	254,019	23,086
Vermont	15,348	961	969	7	2,865	61,128	3,763
Virginia	53,902	3,407	294	39	6,466	205,652	15,883
West Virginia	26,565	399	84	2	3,432	98,980	2,180
Wisconsin	57,116	2,177	2,682	89	13,755	238,265	10,239
Alaska	216	68	9		5	721	268
Arizona	8,591	913	432	89	885	37,849	4,011
Dakota	35,148	1,390	1,512	37	5,310	154,862	6,270
District of Columbia	8,942	1,430	440	57	30,666	36,162	6,495
Idaho	10,966	643	303	17	844	43,958	3,083
Indian Territory	6,268	374	86	4	649	26,780	1,384
Montana	14,312	1,352	846	28	1,203	60,647	6,622
New Mexico	9,096	1,006	247	28	1,354	38,221	5,020
Utah	10,938	1,039	471	50	1,275	43,267	4,360
Washington	13,142	714	1,314	20	1,575	54,508	3,651
Wyoming	6,808	945	147	18	545	28,472	4,427
Total	2,035,469	241,181	133,315	8,865	504,272	8,134,534	1,019,373

from each State and Territory in the United States, &c.—Continued.

Total.			Grand total of let- ters and parcels registered for year ended June 30, 1898.	Fees received.	Increase.			
Foreign.		Free.			Letters and parcels.	Fees.	Per cent.	
Letters.	Parcels.						Letters and parcels.	Fees.
596	76	21,777	148,420	\$12,664 80	2,748	\$330 50	1.88	2.67
690	63	23,603	150,740	13,613 70	7,180	590 70	4.70	4.53
27,958	2,093	35,928	308,410	27,249 10	20,275	1,821 30	7.03	7.16
5,589	426	15,101	155,710	14,051 90	9,618	769 60	6.51	5.79
8,674	354	235,532	307,942	16,241 00	32,174	1,606 40	8.79	10.97
372	36	2,220	18,155	1,587 50	903	92 10	5.60	6.15
2,462	193	15,651	149,473	13,382 20	18,828	1,547 20	14.41	13.07
1,092	81	31,706	186,350	15,455 40	21,255	1,518 90	12.87	1.08
37,648	1,605	112,640	708,059	59,541 30	42,760	3,231 60	6.42	5.37
3,312	355	56,765	330,735	27,397 00	13,965	788 30	4.48	2.76
14,810	934	86,944	309,019	28,297 50	7,556	*1,487 60	*2.00	*4.99
4,684	669	62,684	358,713	29,602 90	10,553	1,303 40	5.78	4.60
1,787	156	23,155	225,682	20,252 70	1,649	*21 40	.73	*.10
5,411	343	18,076	128,011	17,053 50	2,615	98 00	1.40	.58
8,029	530	18,482	172,672	15,419 00	12,750	1,000 30	7.97	6.93
4,640	528	11,720	140,026	12,836 60	16,065	1,552 70	12.97	13.76
42,349	1,011	27,307	360,580	35,328 20	19,186	1,594 50	5.80	4.72
20,982	900	60,723	383,685	30,296 20	22,900	1,720 70	6.71	6.04
13,900	548	34,531	210,300	20,586 50	2,715	*13 20	1.10	*.06
612	104	25,994	140,018	12,302 40	11,931	919 40	8.70	8.07
8,186	882	61,330	435,277	42,304 70	8,434	180 30	1.70	.42
5,342	299	31,958	200,073	16,811 50	13,434	1,006 10	7.19	6.36
1,201	82	8,986	29,957	2,597 10	*1,709	*152 90	*5.87	*5.50
5,146	118	11,529	86,094	7,456 50	*302	*153 00	*.45	*2.01
13,055	830	10,377	176,346	15,906 90	13,566	1,268 80	8.33	8.61
143,896	12,096	297,462	1,597,988	130,052 60	135,004	10,436 50	9.22	8.72
452	141	27,340	196,640	16,929 40	9,626	670 70	5.14	4.12
16,851	934	86,144	567,027	47,488 30	20,103	1,212 80	3.71	2.62
2,893	726	13,978	96,979	8,300 10	6,047	355 10	6.65	4.46
37,759	2,100	75,465	782,813	70,834 80	43,940	3,443 10	5.93	5.73
4,930	458	4,072	55,442	5,137 00	4,621	445 50	9.09	9.49
829	72	14,531	120,012	10,548 10	5,348	454 50	4.66	4.50
1,008	158	26,008	194,606	16,850 80	*1,436	*270 80	*.73	*1.57
14,856	9,915	61,761	364,237	30,247 60	25,310	2,012 60	7.46	7.12
3,999	69	11,206	80,165	6,895 90	1,131	89 70	1.43	.57
1,236	147	24,024	246,942	22,291 80	479	*273 60	.19	*1.21
394	42	12,721	115,297	10,257 60	1,733	71 10	1.52	.69
11,540	485	51,695	312,224	26,052 90	3,458	*147 70	1.11	*.66
82	8	17	1,041	102 40	373	87 00	55.82	56.57
1,863	286	3,329	47,338	4,400 90	639	12 40	1.80	.28
6,981	160	21,846	190,119	16,827 30	13,807	1,062 40	7.83	6.73
2,126	428	141,724	186,935	4,521 10	9,706	*1,682 00	5.47	*27.11
916	52	3,389	51,408	4,801 90	1,090	96 60	2.16	2.05
316	22	2,128	30,630	2,850 20	1,541	120 50	5.29	4.41
3,384	127	4,983	75,803	7,082 00	5,801	463 10	8.28	0.99
1,122	155	5,202	49,720	4,451 80	1,184	25 90	2.33	.58
2,246	250	5,168	55,291	5,012 30	1,094	76 60	2.01	1.55
4,007	125	6,198	68,489	6,229 10	6,973	682 90	11.33	12.31
702	111	2,248	35,960	3,371 20	2,373	289 70	7.06	7.65
502,723	42,897	1,948,700	11,648,227	969,952 70	604,971	41,054 80	5.47	4.41

\* Decrease.

### RECAPITULATION.

Total domestic letters	8,184,534	9,153,907
Total domestic parcels	1,019,373	
Total foreign letters	502,723	
Total foreign parcels	42,897	545,620
Free		1,948,700
Grand total		11,648,227
Fees received		\$969,952 70





No. 10.—*Statement showing the operations of the registry system at the cities of New York, N. Y., Chicago, Ill., Washington, D. C., Saint Louis, Mo., Boston, Mass., and Philadelphia, Pa., during the fiscal year ended June 30, 1886.*

Description.	New York.	Chicago.	Wash- ington.	Saint Louis.	Boston.	Phila- delphia.
Letters registered .....	434,735	161,359	151,967	53,989	107,157	115,475
Third and fourth class parcels regis- tered .....	276,775	64,432	34,955	32,871	31,645	39,549
Registered letters received for delivery .....	*1,074,518	500,188	542,505	272,331	*280,398	291,529
Registered third and fourth class parcels received for delivery .....		29,544	16,482	9,177		15,247
Registered letters and parcels received for distribution .....	993,555	41,067			106,499	17,212
Registered packages received (contain- ing matter for delivery) .....	1,014,897	463,030	509,210	233,222	266,246	295,448
Registered packages in transit received .....	733,328	974,299	201,608	828,958	359,119	198,053
Registered packages made up and mailed .....	798,521	186,769	132,428	77,262	107,901	110,710
Through registered pouches received .....	32,982	31,506	16,060	27,393	15,345	19,846
Through registered pouches in transit received .....	20,799	4,910	295	1,131		256
Through registered pouches made up and dispatched .....	38,389	29,850	15,101	28,568	15,394	11,885
Internal revenue through registered pouches dispatched .....			8,680			
Internal revenue through registered pouches returned .....			8,680			
Postal-note packages made up and mailed .....	9,367					
Postage-stamp packages made up and mailed .....	197,478					
Total number of articles handled .....	5,625,344	2,486,954	1,637,371	1,564,902	1,289,704	1,035,710

\* Includes third and fourth class parcels.

No. 11.—*Statement showing number of pieces of dead mail matter treated in the Division of Dead Letters during the fiscal year ended June 30, 1886.*

#### CLASSIFICATION AND NUMBER OF PIECES OF MAIL MATTER.

Class.	Number.
Domestic mallable letters—	
Unopened from last fiscal year .....	7,500
Received during the year .....	3,842,082
Returned on failure to deliver to writer (without inclosure) .....	218,531
	4,068,113
Domestic unmallable letters—	
Held for postage—	
From last fiscal year .....	210
Received during the year .....	119,155
	119,365
Containing unmallable articles .....	1,889
Misdirected .....	322,706
Blanks (without address) .....	15,178
	438,638
Domestic third and fourth class matter (parcels) .....	81,221
Foreign matter—	
From last fiscal year .....	5,660
Received during the year .....	364,242
	369,902
Printed matter, samples, returnable to country of origin .....	80,008
	399,910
Registered matter—	
Domestic mailed .....	4,442
Foreign mailed on hand and received .....	11,421
	15,863
Total .....	5,023,746

No. 11.—Statement showing number of pieces of dead mail matter, &amp;c—Continued.

## MODE OF TREATMENT.

Class.	Delivered unopened.	Opened.	On hand.
Domestic mailable letters .....	61, 848	3, 788, 234	.....
Domestic unmailable letters:			
Held for postage .....	4, 871	114, 731	263
Containing unmailable articles .....		1, 889	.....
Misdirected .....	77, 618	245, 088	.....
Without address .....		15, 178	.....
Registered letters .....	1, 885	2, 557	.....
Domestic third and fourth class matter .....		81, 221	.....
Foreign matter:			
Ordinary letters .....	366, 379	.....	3, 523
Registered letters .....	11, 218	.....	203
Printed matter, samples, &c. ....	30, 008	.....	.....
	552, 827	4, 248, 398	3, 989
Total .....		4, 805, 214	
Letters without inclosures returned on failure to deliver to writers and destroyed .....		218, 531	
Grand total .....		5, 023, 745	

No. 12.—Statement showing the disposition of mail matter opened in the Division of Dead Letters during the fiscal year ended June 30, 1888.

	Containing money.		Containing drafts, checks, notes, &c.		Containing merchandise, books, &c.	Containing receipts, paid notes, &c.	Containing photographs.	Containing postage-stamps.	Containing nothing of value.	Total.	
	Number.	Value.	Number.	Value.	Number.	Number.	Number.	Number.	Number.	Number.	Value.
<b>RECEIVED.</b>											
Outstanding in the hands of postmasters at close of last fiscal year.....	785	\$2,641 62	1,826	\$315,409 07						2,611	\$318,050 69
On hand undisposed of in Dead-Letter Office at the close of last fiscal year.....	1,175	2,182 25	19,488	1,240,506 89	92,196	32,033	30,773	90,509	3,961,488	1,175	2,182 25
Received during the year.....	15,911	28,130 41								4,248,888	1,268,637 30
Total.....	17,871	32,954 28	21,314	1,555,915 96	92,196	32,033	30,773	90,509	3,961,488	4,252,184	1,568,870 24
<b>DISPOSITION.</b>											
Delivered to owners.....	12,188	24,732 00	18,105	1,121,151 74	38,443	24,135	25,835	92,228	1,887,359	2,103,248	1,142,883 74
Filed in Dead-Letter Office on failure to deliver to owners.....	3,860	6,610 66	882	100,667 64	41,700	3,338	4,938	4,281	2,053 97 9	59,119	107,278 30
Destroyed on failure to deliver to owners.....	1,038	1,651 00			11,033	560			20,200	2,085,622	1,451 00
On hand in Dead-Letter Office undisposed of.....											
Outstanding in the hands of postmasters for restoration to owners.....	717	2,960 62	2,827	354,096 58	20					8,064	887,057 20
Total.....	17,871	32,954 28	21,314	1,555,915 96	92,196	32,033	30,773	90,509	3,961,488	4,252,184	1,568,870 24

No. 13.—Statement showing number of pieces and disposition of unmailable, hotel, and fictitious matter received at Dead-Letter Office during the fiscal year ended June 30, 1884.

Received.		Disposition.	
<b>Held for postage:</b>		<b>Held for postage:</b>	
Foreign address.....	14,320	Circulars sent to collect postage:	
Domestic address.....	104,835	Foreign address.....	4,427
		Official forwarded.....	324
		Returned to card address.....	809
		Opened.....	113,585
			119,155
<b>Misdirected:</b>		<b>Misdirected:</b>	
Without address.....	119,135	Turned over to foreign branch.....	43,105
Unmailable, containing coin, lottery tickets, &c.....	352,293	Address corrected and forwarded.....	76,998
Total.....	15,178	Returned to card address.....	620
		Opened.....	231,530
			352,293
		<b>Without address, opened:</b>	
		Unmailable (containing coin, lottery tickets), opened.....	15,178
		Hotel.....	1,389
		Turned over to foreign branch.....	7,709
		Opened.....	104,004
		Returned to card address.....	437
			117,170
		<b>Fictitious:</b>	
		Turned over to foreign branch.....	801
		Opened.....	23,050
		Returned misdirected, opened.....	
		Total.....	642,354
<b>Total.....</b>	<b>642,354</b>		
		<b>PARCELS.</b>	
<b>Held for postage:</b>		<b>Examined and turned over to other branches.....</b>	<b>30,822</b>
Misdirected.....	5,851		
Without address.....	8,941		
Containing unmailable articles.....	18,240		
Excess of weight and measure.....	7,713		
	1,007		
<b>Total.....</b>	<b>30,822</b>		
<b>Grand total.....</b>	<b>679,176</b>	<b>Total.....</b>	<b>30,822</b>
		<b>Grand total.....</b>	<b>679,176</b>

No. 14.—Statement showing dead matter of foreign origin received and disposed of during the fiscal year ended June 30, 1886.

RECEIVED.		DISPOSITION.				
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressees.	Misdirected letters forwarded to corrected address.	On hand.
Registered letters—						
On hand July 1, 1885.....	146	Registered letters.	10,777	381	60	203
Received during the year..	11,275					
	11,421					
Ordinary letters—						
On hand July 1, 1885.....	5,060	Ordinary letters....	353,204	167	13,008	3,523
Received during the year..	361,242					
	369,902					
Printed matter .....	30,008	Printed matter.....	23,922	108	5,918	
Total.....	411,331	Total.....	387,903	656	18,986	3,726

No. 15.—Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1886.

Class.	Number.
Registered letters .....	1,786
Ordinary letters.....	109,988
Parcels and printed matter.....	32,532
Total.....	204,306

No. 16.—Table showing number of pieces of dead matter returned to and received from each of the foreign countries during the fiscal year ended June 30, 1886.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Parcels, &c.	Total.	Registered.	Ordinary.	Parcels, &c.	Total.
Antigua.....	2	30	1	33		5	3	8
Argentine Republic.....	30	404	24	458		1,304	64	1,428
Austria-Hungary.....	2,187	14,037	1,089	17,313				
Bahamas.....	1	313		314		229		229
Barbados.....	2	151	1	154		284	85	369
Belgium*.....	81	1,499	464	2,044				
Bermuda.....	2	271	3	276	1	232		233
Bolivia.....		2		2				
Brazil.....	57	511	20	588		1,043		1,043
British Guiana.....	3	93		96	2	110	183	295
British Honduras.....	1	58		59	1	50	6	57
British India.....	44	811	60	915				
Canada.....	1,119	83,866	735	85,220	606	71,655	2,248	74,509
Ceylon.....	3	34	1	38				
Chili.....	17	303	6	326		351	1,625	1,976
Costa Rica.....	2	46	2	50		1	51	52
Cuba.....	34	1,187	34	1,255		2,030	5,515	7,545
Danish West Indies.....	2	140		142		315		315
Denmark*.....	47	4,051	159	4,257				
Dominica.....		11		11				
Ecuador*.....	1	54	1	56		5		5
Egypt*.....	29	176	2	207				

\* Undelivered matter is returned to the United States through the exchange office, and the number of pieces included in the item "Postal Union."

No. 16.—Table showing number of pieces of dead matter returned to and received from each of the foreign countries, &amp;c.—Continued.

Countries.	Returned to—				Received from—			
	Registered.	Ordinary.	Parcels, &c.	Total.	Registered.	Ordinary.	Parcels, &c.	Total.
France	299	6,987	6,018	13,304		3,683	2,780	6,463
French West Indies*	3	56		59				
Germany*	2,623	70,185	1,032	74,440				
Great Britain	1,231	82,051	7,961	91,243	873	42,538	6,075	49,486
Greece*	18	155	6	159				
Grenada		15		15		15	2	17
Guatemala	3	130	3	136		99		99
Hawaii*	25	565	8	598		420		420
Haiti	1	73	7	81	1	78		79
Honduras, Republic of*	1	65		66				
Hong-Kong	9	409	4	422		338		338
Italy	826	24,824	2,595	28,245	88	2,210	1,738	4,036
Jamaica	3	287	5	295		338	2	341
Japan	27	416	30	473		197	40	237
Java, Netherland Indies	21	105	1	127		19	12	31
Luxemburg*	34	202	3	329				
Mauritius*	4	35		39				
Mexico	81	3,612	47	3,740	97	8,729	300	9,126
Montserrat*		8		8				
Netherlands*	18	1,864	602	2,484				
Netherland West Indies*	3	95		98				
Nevis*		1		1				
Newfoundland	5	414	4	423	3	757	4	764
New South Wales	27	813	49	889	25	1,214	3	1,242
New Zealand	15	711	9	735	8	489	456	953
Nicaragua	1	52	2	55				
Norway*	107	9,300	227	9,634				
Paraguay	1	4		5				
Persia*	2	10		12				
Philippines*	10	183	4	197	8	152	4	164
Porto Rico*	1	47		48				
Portugal	4	193	5	202				
Queensland	112	3,256	108	3,476	27	466	668	1,161
Roumania*	15	259	12	286	8	343	11	362
Roumania*	28	335	2	365				
Russia*	989	9,806	921	11,716				
Saint Christopher's*		37		37				
Saint Lucia		7		7				
Saint Vincent		20		20		10		10
Salvador, Republic of	3	32	1	36		14		14
Santo Domingo	1	70	1	72	3	27		27
Serbia*	6	6		12		156		159
Shanghai, U. S. postal agency	1	42		43				
Society Islands*	1	1		2				
Spain	47	639	387	1,073	15	379	663	1,057
Straits Settlements	1	34		35		18		18
Surinam*	2	13	1	16				
Sweden*	191	21,748	383	22,322				
Switzerland*	249	4,007	263	4,521				
Tobago						2		2
Trinidad	3	69		72		63	41	104
Turkey*	9	146	9	164				
Turk's Islands*		13		13				
United States of Colombia	25	360	4	389		447	713	1,160
Uruguay	13	139	3	155		189		189
Venezuela	1	168	7	176	1	130	8	139
Victoria	11	612	54	677	12	825	24	861
Postal Union					5	25,554	9,208	34,767
Miscellaneous†					1	415		2,416
Total	10,777	353,304	23,982	388,063	1,786	169,988	32,532	204,306

\* Undelivered matter is returned to the United States through the exchange office, and the number of pieces included in the item "Postal Union."

† Returned by United States consuls abroad.

No. 17.—Table showing the number, classification, and disposition of dead registered letters received in the division of dead letters during the fiscal year ended June 30, 1886.

Number and class of letters received.		Disposition.	
Domestic—		Delivered without being opened—	
Official .....	21	To foreign branch .....	11, 275
Ordinary .....	2, 557	To Executive Departments .....	21
Request .....	1, 864	Card and request .....	1, 864
	4, 442	Opened .....	2, 557
Foreign .....	11, 275		
Total .....	15, 717	Total .....	15, 717

Contents of letters opened.	Number.	Disposition of letters opened.				
		Delivered.	Filed.		Outstanding.	Total.
			At once.	Returned and filed.		
Drafts, money-orders, &c.....	135	113	.....	15	7	135
Money.....	907	747	27	103	30	907
Photographs, receipts, certificates, &c.....	273	245	5	14	9	273
Merchandise.....	240	167	.....	53	20	240
Nothing of value.....	1, 002	611	391	.....	.....	1, 002
Total.....	2, 557	1, 883	423	185	66	2, 557



No. 18.—*Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below, for the six days beginning June 21 and ended June 26, 1886, inclusive.*

## LETTERS.

Office.	Weighing half an ounce or less.			Weighing over half an ounce.			Exceeding one ounce.		
	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	54,349	25,855	.27	3,045	2,251	.73	1,829	3,798	2.07
Baltimore, Md.	287,970	138,935	.48	30,220	27,820	.92	7,059	7,296	1.02
Boston, Mass.	868,930	245,869	.28	40,143	29,390	.73	11,413	22,378	1.96
Brooklyn, N. Y.	372,849	80,249	.21	8,208	6,108	.75	3,390	5,828	1.71
Buffalo, N. Y.	127,507	36,328	.28	19,601	14,430	.73	2,981	5,779	1.93
Chicago, Ill.	1,139,376	347,539	.30	40,817	39,312	.83	21,629	37,333	1.72
Cincinnati, Ohio	374,519	97,106	.25	16,154	11,162	.69	5,026	7,851	1.56
Cleveland, Ohio	188,358	54,122	.28	12,483	8,439	.67	3,171	6,204	1.95
Detroit, Mich.	148,632	41,402	.27	7,568	5,472	.72	2,829	5,024	1.77
Indianapolis, Ind.	90,669	27,236	.30	3,939	3,071	.78	2,367	4,013	1.69
Louisville, Ky.	140,821	42,527	.30	9,171	7,336	.79	3,085	4,936	1.6
Milwaukee, Wis.	142,620	42,362	.29	4,772	2,879	.60	1,826	3,224	1.76
Newark, N. J.	85,282	22,808	.25	2,150	1,685	.78	2,005	3,948	1.96
New Orleans, La.	247,358	123,679	.50	15,518	11,638	.75	8,773	20,243	3.33
New York, N. Y.	3,694,194	814,207	.27	192,864	126,288	.65	53,151	93,508	1.75
Philadelphia, Pa.	773,272	229,011	.29	25,508	18,387	.72	15,196	20,281	1.33
Pittsburgh, Pa.	170,069	47,375	.27	10,071	7,070	.70	2,521	5,091	2.01
Providence, R. I.	74,422	24,177	.32	2,183	1,595	.73	1,583	3,440	2.17
Saint Louis, Mo.	395,827	120,642	.30	15,023	14,208	.94	6,053	14,503	2.39
Saint Paul, Minn.	119,415	34,570	.29	6,496	4,849	.74	3,359	5,371	1.59
Total	8,936,439	2,625,819	.....	471,934	343,480	.....	159,276	289,049	.....

Total weight, half ounce or less	2,625,819
Total weight, over half ounce	343,480
Total weight, exceeding one ounce	289,049

Total weight..... 3,258,348

Total number of letters 9,567,649, weighing an average of .34 of an ounce per letter.

No. 18.—*Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below, &c.—Continued.*

## SEALED PARCELS.

Office.	Weighing two ounces or less.			Weighing over two ounces, not more than six.			Weighing more than six ounces.		
	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	1	2	2	13	51	3.92	4	40	10
Baltimore, Md.	363	695	1.91	177	708	4	60	487	8.11
Boston, Mass.	973	1,370	1.40	687	2,420	3.52	230	2,677	11.20
Brooklyn, N. Y.	364	549	1.50	243	1,059	4.35	105	2,063	19.55
Buffalo, N. Y.	37	42	1.13	113	375	3.31	28	419	14.96
Chicago, Ill.	1,921	2,518	1.30	810	3,291	4.06	458	4,842	10.61
Cincinnati, Ohio.	152	182	1.19	85	267	3.14	17	233	13.70
Cleveland, Ohio.	45	69	1.53	46	183	3.97	50	823	16.4
Detroit, Mich.	132	234	1.77	70	305	4.35	13	170	13.7
Indianapolis, Ind.	33	38	1.09	20	49	2.45	40	981	24.52
Louisville, Ky.	444	777	1.7	22	90	4.09	8	64	8
Milwaukee, Wis.	256	325	1.26	93	278	2.98	23	171	7.43
Newark, N. J.	32	50	1.56	8	35	4.37	1	17	17
New Orleans, La.	276	483	1.75	158	711	4.5	97	703	7.24
New York, N. Y.	6,960	9,540	1.37	3,158	11,866	3.75	2,411	19,447	8.03
Philadelphia, Pa.	1,630	2,795	1.71	2,091	8,094	3.78	612	4,779	7.44
Pittsburgh, Pa.	165	204	1.23	81	240	2.96	15	150	10.03
Providence, R. I.	47	127	2.70	13	42	3.23	2	43	21.50
Saint Louis, Mo.	151	273	1.80	216	653	3.02	132	4,127	31.26
Saint Paul, Minn.	11	19	1.72	13	37	2.85	20	200	13
Total	13,093	20,288		8,117	30,754		4,354	42,406	

Ounces.

Total weight, two ounces or less ..... 20,288  
 Total weight, over two ounces, not more than six ..... 30,754  
 Total weight, more than six ounces ..... 42,496

Total weight ..... 93,538

Total number sealed parcels 26,464, weighing an average of 3.53 ounces per parcel.

No. 18.—*Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below, &c.*—Continued.

## UNSEALED PARCELS.

Office	Weighing two ounces or less.			Weighing over two ounces, not more than six.			Weighing more than six ounces.		
	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	4,077	4,769	1.12	1,497	5,262	3.51	2,569	12,300	4.78
Baltimore, Md.	31,160	52,290	1.67	19,341	87,365	4.51	12,365	85,594	6.92
Boston, Mass.	75,595	100,812	1.33	67,568	229,700	3.39	19,164	265,312	13.84
Brooklyn, N. Y.	1,001	1,609	1.60	900	3,832	4.25	1,042	19,203	9.88
Buffalo, N. Y.	556	705	1.26	1,196	4,624	3.86	1,598	7,295	12.19
Chicago, Ill.	148,483	223,448	1.50	83,454	285,048	3.41	34,635	470,645	13.56
Cincinnati, Ohio	73,422	144,085	1.96	12,067	44,604	3.71	11,245	157,312	13.96
Cleveland, Ohio	13,069	24,149	1.77	7,304	27,873	3.81	8,171	45,436	12.09
Detroit, Mich.	14,123	19,437	1.37	8,561	30,849	3.60	5,683	41,342	11.22
Indianapolis, Ind.	433	600	1.38	415	1,243	2.99	394	5,091	10.13
Louisville, Ky.	7,393	11,730	1.60	11,086	45,709	4.12	6,321	98,130	15.52
Milwaukee, Wis.	10,331	14,504	1.41	10,064	30,560	3.04	3,764	40,528	10.7
Newark, N. J.	1,780	2,621	1.46	652	2,926	4.49	887	11,096	12.39
New Orleans, La.	1,402	2,145	1.53	1,755	6,914	3.93	1,162	18,057	15.53
New York, N. Y.	115,123	158,683	1.37	73,059	294,026	3.29	53,048	377,530	10.88
Philadelphia, Pa.	19,247	29,977	1.55	11,874	43,624	3.68	8,981	112,215	12.48
Pittsburgh, Pa.	12,304	20,657	1.67	10,349	33,708	3.25	2,464	32,893	13.35
Providence, R. I.	3,273	4,189	1.27	11,458	42,762	3.73	3,519	32,767	9.31
Saint Louis, Mo.	45,492	65,148	1.45	22,746	80,879	3.56	21,739	294,813	13.56
Saint Paul, Minn.	8,878	13,902	1.57	8,313	26,226	3.13	4,125	39,676	9.6
Total	587,536	895,290	....	363,540	1,323,734	....	195,876	2,364,159	....

Total weight, two ounces or less	895,290
Total weight, over two ounces, not more than six	1,323,734
Total weight, more than six ounces	2,364,159
Total weight	4,583,183

Total number unsealed parcels, 1,146,962, weighing an average of 3.99 ounces per parcel.

No. 13.—*Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below, &c.—Continued.*

## UNSEALED CIRCULARS.

Office.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	19,817	5,280	.20
Baltimore, Md.	54,096	48,295	.89
Boston, Mass.	159,786	82,704	.51
Brooklyn, N. Y.	48,155	13,100	.27
Buffalo, N. Y.	27,975	11,591	.41
Chicago, Ill.	404,178	172,150	.42
Cincinnati, Ohio	137,656	64,905	.47
Cleveland, Ohio	37,767	16,560	.43
Detroit, Mich.	42,298	22,451	.53
Indianapolis, Ind.	27,202	14,439	.53
Louisville, Ky.	45,232	12,316	.27
Milwaukee, Wis.	26,851	19,376	.72
Newark, N. J.	12,340	6,953	.56
New Orleans, La.	46,747	23,373	.49
New York, N. Y.	993,963	370,720	.37
Philadelphia, Pa.	118,742	54,725	.46
Pittsburgh, Pa.	38,397	15,811	.41
Providence, R. I.	10,234	5,451	.53
Saint Louis, Mo.	200,825	109,570	.54
Saint Paul, Minn.	29,367	13,328	.45
Total	2,493,780	1,083,124	

Total number, 2,493,780.

Total weight, 1,083,124 ounces, weighing an average of .43 of an ounce per piece.

No. 19.—*Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below for the six days beginning September 20 and ended September 25, 1886, inclusive.*

## LETTERS.

Office.	Weighing half an ounce or less.			Weighing over half an ounce.			Exceeding one ounce.		
	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	95,946	25,912	.27	2,447	1,883	.75	1,427	2,930	2.05
Baltimore, Md.	317,937	96,923	.30	7,077	5,436	.76	3,135	4,089	1.30
Boston, Mass.	897,776	251,586	.28	50,333	34,503	.68	11,136	16,300	1.46
Brooklyn, N. Y.	258,115	76,483	.29	13,034	8,319	.63	2,676	4,172	1.55
Buffalo, N. Y.	133,771	54,510	.40	11,534	7,590	.65	3,185	6,546	2.05
Chicago, Ill.	1,196,437	364,961	.30	93,098	65,484	.70	29,034	49,651	1.69
Cincinnati, Ohio.	330,618	94,395	.28	15,447	10,288	.66	5,500	9,499	1.69
Cleveland, Ohio.	204,310	58,550	.28	15,577	10,684	.68	3,324	6,388	1.92
Detroit, Mich.	153,145	43,627	.28	12,277	8,356	.68	2,471	5,141	2.08
Indianapolis, Ind.	107,400	32,262	.30	4,704	3,511	.73	2,638	3,668	1.40
Louisville, Ky.	136,887	43,803	.31	8,251	6,394	.77	3,113	4,669	1.49
Milwaukee, Wis.	151,765	45,280	.29	4,735	3,301	.69	1,721	3,288	1.91
Newark, N. J.	96,311	25,092	.26	2,063	1,619	.79	1,383	2,324	1.68
New Orleans, La.	118,348	39,449	.33	89,838	59,892	.66	33,803	59,155	1.75
New York, N. Y.	3,346,523	927,746	.27	213,734	150,145	.70	57,607	112,079	1.94
Philadelphia, Pa.	1,018,427	279,539	.27	39,822	32,402	.81	13,682	32,106	2.34
Pittsburgh, Pa.	196,774	46,547	.27	12,739	8,477	.66	2,612	5,068	1.94
Providence, R. I.	100,383	28,067	.27	4,523	3,434	.75	1,661	3,314	2.00
Saint Louis, Mo.	444,554	132,728	.29	14,111	11,479	.81	7,267	13,033	1.79
Saint Paul, Minn.	190,538	48,200	.25	6,012	4,454	.67	2,960	4,851	1.64
Total	9,463,389	2,716,590	.....	621,446	437,281	.....	190,415	348,271	.....

Total weight, half ounce or less	Ounces.
Total weight, over half ounce	2,716,590
Total weight, exceeding one ounce	437,281
	348,271

Total weight..... 3,502,112

Total number of letters, 10,375,250, weighing an average of .34 of an ounce per letter.

No. 19.—Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below, &c.—Continued.

## SEALED PARCELS.

Office.	Weighing two ounces or less.			Weighing over two ounces, not more than six.			Weighing more than six ounces.		
	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	142	240	1.62	460	2,345	5.09	459	9,620	20.95
Baltimore, Md.	917	1,721	1.87	586	2,148	3.66	129	2,720	21.08
Boston, Mass.	2,102	3,213	1.48	2,058	6,128	2.97	542	5,429	10.60
Brooklyn, N. Y.	173	292	1.68	101	395	3.91	28	218	7.78
Buffalo, N. Y.	73	82	1.12	40	138	3.45	168	4,136	38.29
Chicago, Ill.	3,101	3,966	1.27	1,514	5,753	3.79	685	6,266	9.16
Cincinnati, Ohio	179	292	1.12	125	340	2.72	39	302	7.74
Cleveland, Ohio	71	101	1.42	49	179	3.65	67	2,173	32.43
Detroit, Mich.	36	51	1.41	22	88	4.00	8	73	9.12
Indianapolis, Ind.	61	82	1.30	21	75	3.50	9	76	8.40
Louisville, Ky.	167	29	0.17	15	54	3.60	3	22	7.33
Milwaukee, Wis.	409	488	1.19	81	222	2.74	20	191	9.55
Newark, N. J.	36	53	1.52	9	33	3.66			
New Orleans, La.	12,887	22,552	1.75	9,867	46,808	4.75	8,466	73,019	8.62
New York, N. Y.	4,217	6,377	1.51	2,617	9,535	3.64	1,249	14,027	11.23
Philadelphia, Pa.	679	1,142	1.68	452	1,757	3.88	284	2,599	9.01
Pittsburgh, Pa.	212	272	1.28	90	291	3.23	27	336	12.44
Providence, R. I.	131	183	1.39	46	113	2.45	41	254	6.19
Saint Louis, Mo.	2,614	4,446	1.70	1,593	4,632	2.90	381	5,009	13.14
Saint Paul, Minn.	130	116	0.89	17	60	3.52	18	240	13.33
Total	28,397	45,610	.....	19,763	81,154	.....	12,563	126,662	.....

Ounces.

Total weight, two ounces or less ..... 45,610  
 Total weight, over two ounces, not more than six ..... 81,154  
 Total weight, more than six ounces ..... 126,662

Total weight ..... 253,426

Total number sealed parcels, 60,723, weighing an average of 4.17 ounces per parcel.

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No. 19.—*Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below, &c.*—Continued.

## UNSEALED PARCELS.

Office.	Weighing two ounces or less.			Weighing over two ounces, not more than six.			Weighing more than six ounces.		
	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	8,000	7,152	1.25	3,504	10,612	3.02	4,028	47,728	11.10
Baltimore, Md.	178,742	159,842	1.49	38,818	97,706	2.72	4,609	50,240	17.40
Boston, Mass.	143,966	143,193	.99	78,235	288,920	3.62	50,324	568,303	9.54
Brooklyn, N. Y.	1,656	2,016	1.21	1,591	6,471	4.06	1,768	19,979	11.09
Buffalo, N. Y.	533	687	1.24	1,044	4,070	3.93	620	7,603	12.26
Chicago, Ill.	154,568	215,719	1.39	128,874	516,199	4.10	81,287	935,634	11.51
Cincinnati, Ohio	70,165	125,457	1.78	20,720	122,646	5.99	11,204	184,716	16.48
Cleveland, Ohio	13,558	21,984	1.62	9,029	33,136	3.66	3,498	46,488	13.28
Detroit, Mich.	13,737	17,085	1.24	9,417	40,104	4.25	3,071	43,009	14
Indianapolis, Ind.	732	1,460	1.94	806	2,551	3.16	1,034	9,769	9.44
Louisville, Ky.	18,842	18,766	.99	17,653	67,010	3.79	4,500	144,000	32
Milwaukee, Wis.	12,566	19,104	1.52	7,394	24,624	3.33	3,952	47,444	12
Newark, N. J.	1,511	2,439	1.61	864	8,723	4.30	1,102	14,009	12.71
New Orleans, La.	80,485	140,848	1.75	74,504	354,321	4.75	70,780	840,512	12.87
New York, N. Y.	46,272	61,510	1.32	34,435	127,094	3.69	28,583	307,784	12.68
Philadelphia, Pa.	32,021	52,814	1.64	14,432	51,694	3.58	12,265	132,976	10.84
Pittsburgh, Pa.	18,994	26,670	1.40	13,179	41,974	3.18	2,889	38,679	13.38
Providence, R. I.	1,883	2,463	1.30	6,164	18,001	2.94	1,182	13,214	11.17
Saint Louis, Mo.	38,697	53,465	1.38	49,691	182,845	3.67	19,699	241,265	12.13
Saint Paul, Minn.	6,395	8,372	1.30	8,384	29,370	3.50	2,168	32,376	14.93
Total	840,903	1,081,015		520,739	2,018,077		317,703	3,813,699	

Total weight, two ounces or less	1,081,015
Total weight, over two ounces, not more than six	2,018,077
Total weight, more than six ounces	3,813,699

Total weight ..... 6,912,791

Total number unsealed parcels, 1,679,345, weighing an average of 4.11 ounces per parcel.

No. 19.—*Record of the number and weight of letters, parcels, and circulars mailed at the post-offices mentioned below, &c.*—Continued.

## UNSEALED CIRCULARS.

Office.	Number.	Total weight in ounces.	Average weight per piece.
Albany, N. Y.	19,876	7,200	.36
Baltimore, Md.	122,390	64,013	.52
Boston, Mass.	243,653	142,486	.59
Brooklyn, N. Y.	37,053	22,706	.61
Buffalo, N. Y.	59,852	32,290	.63
Chicago, Ill.	528,218	241,754	.45
Cincinnati, Ohio	104,123	67,925	.65
Cleveland, Ohio	44,198	20,540	.46
Detroit, Mich.	66,540	58,808	.88
Indianapolis, Ind.	41,137	39,372	.95
Louisville, Ky.	44,130	15,680	.36
Milwaukee, Wis.	48,571	20,187	.41
Newark, N. J.	29,817	14,134	.47
New Orleans, La.	31,872	39,840	1.25
New York, N. Y.	1,511,052	583,062	.38
Philadelphia, Pa.	292,945	114,491	.39
Pittsburgh, Pa.	36,158	11,897	.32
Providence, R. I.	37,699	17,379	.46
Saint Louis, Mo.	193,664	152,175	.78
Saint Paul, Minn.	39,296	9,668	.31
Total	3,514,235	1,673,577	

Total number, 3,514,235.

Total weight, 1,673,577 ounces, weighing an average of .47 of an ounce per piece.





Anstin, Tex.	527	88	315	153	56	209	130	25	155	510	169	679	132	13	145	912	182	824
Baltimore, Md.	5,397	4,421	9,818	4,206	8,435	7,641	4,125	2,075	6,200	18,728	9,811	23,659	3,633	1,887	5,322	17,683	11,818	28,981
Baltimore, Mo.	256	133	384	203	173	376	168	162	363	183	470	1,127	299	98	327	213	103	1,454
Batavia, N. Y.	18	50	128	52	30	82	53	12	105	278	23	301	92	11	61	213	25	385
Bath, Me.	85	15	101	51	4	95	56	1	4	165	8	173	82	2	91	370	8	371
Baton Rouge, La.	57	3	60	52	4	58	58	23	11	165	96	304	87	10	87	265	106	225
Battle Creek, Mich.	89	51	140	61	22	83	145	23	100	468	84	498	101	6	107	505	40	645
Bay City, Mich.	233	20	253	142	3	145	89	11	100	264	141	141	46	0	46	173	14	187
Beaver Falls, Pa.	57	11	68	24	1	41	30	2	25	68	6	74	24	0	24	192	6	38
Belfast, Me.	19	5	24	24	1	25	25	0	25	68	6	74	24	0	24	192	6	38
Bellows Falls, N. H.	58	7	65	29	1	30	30	6	62	137	10	147	38	3	41	172	13	182
Bellville, Ill.	78	20	98	47	13	60	40	2	46	165	39	204	29	4	33	193	43	217
Bellingham, Va.	46	7	53	28	4	82	34	2	34	108	11	119	35	4	40	143	18	149
Bethesda, Md.	24	8	27	14	7	71	63	6	74	238	13	72	28	4	30	85	17	102
Bethlehem, Pa.	98	18	114	63	7	63	60	6	60	276	31	259	51	3	52	279	82	311
Beverly, Mass.	117	18	125	59	1	71	60	0	74	238	13	72	28	4	30	85	17	102
Birmingham, Me.	96	15	58	58	6	64	47	15	62	179	43	222	94	3	97	330	102	342
Birmingham, N. Y.	74	22	309	187	45	232	182	19	171	603	109	712	216	21	293	230	42	278
Birmingham, Ala.	264	45	523	187	164	351	183	99	262	685	400	1,145	209	65	285	832	136	682
Bloomington, Ill.	335	107	523	187	164	351	183	99	262	685	400	1,145	209	65	285	832	136	682
Bloomington, N. J.	82	33	15	16	6	15	15	1	18	58	2	60	12	0	12	70	2	71
Boston, Mass.	18,966	4,878	23,844	6,045	4,512	20,557	14,940	3,498	18,447	49,990	12,848	62,948	13,101	2,000	15,211	63,110	14,948	78,039
Boston, N. H.	40	20	245	92	24	117	58	14	3	82	45	127	21	2	26	100	47	153
Bradford, Pa.	9	2	12	6	3	17	7	2	7	17	8	21	5	0	5	22	4	28
Bradford, N. H.	183	52	245	92	24	117	58	14	3	82	45	127	21	2	26	100	47	153
Brattleboro, Vt.	72	17	80	32	8	40	22	7	36	137	32	169	63	8	70	159	40	229
Breunham, Tex.	27	7	27	9	0	9	12	0	12	48	0	48	6	0	6	51	0	54
Bridgeton, Conn.	561	172	733	423	92	515	375	103	478	1,359	367	1,728	306	79	498	1,749	416	2,193
Bridgport, N. J.	84	10	64	40	6	46	41	3	44	133	19	164	46	5	51	181	21	205
Bristol, Conn.	34	15	49	35	11	46	12	9	21	51	85	116	16	5	21	97	40	137
Bristol, Pa.	43	3	50	10	6	28	17	2	19	72	13	85	39	0	39	111	13	124
Bristol, R. I.	43	3	50	10	6	28	17	2	19	72	13	85	39	0	39	111	13	124
Brockport, N. Y.	34	3	37	17	3	20	21	0	21	72	6	78	28	0	28	100	0	106
Brockton, Mass.	107	43	240	138	43	201	124	28	157	484	114	588	139	17	156	635	131	784
Brooklyn, N. Y.	9,046	2,796	11,842	6,253	1,621	8,174	5,583	1,501	7,174	20,882	6,908	27,190	4,303	914	5,219	25,187	7,222	32,409
Brownsville, Tex.	4	6	5	5	1	5	1	0	1	10	0	10	1	0	1	11	0	11
Brunswick, Me.	32	8	40	48	8	56	38	2	40	118	18	130	37	1	28	143	19	104
Buffalo, N. Y.	2,577	1,223	3,810	1,817	1,016	2,833	1,770	847	2,617	6,164	3,096	9,260	1,747	798	2,543	7,911	3,862	11,881
Burlington, Iowa	236	121	357	241	107	241	146	63	209	510	291	807	165	70	265	711	361	1,072
Burlington, N. J.	40	3	49	32	0	32	22	1	23	100	4	104	4	0	21	121	4	125
Burlington, Vt.	177	56	233	91	37	128	90	21	111	338	114	472	114	19	133	472	131	605
Caaro, Ill.	60	4	84	36	5	41	43	2	45	160	11	170	28	1	29	147	12	199
Calais, Me.	11	1	12	7	0	7	8	1	9	28	2	28	11	1	12	37	3	40
Camden, Me.	11	0	11	8	0	8	7	0	7	26	0	26	4	0	4	30	0	30
Camden, N. Y.	471	72	543	342	26	368	392	38	397	1,062	136	1,218	256	17	273	1,338	153	1,491
Canaan, N. J.	99	1	100	59	4	63	45	8	38	203	13	216	45	2	47	218	15	263
Canton, Ohio	320	16	336	241	80	271	331	29	350	862	75	957	302	26	328	1,164	101	1,265
Carbondale, Pa.	80	9	39	7	28	35	10	0	10	47	37	84	10	1	57	38	83	93
Carlisle, Pa.	94	13	107	46	8	54	49	5	51	189	26	215	48	3	51	237	29	266
Carson City, Nev.	24	6	30	7	8	18	18	0	18	40	8	57	11	0	11	60	8	68
Carthage, Mo.	57	0	57	37	0	37	26	0	26	58	0	58	15	0	15	135	0	135
Catskill, N. Y.	49	1	50	15	0	15	15	0	15	79	1	80	47	0	47	128	210	950
Cedar Rapids, Iowa.	273	64	338	168	58	226	170	44	214	610	166	776	130	44	174	740	210	950

No. 20.—Statement showing the operations of the special-delivery system at all the special-delivery post-offices, &amp;c.—Continued.

Post office.	Quarter ending Decem- ber 31, 1885.				Quarter ending March 31, 1886.				Quarter ending June 30, 1886.				Total, 9 months ending June 30, 1886.				Quarter ending Sep- tember 30, 1886.				Total, 12 months ending September 30, 1886.			
	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.			
Central Falls, R. I.	26	0	26	13	0	13	17	0	17	56	0	56	34	0	34	34	0	34	90	0	90			
Chambersburg, Pa.	190	12	202	48	4	52	37	1	38	175	13	188	89	0	89	89	0	89	214	13	227			
Champaign, Ill.	47	13	60	25	4	29	28	1	29	100	100	18	118	24	0	24	24	0	24	154	18	172		
Charleston, S. C.	614	275	889	331	100	431	294	138	432	1,259	603	1,862	1,259	603	1,862	356	71	427	1,595	674	2,269			
Charleston, W. Va.	68	37	105	42	14	56	41	10	51	151	61	212	37	4	41	37	4	41	1,188	65	1,253			
Charlotte, N. C.	70	3	73	57	0	57	35	0	35	162	3	165	42	1	43	42	1	43	251	4	255			
Charlottesville, Va.	282	111	393	243	58	301	134	52	186	639	221	860	229	17	246	246	17	263	884	238	1,122			
Chesler, Pa.	295	68	363	133	39	172	124	29	141	469	157	626	139	22	161	139	22	161	509	149	658			
Cincinnati, Ohio	20,795	3,066	23,861	11,417	2,814	14,231	10,064	2,388	12,452	42,297	9,158	51,455	9,744	2,592	12,336	52,011	11,760	12,336	63,771	11,760	75,531			
Cincinnati, Mo.	31	0	31	25	0	25	15	1	16	71	55	126	18	0	18	18	0	18	89	1	90			
Cincinnati, Ohio	88	11	99	61	5	66	48	1	49	175	21	196	67	3	70	67	3	70	264	24	288			
Cincinnati, Ohio	4,78	1,015	6,007	3,538	1,433	5,011	3,363	2,097	5,373	11,706	5,373	17,081	3,528	1,325	4,853	15,294	6,701	4,853	22,145	6,701	28,846			
Cincinnati, Ohio	46	2	48	32	3	35	26	1	27	101	7	108	39	2	41	39	2	41	134	0	134			
Cincinnati, Ohio	20	0	20	29	0	29	10	1	11	58	1	59	15	0	15	15	0	15	71	0	71			
Cincinnati, Ohio	3,538	1,818	5,377	2,357	1,382	3,739	2,416	1,218	3,634	8,382	4,418	12,799	2,451	1,202	3,650	10,816	5,650	3,650	16,466	5,650	22,116			
Cincinnati, Ohio	52	3	55	54	0	54	60	0	60	132	33	165	38	0	38	38	0	38	170	31	201			
Cincinnati, Ohio	104	14	123	74	3	77	57	13	70	240	30	270	72	1	73	72	1	73	213	31	244			
Cincinnati, Ohio	44	2	46	24	0	24	14	0	14	82	2	84	20	0	20	20	0	20	102	2	104			
Cincinnati, Ohio	0	0	0	3	1	4	0	0	4	1	1	2	1	0	1	1	0	1	25	2	27			
Cincinnati, Ohio	91	31	122	24	4	28	25	2	27	150	37	187	40	1	41	40	1	41	100	38	138			
Cincinnati, Ohio	36	3	39	23	0	23	46	0	46	105	3	108	22	0	22	22	0	22	127	3	130			
Cincinnati, Ohio	193	0	193	80	2	82	69	0	69	258	2	260	87	0	87	87	0	87	545	2	547			
Cincinnati, Ohio	99	13	112	145	0	145	64	2	66	308	20	328	77	4	81	81	4	85	255	24	279			
Cincinnati, Ohio	34	34	68	18	12	30	158	8	166	54	54	108	22	5	27	27	5	32	62	50	112			
Cincinnati, Ohio	1,437	347	1,784	990	218	1,208	1,158	164	1,322	3,685	759	4,444	1,209	116	1,325	4,764	845	1,325	6,089	845	6,934			
Cincinnati, Ohio	223	83	306	187	40	227	109	32	201	579	155	734	175	0	175	734	195	175	929	195	1,124			
Cincinnati, Ohio	20	0	20	13	0	13	10	0	10	43	0	43	15	0	15	15	0	15	58	0	58			
Cincinnati, Ohio	77	57	134	38	26	64	29	32	61	144	115	259	28	19	47	172	134	47	238	134	306			
Cincinnati, Ohio	47	1	48	36	1	37	23	1	24	108	3	111	20	1	21	21	1	22	201	36	237			
Cincinnati, Ohio	83	6	89	42	4	46	37	4	41	161	14	175	40	2	42	40	2	42	201	36	237			

Con cil Bluffs, Iowa.....	252	183	434	150	177	327	153	67	220	555	429	931	163	31	14	183	717	457	1,072
Covington, Ky.....	290	20	319	186	24	223	219	27	240	716	71	787	221	81	14	235	937	85	1,222
● Crawfordville, Ind.....	85	7	92	29	29	58	56	3	58	170	38	208	38	3	41	235	208	41	1,746
Creston, Iowa.....	49	28	19	77	26	10	19	3	22	94	41	135	25	1	20	110	229	38	161
Cumberland, Md.....	105	19	124	47	7	54	44	7	51	196	33	229	46	5	1	20	242	38	280
Dallas, Tex.....	336	52	384	180	42	241	101	15	116	636	109	745	69	1	70	705	110	815	465
Danbury, Conn.....	139	18	157	87	5	102	105	6	111	331	29	360	117	8	125	445	37	37	537
Danville, Ill.....	167	48	215	84	25	1	87	12	90	234	85	423	91	23	0	114	439	105	121
Danville, Va.....	69	2	41	20	1	27	27	2	29	92	5	97	24	0	24	116	250	5	254
Davenport, Iowa.....	306	145	451	157	120	247	122	0	203	585	346	931	150	94	184	735	440	4	1,175
Dayton, Ohio.....	729	133	862	540	147	647	406	120	616	1,725	400	1,235	490	128	11	234	528	2	528
Deatur, Ill.....	184	3	257	103	63	168	87	82	119	374	188	2,542	98	12	110	472	180	4	632
Deedham, Mass.....	51	3	54	4	42	42	42	0	42	135	8	138	43	1	182	178	4	182	192
Defiance, Ohio.....	0	9	0	20	4	31	19	2	21	103	15	103	18	2	1	105	16	16	220
Delaware, Ohio.....	50	20	70	41	16	57	28	12	40	138	48	170	42	1	14	170	50	50	220
Delaware, Ohio.....	2,055	757	2,055	644	2,206	2,206	1,664	590	2,206	5,357	2,031	7,398	1,865	534	2,399	7,222	2,565	2,565	9,747
Des Moines, Iowa.....	2,168	210	1,107	508	202	710	514	119	633	1,890	551	2,450	531	184	2,074	8,451	5,290	5,290	13,741
Detroit, Mich.....	2,877	1,703	4,600	1,709	1,440	3,229	1,861	1,075	2,819	6,559	4,208	10,757	1,892	1,082	1,082	8,451	5,290	5,290	13,741
Dover, N. H.....	103	11	114	97	8	105	57	2	59	257	21	278	66	0	72	353	162	162	287
Dubuque, Iowa.....	262	60	322	138	67	185	165	32	197	545	130	704	139	23	162	309	277	105	896
Dunbar, N. Y.....	124	2	126	63	6	69	52	1	53	269	39	248	38	0	39	277	105	105	287
Dunbar, N. Y.....	21	2	36	21	1	23	13	0	13	68	3	71	71	0	23	91	3	3	94
East Liverpool, Ohio.....	211	77	304	173	59	23	171	66	237	575	202	777	166	20	195	741	231	231	972
Eastport, Me.....	10	74	14	8	17	25	2	3	5	20	24	44	207	5	10	15	25	34	69
East Sagadahoc, Mich.....	311	74	345	197	44	241	192	36	228	700	154	854	207	44	251	967	194	194	1,105
East Saint Louis, Ill.....	42	0	24	24	2	20	45	1	46	111	3	114	18	0	18	159	3	3	1,132
Eau Claire, Wis.....	100	19	119	150	82	182	134	27	161	364	78	462	74	22	96	458	100	100	558
Eggen, Ill.....	94	40	124	66	32	94	64	26	80	254	98	322	50	24	74	254	122	122	396
Elizabeth, N. J.....	821	82	403	240	68	317	211	27	238	781	177	958	202	17	210	953	194	194	1,177
Elkhart, Ind.....	121	2	103	50	3	62	34	3	37	184	8	202	42	7	49	206	15	15	251
Elkworth, Me.....	21	1	22	6	1	7	3	0	8	35	2	37	8	0	8	43	2	2	45
Elizavorth, Me.....	684	348	78	427	78	427	311	70	381	1,031	296	1,492	814	51	865	1,567	350	350	1,857
Elmira, N. Y.....	523	151	684	29	1	86	25	13	28	187	11	118	20	0	30	157	11	11	139
Elvira, Ohio.....	153	7	60	23	1	117	75	14	89	296	66	352	62	21	773	338	272	272	1,537
Emporia, Kans.....	127	19	146	84	33	117	283	41	824	973	220	1,193	292	52	844	1,295	871	871	1,537
Erie, Pa.....	469	11	550	281	68	340	283	41	824	973	220	1,193	292	52	844	1,295	871	871	1,537
Erie, Pa.....	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Eureka, Nev.....	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Evansville, Ind.....	129	20	146	48	15	73	43	0	63	250	45	285	12	4	12	293	50	50	337
Evansville, Ind.....	456	97	489	321	38	350	535	35	370	1,112	110	1,228	348	81	379	1,468	147	147	1,537
Fail River, Mass.....	212	39	399	260	60	329	296	40	246	738	208	1,112	348	81	379	1,468	147	147	1,537
Faribault, Minn.....	58	18	31	2	2	23	84	0	31	121	20	141	24	19	25	167	213	213	1,158
Farmington, N. Y.....	30	4	31	25	6	43	22	0	22	77	1	75	24	0	24	167	21	21	160
Fitchburg, Mass.....	202	16	218	139	15	120	133	16	135	456	47	483	156	18	189	592	60	60	388
Flint, Mich.....	81	24	165	39	10	40	41	1	43	161	38	199	54	0	54	210	42	42	353
Flushing, N. Y.....	82	5	87	29	4	68	42	0	42	164	14	191	39	0	164	210	42	42	353
Fond du Lac, Wis.....	116	10	126	64	4	68	42	0	42	224	17	266	32	1	32	545	13	13	270
Fort Madison, Iowa.....	31	0	31	14	5	14	9	0	9	168	17	168	70	3	73	60	0	0	60
Fort Scott, Kans.....	61	4	65	403	4	10	62	8	70	168	17	168	70	3	73	60	0	0	60
Fort Wayne, Ind.....	439	128	567	404	129	533	397	137	534	1,240	394	1,634	461	129	610	1,721	553	553	2,248
Fort Worth, Tex.....	117	1	136	130	18	143	124	19	143	371	51	423	117	10	171	462	61	61	643
Fosoria, Ohio.....	23	1	24	20	1	21	10	0	10	63	12	66	17	0	17	70	2	2	72
Frankfort, Ky.....	93	8	101	103	5	106	76	0	82	272	19	291	59	2	59	331	21	21	352

No. 20.—Statement showing the operations of the special-delivery system at all the special-delivery post-offices, &amp;c.—Continued.

Post-office.	Quarter ending December 31, 1885.				Quarter ending March 31, 1886.				Quarter ending June 30, 1886.				Total 9 months ending June 30, 1886.				Quarter ending September 30, 1886.				Total 12 months ending September 30, 1886.			
	Special-delivery letters arriving from other places.	Special-delivery letters deposited for local delivery.	Total special-delivery letters.	Very letters.	Special-delivery letters arriving from other places.	Special-delivery letters deposited for local delivery.	Total special-delivery letters.	Very letters.	Special-delivery letters arriving from other places.	Special-delivery letters deposited for local delivery.	Total special-delivery letters.	Very letters.	Special-delivery letters arriving from other places.	Special-delivery letters deposited for local delivery.	Total special-delivery letters.	Very letters.	Special-delivery letters arriving from other places.	Special-delivery letters deposited for local delivery.	Total special-delivery letters.	Very letters.	Special-delivery letters arriving from other places.	Special-delivery letters deposited for local delivery.	Total special-delivery letters.	Very letters.
Franklin, Pa.	43	4	47	27	34	3	37	19	19	0	19	86	23	113	7	39	39	125	7	132	132			
Frederick, Md.	81	5	86	130	125	6	131	56	57	1	57	265	80	1	81	81	345	13	358	357				
Fredricksburg, Va.	97	0	97	17	17	0	17	7	7	0	7	71	23	0	23	23	94	0	94	94				
Frederick, Ill.	103	18	121	52	39	6	58	30	30	0	30	218	44	2	46	46	232	22	254	254				
Fremont, Ohio	34	0	34	29	29	0	29	32	32	0	32	90	26	0	26	26	122	0	122	122				
Gabon, Ill.	31	1	32	21	20	1	21	29	29	4	33	77	15	5	20	20	86	11	97	97				
Galesburg, Ill.	147	52	199	135	109	23	158	63	63	9	72	410	310	75	7	83	83	355	103	458	458			
Gallatin, Ohio	23	3	26	0	18	0	18	8	8	1	9	49	15	0	15	15	64	4	68	68				
Gallatin, Ohio	27	0	27	22	22	0	22	17	17	0	17	76	23	0	23	23	93	0	93	93				
Gallatin, Ohio	410	115	525	372	296	76	372	209	209	40	249	906	231	1	232	232	1,064	277	1,341	1,341				
Gallatin, Ohio	35	1	36	34	34	0	34	23	23	0	23	92	49	0	49	49	141	1	142	142				
Gallatin, Ohio	8	1	9	10	10	0	10	3	3	0	3	21	22	7	0	7	28	1	29	29				
Gallatin, Ohio	56	97	153	88	69	20	108	69	69	26	95	223	91	8	99	99	314	91	405	405				
Gallatin, Ohio	93	36	129	60	7	7	67	41	41	5	46	197	48	1	49	49	245	49	294	294				
Gallatin, Ohio	169	60	229	63	20	83	114	16	16	130	351	447	122	5	127	127	473	101	574	574				
Gallatin, Ohio	12	0	12	3	3	0	3	7	7	0	7	22	5	0	5	5	27	0	27	27				
Gallatin, Ohio	57	13	70	46	46	2	48	45	45	13	58	148	47	5	52	52	185	83	268	268				
Gallatin, Ohio	78	28	106	62	19	29	48	86	86	102	188	188	20	20	20	20	106	122	228	228				
Gallatin, Ohio	43	39	82	27	0	27	0	16	16	5	21	86	10	0	10	10	96	5	101	101				
Gallatin, Ohio	662	122	784	517	109	62	562	87	87	649	1,981	318	318	85	85	403	403	2,568	403	2,971	2,971			
Gallatin, Ohio	35	48	83	13	14	0	27	14	14	0	14	64	19	1	20	20	72	12	84	84				
Gallatin, Ohio	25	0	25	18	18	0	18	20	20	1	21	56	6	0	6	6	76	0	76	76				
Gallatin, Ohio	21	2	23	15	15	0	15	18	18	1	19	62	14	0	14	14	60	17	77	77				
Gallatin, Ohio	52	2	54	43	43	5	48	26	26	1	27	133	45	5	50	50	166	17	183	183				
Gallatin, Ohio	34	0	34	35	35	1	36	17	17	6	23	86	7	0	7	7	31	0	31	31				
Gallatin, Ohio	109	3	112	73	73	4	77	69	69	1	70	251	8	8	259	259	310	8	318	318				
Gallatin, Ohio	141	27	168	78	78	9	87	82	82	7	89	344	62	8	352	352	414	51	465	465				
Gallatin, Ohio	93	73	166	41	50	91	141	69	69	10	79	330	57	10	340	340	403	51	454	454				
Gallatin, Ohio	537	181	718	229	159	488	405	405	405	77	482	1,798	300	68	2,098	2,098	2,403	141	2,544	2,544				
Gallatin, Ohio	1,391	692	2,083	1,083	528	1,042	1,083	390	390	1,470	3,575	5,095	1,072	287	6,172	6,172	7,244	883	8,127	8,127				
Gallatin, Ohio	380	123	503	281	91	372	372	61	61	76	200	316	46	314	630	630	1,244	314	1,558	1,558				
Gallatin, Ohio	88	12	100	65	2	67	67	21	21	2	23	66	42	0	70	70	217	21	238	238				
Gallatin, Ohio	15	8	23	25	22	3	28	21	21	2	23	48	42	0	100	100	100	21	108	108				

Hoboken, N. J.	297	7	304	209	192	126	6	215	228	5	223	784	18	752	171	3	174	905	21	925
Holyoke, Mass.	288	2	427	192	14	2	10	318	202	70	273	682	385	4	712	202	79	281	884	1,286
Hopkirk Falls, N. Y.	32	2	34	14	2	0	22	16	22	0	22	63	22	4	72	22	2	24	90	96
Hopkinsville, Ky.	35	1	86	54	0	33	0	83	22	33	0	62	13	193	30	0	50	122	123	123
Honolulu, N. Y.	75	8	36	24	0	33	0	56	39	3	43	163	13	181	68	4	72	236	17	235
Houston, Tex.	899	97	496	319	54	2	373	273	273	80	303	691	181	1,172	162	20	182	1,153	201	1,854
Hudson, N. Y.	93	7	100	51	6	4	57	83	83	8	8	227	21	248	69	4	73	236	26	331
Huntington, Pa.	48	3	51	28	4	42	21	32	21	0	21	97	7	104	32	0	32	129	7	136
Huntsville, Ala.	38	1	39	114	33	0	21	82	21	11	21	82	22	93	26	0	26	118	1	119
Hyde Park, Mass.	111	5	116	114	33	0	120	93	93	11	11	318	23	340	106	1	107	424	23	447
Indianapolis, Ind.	2,884	915	3,499	1,589	773	773	2,362	1,896	703	2,509	5,979	5,979	2,361	8,370	1,846	646	2,562	7,925	3,037	10,962
Ionia, Mich.	27	17	44	17	5	0	27	11	11	0	27	55	32	77	34	1	34	89	22	111
Iowa City, Iowa	86	12	98	27	0	27	24	3	24	0	27	137	15	152	19	0	20	156	16	172
Ipswich, Mich.	28	0	26	27	1	0	29	9	9	0	9	86	5	43	36	0	5	118	1	119
Jackson, N. Y.	165	20	21	13	0	12	0	183	89	61	150	353	258	1	42	5	0	5	46	47
Jackson, Mich.	246	73	319	174	48	43	2	45	20	28	116	5	116	10	10	2	12	126	5	131
Jackson, Miss.	15	1	46	43	2	0	10	25	0	25	0	111	2	51	13	2	15	63	3	66
Jackson, Tenn.	45	1	16	10	0	10	0	33	129	33	129	4	96	934	197	10	207	1,035	106	1,141
Jacksonville, Fla.	314	50	364	341	32	373	183	373	183	14	197	838	90	829	97	8	106	343	89	432
Jacksonville, Ill.	109	18	127	65	42	107	72	20	92	246	246	298	119	417	91	32	123	389	151	540
Jamestown, N. Y.	139	46	185	100	40	140	59	33	92	39	66	197	43	240	49	6	55	246	49	295
Jamestown, Wis.	89	26	115	50	9	59	58	8	66	8	66	197	43	240	49	6	55	246	49	295
Jefferson City, Mo.	53	2	55	30	0	30	38	0	38	0	38	111	2	113	13	0	13	124	2	126
Jeffersonville, Ind.	55	3	58	42	0	42	32	1	32	1	32	129	4	133	34	0	34	163	4	167
Jersey City, N. J.	1,248	207	1,455	935	108	1,043	829	97	926	97	926	8,012	412	3,424	648	42	690	3,660	454	4,114
Johnstown, N. Y.	29	10	39	15	4	19	19	5	24	63	24	63	19	82	17	1	18	80	20	100
Johnstown, Pa.	108	33	141	112	18	130	118	6	124	338	57	395	124	395	124	8	132	462	65	527
Joliet, Ill.	106	49	155	73	44	117	55	18	73	234	111	3	68	345	68	23	91	802	134	436
Joplin, Mo.	21	3	24	26	0	26	14	0	14	61	3	64	8	64	8	0	8	69	3	72
Kalamazoo, Mich.	238	44	282	155	62	207	100	29	129	493	125	68	1	618	142	18	160	635	143	778
Kankakee, Ill.	23	0	23	20	1	21	25	0	25	0	25	68	1	69	30	0	30	98	1	99
Kankakee, N. Y.	2,168	398	2,536	1,488	291	1,769	1,881	298	1,679	5,057	947	5,057	947	5,057	947	361	1,637	6,313	1,308	7,621
Keene, N. H.	65	9	74	48	7	155	58	18	76	171	84	105	86	105	86	9	67	220	43	272
Keosauqua, Wis.	47	1	48	19	0	19	19	0	19	0	19	85	1	86	86	0	36	121	1	122
Keokuk, Iowa	71	0	71	74	0	74	47	1	48	192	41	193	41	193	41	0	41	233	1	234
Key West, Fla.	11	0	11	5	1	6	7	0	7	23	1	24	0	24	0	0	0	23	1	24
Kingson, N. Y.	162	17	179	100	14	114	77	3	80	339	34	373	105	373	105	0	105	444	34	478
Knoxville, Tenn.	286	38	324	196	25	321	185	23	218	763	86	763	168	763	168	20	188	845	106	951
Kokomo, Ind.	18	0	18	11	0	11	17	1	18	46	1	47	17	47	17	1	18	63	2	65
La Crosse, Wis.	181	75	253	137	98	230	111	50	161	429	218	647	157	647	157	76	233	586	294	880
Lafayette, Ind.	813	94	407	243	84	327	183	86	279	749	284	1,013	301	1,013	301	69	870	1,050	333	1,383
Lambertville, N. J.	0	1	22	11	0	11	9	0	9	0	9	41	4	42	5	0	5	46	1	47
Lancaster, Ohio	51	39	90	22	8	30	28	4	32	101	51	162	32	162	32	2	34	133	53	186
Lancaster, Pa.	390	81	471	237	67	304	225	37	262	852	185	1,037	208	1,037	208	26	234	1,060	211	1,271
Lansing, Mich.	117	12	129	61	6	67	76	9	86	35	254	27	281	281	82	8	85	336	30	366
La Porte, Ind.	56	1	57	19	5	24	24	8	36	36	103	14	14	117	14	0	104	117	14	131
La Salle, Ill.	50	19	69	28	5	83	83	3	103	91	115	118	73	118	73	2	16	105	20	124
Lawrence, Kans.	144	60	204	75	34	109	80	21	163	901	27	416	72	416	72	27	99	373	142	515
Lawrence, Mass.	427	180	557	371	109	480	329	96	427	1,127	337	1,464	263	1,464	263	94	447	1,480	431	1,911
Lawrenceburg, Ind.	14	0	14	18	0	18	27	0	27	59	0	59	28	59	28	0	28	87	0	87
Leadville, Colo.	285	137	422	254	110	355	269	103	372	789	361	1,149	281	1,149	281	72	353	1,069	438	1,502

No. 20.—Statement showing the operations of the special-delivery system at all the special-delivery post-offices, &amp;c.—Continued.

Post-office.	Quarter ending Decem- ber 31, 1885.			Quarter ending March 31, 1886.			Quarter ending June 30, 1886.			Total, 9 months ending June 30, 1886.			Quarter ending Sep- tember 30, 1886.			Total, 12 months ending September 30, 1886.		
	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.
Leavenworth, Kans.	256	21	277	207	20	227	161	15	176	624	56	680	149	4	153	773	60	833
Lebanon, Pa.	87	3	90	45	4	49	35	26	31	107	8	175	45	2	47	212	10	222
Lebanon, Mass.	34	4	38	16	7	23	26	5	31	176	16	192	19	1	20	212	17	112
Lewiston, Mo.	95	17	112	85	34	119	98	47	145	278	98	376	213	33	147	392	131	523
Lexington, Ky.	312	27	339	188	20	208	155	11	166	655	58	713	114	19	232	898	77	945
Lima, Ohio	87	7	94	54	0	54	47	0	47	188	7	195	87	1	88	275	8	283
Lincoln, Ill.	41	10	51	19	0	19	32	22	54	92	38	130	17	11	28	109	49	158
Lincoln, Nebr.	352	64	416	305	74	379	347	89	366	1,004	177	1,181	368	17	386	1,372	205	1,577
Litchfield, Ill.	20	15	35	12	1	13	11	0	11	43	16	59	17	2	19	60	18	78
Little Falls, N. Y.	47	4	51	40	0	40	27	0	33	114	10	124	39	2	41	153	12	165
Little Rock, Ark.	20	79	99	300	48	348	195	24	219	938	151	1,087	232	36	268	1,088	167	1,355
Lock Haven, Pa.	62	5	67	35	3	38	37	0	43	134	148	381	36	0	36	170	14	184
Lockport, N. Y.	199	52	251	117	35	152	94	18	112	410	105	515	93	15	108	503	120	623
Logansport, Ind.	152	44	196	106	20	126	92	13	105	350	86	436	88	9	97	428	95	523
Long Island City, N. Y.	33	0	33	33	1	34	25	0	25	86	1	87	33	0	33	119	1	120
Los Angeles, Cal.	596	238	744	389	169	558	342	152	494	1,297	559	1,706	844	105	449	1,581	664	2,245
Louisiana, Mo.	24	0	24	7	3	10	6	0	6	37	0	37	12	0	12	40	0	49
Louisville, Ky.	2,176	1,311	3,487	1,581	805	2,386	1,364	726	2,110	5,141	2,842	7,983	1,321	601	1,922	6,462	3,503	9,965
Lowell, Mass.	21	236	257	1,600	225	1,825	615	244	859	1,903	705	2,608	637	176	813	2,630	881	3,511
Lynchburg, Va.	249	82	331	189	41	230	156	23	179	504	146	650	173	16	189	767	162	929
Lynchburg, Va.	770	256	1,026	687	188	875	542	136	678	1,999	580	2,579	672	144	816	2,671	724	3,395
Lynn, Mass.	18	1	19	31	0	31	19	0	19	68	1	69	13	0	13	81	1	82
Lyons, Iowa	83	7	90	64	15	79	42	6	48	153	28	217	57	3	60	246	31	277
Madison, Pa.	601	97	698	467	81	548	365	33	395	1,433	208	1,641	438	45	483	1,871	253	2,124
Madison, Wis.	78	10	88	48	6	54	33	1	34	159	17	176	45	3	48	204	20	224
Madison, N. Y.	273	49	321	162	82	244	171	13	184	605	94	700	165	12	177	770	106	876
Madison City, Pa.	25	1	26	12	2	14	10	0	10	47	3	50	21	0	21	68	3	71
Mahoning City, Pa.	230	10	240	254	11	265	224	12	240	808	33	841	228	13	241	1,036	46	1,082
Mahoning, N. Y.	30	1	31	9	3	12	8	1	9	47	5	52	13	1	14	60	0	66
Manchester, N. H.	427	83	510	327	31	358	361	20	381	1,115	83	1,198	867	85	432	1,512	118	1,630
Manchester, Va.	14	2	16	15	0	15	16	0	16	45	2	47	16	0	16	61	2	63

Manitowoc, Wis.	26	5	31	13	3	16	15	0	15	54	8	62	19	0	19	73	9	81
Manitowish, Wis.	21	1	32	14	0	14	28	0	23	68	1	132	20	0	23	68	1	82
Manitowish, Minn.	47	3	50	40	4	53	21	8	29	117	15	132	20	0	23	143	15	159
Manitowish, Ohio	160	37	107	106	20	128	120	17	137	360	74	480	120	15	144	615	89	664
Marblehead, Mass.	62	18	68	48	0	48	56	0	56	160	0	172	42	0	42	208	6	214
Marblehead, Ohio	81	16	99	61	6	67	53	4	56	104	28	222	49	4	53	243	32	275
Marblehead, Mass.	62	4	68	33	4	37	53	2	55	148	10	158	54	3	57	202	13	215
Marquette, Mich.	41	12	34	23	0	23	27	1	28	91	13	104	30	5	35	121	18	139
Marshall, Tex.	24	0	24	13	0	13	0	0	0	46	0	46	6	0	6	152	0	52
Marshalltown, Iowa	92	64	156	50	62	121	41	18	59	102	144	336	37	13	50	229	157	386
Martinsburg, W. Va.	48	3	21	17	5	22	25	2	27	90	10	100	36	0	36	128	10	136
Marysville, Cal.	47	7	54	28	0	28	23	3	26	98	10	198	23	4	27	121	14	135
Massillon, Ohio	70	29	89	28	2	27	20	0	20	196	31	155	47	0	47	171	31	209
Mattawan, N. Y.	22	2	23	9	3	12	6	2	8	37	7	44	7	1	8	44	8	53
Mattoon, Ill.	27	69	32	22	5	36	19	6	25	93	37	130	80	0	80	132	43	175
Mayville, Ky.	23	9	32	22	8	27	35	4	30	50	18	98	23	3	26	103	21	124
Mayville, Pa.	137	47	184	91	16	108	103	50	164	333	163	406	98	23	121	421	180	617
Medford, Mass.	130	20	150	92	10	108	103	60	61	269	40	222	60	5	585	842	45	537
Memphis, Tenn.	871	235	1,100	710	183	893	548	142	600	2,192	560	2,680	455	100	565	2,614	662	3,274
Mendota, Ill.	22	11	33	15	0	16	10	0	10	47	12	59	10	0	10	57	12	67
Mendota, Conn.	254	15	269	159	12	171	135	9	144	548	86	122	122	10	122	670	40	710
Mendon, Mass.	97	7	104	87	3	90	41	2	63	245	12	257	66	1	66	311	13	324
Meriden, Conn.	21	0	21	14	0	14	15	0	15	50	0	50	24	1	24	68	0	66
Michigan City, Ind.	28	0	28	18	0	18	8	0	8	42	0	42	24	1	24	68	0	66
Middleborough, Mass.	134	24	158	119	11	130	93	5	98	346	40	386	97	2	100	443	42	485
Middletown, Conn.	129	11	140	86	0	86	92	0	92	240	23	239	98	3	101	397	26	423
Middletown, N. Y.	61	0	61	35	9	35	27	0	27	123	30	123	30	1	31	143	1	143
Middletown, Ohio	81	1	82	41	2	43	24	0	24	150	3	150	30	5	53	206	6	212
Milford, Mass.	27	1	28	20	0	20	43	0	43	160	2	162	37	2	37	127	2	129
Milwaukee, Wis.	2,802	2,215	5,107	1,737	1,086	3,423	1,809	1,389	3,198	6,438	5,290	11,738	2,087	1,255	3,342	8,505	6,545	15,070
Minneapolis, Minn.	2,030	1,071	3,121	1,390	875	2,278	1,431	840	2,331	4,149	2,780	7,770	1,757	754	2,510	6,607	3,544	10,241
Minneapolis, Minn.	37	7	44	22	1	23	0	3	12	68	11	79	28	0	28	572	502	1,074
Mobile, Ala.	181	151	332	160	163	324	118	116	234	488	432	890	114	70	184	572	502	1,074
Mobile, Ill.	63	7	70	20	0	20	22	0	22	98	7	105	13	0	13	572	502	1,074
Monmouth, Ill.	32	0	32	52	7	59	34	0	34	147	39	186	41	1	42	173	0	228
Monroe, Mich.	35	0	35	38	2	40	10	1	11	89	3	92	18	1	19	107	4	111
Montgomery, Ala.	212	8	220	163	9	202	138	4	102	563	21	584	183	1	187	738	23	761
Morrisstown, N. J.	145	64	209	112	31	143	103	17	122	362	112	474	81	10	91	443	122	583
Mount Holly, N. J.	29	0	29	11	0	11	10	0	10	50	0	50	10	2	12	60	2	62
Mount Pleasant, Iowa	29	1	30	6	1	7	13	1	14	48	3	51	16	0	16	64	3	67
Mount Vernon, N. Y.	147	52	199	91	43	130	70	24	104	308	181	439	87	27	114	335	156	533
Mount Vernon, Ohio	77	7	84	43	5	48	33	0	33	133	12	165	47	2	49	189	14	218
Muncie, Ind.	35	1	36	29	0	29	30	4	34	84	6	90	24	0	24	108	5	113
Muscatine, Iowa	103	18	121	31	1	32	20	1	21	160	24	180	24	0	24	164	20	204
Muskegon, Mich.	109	50	159	51	22	73	44	12	56	204	64	288	54	16	70	238	100	338
Nashua, N. H.	145	4	149	127	8	135	101	7	108	373	19	382	116	0	116	489	19	508
Nashville, Tenn.	938	104	1,042	781	110	891	648	95	743	2,357	309	2,666	762	74	836	3,119	383	3,502
Natchez, Miss.	47	2	49	57	1	58	44	0	44	148	3	151	43	0	43	191	3	194
Natick, Mass.	22	4	26	41	4	45	39	8	42	144	11	155	46	2	48	190	13	203
Nebraska City, Neb.	22	24	24	27	1	28	25	3	28	74	14	88	16	1	17	90	6	95
Nearby, Wis.	25	6	31	14	7	17	7	0	7	40	9	53	16	0	16	62	9	71
Nevada City, Cal.	44	2	46	13	0	13	18	0	18	75	2	77	17	0	17	82	2	84



No. 20.—Statement showing the operations of the special-delivery system at all the special-delivery post-offices, &amp;c.—Continued.

Post-office.	Quarter ending December 31, 1885.			Quarter ending March 31, 1886.			Quarter ending June 30, 1886.			Total 9 months ending June 30, 1886.			Quarter ending September 30, 1886.			Total 12 months ending September 30, 1886.		
	Special-delivery letters arriving from other places.	Special-delivery letters deposited for local delivery.	Total special-delivery letters.	Special-delivery letters arriving from other places.	Special-delivery letters deposited for local delivery.	Total special-delivery letters.	Special-delivery letters arriving from other places.	Special-delivery letters deposited for local delivery.	Total special-delivery letters.	Special-delivery letters arriving from other places.	Special-delivery letters deposited for local delivery.	Total special-delivery letters.	Special-delivery letters arriving from other places.	Special-delivery letters deposited for local delivery.	Total special-delivery letters.	Special-delivery letters arriving from other places.	Special-delivery letters deposited for local delivery.	Total special-delivery letters.
New Albany, Ind.	226	30	255	120	20	140	112	579	4	1,308	438	63	139	443	157	597	81	678
Newark, N. J.	2,075	1,017	3,092	1,529	703	2,232	1,308	377	3	1,977	5,012	2,389	1,401	443	1,841	6,413	2,842	9,255
New Bedford, Mass.	364	43	407	375	4	420	298	45	3	313	1,007	133	279	34	313	293	14	307
New Bern, N. C.	178	49	227	24	1	25	28	5	0	33	101	2	29	6	35	127	2	129
New Brighton, N. Y.	178	13	191	86	0	92	78	3	3	81	178	5	34	0	34	212	5	217
New Britain, Conn.	209	45	254	173	27	200	178	42	3	220	560	114	127	16	148	692	27	719
New Brunswick, N. J.	165	47	212	145	23	173	119	13	13	132	449	88	127	11	148	576	99	675
Newburgh, N. Y.	156	8	164	111	2	113	89	0	0	90	357	10	128	0	130	485	12	497
Newburyport, Mass.	130	56	186	62	59	121	48	38	80	307	199	153	343	59	407	277	182	479
New Castle, Pa.	1,482	610	2,092	1,014	446	1,460	979	375	1	1,354	3,475	4,331	919	219	1,168	4,394	1,680	6,074
New Haven, Conn.	172	25	197	92	16	108	112	14	14	126	376	75	109	29	195	545	101	646
New London, Conn.	2,656	1,397	4,053	2,400	1,355	3,755	2,038	1,097	3	3,105	3,819	10,913	1,740	843	2,589	8,840	4,602	13,442
New Orleans, La.	129	12	141	60	9	69	40	4	64	104	240	55	61	1	65	304	36	340
Newport, Ky.	372	55	427	184	23	207	250	24	280	812	102	102	614	63	534	1,285	165	1,450
Newport, R. I.	69	7	76	163	0	163	108	13	121	277	29	29	308	0	308	373	33	341
Newton, Mass.	2	2	4	3	0	3	0	0	3	3	99,383	44,123	18,424	0	20,506	118,407	55,295	173,702
Newtown, Conn.	47,695	12,450	60,145	31,145	14,285	45,430	21,733	17,379	38,552	99,383	44,123	144,106	18,424	11,172	29,596	118,407	55,295	173,702
New York, N. Y.	17	0	17	7	0	7	11	4	15	35	4	4	8	0	8	43	4	47
Niles, Mich.	406	65	471	341	65	406	271	62	333	1,018	192	192	228	50	278	1,240	242	1,482
Norfolk, Va.	195	28	223	89	13	102	100	14	123	303	55	55	105	9	114	408	64	472
Norristown, Pa.	98	25	123	81	11	95	73	14	87	255	106	106	116	13	129	371	63	434
North Adams, Mass.	181	91	272	112	44	156	118	55	173	411	190	601	111	29	137	322	210	532
Northampton, Mass.	73	54	127	47	7	54	50	4	60	176	16	16	17	0	17	64	23	87
Northampton, Mass.	253	97	350	196	90	286	206	81	284	692	268	960	184	69	253	876	337	1,213
Norwalk, Conn.	523	606	1,129	2,118	538	2,656	1,418	462	1,900	5,309	1,716	7,025	1,332	425	1,757	6,641	2,441	9,082
Oakland, Cal.	2,311	3,007	5,318	1,580	1,111	2,691	1,418	462	1,900	5,309	1,716	7,025	1,332	425	1,757	6,641	2,441	9,082
Oakland, Cal.	2,311	3,007	5,318	1,580	1,111	2,691	1,418	462	1,900	5,309	1,716	7,025	1,332	425	1,757	6,641	2,441	9,082
Oakton, Wis.	91	28	119	50	14	64	78	3	81	219	45	264	75	10	85	294	55	349
Ogdensburg, N. Y.	63	6	69	36	2	38	46	0	47	144	9	153	59	1	60	203	10	213
Old City, Pa.	82	76	158	68	37	105	38	8	40	188	121	309	38	5	43	220	126	346

Chesville, R. I.	26	1	27	43	1	44	22	0	22	91	2	93	15	0	15	106	2	108
Chesville, N. Y.	1,157	104	1,261	674	99	778	710	91	601	2,541	294	2,635	786	53	839	3,327	347	3,674
Orange, N. J.	176	20	196	119	14	133	132	11	143	143	45	472	109	57	208	536	84	1,080
Oshkosh, Wis.	237	76	313	139	87	226	182	161	253	528	264	762	151	67	208	679	321	1,000
Oskaloosa, Iowa	60	20	88	37	7	44	75	31	106	181	58	432	41	1	42	222	69	281
Oswego, N. Y.	202	10	218	103	11	114	102	18	120	407	45	459	121	18	134	528	66	688
Ottawa, Ill.	109	36	143	53	33	80	64	11	69	250	80	800	59	11	70	279	91	870
Ottawa, Kans.	40	2	42	20	0	19	19	0	0	79	2	81	37	11	87	110	2	118
Ottumwa, Iowa	168	252	420	117	202	319	128	142	268	411	596	1,007	90	121	211	501	717	1,218
Owego, N. Y.	62	9	61	31	4	35	29	1	1	108	14	126	28	2	80	140	16	156
Orcutt, Ky.	82	43	125	54	20	74	48	46	94	109	283	266	40	19	68	233	128	300
Paducah, Ky.	69	4	73	67	2	64	62	2	64	186	8	206	63	2	67	263	10	273
Palmer, Mass.	28	1	29	15	0	15	21	1	22	61	13	84	26	3	16	80	2	62
Paris, Ill.	35	8	43	24	4	28	12	1	13	71	13	84	26	3	29	97	16	113
Parkersburg, W. Va.	95	54	149	78	36	114	55	20	74	78	9	87	18	3	21	200	119	409
Parsons, Kans.	47	5	52	19	2	21	12	2	14	78	9	87	18	3	21	96	12	108
Passaic, N. J.	42	3	45	35	1	30	56	4	60	133	8	141	19	0	19	132	8	160
Patterson, N. J.	397	158	555	315	123	438	290	78	380	1,002	359	1,301	302	53	355	1,304	412	1,716
Pawtucket, R. I.	217	45	262	173	31	204	153	7	160	343	83	676	136	11	147	679	94	94
Peabody, Mass.	42	4	46	61	7	68	41	2	44	144	13	157	54	2	56	198	15	213
Peekskill, N. Y.	107	10	117	43	8	61	66	8	74	210	26	243	69	4	73	285	30	315
Pekin, Ill.	57	4	61	31	0	31	23	1	30	111	11	122	24	15	39	135	26	161
Pensacola, Fla.	34	6	40	35	5	40	20	1	21	89	12	101	12	1	13	101	13	114
Peoria, Ill.	871	311	1,182	425	354	779	446	380	820	1,742	1,045	2,787	654	293	847	2,296	1,338	3,694
Perth Amboy, N. J.	37	0	37	15	0	15	25	0	25	77	0	77	25	0	25	102	0	102
Perru, Ill.	20	9	20	12	5	17	8	0	8	40	14	54	9	0	9	49	14	63
Perru, Ind.	57	4	61	30	1	31	25	1	26	112	6	118	25	1	28	137	7	144
Petersburgh, Va.	211	38	247	184	11	205	148	9	157	557	56	609	127	6	133	690	62	742
Philadelphia, Pa.	13,877	12,925	28,392	9,609	8,990	18,599	8,959	6,871	15,830	32,445	28,766	61,231	7,985	4,636	12,511	40,430	33,312	73,742
Phillipsburgh, N. J.	44	4	47	21	3	24	18	0	18	121	1	122	36	2	38	157	3	160
Phoenixville, Pa.	44	17	61	21	8	29	21	3	24	86	28	114	45	1	46	103	10	119
Piqua, Ohio	2,820	5,312	9,132	2,461	5,615	7,976	2,747	4,447	7,194	9,028	15,274	24,302	8,065	4,060	7,065	12,033	19,334	31,367
Pittsfield, Mass.	209	26	235	108	63	131	115	19	134	472	68	590	98	15	113	530	33	613
Pittston, Pa.	48	15	63	37	6	43	28	0	28	113	21	134	47	1	40	160	23	183
Plainfield, N. J.	261	8	269	177	9	180	185	3	188	623	20	643	119	2	120	742	21	763
Plainsboro, N. Y.	16	5	21	20	2	26	17	1	18	129	12	141	25	0	25	154	12	166
Plattsmouth, Nebr.	54	8	62	29	2	31	27	2	24	58	13	71	28	0	28	86	13	99
Plymouth, Mass.	15	0	15	3	0	3	6	0	6	110	12	122	35	1	36	145	13	158
Plymouth, Pa.	3	0	3	2	0	3	6	0	6	24	0	24	9	0	9	83	0	83
Ponewy, Ohio	6	1	7	2	1	3	6	0	6	14	2	16	11	0	11	25	2	27
Pontiac, Mich.	85	1	86	18	10	28	16	0	16	69	14	83	27	0	27	96	14	110
Portage, Wis.	57	5	62	35	1	22	16	1	17	94	7	101	24	3	27	118	10	138
Port Huron, Mich.	38	0	38	85	0	35	39	0	39	112	0	112	78	0	78	190	0	190
Port Jervis, N. Y.	49	23	72	35	18	53	32	9	41	116	60	176	36	4	40	162	64	210
Portland, Me.	866	375	1,241	594	263	877	679	308	957	2,139	966	3,105	727	311	1,038	2,966	1,277	4,143
Portland, Ore.	1,823	516	1,839	896	399	1,297	1,042	299	1,341	3,291	1,214	4,402	985	273	1,258	4,240	1,487	5,733
Portland, N. H.	131	16	147	120	7	125	124	44	128	875	27	472	124	16	140	409	43	642
Portsmouth, Va.	60	18	78	47	11	58	44	9	53	161	88	189	61	8	69	212	46	268
Portsmouth, Ohio	47	6	53	37	8	45	44	4	46	128	16	144	40	1	50	177	17	194
Pottsville, Pa.	52	0	52	31	1	32	23	2	25	106	8	109	26	3	29	182	6	198
Pottsville, Pa.	141	26	167	109	18	116	79	3	82	328	42	365	73	4	76	305	46	441

No. 20.—Statement showing the operations of the special-delivery system at all the special-delivery post-offices, &amp;c.—Continued.

Post-office.	Quarter ending Decem- ber 31, 1885.			Quarter ending March 31, 1886.			Quarter ending June 30, 1886.			Total, 9 months ending June 30, 1886.			Quarter ending Sep- tember 30, 1886.			Total, 12 months ending September 30, 1886.		
	Special delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.	Special-delivery let- ters arriving from other places.	Special-delivery let- ters deposited for local delivery.	Total special-deliv- ery letters.			
Poughkeepsie, N. Y.	274	42	316	195	37	232	200	22	322	609	101	770	188	5	193	857	106	963
Providence, R. I.	1,887	696	2,583	1,351	766	2,117	1,428	625	2,551	4,066	2,375	7,041	1,318	491	1,809	5,984	2,860	8,844
Putnam, Conn.	30	5	35	21	1	22	26	0	23	67	6	83	30	0	30	107	6	113
Quincy, Ill.	333	213	546	219	190	409	218	146	304	800	549	1,349	231	97	328	1,031	646	1,677
Quincy, Mass.	90	0	90	78	4	82	56	1	57	224	5	229	60	2	62	274	7	281
Railroad, Wis.	238	58	296	119	35	154	95	25	121	452	119	571	129	15	144	581	134	715
Railroad, N. C.	80	0	80	68	3	71	25	2	27	103	11	174	43	0	43	206	11	217
Railroad, N. C.	125	14	139	119	3	122	131	4	135	375	21	396	104	4	108	479	25	504
Railroad, N. C.	483	118	601	371	95	466	239	80	310	1,003	293	1,296	268	85	353	1,361	378	1,739
Red Wing, Minn.	342	13	355	270	23	293	130	16	7	40	92	118	27	3	30	119	29	148
Richmond, Va.	243	264	1,309	981	202	1,183	831	180	1,047	2,817	752	3,569	757	155	912	3,574	907	4,481
Rochester, N. Y.	29	5	34	12	0	12	19	1	20	100	6	106	27	1	28	87	7	94
Rochester, Minn.	23	5	28	18	3	21	10	0	16	51	8	59	23	0	23	74	8	82
Rochester, N. Y.	2,245	1,897	4,142	1,536	1,594	3,049	1,381	1,246	2,027	5,162	4,647	9,809	1,390	1,062	5,452	5,709	12,261	
Rockford, Ill.	289	32	321	107	35	142	119	18	128	497	85	582	114	13	127	611	98	709
Rock Island, Ill.	142	19	161	78	10	88	70	4	74	290	33	323	81	2	83	371	35	406
Rock Island, Mo.	53	1	54	41	0	41	34	0	34	133	5	138	28	0	28	161	17	178
Rockville, Conn.	27	13	40	13	1	14	14	0	14	50	5	55	15	2	17	65	7	72
Rome, N. Y.	121	17	138	86	2	88	50	0	59	237	28	265	65	3	68	322	31	353
Roseton, N. Y.	151	14	165	80	2	82	33	0	33	120	16	136	30	4	40	156	20	176
Rutland, Vt.	184	13	197	94	5	99	104	3	107	382	21	403	327	4	131	509	25	534
Saco, Me.	43	3	46	16	1	17	17	1	18	76	5	81	22	2	24	98	7	105
Sacramento, Cal.	978	230	1,208	711	184	895	682	154	1,816	2,551	568	2,919	682	113	793	2,974	681	3,655
Saginaw, Mich.	71	9	80	64	7	71	51	4	55	186	20	206	35	7	42	221	27	248
Saint Albans, Vt.	36	8	44	23	1	24	16	0	16	75	9	84	22	0	22	97	9	106
Saint Charles, Mo.	29	0	29	8	0	8	17	0	17	54	0	54	13	0	13	67	0	67
Saint Johnsbury, Vt.	41	10	51	51	6	57	25	4	29	117	20	137	25	3	28	142	23	165
Saint Joseph, Mo.	604	162	766	403	130	533	412	105	517	1,419	207	1,816	428	116	543	1,847	512	2,359
Saint Louis, Mo.	5,091	10,010	3,097	3,097	2,882	5,882	2,882	2,882	11,446	22,532	3,891	23,423	2,941	5,135	13,577	13,690	27,667	
Saint Paul, Minn.	1,804	938	2,742	1,180	832	2,012	1,225	179	2,497	6,706	2,497	9,203	1,872	730	2,602	5,531	3,237	8,768
Salem, Mass.	472	230	702	407	186	593	355	179	1,334	1,334	585	1,829	370	140	519	1,694	755	2,449

Salem, N. J.	28	0	28	8	0	8	0	11	0	11	47	0	47	10	0	10	0	10	57	0	57
Salem, Ohio	27	2	29	28	24	24	24	24	24	24	74	2	74	27	27	27	27	27	101	101	101
Salt Lake City, Utah	265	53	248	248	203	203	203	203	203	203	727	104	831	268	268	268	268	268	985	985	985
San Antonio, Tex.	451	64	314	314	285	285	285	285	285	285	1,020	156	1,176	353	353	353	353	353	1,353	1,353	1,353
Sandusky, Ohio	118	12	160	160	136	136	136	136	136	136	329	29	358	90	90	90	90	90	417	417	417
San Francisco, Cal.	8,779	17,886	6,017	6,017	6,815	6,815	6,815	6,815	4,797	4,797	20,829	-10,773	40,753	6,688	4,519	11,207	27,639	24,217	51,932	24,217	51,932
San José, Cal.	500	106	606	606	212	212	212	212	50	50	962	183	1,145	2,900	2,900	2,900	2,900	2,900	1,242	1,242	1,242
San Juan, N. Mex.	15	15	3	3	0	0	0	0	14	14	15	27	42	6	6	6	6	6	24	24	24
Santiago Springs, N. Y.	182	17	178	178	81	81	81	81	8	8	316	29	415	383	383	383	383	383	701	701	701
Savannah, Ga.	469	317	816	816	420	420	420	420	160	160	1,312	674	1,985	386	386	386	386	386	1,698	1,698	1,698
Schenectady, N. Y.	189	15	123	123	89	89	89	89	81	81	291	15	306	73	73	73	73	73	370	370	370
Shenandoah, Pa.	384	182	566	566	173	173	173	173	95	95	781	407	1,188	221	221	221	221	221	1,002	1,002	1,002
Shenandoah, Pa.	107	13	120	120	97	97	97	97	103	103	287	33	320	100	100	100	100	100	367	367	367
Selma, Ala.	42	2	44	44	28	28	28	28	3	3	27	91	97	22	22	22	22	22	113	113	113
Seneca Falls, N. Y.	86	20	106	106	34	34	34	34	1	1	154	28	180	41	41	41	41	41	185	185	185
Seymour, Ind.	29	3	32	32	13	13	13	13	0	0	51	4	55	13	13	13	13	13	64	64	64
Shimoda, Pa.	57	3	60	60	42	42	42	42	3	3	104	7	161	35	35	35	35	35	189	189	189
Sharon, Pa.	48	16	64	64	38	38	38	38	25	25	109	25	134	15	15	15	15	15	124	124	124
Shenoygan, Wis.	58	17	75	75	32	32	32	32	3	3	112	83	145	23	23	23	23	23	135	135	135
Shenandoah, Pa.	39	6	45	45	16	16	16	16	15	15	70	10	80	14	14	14	14	14	64	64	64
Shenandoah, Pa.	10	1	11	11	16	16	16	16	12	12	38	2	40	21	21	21	21	21	59	59	59
Shenoygan, Wis.	94	3	97	97	52	52	52	52	1	1	179	5	184	56	56	56	56	56	235	235	235
Sing Sing, N. Y.	70	7	77	77	42	42	42	42	41	41	153	0	153	41	41	41	41	41	194	194	194
South City, Iowa	191	32	223	223	124	124	124	124	11	11	373	60	433	101	101	101	101	101	474	474	474
South Bend, Ind.	170	40	210	210	85	85	85	85	20	20	356	87	443	95	95	95	95	95	451	451	451
South Bethlehem, Pa.	47	2	49	49	31	31	31	31	30	30	104	7	111	15	15	15	15	15	119	119	119
Spencer, Mass.	356	78	434	434	197	197	197	197	14	14	68	1	69	20	20	20	20	20	88	88	88
Springfield, Ill.	1,192	377	1,569	1,569	850	850	850	850	223	223	777	160	937	173	173	173	173	173	949	949	949
Springfield, Mass.	98	11	109	109	107	107	107	107	84	84	268	14	302	80	80	80	80	80	368	368	368
Springfield, Ohio	383	41	304	304	258	258	258	258	17	17	836	87	923	206	206	206	206	206	1,102	1,102	1,102
Stanton, Va.	67	4	71	71	40	40	40	40	2	2	186	6	192	37	37	37	37	37	223	223	223
Sterling, Ill.	23	3	26	26	14	14	14	14	7	7	44	5	49	14	14	14	14	14	58	58	58
Steuensville, Ohio	121	18	139	139	67	67	67	67	6	6	218	35	253	60	60	60	60	60	307	307	307
Stevens Point, Wis.	34	20	61	61	27	27	27	27	3	3	80	55	135	22	22	22	22	22	162	162	162
Stillwater, Minn.	102	20	122	122	68	68	68	68	74	74	235	32	267	85	85	85	85	85	320	320	320
Stockton, Cal.	223	9	232	232	115	115	115	115	2	2	410	13	429	77	77	77	77	77	493	493	493
Stoneham, Mass.	31	5	36	36	29	29	29	29	2	2	98	8	106	38	38	38	38	38	128	128	128
Streator, Ill.	47	7	54	54	28	28	28	28	3	3	88	11	99	34	34	34	34	34	122	122	122
Sunbury, Pa.	49	53	25	25	24	24	24	24	19	19	93	8	101	15	15	15	15	15	107	107	107
Syracuse, N. Y.	1,314	562	1,876	1,876	899	899	899	899	441	441	2,891	1,536	4,527	87	87	87	87	87	3,148	3,148	3,148
Tamaqua, Pa.	34	9	43	43	11	11	11	11	10	10	55	10	65	21	21	21	21	21	76	76	76
Tannock, Mass.	263	53	313	313	343	343	343	343	21	21	794	112	903	248	248	248	248	248	1,039	1,039	1,039
Terre Haute, Ind.	412	192	604	604	339	339	339	339	131	131	1,096	535	1,631	401	401	401	401	401	1,497	1,497	1,497
Tiffin, Ohio	52	23	74	74	62	62	62	62	14	14	203	59	262	52	52	52	52	52	192	192	192
Titusville, Pa.	93	3	102	102	68	68	68	68	1	1	38	210	5	210	5	210	5	210	212	212	212
Toledo, Ohio	1,122	254	1,376	1,376	887	887	887	887	97	97	740	484	3,003	670	670	670	670	670	2,159	2,159	2,159
Toledo, Kans.	368	44	412	412	261	261	261	261	28	28	789	127	916	223	223	223	223	223	1,012	1,012	1,012
Trenton, N. J.	54	54	558	558	404	404	404	404	359	359	1,267	146	1,413	325	325	325	325	325	1,592	1,592	1,592
Troy, N. Y.	894	336	1,230	1,230	575	575	575	575	371	371	2,056	723	2,779	624	624	624	624	624	2,880	2,880	2,880
Tucson, Ariz.	50	1	51	51	61	61	61	61	20	20	131	3	134	29	29	29	29	29	139	139	139
Urbana, Ohio	61	13	74	74	41	41	41	41	1	1	140	20	160	38	38	38	38	38	166	166	166

No. 20.—Statement showing the operations of the special-delivery system at all the special-delivery post-offices, &amp;c.—Continued.

Post-office.	Quarter ending Decem-ber 31, 1885.			Quarter ending March 31, 1886.			Quarter ending June 30, 1886.			Total, 9 months ending June 30, 1886.			Quarter ending Sep-tember 30, 1886.			Total, 12 months ending September 30, 1886.		
	Special-delivery let-ters arriving from other places.	Special-delivery let-ters deposited for local delivery.	Total special-deliv-ery letters.	Special-delivery let-ters arriving from other places.	Special-delivery let-ters deposited for local delivery.	Total special-deliv-ery letters.	Special-delivery let-ters arriving from other places.	Special-delivery let-ters deposited for local delivery.	Total special-deliv-ery letters.	Special-delivery let-ters arriving from other places.	Special-delivery let-ters deposited for local delivery.	Total special-deliv-ery letters.	Special-delivery let-ters arriving from other places.	Special-delivery let-ters deposited for local delivery.	Total special-deliv-ery letters.	Special-delivery let-ters arriving from other places.	Special-delivery let-ters deposited for local delivery.	Total special-deliv-ery letters.
Union, N. Y. ....	630	213	843	380	124	504	340	71	411	1,350	408	1,758	361	45	406	1,711	453	2,164
Yadjo, Cal. ....	34	26	60	24	10	34	18	0	18	76	30	106	16	0	16	92	36	128
Yabardoo, Ind. ....	19	2	21	18	1	19	12	0	12	49	3	52	19	0	19	68	3	71
Yon Wert, Ohio ....	13	5	18	13	0	13	2	1	3	28	6	34	11	0	11	39	6	45
Vicksburg, Miss. ....	121	12	133	140	13	153	95	3	98	356	28	384	114	1	115	470	29	499
Vincennes, Ind. ....	116	45	161	52	22	74	72	14	86	240	91	331	72	3	75	312	94	406
Virginia City, Nev. ....	48	8	56	19	7	26	10	1	11	77	16	93	14	0	14	91	16	107
Waco, Tex. ....	97	1	98	0	0	0	63	2	65	100	15	115	34	0	34	204	3	207
Wakefield, Mass. ....	72	11	83	38	2	40	31	2	33	141	15	156	34	0	34	175	15	190
Wallingford, Conn. ....	37	6	43	36	1	37	37	1	38	110	8	118	25	1	26	135	9	144
Waltham, Mass. ....	160	4	164	134	8	142	128	2	130	422	14	436	155	11	166	577	25	602
Warren, Ohio ....	81	10	91	50	9	59	33	3	36	161	22	183	53	6	59	217	27	244
Warrensburg, Mo. ....	14	2	16	5	0	5	9	0	9	28	2	30	0	1	3	34	3	37
Washington, D. C. ....	4,846	4,278	9,124	4,141	4,325	8,466	3,653	3,881	7,534	12,670	12,484	25,154	2,674	2,903	5,577	15,474	15,477	31,121
Washington, Ind. ....	22	4	26	10	1	11	7	1	8	39	6	45	12	0	12	51	6	57
Washington, Pa. ....	59	24	83	50	8	58	39	17	56	148	49	197	52	4	56	200	53	253
Waterbury, Conn. ....	256	42	298	170	23	193	100	14	204	616	79	695	197	18	215	813	97	910
Waterloo, Iowa ....	73	15	88	39	9	48	36	0	36	148	24	172	27	2	29	175	20	195
Watertown, N. Y. ....	36	4	40	10	4	14	12	5	17	58	13	71	18	2	20	76	15	91
Watertown, N. Y. ....	182	60	242	164	52	216	98	34	132	384	172	556	88	37	125	472	269	631
Watertown, Wis. ....	45	12	57	23	3	26	19	0	19	87	15	102	18	0	18	105	15	120
Waterville, Me. ....	12	1	13	34	19	53	18	9	27	52	21	73	24	5	29	81	26	107
Waukegan, Ill. ....	25	1	26	18	0	18	9	1	10	52	2	54	11	0	11	63	36	99
West Bay City, Mich. ....	22	8	30	11	0	11	8	1	9	41	9	50	13	0	13	54	0	54
Westborough, Mass. ....	42	1	43	26	2	28	23	1	24	91	4	95	27	6	33	118	4	122
West Chester, Pa. ....	133	12	145	94	5	99	96	7	83	305	32	337	65	6	71	370	28	398
Westfield, R. I. ....	56	4	60	32	4	36	42	5	47	130	11	141	48	0	48	178	11	189
Westfield, Mass. ....	116	43	159	55	19	74	65	5	70	236	67	303	79	13	92	315	80	395
West Troy, N. Y. ....	83	8	91	44	1	45	37	1	38	163	10	173	31	3	34	194	13	207
Wheeling, W. Va. ....	399	89	488	315	41	356	260	53	319	980	183	1,163	348	30	378	1,328	213	1,541
Whitehall, N. Y. ....	13	1	14	12	3	15	12	3	15	37	7	44	13	1	14	50	8	58

Vicinita, Kans.	225	23	248	146	20	106	139	16	155	510	59	589	174	9	183	624	68	753
Wilkes Barre, Pa.	310	53	363	293	35	238	297	25	292	720	113	833	208	13	221	923	126	1,054
Williamatic, Conn.	39	4	14	28	0	28	24	0	84	91	5	96	44	2	16	135	7	142
Williamsport, Pa.	283	49	332	183	40	273	153	10	168	623	99	763	160	14	174	784	118	897
Wilmington, Del.	521	142	663	364	113	477	367	75	492	1,243	830	1,572	372	52	424	1,614	383	1,966
Wilmington, N. C.	96	21	117	106	13	107	80	7	87	269	41	310	41	2	53	236	43	263
Winchester, Va.	44	3	17	17	0	17	23	0	53	34	8	87	42	0	42	128	8	129
Winona, Minn.	122	23	147	93	20	113	109	15	124	324	60	884	93	21	114	417	81	498
Woburn, Mass.	111	63	194	82	19	101	67	19	76	360	111	271	70	8	78	330	119	449
Worcester, R. I.	128	32	160	73	14	97	49	15	64	250	16	311	70	14	93	326	75	464
Worcester, Mass.	1,161	440	1,601	986	456	1,442	969	308	1,337	3,116	1,267	4,880	960	304	1,294	4,106	1,568	5,674
Wyandotte, Kans.	48	4	32	43	8	48	86	0	36	159	7	180	33	0	37	192	7	169
Xenia, Ohio	74	11	86	48	9	37	85	10	45	137	30	167	36	13	57	193	31	274
Yonkers, N. Y.	259	33	282	199	17	216	190	41	211	648	71	719	178	16	192	621	80	614
York, Pa.	153	26	179	122	21	143	69	18	117	374	45	439	172	19	245	46	94	539
Youngstown, Ohio	283	101	384	203	81	284	184	55	243	674	237	911	186	57	245	862	294	1,166
Ypsilanti, Mich.	42	1	43	22	1	26	26	0	26	90	2	82	14	0	14	104	2	108
Zanesville, Ohio	237	41	278	167	27	194	206	17	223	610	85	685	223	8	231	833	93	926
Total	206,151	108,085	377,236	186,002	88,655	274,857	168,901	77,340	244,241	622,054	274,280	806,334	162,966	59,520	222,486	785,020	333,800	1,118,890

No. 21.—*Contract for stamped envelopes and newspaper wrappers, 1886-1890.*

This article of contract and agreement, made this first day of July, one thousand eight hundred and eighty-six, and executed in quadruplicate, between the United States of America (acting in this behalf by William F. Vilas, Postmaster-General), of the first part, and the Morgan Envelope Company and the Plimpton Manufacturing Company, doing business as envelope manufacturers in the city of Hartford and State of Connecticut, by E. Morgan, president of the first, and L. B. Plimpton, president of the last named company, as principals, and Aaron Baggs, jr., of West Springfield, Mass., and Levi L. Brown, of Adams, Mass., as sureties, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused a certain advertisement, bearing date the 19th day of April, one thousand eight hundred and eighty-six, to be published in certain newspapers within the United States, inviting proposals for furnishing, in accordance with specifications prepared under his direction, such stamped envelopes and newspaper wrappers as the Department may order during a period of four years beginning on the first day of October, one thousand eight hundred and eighty-six, a printed copy of which advertisement and specifications is hereto annexed and made part hereof, as follows:

## PROPOSALS FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.—ADVERTISEMENT.

"POST-OFFICE DEPARTMENT,  
"Washington, D. C., April 19, 1886.

"Sealed proposals will be received at this Department until 12 m., on Wednesday, the 19th day of May, 1886, for furnishing such stamped envelopes and newspaper wrappers as may be ordered during a period of four years, commencing on the first day of October, 1886.

"Samples of the envelopes and wrappers for which proposals are invited, showing the different qualities and colors of paper required, and cuts and style of gumming, with blank forms of bids and specifications giving full information, may be had on application to the Third Assistant Postmaster-General, Washington, D. C.

"WILLIAM F. VILAS,  
"Postmaster-General.

## "SPECIFICATIONS—FURNISHING STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

"The following are the different sizes and qualities of stamped envelopes and newspaper wrappers referred to in the foregoing advertisement:

## "SIZES AND QUALITIES.

- No. 1. Small note size,  $2\frac{1}{2}$  by  $5\frac{1}{2}$  inches; 1st quality, white.
- No. 2. Commercial note size,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches; 1st quality, white and amber; 2d quality, oriental buff and blue; 3d quality, manila, plain and amber.
- No. 3. Full letter size,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches; 1st quality, white and amber; 2d quality, oriental buff and blue; 3d quality, manila, plain and amber.
- No. 4. Full letter size, un gummed, for circulars,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches; plain manila.
- No. 4 $\frac{1}{2}$ . Commercial size,  $3\frac{3}{4}$  by  $5\frac{1}{2}$  inches; 1st quality, white and amber; 2d quality, oriental buff and blue; 3d quality, manila, plain and amber.
- No. 5. Extra letter size,  $3\frac{3}{4}$  by  $6\frac{1}{2}$  inches; 1st quality, white and amber; 2d quality, oriental buff and blue; 3d quality, manila, plain and amber.
- No. 6. Extra letter size,  $3\frac{3}{4}$  by  $6\frac{1}{2}$  inches; un gummed, for circulars; plain manila.
- No. 7. Official size,  $3\frac{3}{4}$  by  $8\frac{1}{2}$  inches; 1st quality, white and amber; 2d quality, oriental buff and blue; 3d quality, manila, plain and amber.
- No. 8. Extra official size,  $4\frac{1}{2}$  by  $10\frac{1}{2}$  inches; 1st quality, white and amber; 2d quality, oriental buff and blue; 3d quality, manila, plain and amber.
- No. 9. Legal size,  $3\frac{3}{4}$  by  $6\frac{3}{4}$  inches; 1st quality, white and amber; 2d quality, oriental buff and blue; 3d quality, manila, plain and amber.
- No. 10. Small baronial size,  $3\frac{3}{4}$  by  $4\frac{1}{2}$  inches; 1st quality white.
- No. 11. Large baronial size,  $4\frac{1}{2}$  by  $5\frac{1}{2}$  inches; 1st quality, white.
- No. 12. Newspaper wrappers,  $5\frac{1}{2}$  by  $9\frac{1}{2}$  inches; plain manila.

## "COMPOSITION AND QUALITY OF PAPER.

"The paper from which the first quality of Nos. 1, 2, 3, 4 $\frac{1}{2}$ , 5, 7, 8, 9, 10, and 11 sizes of envelopes shall be manufactured must be made specially for the purpose, of the best grade of white linen and the best grade of white domestic cotton rags, in the pro-

portion of 35 per cent. of linen and 65 per cent. of cotton, excluding all other material except the necessary coloring matter, and must weigh not less than 50 pounds per ream of 500 sheets, measuring  $22\frac{1}{2}$  by 30 inches, or in that proportion.

"The paper from which the second quality of Nos. 2, 3, 4, 5, 7, 8, and 9 sizes of envelopes shall be manufactured must be made specially for the purpose, of rag stock made from what are known as 'No. 2 country rags,' composed of about one-half soiled whites and one-half blues (except that other rags of an equivalent character and quality may be used instead, after having been approved by the Postmaster-General in writing before being used), excluding all other material except the necessary coloring matter, and must weigh not less than 40 pounds per ream of 500 sheets, measuring  $22\frac{1}{2}$  by 30 inches, or in that proportion.

"In the process of manufacture, the rags for both the first and second quality papers must be washed and beaten in the washing and beating engines not less than a total of 16 hours. The paper must be made on a Fourdrinier machine, and be sized by being run through a tub of animal sizing of the best quality, and must be loft-dried.

"The paper from which the third quality of the Nos. 2, 3, 4, 5, 7, 8, and 9 sizes of envelopes, and No. 12 for newspaper wrappers, shall be manufactured must be composed in the proportion of 95 per cent. of jute butts and 5 per cent. of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh  $34\frac{1}{2}$  pounds per ream of 500 sheets, measuring  $22\frac{1}{2}$  by 30 inches, or in that proportion. In the process of manufacture, the jute butts must be washed six hours in the washing-engines and beaten ten hours in the beating-engines, and the stock passed through a Jordan engine, and the paper must be rosin-sized in the engine and made on a Fourdrinier machine.

"The paper from which the Nos. 4 and 6 sizes of envelopes (for circulars) shall be manufactured must be composed of the same materials, in the same proportions, made in the same manner, and subject to the same conditions as the paper for the third quality of the Nos. 2, 3, 4, 5, 7, 8, and 9 sizes of envelopes and of the wrappers described in the foregoing, except that it must weigh not less than  $29\frac{1}{2}$  pounds per ream of 500 sheets measuring  $22\frac{1}{2}$  by 30 inches, or in that proportion.

"All the paper must be clean and free from imperfections, run and calendered to a uniform weight and thickness, and the same in color, quality, material, tensile strength, and in all other respects as the samples furnished to bidders, and to be made a part of the contract. The paper may also be required to be water-marked with such design as may be approved by the Postmaster-General, without expense to the Government. The right is also reserved to the Postmaster-General to change the color of any or all of the papers at any time during the existence of the contract; but in such changes as he may see fit to make no more expensive colors shall be selected than those in the contract samples. All papers furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes and wrappers.

"The Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

"Water-marked paper that may be spoiled in the process of manufacture, or condemned as unfit for use in stamped envelopes and wrappers, shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government. Such spoiled and rejected paper shall not be made over for use in stamped envelopes or wrappers, and clippings and shavings from stamped envelopes or other papers shall not be again used in the manufacture of paper for stamped envelopes or wrappers.

"The water-marked designs in the dandy-rolls shall be destroyed, under the supervision of the Postmaster-General or his authorized agent, when no longer required for use in the manufacture of paper for stamped envelopes or wrappers.

"The Postmaster-General reserves the right to increase or diminish the standard weights of any of the different qualities of paper at any time during the contract term, upon the condition that he shall pay to the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change.

#### "STYLE OF MANUFACTURE—PRINTING—EMBOSSING.

"All the envelopes and wrappers must be embossed with postage stamps of such denominations, styles, and colors as the Postmaster-General may require—the embossing to be done in the highest style of the art, and all the impressions to be clear, distinct, and perfect. They must bear such printing as the Postmaster-General may direct, of any desired style of type, the execution of which shall be clear and distinct, without smear or set-off, and otherwise free from imperfections.



"The ink used for embossing and printing shall be of such colors and quality as may from time to time be approved by the Postmaster-General, and the right is reserved to the Postmaster-General to change the colors of the ink at any time during the existence of the contract.

"The envelopes must be made in the most thorough and workmanlike manner after the styles and of the cuts shown by the samples furnished to bidders; the joints to be well and securely fastened with the best quality of adhesive gum, and the gumming on the flap (except for circulars) to be not less than half an inch in width for the length shown by the samples. The wrappers must be gummed not less than three-quarters of an inch in width across the end. For the third quality envelopes, the best quality of fish-glue, or other equally suitable material, shall be used for gumming.

"The envelopes and wrappers shall be subject in all respects to the approval of the Postmaster-General or his duly authorized agent.

"All envelopes and wrappers spoiled in process of manufacture or rejected shall be destroyed by the agent of the Department, in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct. Payment will not be made for envelopes or wrappers spoiled in the process of manufacture, or rejected upon inspection.

"Should the use of any of the above sizes or qualities be discontinued during the contract term, the contractor shall not be entitled to damages on account of such discontinuance.

#### "DESIGNS AND DIES.

"The original and working dies from which stamped envelopes and wrappers are now being embossed, being the property of the United States, will be placed at the service of the contractor in time to properly commence work under the new contract, the same to be held, whenever turned over to the contractor, subject to the order and control of the Department.

"The Postmaster-General reserves the right to change the designs of the present stamps before the new contract term begins, so that the envelopes and wrappers of the new designs of stamps may be issued immediately upon the commencement of the new contract. The work of preparing the new designs and of the necessary dies shall be done under the direction of the Postmaster-General, and subject to his approval, and by such parties as may be approved by him; and all expense connected therewith shall be borne by the new contractor.

"The contractor will be further required, at his own expense, to keep in repair, and to renew when necessary, or when it shall be requested by the Postmaster-General, all dies from which stamped envelopes and wrappers are embossed; and should additional denominations be required at any time they shall be prepared and furnished in reasonable time; all of which shall be done at the expense of the contractor, subject to the approval of the Postmaster-General, and under such regulations as he may prescribe.

"The right is also reserved to change the designs at any time during the existence of the contract, under the conditions stated in the foregoing.

"No dies, either original or working, shall be made, procured, or used without the approval of the Postmaster-General or his duly authorized agent.

"All dies made, renewed, or used at any time in filling the contract shall immediately become the absolute property of the United States, and shall be delivered in good working order to the Postmaster-General or his authorized agent whenever demanded.

"The contractor shall not prepare, or knowingly allow to be prepared, in the stamped envelope manufactory, or any other establishment or place under his control, any dies, paper, or other materials from which stamped envelopes or wrappers similar to those supplied for the Post-Office Department can be made or produced, except such as are required to be furnished under the contract; but he shall use every possible means to prevent the issue by any one not duly authorized of stamped envelopes or wrappers from the dies or paper made and used for the Post-Office Department, or of any other envelopes or wrappers in any way resembling them.

"He shall also faithfully account to the Post-Office Department for all stamped envelopes and wrappers printed or produced from the regularly authorized dies and paper, and shall use every endeavor to prevent the appropriation or abstraction by any person in his employ, or connected with him, or by any other person, of any stamped envelopes or wrappers so printed or produced.

#### "BUILDING—PLACE OF MANUFACTURE.

"The envelopes and wrappers will be required to be manufactured in a strictly first-class building of such construction as to insure security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done,

and when finished and awaiting issue they shall be stored in rooms specially provided for the purpose, and constructed and fitted up in the most secure manner; the said building, apartments, and rooms to be subject to the approval of the Postmaster-General or his duly authorized agent. Special provision will also be made by the contractor for the safe-keeping on the premises of the envelopes and wrappers while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his duly authorized agent, and subject to his approval.

#### "AGENT—OFFICE ROOMS—INSPECTION.

"A resident agent and inspector of the Department will have supervision of the manufacture, storage, and issue of the envelopes and wrappers, and he shall at all times have full and free access to the building, apartments, and rooms where the envelopes and wrappers are manufactured and stored, for the purpose of inspecting the same. The contractor shall furnish the resident agent of the Department and his clerks suitable and properly-furnished office rooms connected with the premises on which the envelopes and wrappers are manufactured, stored, and issued, for the transaction of the business of the agency, without cost to the Government. The contractor may also be required to furnish, without charge, suitable and properly-furnished office rooms for the use of the post-office in registering and mailing packages of envelopes and wrappers to be forwarded through the mails. The apartments and rooms for manufacturing, storing, and registering envelopes and wrappers shall be immediately connected with one another by communicating doors. All of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General or his duly authorized agent.

"The Postmaster-General shall also have the right to cause inspection to be made at any time by any agent or agents whom he may specially designate for the purpose, of the building, rooms, and apartments used for the manufacture and storage of envelopes and wrappers, and of the envelopes and wrappers in course of manufacture or in stock.

"The contractor, his employes and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

#### "STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds and denominations of finished envelopes and wrappers sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract; and said envelopes and wrappers shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents. And the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes and wrappers, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes and wrappers with which to promptly meet all just requirements of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes or wrappers which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes and wrappers any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes and wrappers.

"On failure to promptly furnish any article or articles specified in the contract, the Postmaster-General reserves the right to purchase such article or articles in the open market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor. Failure to furnish any articles within a reasonable time after the same shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

"The Postmaster-General also reserves the right to impose a fine or fines upon the contractor for errors made by him in the count of envelopes and wrappers when issued to postmasters, whereby either a greater or a less number of envelopes and wrappers are issued than called for on the orders of the Department.

#### "PACKING—BLANKS.

"All envelopes and wrappers must be banded in parcels of 25 and packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined Western straw board) securely bound on the corners and edges with cotton cloth, and to be of such quality,

weight, and construction as shall be approved by the Postmaster-General or his authorized agent; each box to contain not more than 500 and not less than 250 each of the Nos. 1, 2, 3, 4, 4½, 5, 6, 9, 10, and 11, and not more than 500 and not less than 100 of the Nos. 7 and 8 envelopes; the wrappers (No. 12) to be packed in boxes to contain not more than 500 and not less than 250. Each box shall bear a label specifying the number, size, quality, and denomination of contents. When less than 4,000 envelopes or wrappers are required to fill the order of a postmaster, the boxes containing the same shall be put up in suitable packages, or in one package, securely wrapped with strong manila paper, and sealed so as to safely bear transportation by mail. When 4,000 or more envelopes or wrappers are required, the pasteboard or straw boxes containing the same must be packed in strong wooden cases, well strapped with hoop-iron, and no case shall contain to exceed 25,000 envelopes or wrappers. Said cases shall be addressed by the contractor, under the direction of the agent of the Department. Labels of direction, to be furnished and addressed by the agent, shall be affixed to the sealed packages by the contractor.

#### "DELIVERY.

"The contractor must be ready to commence the delivery of the envelopes and wrappers on the 1st day of October, 1886, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the daily orders of the Department. The envelopes and wrappers may be required to be delivered in separate packages, as above provided for, at the post-office or at the agency at the place where the same are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing the envelopes and wrappers, or at a railway post-office, in the discretion of the Postmaster-General; or in such quantities at the Post-Office Department at Washington, D. C., as the Postmaster-General may direct.

#### "STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The contractor may be required, in the discretion of the Postmaster-General, to continue the issue, until the same shall be exhausted, of the envelopes and wrappers that may remain on hand at the expiration of the contract term, at the prices and upon the conditions prevailing while the contract is in force; and at the same time the right is reserved to the Postmaster-General, at his option, to cause the destruction or cancellation of such envelopes and wrappers, without allowing any compensation therefor to the contractor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of such envelopes and wrappers as may remain in their hands at the close of their contract term, and the new contractor shall not be entitled to damages on account of such issues during the new contract term.

#### "REPORTS.

"The contractor may be required to report weekly, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number, denomination, size, and quality of envelopes and wrappers manufactured (finished, unfinished, and spoiled), the number issued during the week, and the number available for issue.

#### "BASIS AND MANNER OF AWARD.

"The contract will be awarded on the basis of the actual and estimated issues for one year. The following will show the actual issues for the year ended March 31, 1886, of the sizes and qualities now in use, and the estimated quantities of the new sizes and qualities required for one year, viz:

No. 1, small note size, first quality .....	3,689,750
No. 2, commercial note size, first quality .....	12,068,000
No. 2, commercial note size, second quality .....	987,250
No. 2, commercial note size, third quality .....	185,750
No. 3, full letter size, first quality .....	33,110,250
No. 3, full letter size, second quality .....	1,016,750
No. 3, full letter size, third quality .....	538,250
No. 4, full letter size, ungunned, for circulars .....	2,737,000
No. 4½, commercial size, first quality .....	75,484,000
No. 4½, commercial size, second quality .....	4,149,750
No. 4½, commercial size, third quality .....	1,525,000
No. 5, extra letter size, first quality .....	130,475,000

No. 5, extra letter size, second quality .....	2,701,250
No. 5, extra letter size, third quality .....	1,457,000
No. 6, extra letter size, un gummed, for circulars .....	24,364,750
No. 7, official size, first quality .....	414,100
No. 7, official size, second quality .....	2,753,900
No. 7, official size, third quality (estimated) .....	2,000,000
No. 8, extra official size, first quality .....	368,250
No. 8, extra official size, second quality (estimated) .....	200,000
No. 8, extra official size, third quality (estimated) .....	200,000
No. 9, legal size, first quality (estimated) .....	10,000,000
No. 9, legal size, second quality (estimated) .....	5,000,000
No. 9, legal size, third quality (estimated) .....	5,000,000
No. 10, small baronial size, first quality (estimated) .....	3,000,000
No. 11, large baronial size, first quality (estimated) .....	2,000,000
No. 12, newspaper wrappers .....	43,607,500

"The denominations of stamped envelopes now in use are 1, 2, 4, 5, 10, 30, and 90 cent, and of newspaper wrappers 1 and 2 cent.

"Of the 298,946,500 stamped envelopes issued during the year ended March 31, 1896, 149,974,250 were plain or printed with a blank request, and 148,972,250 were printed with special return requests, the latter being furnished in lots of not less than 500 in any case. The number of different forms of such special requests was 105,343. The newspaper wrappers were without other printing than the embossed stamp. By law the Department is not allowed to cause any printing to be done on stamped envelopes beyond a simple request to return to the sender if not delivered within a given time.

"Bids must be made separately for each size and quality of stamped envelopes and wrappers in the foregoing list, the bidder stating in his proposal the price per thousand envelopes and wrappers, including everything required to be done or furnished, as set forth in these specifications, and the contract may be awarded in the discretion of the Postmaster-General, item by item, to different bidders, or upon a number of items to the exclusion of others, or as a whole to the lowest responsible bidder in the aggregate; the total amount of the bid to be ascertained by extending the above numbers at the prices bid respectively, and then aggregating the amounts of the several items. It must be understood, however, that the proposals made under the advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes and wrappers that may be ordered by the Department during the contract term without regard to the quantities above given, subject to the provision as to those on hand at the termination of the present contract. Each bid must include all the different items designated in the foregoing; but only one price must be named for each size and quality of envelopes, regardless of the color of the paper.

#### " PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the person, partnership, or corporation making it, and when made by a partnership the name of each partner thereof must be disclosed; and if the proposal be made by a corporation, the Department must be informed of its name, place of business, object of organization and business, and the name of the officer authorized to bind it by contract; and it must be accompanied with a guarantee, signed by at least two responsible guarantors, that the bidder shall, within ten days after being called upon to do so, execute a contract with at least two good and sufficient sureties of the character, and to be certified as herein-after required, to furnish promptly, and in quantities, as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by the postmaster or United States district attorney where the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the full and absolute sum of two hundred thousand dollars, for which sum the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$400,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof, the contract may be annulled.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled, and the contract let to another or other bidders under these specifications, and so on until the required contract is executed; and such next accepted bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract may be required to be executed in quadruplicate.

#### "RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Department envelopes or wrappers inferior to those required by the contract.

#### "PAYMENTS.

"Payments for envelopes and wrappers actually issued and delivered will be made monthly, after proper examination and verification of accounts.

"Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

#### "CONTRACT NOT ASSIGNABLE.

"The contract cannot, in any case, be lawfully transferred or assigned.

#### "EXTENSION.

"Should the interest of the Government require, the contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

#### "BLANK FORMS—SAMPLES—ADDRESS OF PROPOSALS.

"Blank forms for bids, with sample envelopes and wrappers attached, showing sizes and style of manufacture and of the quality of the paper, will be furnished upon application; and all proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope 'Proposals for stamped envelopes and wrappers,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"WILLIAM F. VILAS,

*"Postmaster-General.*

"POST-OFFICE DEPARTMENT,

*"Washington, D. C., April 19, 1886."*

And whereas on the nineteenth day of May, one thousand eight hundred and eighty-six, between the hours of 12 o'clock m. and 4 o'clock p. m., upon the public opening and examination of the proposals submitted in pursuance of said advertisement and specifications, it appeared that the proposal of the Morgan Envelope Company and the Plimpton Manufacturing Company was, in the aggregate, the lowest of all the proposals offered for furnishing the several kinds of stamped envelopes and wrappers called for, samples of which envelopes and wrappers are hereto attached and made a part hereof:

And whereas the Postmaster-General, by an ordered dated the 11th day of June, one thousand eight hundred and eighty-six, awarded the contract for furnishing the said stamped envelopes and newspaper wrappers to the said Morgan Envelope Company and the Plimpton Manufacturing Company, which order, duly recorded in the official journal of the Post-Office Department, and numbered 109, is in the following words, to wit:

"ORDER No. 109.

"POST-OFFICE DEPARTMENT,  
"OFFICE OF THE POSTMASTER-GENERAL,  
"Washington, D. C., June 11, 1886.

"Whereas, in compliance with law, sealed proposals for furnishing the Post-Office Department with such stamped envelopes and newspaper wrappers as may be ordered for the four years commencing October 1st, 1886, were invited by advertisement dated April 19th, 1886, and published in sundry newspapers in the United States:

"Whereas upon the receipt and opening in public, on the 19th day of May, 1886, of the proposals submitted in response to said advertisement, the names of the bidders, and the amounts of their respective bids upon the basis of the actual issues for the year ended March 31, 1886, of the sizes and qualities now in use, and of the estimated quantities to be required for one year of certain new sizes and qualities, were found to be as follows, viz:

"Springfield Envelope Company, of Springfield, Mass .....	\$607,481 44
"Morgan Envelope Company and Plimpton Manufacturing Company, of Hartford, Conn .....	592,009 00
"Whitcomb Envelope Company, of Worcester, Mass .....	624,514 19

"Whereas it appeared that the bid of the Morgan Envelope Company and the Plimpton Manufacturing Company was the lowest in the aggregate, being \$15,472.44 less than the bid of the Springfield Envelope Company and \$32,505.19 less than the bid of the Whitcomb Envelope Company:

"Whereas it further appears that the bid of the Morgan Envelope Company and the Plimpton Manufacturing Company, upon the quantities of envelopes and wrappers actually issued for the year ended March 31, 1886, of the sizes and qualities now in use, amounted to \$544,769, being a reduction of \$125,084.90, or 18.6 per cent., from the cost of like quantities of corresponding sizes and qualities at the present contract prices:

"Whereas it was provided by the specifications furnished to bidders that 'the contract may be awarded, in the discretion of the Postmaster-General, item by item, to different bidders, or upon a number of items to the exclusion of others, or as a whole to the lowest responsible bidder in the aggregate':

Whereas it appeared that the bid of the Springfield Envelope Company was not the lowest upon any item, it being identical in price, however, with the bid of the Morgan Envelope Company and the Plimpton Manufacturing Company in several of the items named in the schedule:

"Whereas the bid of the Whitcomb Envelope Company was the lowest for seven items, amounting in the aggregate to \$31,749.67; the bid of the Morgan Envelope Company and the Plimpton Manufacturing Company for the same items amounting to a total of \$33,980.29, being a difference of \$1,330.62:

"Whereas in twenty items called for by the schedule the bid of the Morgan Envelope Company and the Plimpton Manufacturing Company was lower than the bid of the Whitcomb Envelope Company, the aggregate of said items in the former bid being \$558,928.71, and in the latter bid \$592,764.52, a difference of \$33,835.81:

"Whereas it is found that to award the contract item by item to different bidders would involve much additional clerical labor at the Department in the duplication of orders upon the contractors to fill the requisitions of postmasters, and of the books and records to be kept in connection therewith; that it would lead to a largely increased use of the necessary books and blanks, and to a multiplication of accounts; that it would require the establishment of separate Government agencies to supervise the manufacture and issue of the envelopes and wrappers at the two several places of manufacture, and that by enlarging the sources of the supply of the paper it would tend to increase the cost of the inspection of the same, the specifications providing that the Postmaster-General shall have the right to station inspectors at the mill or mills where the paper is manufactured:

"And whereas it will readily appear that the additional expense to be entailed by the foregoing will be largely in excess of the difference of \$1,330.62 to be gained by awarding the contract to the lowest bidders by items:

"Therefore, in the proper exercise of the discretion reserved to the Postmaster-General, and in the interests of economy to the Government, it is hereby—

"Ordered, That the contract for furnishing the Post-Office Department with such stamped envelopes and newspaper wrappers as may be ordered for the four years commencing October 1, 1886, be, and the same is hereby, awarded to the Morgan Envelope Company and the Plimpton Manufacturing Company, of Hartford, Conn., the lowest bidder in the aggregate for all the envelopes called for by the advertisement of April 19, 1886, and the specifications therein referred to, upon the terms and conditions contained in the proposal of the said Morgan Envelope Company and Plimpton Manufacturing Company, received at the Post-Office Department on the 19th day of

May, 1886, in pursuance of said advertisement; the prices named in said proposal, including everything required to be done and furnished, being as follows, viz:

- "For No. 1, small note size, first quality, white envelopes,  $2\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and thirty cents per 1,000.
- "For No. 2, commercial note size, first quality, white or amber envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and forty-five cents per 1,000.
- "For No. 2, commercial note size, second quality, oriental buff or blue envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and sixteen cents per 1,000.
- "For No. 2, commercial note size, third quality, plain or amber manila envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, eighty-nine cents per 1,000.
- "For No. 3, full letter size, first quality, white or amber envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and fifty-nine cents per 1,000.
- "For No. 3, full letter size, second quality, oriental buff or blue envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and twenty cents per 1,000.
- "For No. 3, full letter size, third quality, plain or amber manila envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, ninety-eight cents per 1,000.
- "For No. 4, full letter size, ungummed envelopes, for circulars, plain manila,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, eighty-two cents per 1,000.
- "For No. 4, commercial size, first quality, white or amber envelopes,  $3\frac{3}{4}$  by  $5\frac{1}{2}$  inches, one dollar and seventy-one cents per 1,000.
- "For No. 4, commercial size, second quality, oriental buff or blue envelopes,  $3\frac{3}{4}$  by  $5\frac{1}{2}$  inches, one dollar and thirty-six cents per 1,000.
- "For No. 4, commercial size, third quality, plain or amber manila envelopes,  $3\frac{3}{4}$  by  $5\frac{1}{2}$  inches, one dollar per 1,000.
- "For No. 5, extra letter size, first quality, white or amber envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{8}$  inches, one dollar and eighty-nine cents per 1,000.
- "For No. 5, extra letter size, second quality, oriental buff or blue envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{8}$  inches, one dollar and fifty cents per 1,000.
- "For No. 5, extra letter size, third quality, plain or amber manila envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{8}$  inches, one dollar and seventeen cents per 1,000.
- "For No. 6, extra letter size, ungummed, for circulars, plain manila envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{8}$  inches, one dollar and twelve cents per 1,000.
- "For No. 7, official size, first quality, white or amber envelopes,  $3\frac{1}{2}$  by  $8\frac{1}{2}$  inches, two dollars and eighty cents per 1,000.
- "For No. 7, official size, second quality, oriental buff or blue envelopes,  $3\frac{1}{2}$  by  $8\frac{1}{2}$  inches, two dollars and fifty cents per 1,000.
- "For No. 7, official size, third quality, plain or amber manila envelopes,  $3\frac{1}{2}$  by  $8\frac{1}{2}$  inches, one dollar and forty cents per 1,000.
- "For No. 8, extra official size, first quality, white or amber envelopes,  $4\frac{1}{2}$  by  $10\frac{1}{8}$  inches, three dollars and thirty cents per 1,000.
- "For No. 8, extra official size, second quality, oriental buff or blue envelopes,  $4\frac{1}{2}$  by  $10\frac{1}{8}$  inches, two dollars and seventy cents per 1,000.
- "For No. 8, extra official size, third quality, plain or amber manila envelopes,  $4\frac{1}{2}$  by  $10\frac{1}{8}$  inches, one dollar and seventy cents per 1,000.
- "For No. 9, legal size, first quality, white or amber envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, two dollars per 1,000.
- "For No. 9, legal size, second quality, oriental buff or blue envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and sixty-eight cents per 1,000.
- "For No. 9, legal size, third quality, plain or amber manila envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and thirty-one cents per 1,000.
- "For No. 10, small baronial size, first quality, white envelopes,  $3\frac{3}{4}$  by  $4\frac{1}{2}$  inches, one dollar and sixty-seven cents per 1,000.
- "For No. 11, large baronial size, first quality, white envelopes,  $4\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and eighty cents per 1,000.
- "For No. 12, newspaper wrappers, plain manila,  $5\frac{1}{2}$  by  $9\frac{7}{8}$  inches, eighty-eight cents per 1,000.

"WM. F. VILAS,  
"Postmaster-General."

Now, therefore, in consideration of the premises, the said Morgan Envelope Company and the Plimpton Manufacturing Company, contractors, and their sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves in manner following, to wit:

First. That the said contractors shall furnish and deliver promptly, and in quantities as ordered, and subject to the approval of the Postmaster-General in all respects, all the stamped envelopes and newspaper wrappers that they may be called upon by the Department to furnish during the four years, beginning on the first day of Octo-

ber, one thousand eight hundred and eighty-six, of any denominations, and of the sizes, qualities, and descriptions, stated in the following printed list:

Post-office No.	Description.	Quality.	Color.	Size (inches).	
<i>Stamped envelopes and newspaper wrappers.</i>					
1	Small note size.....	gummed.....	First.....	White.....	2½ by 5½
2	Commercial note size.....	do.....	do.....	*White or amber.....	3½ by 5½
2	Commercial note size.....	do.....	Second.....	*Oriental buff or blue.....	3½ by 5½
2	Commercial note size.....	do.....	Third.....	*Manila, plain or amber.....	3½ by 5½
3	Full letter size.....	do.....	First.....	*White or amber.....	3½ by 5½
3	Full letter size.....	do.....	Second.....	*Oriental buff or blue.....	3½ by 5½
3	Full letter size.....	do.....	Third.....	*Manila, plain or amber.....	3½ by 5½
4	Full letter size.....	ungummed.....	do.....	Plain manila.....	3½ by 5½
4½	Commercial size.....	gummed.....	First.....	*White or amber.....	3½ by 5½
4½	Commercial size.....	do.....	Second.....	*Oriental buff or blue.....	3½ by 5½
4½	Commercial size.....	do.....	Third.....	*Manila, plain or amber.....	3½ by 5½
5	Extra letter size.....	do.....	First.....	*White or amber.....	3½ by 6½
5	Extra letter size.....	do.....	Second.....	*Oriental buff or blue.....	3½ by 6½
5	Extra letter size.....	do.....	Third.....	*Manila, plain or amber.....	3½ by 6½
6	Extra letter size.....	ungummed.....	do.....	Plain manila.....	3½ by 6½
7	Official size.....	gummed.....	First.....	*White or amber.....	3½ by 8½
7	Official size.....	do.....	Second.....	*Oriental buff or blue.....	3½ by 8½
7	Official size.....	do.....	Third.....	*Manila, plain or amber.....	3½ by 8½
8	Extra official size.....	do.....	First.....	*White or amber.....	4½ by 10½
8	Extra official size.....	do.....	Second.....	*Oriental buff or blue.....	4½ by 10½
8	Extra official size.....	do.....	Third.....	*Manila, plain or amber.....	4½ by 10½
9	Legal size.....	do.....	First.....	*White or amber.....	3½ by 6½
9	Legal size.....	do.....	Second.....	*Oriental buff or blue.....	3½ by 6½
9	Legal size.....	do.....	Third.....	*Manila, plain or amber.....	3½ by 6½
10	Small baronial size.....	do.....	First.....	White.....	3½ by 4½
11	Large baronial size.....	do.....	do.....	White.....	4½ by 5½
12	Newspaper wrappers (round-cut).....	do.....	Manila.....	Plain manila.....	5½ by 9½

Second. That the paper from which the first quality of Nos. 1, 2, 3, 4½, 5, 7, 8, 9, 10, and 11 sizes of envelopes are to be manufactured shall be made specially for the purpose, of the best grade of white linen and the best grade of white domestic cotton rags, in the proportion of 35 per cent. of linen and 65 per cent. of cotton, excluding all other material except the necessary coloring matter, and shall weigh not less than 50 pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion.

That the paper from which the second quality of Nos. 2, 3, 4½, 5, 7, 8, and 9 sizes of envelopes are to be manufactured shall be made specially for the purpose, of rag stock made from what are known as "No. 2 country rags," composed of about one-half soiled whites and one-half blues (except that other rags of an equivalent character and quality may be used instead, after having been approved by the Postmaster-General in writing before being used), excluding all other material except the necessary coloring matter, and shall weigh not less than 40 pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion.

That in the process of manufacture, the rags for both the first and second quality papers shall be washed and beaten in the washing and beating engines not less than a total of 16 hours; and that the paper shall be made on a Fourdrinier machine, and be sized by being run through a tub of animal sizing of the best quality, and shall be loft-dried.

That the paper from which the third quality of the Nos. 2, 3, 4½, 5, 7, 8, and 9 sizes of envelopes, and No. 12 for newspaper wrappers, are to be manufactured shall be composed in the proportion of 95 per cent. of jute butts and 5 per cent. of South Carolina clay (excluding all other material except the necessary coloring matter), and shall not weigh less than 34½ pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion. That in the process of manufacture the jute butts shall be washed six hours in the washing-engines and beaten ten hours in the beating-engines, and the stock passed through a Jordan engine, and that the paper shall be rosin-sized in the engine and made on a Fourdrinier machine.

That the paper from which the Nos. 4 and 6 sizes of envelopes (for circulars) are to be manufactured shall be composed of the same materials, in the same proportions, made in the same manner, and subject to the same conditions as the paper for the third quality of the Nos. 2, 3, 4½, 5, 7, 8, and 9 sizes of envelopes and of the wrappers described in the next foregoing paragraph, except that it shall weigh not less than 30½ pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion.

That all the paper shall be clean and free from imperfections, run and calendered to a uniform weight and thickness, and the same in color, quality, material, tensile strength,



and in all other respects as the paper in the samples attached to and made a part of this contract. That the paper shall also be water-marked with such design as may be approved by the Postmaster-General, without expense to the Government, and shall be subject to his supervision and approval, or to that of his authorized agent, before and after being manufactured into envelopes and wrappers.

That water-marked paper that may be spoiled in the process of manufacture, or condemned as unfit for use in stamped envelopes and wrappers, shall not be used or sold by the contractors in its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government; and such spoiled or rejected paper shall not be made over for use in stamped envelopes or wrappers; and clippings and shavings from stamped envelopes or other papers shall not be again used in the manufacture of paper for stamped envelopes or wrappers.

That the water-marked designs in the dandy-rolls shall be destroyed, under the supervision of the Postmaster-General or his authorized agent, when no longer required for use in the manufacture of paper for stamped envelopes or wrappers.

Third. That all the envelopes and wrappers shall be embossed with postage-stamps of such denominations, styles, and colors as the Postmaster-General may require—the embossing to be done in the highest style of the art, and all the impressions to be clear, distinct, and perfect, and they shall bear such printing as the Postmaster-General may direct, of any desired style of type, the execution of which shall be clear and distinct, without smear or set-off, and otherwise free from imperfections; that the ink used for embossing and printing shall be of such colors and quality as may from time to time be approved by the Postmaster-General, the right being reserved to him to change the colors of the ink at any time during the existence of the contract; that the envelopes shall be made in the most thorough and workmanlike manner after the styles and of the cuts shown by the samples furnished to bidders, the joints to be well and securely fastened with the best quality of adhesive gum, and the gumming on the flap (except for circulars) to be not less than half an inch in width for the length shown by the samples; that the wrappers shall be gummed not less than three-quarters of an inch in width across the end; that for the third quality envelopes, the best quality of fish glue, or other equally suitable material, shall be used for gumming; and that the envelopes and wrappers shall be fully equal in quality and style of manufacture to the samples hereto attached and made part hereof, and shall be subject in all respects to the approval of the Postmaster-General or his duly authorized agent.

Fourth. That the said contractors shall hold, subject to the order and control of the Postmaster-General, all dies, original and working, from which stamped envelopes and wrappers are to be embossed, and which may at any time be turned over to them, or be made or procured by them, or be in their possession; that they shall begin work under this contract with the dies now in use, unless the Postmaster-General, under a right which is hereby reserved to him, shall determine to adopt new designs of stamps before the term of this contract begins, in which event the necessary dies of the new designs shall be at once prepared, so that envelopes and wrappers bearing such new designs shall be issued immediately upon the commencement of the contract term; that the work of preparing such new designs, if determined on by the Postmaster-General, and of the necessary dies, shall be done under his direction, and subject to his approval, and by such parties as may be approved by him—all expense connected therewith to be borne by the contractors; that the contractors shall also at their own expense keep in repair, and renew when necessary, or when it shall be required by the Postmaster-General, all dies from which stamped envelopes and wrappers are embossed, and that should additional denominations or new designs—the right to change the designs at his discretion being reserved to the Postmaster-General—be required at any time during the existence of the contract, they shall be prepared and furnished in reasonable time—all of which shall be done at the expense of the contractors, subject to the approval of the Postmaster-General, and under such regulations as he may prescribe; that the contractors shall not make, procure, or use any dies, either original or working, without the approval of the Postmaster-General; and that all dies made, renewed, or used at any time in filling the contract shall immediately become the absolute property of the United States, and shall be delivered in good working order to the Postmaster-General or his authorized agent whenever demanded.

Fifth. That the contractors shall not prepare, or knowingly allow to be prepared, in the stamped envelope manufactory, or any other establishment or place under their control, any dies, paper, or other materials from which stamped envelopes or wrappers similar to those supplied for the Post-Office Department can be made or produced, except such as are required to be furnished under this contract; but they shall use every possible means to prevent the issue by any one not duly authorized of stamped envelopes or wrappers from the dies or paper made and used for the Post-Office Department, or of any other envelopes or wrappers in any way resembling them; that they shall

also faithfully account to the Post-Office Department for all stamped envelopes and wrappers printed or produced from the regularly authorized dies and paper, and use every endeavor to prevent the appropriation or abstraction by any person in their employ, or connected with them, or by any other person, of any stamped envelopes or wrappers so printed or produced.

Sixth. That the envelopes and wrappers shall be manufactured in a strictly first-class building of such construction as to insure security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done, and when finished and awaiting issue they shall be stored in rooms specially provided for the purpose, and constructed and fitted up in the most secure manner; the said building, apartments, and rooms to be subject at all times during the existence of this contract to the approval of the Postmaster-General or his duly authorized agent; and that special provision shall also be made for the safe-keeping on the premises of the envelopes and wrappers while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his duly authorized agent, and subject to his approval.

Seventh. That the contractors shall at all times safely keep on hand a stock of the several kinds and denominations of finished envelopes and wrappers sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract, and that said envelopes and wrappers shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and that should the Postmaster-General require it, at any time during the existence of the contract, the contractors shall provide an extra quantity of envelopes and wrappers, not to exceed, however, a supply for three months.

Eighth. That all the envelopes and wrappers shall be banded in parcels of 25 and packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined Western straw board), securely bound on the corners and edges with cotton cloth, and to be of such quality, weight, and construction as shall be approved by the Postmaster-General or his authorized agent; each box to contain not more than 500 and not less than 250 each of the Nos. 1, 2, 3, 4, 4½, 5, 6, 9, 10, and 11, and not more than 500 and not less than 100 of the Nos. 7 and 8 envelopes; the wrappers (No. 12) to be packed in boxes to contain not more than 500 and not less than 250, and each box to bear a label specifying the number, size, quality, and denomination of contents; that when less than 4,000 envelopes or wrappers are required to fill the order of a postmaster, the boxes containing the same shall be put up in suitable packages, or in one package, securely wrapped with strong manila paper, and sealed so as to safely bear transportation by mail; that when 4,000 or more envelopes or wrappers are required, the pasteboard or straw boxes containing the same shall be packed in strong wooden cases, well strapped with hoop-iron, and no case shall contain to exceed 25,000 envelopes or wrappers, said cases to be addressed by the contractors, under the direction of the agent of the Department; and that labels of direction, to be furnished and addressed by the agent, shall be affixed to the sealed packages by the contractors.

Ninth. That the contractors shall be ready to commence the delivery of the stamped envelopes and wrappers on the 1st day of October, 1886, and thereafter they shall promptly furnish and deliver such envelopes and wrappers, complete in all respects, in such quantities as may be required to fill the orders of the Department; that such envelopes and wrappers, after being inspected and prepared for mailing under the direction of the agent of the Department, shall be delivered to the railway post-office or post-offices or postal cars in the city of Hartford, Connecticut, in such manner, in such quantities, at such times, and under such regulations as may be prescribed at any time by the Postmaster-General or his duly authorized agent; and that the Postmaster-General shall have the right, at any time during the existence of the contract, to require the delivery of the envelopes and wrappers, or any portion of the same, to be made either at the post-office or at the agency in the city of Hartford, Connecticut, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or at the Post-Office Department at Washington, D. C., in such quantities as he may prescribe.

Tenth. That the contractors shall, if required by the Postmaster-General, report weekly, under oath, and in such manner and form as he may prescribe, the number, denomination, size, and quality of envelopes and wrappers manufactured (finished, unfinished, and spoiled), the number issued during the week, and the number available for issue.

And the United States of America, party of the first part, hereby contracts and agrees—

1st. To pay the said contractors, for the stamped envelopes and wrappers accepted and delivered in pursuance of this contract, subject to the reservations hereinafter stated, at the following rates, which shall be full compensation for everything re-

quired to be done or furnished, as herein set forth, payments to be made monthly after proper examination and verification of accounts:

- For No. 1, small note size, first quality, white envelopes,  $2\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and thirty cents per 1,000.
- For No. 2, commercial note size, first quality, white or amber envelopes,  $3\frac{1}{8}$  by  $5\frac{1}{2}$  inches, one dollar and forty-five cents per 1,000.
- For No. 2, commercial note size, second quality, oriental buff or blue envelopes,  $3\frac{1}{8}$  by  $5\frac{1}{2}$  inches, one dollar and sixteen cents per 1,000.
- For No. 2, commercial note size, third quality, plain or amber manila envelopes,  $3\frac{1}{8}$  by  $5\frac{1}{2}$  inches, eighty-nine cents per 1,000.
- For No. 3, full letter size, first quality, white or amber envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and fifty-nine cents per 1,000.
- For No. 3, full letter size, second quality, oriental buff or blue envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and twenty cents per 1,000.
- For No. 3, full letter size, third quality, plain or amber manila envelopes,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, ninety-eight cents per 1,000.
- For No. 4, full letter size, ungummed envelopes for circulars, plain manila,  $3\frac{1}{2}$  by  $5\frac{1}{2}$  inches, eighty-two cents per 1,000.
- For No. 4, commercial size, first quality, white or amber envelopes,  $3\frac{3}{8}$  by  $5\frac{1}{2}$  inches, one dollar and seventy-one cents per 1,000.
- For No. 4, commercial size, second quality, oriental buff or blue envelopes,  $3\frac{3}{8}$  by  $5\frac{1}{2}$  inches, one dollar and thirty-six cents per 1,000.
- For No. 4, commercial size, third quality, plain or amber manila envelopes,  $3\frac{3}{8}$  by  $5\frac{1}{2}$  inches, one dollar per 1,000.
- For No. 5, extra letter size, first quality, white or amber envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{8}$  inches, one dollar and eighty-nine cents per 1,000.
- For No. 5, extra letter size, second quality, oriental buff or blue envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{8}$  inches, one dollar and fifty cents per 1,000.
- For No. 5, extra letter size, third quality, plain or amber manila envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{8}$  inches, one dollar and seventeen cents per 1,000.
- For No. 6, extra letter size, ungummed for circulars, plain manila envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{8}$  inches, one dollar and twelve cents per 1,000.
- For No. 7, official size, first quality, white or amber envelopes,  $3\frac{3}{4}$  by  $8\frac{1}{2}$  inches, two dollars and eighty cents per 1,000.
- For No. 7, official size, second quality, oriental buff or blue envelopes,  $3\frac{3}{4}$  by  $8\frac{1}{2}$  inches, two dollars and fifty cents per 1,000.
- For No. 7, official size, third quality, plain or amber manila envelopes,  $3\frac{3}{4}$  by  $8\frac{1}{2}$  inches, one dollar and forty cents per 1,000.
- For No. 8, extra official size, first quality, white or amber envelopes,  $4\frac{1}{8}$  by  $10\frac{1}{8}$  inches, three dollars and thirty cents per 1,000.
- For No. 8, extra official size, second quality, oriental buff or blue envelopes,  $4\frac{1}{8}$  by  $10\frac{1}{8}$  inches, two dollars and seventy cents per 1,000.
- For No. 8, extra official size, third quality, plain or amber manila envelopes,  $4\frac{1}{8}$  by  $10\frac{1}{8}$  inches, one dollar and seventy cents per 1,000.
- For No. 9, legal size, first quality, white or amber envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, two dollars per 1,000.
- For No. 9, legal size, second quality, oriental buff or blue envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and sixty-eight cents per 1,000.
- For No. 9, legal size, third quality, plain or amber manila envelopes,  $3\frac{1}{2}$  by  $6\frac{1}{2}$  inches, one dollar and thirty-one cents per 1,000.
- For No. 10, small baronial size, first quality, white envelopes,  $3\frac{3}{8}$  by  $4\frac{1}{2}$  inches, one dollar and sixty-seven cents per 1,000.
- For No. 11, large baronial size, first quality, white envelopes,  $4\frac{1}{2}$  by  $5\frac{1}{2}$  inches, one dollar and eighty cents per 1,000.
- For No. 12, newspaper wrappers, plain manila,  $5\frac{1}{2}$  by  $9\frac{1}{2}$  inches, eighty-eight cents per 1,000.

2nd. To place at the service of the contractors on or before the 1st of October next, in time to properly commence work under this contract, the original and working dies from which stamped envelopes and wrappers are now being embossed, unless the Postmaster-General, in the exercise of the right hereinbefore reserved to him, shall require new designs of stamps to be used when the contract term begins.

It is further stipulated and agreed by and between the contracting parties:

(1) That a resident agent and inspector of the Department shall have supervision of the manufacture, storage, and issue of the envelopes and wrappers, who shall at all times have full and free access to the building, apartments, and rooms where the envelopes and wrappers are manufactured and stored, for the purpose of inspecting the same; that the contractors shall furnish such agent and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes and wrappers are manufactured, stored, and issued, for the transaction of the busi-

ness of the agency, without cost to the Government; that if it shall be required by the Postmaster-General, the contractors shall also furnish, without charge, suitable and properly furnished office rooms for use in registering and mailing packages of envelopes and wrappers to be forwarded through the mails; that the apartments and rooms for manufacturing, storing, and registering envelopes and wrappers shall be immediately connected with one another by communicating doors; that all of the foregoing shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General or his duly authorized agent; and that the contractors, their employes and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

(2) That the Postmaster-General shall also have the right to cause inspection to be made at any time, by any agent or agents whom he may specially designate for the purpose, of the building, rooms, and apartments used for the manufacture and storage of envelopes and wrappers, and of the envelopes and wrappers in course of manufacture or in stock.

(3) That the Postmaster-General shall also have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent or agents, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractors shall provide each such agent with a properly furnished room in each and every mill without charge, and give him every needful facility for carrying out his duty.

(4) That the Postmaster-General shall have the right to increase or diminish the standard weight of any of the different qualities of paper at any time during the contract term, upon the condition that he shall pay to the contractors a proportionate increase or decrease of price, to be determined upon the actual cost to the contractors of the paper in use at the time of the change.

(5) That the right is also reserved to the Postmaster-General to change the color of any or all of the papers at any time during the existence of the contract; but in such changes as he may see fit to make, no more expensive colors shall be selected than those in the samples hereto annexed and forming part of this contract; and that all papers furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes and wrappers.

(6) That all envelopes and wrappers spoiled in process of manufacture or rejected shall be destroyed by the agent of the Department, in the presence of the contractors or their representative, or otherwise disposed of as the Postmaster-General may direct; and payment will not be made for envelopes or wrappers spoiled in the process of manufacture or rejected upon inspection.

(7) That should the use of any of the sizes or qualities of envelopes and wrappers hereinbefore described be discontinued by the Postmaster-General during the contract term, the contractors shall not be entitled to damages on account of such discontinuance.

(8) That the Postmaster-General shall have the right to impose a fine upon the contractors, in any such sum as he may deem proper, to be deducted in the settlement of accounts, for failure to have on hand at any time a sufficient supply of envelopes and wrappers with which to promptly meet all requirements of the Department.

(9) That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes or wrappers which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes and wrappers any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes and wrappers.

(10) That on failure to promptly furnish any article or articles specified in the contract the right is reserved to the Postmaster-General to purchase such article or articles in the open market, and if a greater price be paid than that prescribed by the contract for like articles the difference shall be charged to the contractors, and in case of failure to furnish any articles within a reasonable time after the same shall have been ordered, the Postmaster-General may treat such failure as a sufficient cause for the annulment of the contract, or, in his discretion, impose a fine for such delay.

(11) That the right is also reserved to the Postmaster-General to impose a fine or fines upon the contractors for errors made by them in the count of envelopes and wrappers when issued to postmasters, whereby either a greater or less number of envelopes and wrappers are issued than called for on the orders of the Department.

(12) That the contractors may be required, in the discretion of the Postmaster-General, to continue the issue until the same shall be exhausted, of the envelopes and wrappers that may remain on hand at the expiration of the contract term, at the

prices and upon the conditions prevailing while the contract is in force; and at the same time the right is reserved to the Postmaster-General, at his option, to cause the destruction or cancellation of such envelopes and wrappers, without allowing any compensation therefor to the contractors.

(13) That if at any time during the continuance of this contract, the sureties, or any of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractors shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

(14) That the Postmaster-General shall have the right to annul this contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Department envelopes or wrappers inferior to those required by the contract.

(15) That payments for envelopes and wrappers furnished under this contract may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

(16) That this contract cannot in any case be lawfully transferred or assigned.

(17) That should the interests of the Government require, this contract may be extended beyond the time hereinbefore named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

(18) That no member of Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States, and each and all of the provisions in said sections shall be deemed a part of this contract.

(19) That in case the said contractors shall fail to do or perform all or any of the covenants, stipulations, and agreements of this contract on the part of the said contractors to be performed, as herein set forth, the said contractors and their sureties shall forfeit and pay to the United States of America the full and absolute sum of two hundred thousand dollars, for which sum the said contractors and their sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, which sum shall not be taken as a penalty nor be diminished, to be sued for in the name of the United States.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and of the specifications hereto annexed and made part hereof, the said parties of the second part do hereby bind themselves, and each of them, their and each of their heirs, executors, and administrators.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals on the day and date hereinbefore written.

[SEAL.]

WM. F. VILAS,  
Postmaster-General.

Attest:

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

E. MORGAN, [SEAL.]  
President Morgan Envelope Company.

Attest:

R. W. DAY.

L. B. PLIMPTON, [SEAL.]  
President Plimpton Manufacturing Company.

Attest:

F. T. CHAPMAN.

AARON BAGG, JR. (Surety). [SEAL.]

Attest:

J. S. McELWAIN.

LEVI L. BROWN (Surety). [SEAL.]

Attest:

C. B. PRESCOTT.

STATE OF CONNECTICUT,  
County of Hartford, ss:

Aaron Bagg, jr., one of the sureties in the foregoing contract of the Morgan Envelope Company and the Plimpton Manufacturing Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and

that he is worth the sum of two hundred thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

AARON BAGG, Jr.

Subscribed and sworn to before me this 1st day of July, one thousand eight hundred and eighty-six, and by me approved.

N. SHIPMAN,

*District Judge for the District of Connecticut.*

I certify that to the best of my knowledge and belief Aaron Bagg, jr., of West Springfield, Mass., one of the sureties to the foregoing contract between the United States of America and the Morgan Envelope Company and the Plimpton Manufacturing Company, of Hartford, Connecticut, for furnishing stamped envelopes and newspaper wrappers during the four years beginning on October 1st, 1886, is worth the sum of two hundred thousand dollars over and above all liabilities and encumbrances whatever.

C. B. PRESCOTT,

*Postmaster at Holyoke, Mass.*

STATE OF CONNECTICUT,

*County of Hartford, ss :*

Levi L. Brown, one of the sureties in the foregoing contract of the Morgan Envelope Company and the Plimpton Manufacturing Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of two hundred thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

LEVI L. BROWN.

Subscribed and sworn to before me this 1st day of July, one thousand eight hundred and eighty-six, and by me approved.

N. SHIPMAN,

*District Judge for the District of Connecticut.*

I certify that to the best of my knowledge and belief Levi L. Brown, of Adams, Mass., one of the sureties to the foregoing contract between the United States of America and the Morgan Envelope Company and the Plimpton Manufacturing Company, of Hartford, Connecticut, for furnishing stamped envelopes and newspaper wrappers during the four years beginning on October 1st, 1886, is worth the sum of two hundred thousand dollars over and above all liabilities and encumbrances whatever.

C. B. PRESCOTT,

*Postmaster at Holyoke, Mass.*



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**ANNUAL REPORT**  
**OF THE**  
**SUPERINTENDENT OF THE MONEY-ORDER SYSTEM**  
**FOR THE**  
**FISCAL YEAR ENDED JUNE 30, 1886.**

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# REPORT

## OF THE

### SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM.

POST-OFFICE DEPARTMENT,  
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,  
*Washington, D. C., October 23, 1886.*

SIR: I have the honor to submit the following report of the operations of the Postal Money-Order System of the United States for the fiscal year ended June 30, 1886, containing the information and statistics customarily exhibited from year to year, together with observations upon the influences which have affected its transactions of that period, and recommendations looking to its further improvement and extended usefulness.

Table A, in the Appendix, shows the number and amount of the domestic money-order transactions, by fiscal years, from the establishment of the system until June 30, 1886, inclusive.

#### NUMBER OF MONEY-ORDER OFFICES.

The total number of money-order offices on June 30, 1885, was 7,056. Upon proper recommendations and petitions setting forth the need thereof, the Money-Order System was established during the past fiscal year at 311 additional post-offices, which were required to be in readiness to transact business on July 13, 1885, and there were discontinued as unnecessary, during the same period, 10 money-order offices, so that on June 30, 1886, the number of such offices in operation was 7,357. On August 16, 1886—as soon as practicable after the adjournment of Congress—new money-order offices to the number of 513 were established, and since June 30, 1886, 7 offices have been discontinued. At the present date, therefore, the total number of authorized money-order offices is 7,863.

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

The number of domestic money-orders issued during the year was 7,940,302, aggregating in amount .....	\$113,819,521 21
And the number of such orders paid during the same period was 7,877,313, of the value of .....	\$113,071,989 48
In addition to which money-orders were repaid to the number of 58,847, amounting to.....	813,473 56
Making the total amount of payments and repayments .....	113,885,463 04
And the excess of payments and repayments over issues .....	65,941 83
The gross amount of the fees received by postmasters from the public for the issue of domestic money-orders was.....	921,777 03

The increase in the number of orders issued is therefore shown to be 214,409, or 2.77 per cent.; in the number of orders paid, 219,603, or 2.87 per cent.; and in the number of orders repaid, 3,644, or 6.60 per cent.

The average amount of the money-orders issued, however, was but \$14.33, the same being 93 cents less than the average of the preceding fiscal year, during which there occurred a reduction of but 32 cents below the average of the year 1883-'84; so that notwithstanding the extended patronage of the system during the fiscal year ended June 30, 1886, the total value of the orders issued was diminished by \$4,041,400.06, or 3.43 per cent., and of the orders paid and repaid by \$4,110,742.02, or 3.48 per cent.

In the gross amount of fees received the decrease was \$2,153.82, equivalent to twenty-three one-hundredths of 1 per cent., while the average fee was 11.61 cents, or thirty-five one-hundredths of a cent less than that of the previous year.

#### ISSUES AND PAYMENTS OF POSTAL NOTES.

The number of postal notes issued during the year was 5,999,428, of the total value of.....	\$11,718,010 06
And the number of notes paid during the same time was 5,872,616, amounting to.....	\$11,512,726 26
While the notes repaid at the offices of issue numbered 79,584, and aggregated .....	154,204 47
Making the total amount of payments and repayments.....	11,666,930 73
And the excess of issues over payments.....	51,079 32
The aggregate amount of fees received from the public was .....	180,333 15

These figures exhibit an increase in the amount of postal notes issued of \$1,721,735.68, or 17.22 per cent.; an increase in the amount of postal notes paid of \$1,718,906.93, or 17.27 per cent.; and an increase of \$28,314.57, or 18.63 per cent., in the amount of fees received.

The increase in the number of postal notes issued was 941,141, equivalent to 18.61 per cent.; and the increase in the number of postal notes paid and repaid was 940,103, or 18.76 per cent.

The average amount of the postal notes issued was \$1.95—three cents less than the average of the previous fiscal year.

#### WAR CLAIMS.

The claims of colored soldiers for services rendered in the late war continue to be paid (though in smaller numbers than heretofore) through the money-order system. This office receives from the Paymaster-General of the Army such orders as he may purchase for this purpose, and transmits them, with appropriate blank forms and instructions, to the respective postmasters upon whom they are drawn, and to whom very explicit directions are given as to the identification of the claimants. Such correspondence as may afterwards be necessary for the formal settlement of claims thus paid is conducted through the money-order office. Claims to the amount of \$6,347.75 were paid by money-orders during the fiscal year just closed.

#### DUPLICATE MONEY-ORDERS.

Money-orders and postal notes which have remained unpaid for one year from the date of their issue are declared invalid by law, and upon proper application, accompanied by the invalid note or order, as the

case may be, are replaced by duplicates issued by this office, which also restores to the owners, on application, by means of duplicates, the amounts of such money-orders as have been lost or destroyed, or have received more than one indorsement in violation of law, and also the amounts of orders issued in favor of concerns declared by the Postmaster-General, under authority of section 4041, Revised Statutes, to be "fraudulent."

The numbers of duplicate postal notes and of duplicate money-orders, respectively, drawn during the fiscal year ended June 30, 1886, as well as the various causes which necessitated the issue of the latter, are exhibited in Table B of the Appendix hereto. The total number of duplicate money-orders issued was 18,118, and the total number of duplicate postal notes was 4,709.

## DRAFTS AND TRANSFERS.

The means authorized and provided for the purpose of supplying with necessary funds those postmasters who must pay money-orders exceeding in amount those issued by them consist of transfers from the postage funds, and, when these are insufficient or unavailable, of drafts on the postmaster at New York City, and where it is found that the payments continuously or frequently exceed the receipts, a letter of credit on the latter for a convenient sum, subject to renewal from time to time as it becomes exhausted, and a supply of blank drafts are furnished to the postmaster, whose bond, if it be not already large enough, is thereupon increased in an amount sufficient to protect the Government on account of this additional trust reposed in the postmaster.

Money-order drafts to the total amount of \$14,544,037.56 were paid by the postmaster at New York during the last fiscal year.

All transfers from the postal funds are repaid by this office from money-order funds by means of approximate monthly payments or retransfers and deposits of final balances found by the Auditor to be due, and by him reported quarterly, such deposits being made with the assistant treasurer of the United States at New York to the credit of the Treasurer of the United States, for the service of the Post-Office Department.

The transfers for the four quarters of the past fiscal year, and the deposit to liquidate the indebtedness of the money-order system on account of the first quarter thereof, were as follows:

Quarter ended September 30, 1885:	
From postage to money-order funds .....	\$177,003 36
From money-order to postage funds .....	139,389 91
Balance due postage funds (deposited January 19, 1886) .....	<u>37,613 45</u>
Quarter ended December 31, 1885:	
From postage to money-order funds .....	142,793 08
From money-order to postage funds .....	200,207 44
Balance due money-order funds .....	<u>57,414 36</u>
Quarter ended March 31, 1886:	
From postage to money-order funds .....	133,967 47
From money-order to postage funds .....	198,920 23
Balance due money-order funds .....	<u>64,952 76</u>
Quarter ended June 30, 1886:	
From postage to money-order funds .....	122,969 67
From money-order to postage funds .....	18,353 13
Balance due postage funds .....	<u>104,616 54</u>

## SUMMARY.

Balance due money-order funds, quarter ended December 31, 1885.....	\$57,414 36
Balance due money-order funds, quarter ended March 31, 1886 .....	64,952 76
	<hr/>
	122,367 12
Deduct balance due postage funds, quarter ended June 30, 1886.....	104,616 54
	<hr/>
Net balance due money-order funds.....	17,750 58

On account of their great distance from Washington and the delay which would ensue if drafts were transmitted to them directly from the Department, money-order offices on the Pacific slope are supplied with such funds as they may require on application to the neighboring large post-offices of San Francisco, Cal., and Portland, Oreg. During the last fiscal year, in pursuance of this arrangement, the postmaster at the former office furnished the sum of \$177,418, and the postmaster at the latter the sum of \$87,877.

## REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

The aggregate amount of the remittances of surplus money-order funds made during the year ended June 30 last was \$95,831,156.85. Such remittances comprised the daily surplus of every office, and were forwarded to and through successive depositories, which are post-offices located at paying centers and need more funds than they receive from the issue of orders.

## LOST REMITTANCES.

There were reported to this office during the fiscal year ended June 30, 1886, 78 cases of the alleged loss in transit, by mail or otherwise, of remittances of surplus money-order funds, 3 of which were made during the previous fiscal year, but were not brought to the notice of the Department until after June 30, 1885.

The sum of \$1,362.08, the total amount involved in 15 remittances, was recovered, and the papers in the cases of the remaining 63 remittances, aggregating in value \$1,179.92, were referred to the Assistant Attorney-General for this Department for adjudication under the provisions of the act of March 17, 1882, which empowers the Postmaster-General to allow credit for losses of this nature, incurred through no fault or negligence of the remitting postmaster. Table C in the Appendix describes in detail the 78 remittances above mentioned.

## ERRONEOUS PAYMENTS OF MONEY-ORDERS.

During the last fiscal year the Department received complaints as to the alleged erroneous payment of 52 money-orders, or in the ratio of 1 to every 152,618 money-orders paid. In the Appendix will be found Table D, containing the particulars of 134 money-orders alleged to have been improperly paid, and amounting in the aggregate to \$3,272.66. Thirty-three of these cases, involving \$911.08, were unsettled at the close of the previous fiscal year, and the remaining 49 arose prior to July 1, 1885, but were not reported to the Department until after that date.

The tabular statement exhibits the disposal made of these cases as follows: \$905.98, the total amount of 38 orders, were recovered by post-office inspectors and paid to the true payees; it was ascertained upon investigation that 16 orders, of the aggregate value of \$445.16,

had been paid in the first instance to the persons entitled thereto. The sum of \$619.78, the amount of 29 orders, was charged to the fault or lack of precaution of the postmasters who effected payment, and the latter were required to make good this amount. Two money-orders, amounting to \$65, were paid to claimants who established their ownership therein, and in these two cases the Post-Office Department assumed the loss, which was not chargeable to the laches of either the postmasters, remitters, or payees concerned. The payees themselves were held blameworthy in three cases, involving \$85, which the Department declined to pay a second time; and there remained unsettled at the close of the fiscal year the cases of 46 orders, amounting together to \$1,151.74.

# REVENUES AND EXPENSES.

As reported by the Auditor of the Treasury for the Post-Office Department, the receipts and expenses of the domestic money-order business for the last fiscal year were as follows:

## RECEIPTS.

Amount received for fees on orders issued .....	\$921, 777 03
Amount of gain .....	678 12
Amount of premiums, &c. ....	326 82
	<hr/>
	922, 781 97

## EXPENDITURES.

Amount allowed postmasters for commissions .....	\$358, 664 44
Amount allowed postmasters for clerk-hire .....	234, 387 61
Incidental expenses .....	80, 398 79
Lost remittances, burglaries, &c. ....	4, 441 35
Bad debts .....	11, 866 19
	<hr/>
	689, 758 38

Excess of receipts over expenditures, being gross revenue ..... 233, 023 59

Under the head of "Incidental expenses" are embraced the cost of stationery for use in the money-order business in post-offices, of money-order stamps, and of all money-order blanks, blank-books, and printed matter supplied to postmasters and to this office, the latter amounting to \$34,298.67 for domestic money-order business, part of which, viz, the sum of \$3,407.11, was in payment for work ordered in the preceding fiscal year.

The aggregate expense on account of books and blanks for both domestic and international money-order business and postal-note business was \$37,651.86, and of this sum the amount of \$3,709.21 was for requisitions dated previous to July 1, 1885. Such part of the cost of books and blanks as pertains to international money-order business is charged against the proper systems as a legitimate expense thereof.

The receipts and expenses of the postal-note business are stated by the Auditor to be as follows:

## RECEIPTS.

Amount received for fees on notes issued .....	\$180, 333 15
------------------------------------------------	---------------

## EXPENDITURES.

Amount allowed postmasters:	
For commissions .....	\$68, 196 15
For clerk-hire .....	18, 131 45
Incidental expenses .....	23, 787 70
	<hr/>
	110, 115 30

Excess of receipts over expenditures, being gross revenue..... 70, 217 85

By far the greater part (to wit, \$17,643.74) of the item of incidental expenses is composed of the cost of the engraved postal-note forms supplied to the Department under contract.

#### THE INTERNATIONAL MONEY-ORDER BUSINESS.

Money-order business with Japan, under a convention for the purpose between the two countries, began on the 1st of October, 1885. A convention for the exchange of money-orders with the Leeward Islands was duly concluded by the postal administrations of the two countries on November 28–December 17, 1885, and the business was begun thereunder on January 1, 1886. A copy of that convention will be found in the Appendix hereto. The convention with Japan was published with my last annual report.

Negotiations are now in progress for an exchange of money-orders between the United States on the one hand and the Netherlands, Norway, and Austria-Hungary, respectively, on the other. At the close of the last fiscal year there were 1,587 offices authorized to transact international money-order business, to which number 55 offices have since been added.

#### STATISTICS OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

In the appended tabular statement appear the number and amount of the money-order transactions of this country with each of twenty foreign countries, as well as a comparison, by means of amounts and percentages, of the operations of the last with those of the previous fiscal year.

Country.	Number of orders issued.	Amount of orders issued.	Number of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	Amount of fees received.
Canadian .....	51,030	\$863,233 98	92,507	\$1,241,861 39	384	\$5,725 57	\$13,091 80
British .....	226,078	2,897,721 89	42,309	656,634 70	503	6,166 02	46,982 65
German .....	155,426	2,201,326 19	50,252	1,411,646 64	634	8,016 80	34,936 80
Swiss .....	18,167	305,411 80	6,191	173,916 25	53	666 00	4,539 35
Italian .....	23,052	576,737 28	1,296	36,436 83	99	1,955 37	7,972 95
French .....	10,626	157,640 54	3,964	79,691 92	115	1,549 69	2,436 80
Jamaica .....	187	2,789 12	1,616	50,489 45	4	102 49	43 30
New Zealand .....	261	6,753 99	1,966	24,122 03	.....	.....	92 55
New South Wales .....	205	3,756 33	1,236	25,313 26	5	25 18	55 20
Victoria .....	235	5,211 79	886	15,592 79	3	54 05	72 70
Belgian .....	1,405	25,524 74	1,156	30,380 60	8	128 01	363 05
Portuguese .....	267	5,394 10	554	24,550 98	4	139 00	78 60
Swedish .....	6,069	113,473 60	1,440	40,404 74	12	278 23	1,633 30
Tasmania .....	11	207 42	115	1,491 28	.....	.....	2 95
Windward Islands .....	89	1,606 62	897	25,432 05	.....	.....	23 30
Japanese .....	112	2,300 10	259	5,253 12	.....	.....	28 50
Cape Colony .....	21	421 25	219	3,268 44	.....	.....	6 10
Hawaiian .....	151	2,691 73	2,154	34,975 64	2	5 25	37 25
Queensland .....	27	488 20	369	7,693 28	1	14 00	6 95
Leeward Islands .....	4	101 52	30	497 04	.....	.....	1 10
Total .....	495,423	7,178,786 21	209,367	3,919,532 61	1,827	24,825 76	112,306 20

The above table exhibits an increase in the number of international orders issued of 44,502, or 9.91 per cent., and in the amount of international orders issued of \$338,427.74, or 4.95 per cent.; an increase of 6,837, or 3.35 per cent., in the number of international orders paid and repaid, and a decrease of \$121,225.01, or 2.98 per cent., in the amount of international orders paid and repaid. The decrease in the amount of international fees received was \$29,030.35, equivalent to 20.53 per cent.

The fact that there is a decrease in the amount of the orders paid, while there is an increase in the number thereof, is due to the reduction

of the average amount of the paid orders from \$19.95 for the fiscal year ended June 30, 1885, to \$18.72 for the last fiscal year.

The average amount of the international orders issued was \$14.55, as against \$15.24 for the previous year.

Country.	Amount of increase or decrease in orders issued as compared with 1884-'85.	Percentage of increase or decrease in issue.	Amount of increase or decrease in orders paid as compared with 1884-'85.	Percentage of increase or decrease in payments.	Amount of increase or decrease in fees received as compared with 1884-'85.	Percentage of increase or decrease in fees.
Canadian .....	\$47,518 90	5.78	*\$34,621 31	*2.71	*\$1,537 35	*10.51
British .....	236,478 44	8.88	5,287 29	.81	*10,511 55	*29.34
German .....	*76,232 97	*3.35	*87,688 95	*5.73	*7,179 50	*17.05
Swiss .....	22,862 11	7.00	6,366 00	3.70	*409 85	*8.28
Italian .....	*9,110 23	*1.55	2,500 07	7.28	*1,427 95	*15.19
French .....	15,900 00	11.22	*2,942 86	*3.55	*192 90	*7.33
Jamaica .....	*44 05	*1.58	*551 98	*1.08	*15	*17.44
New Zealand .....	2,280 79	50.99	191 07	.80	14 95	19.26
New South Wales .....	*77 28	*2.02	8,943 95	54.64	*10 10	*15.46
Victoria .....	*509 99	*8.01	2,742 08	21.39	*25 70	*26.12
Belgian .....	4,563 44	21.77	1,883 52	6.61	*3 60	*.71
Portuguese .....	*377 67	*6.54	21,063 97	604.07	*17 55	*18.25
Tasmania .....	112 78	119.17	389 47	85.34	80	87.21
Cape Colony .....	*57 62	*17.22	1,750 88	115.37	*2 30	*27.38
Hawaiian .....	424 78	18.74	*90,923 24	*72.22	*5 10	*12.04
Queensland .....	*177 38	*26.65	1,982 65	88.79	*4 50	*39.30

\* Decrease. Each amount not marked with an asterisk represents an increase.

Swedish exchange did not go into operation until April 1, 1885.

Windward Islands exchange did not go into operation until October 1, 1884.

Japanese exchange did not go into operation until October 1, 1885.

Leeward Islands exchange did not go into operation until January 1, 1886.

The increase in the total volume of international money order business (notwithstanding the decrease of payments) was \$217,202.73, or nearly 2 per cent.

#### REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

As shown by the report of the Auditor for this Department, the accruing revenues from the various international money-order systems are as follows, to wit:

From the Canadian business .....	\$7,056 05
From the British business .....	3,850 04
From the German business .....	16,610 60
From the Swiss business .....	3,835 12
From the Italian business .....	12,393 72
From the French business .....	1,949 67
From the Jamaica business .....	251 46
From the New Zealand business .....	34 24
From the New South Wales business .....	151 83
From the Victoria business .....	78 24
From the Belgian business .....	352 14
From the Portuguese business .....	189 25
From the Tasmania business .....	10 02
From the Hawaiian business .....	62 65
From the Swedish business .....	169 99
From the Queensland business .....	56 10
From the Cape Colony business .....	31 85
From the Windward Islands business .....	192 33
From the Japanese business .....	47 75
	47,323 05
Loss from the Leeward Islands business .....	12 62
Total .....	47,310 43



It appears from the Auditor's letter of October 23, 1886 (see Exhibit E of the Appendix), that the international revenue for the fiscal year ended June 30, 1886, as reported by him, was, through a clerical error of his office, \$13,446.43 in excess of the true amount.

#### GENERAL FINANCIAL RESULTS.

The domestic and international money-orders and the postal notes issued during the past fiscal year numbered in all 14,433,153 and amounted to \$132,716,317.47, while the payments and repayments aggregated in number 14,099,574, of the total value of \$129,496,752.14. There were received from the public fees to the amount of \$1,214,506.38.

The increased patronage of the system is represented by 1,200,052 remittances, the same being a little over 9 per cent. more than were made during the preceding year.

In accordance with the provisions of section 4050 of the Revised Statutes of the United States, the following amounts, the same being the total revenue, as reported quarterly by the Auditor, from money-order and postal-note business for the year, were deposited, on the dates mentioned below, with the assistant treasurer of the United States at New York, N. Y., to the credit of the Treasurer of the United States, for the service of the Post-Office Department, to wit:

Quarter ended—	Amount.	Deposited—
September 30, 1885 .....	\$76,441 67	January 19, 1886.
December 31, 1885 .....	121,527 19	April 29, 1886.
March 31, 1886 .....	82,757 86	August 23, 1886.
June 30, 1886 .....	69,825 15	October 21, 1886.
<b>Total</b> .....	<b>350,551 87</b>	

To ascertain the net revenue of the money-order system, however, there must be taken into account such expenses as are each year provided for by appropriations made by Congress and are not defrayed out of the proceeds of the money-order business.

For the fiscal year ended June 30, 1886, these items may be stated as follows:

Salaries to 49 employes in the Superintendent's office .....	\$63,280 00
Salaries to the employes in the money-order division of the Auditor's Office .....	238,441 41
Stationery furnished for use in the Superintendent's office .....	413 91
Books, blanks, printing, and stationery furnished for use in the money-order division of the Auditor's Office .....	10,772 26
Salaries of employes in the money-order building, under the supervision of the superintendent of the Post-Office Department building .....	9,880 00
Rent of one-half of the money-order building .....	4,000 00
Estimated cost of furniture and miscellaneous expenses of same .....	2,000 00
Rent of building known as Marini's Hall .....	4,500 00
Watchmen, laborers, and incidental and miscellaneous expenses of same .....	8,100 00
<b>Total</b> .....	<b>341,337 58</b>

After subtracting this amount from the gross revenue above mentioned there remains a net profit of \$9,164.29 from the money-order and postal-note business, this being the revenue in excess of all ascertainable legitimate expenses.

The expenses paid from appropriations increased in the sum of \$55,998.13, the greater part of which, viz, \$46,001.12, was on account

of increased clerical service in the Auditor's Office, over the expenditures for which this Department has no control.

#### REDUCTION OF FEE ON SMALL ORDERS.

Pursuant to the recommendation made in your last annual report, the fee on domestic money-orders for sums not exceeding \$5 was reduced from 8 cents to 5 cents by act of Congress approved June 20, 1886, the provisions of which, under your order made by virtue of the second section of the act, took effect on July 26, 1886. During the current fiscal year, therefore, the public will enjoy the advantage of this considerable reduction.

It is possible that the reduction in question, which makes the fee for the small money-orders but 2 cents more than that for the postal notes, may somewhat reduce the number of the latter to be sold. It is not anticipated, however, that it will materially affect the issues of the postal notes, which seem to occupy a field almost entirely new, and have not yet apparently interfered to any great degree with the money-orders.

I have also to advert to the reduction made on the 1st of January, 1886, in accordance with my recommendation, in the fees for international money-orders. To this cause is largely due the diminution in the revenue from that branch of the service from \$104,215.47, for the year 1884-'85, to \$47,310.43 for the last fiscal year, which was occasioned in part, also, by the unusually high rates for sterling exchange prevailing during a great portion of the year, such exchange being employed in very large amounts by this Department to pay its indebtedness to Great Britain, incurred by reason of the excess of the orders issued in this country on Great Britain over those drawn in that country for payment in the United States.

I earnestly hope that the bill H. R. 5878, which passed the House of Representatives July 19, 1886, may become a law at the ensuing session of Congress. Its principal object is to extend to the smaller towns and villages, where the post-office facilities are such that a general money-order business cannot be maintained, a much-needed medium of exchange by providing for the issue only of postal notes at such post-offices other than money-order offices as the Postmaster-General may designate. Its further provision that postal notes shall be issued payable at any money-order office, which was recommended in my last annual report, and received your commendation and approval, will extend the usefulness of these notes and facilitate their collection, besides relieving the Department of much troublesome correspondence entailed upon it by reason of the erroneous payment at one money-order office of postal notes drawn upon another.

For I am convinced by experience and observation that the facilities afforded by the money-order system are not as well known as they should be in the smaller towns. The Department heretofore has made no effort to bring this system to the notice of the public further than to place in every money-order post-office a placard containing a brief announcement of the fact that money-orders might be obtained thereat. I believe that in the interest of that class of people in the smaller towns and cities who have occasion to make remittances by mail, and with the object of preventing, as far as possible, the transmission of money in letters, it would be both expedient and profitable to advertise the system in such localities by means of circulars distributed through the agency of the postmasters, whose services for this purpose could be readily enlisted, because the anticipated increase of business occasioned

by the distribution of the advertisements would increase their commissions for the clerical work of issuing and paying the orders. The expense of printing a sufficient supply of circulars would not, in my opinion, exceed \$2,500, and such expense could be defrayed from the proceeds of the money order business.

I respectfully suggest, for your consideration, whether it would not be wise, in the interest of the manufacturing and laboring classes, to require money-order offices of the first and second classes to keep open for the transaction of business on Saturday night of each week between the hours of 6 and 8 o'clock. This need not impose any additional labor upon the post-office employés, because such offices could, without inconvenience to the public, be closed on Saturdays between the hours of 4 and 6 p. m., while those whose labors do not cease until 6 o'clock would be accommodated by the later hours on the day which is usually the "pay-day" of the working classes.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD,

*Superintendent of the Money-Order System.*

Hon. WILLIAM F. VILAS,

*Postmaster-General.*

## APPENDIX.

A.—*Tabular statement showing operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1886.*

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	\$1,369,122 52	\$1,313,577 08	\$11,536 40	\$18,584 37	\$7,047 97	.....
June 30, 1866.	760	3,977,259 28	3,903,890 22	35,863 06	28,664 27	.....	\$7,138 79
June 30, 1867.	1,224	9,229,927 72	9,071,240 73	70,889 57	44,628 06	.....	26,260 61
June 30, 1868.	1,468	16,197,558 47	16,118,337 03	124,563 19	70,345 04	.....	54,158 15
June 30, 1869.	1,685	24,848,058 93	24,634,123 46	176,247 87	110,694 00	.....	65,553 87
June 30, 1870.	2,070	34,054,184 71	33,927,924 70	235,537 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 69	.....	101,181 78
June 30, 1872.	2,775	48,515,532 72	48,419,644 97	350,499 40	244,521 63	.....	105,977 77
June 30, 1873.	3,060	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	462,298 54	357,940 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	77,835,972 78	77,106,338 85	647,021 52	450,250 68	.....	190,770 84
June 30, 1877.	3,686	79,820,569 70	79,908,475 25	624,409 66	524,478 47	.....	99,931 19
June 30, 1878.	4,143	81,442,364 87	81,279,910 80	716,638 98	513,686 61	.....	202,952 37
June 30, 1879.	4,512	88,254,641 62	88,006,200 20	799,247 09	575,386 32	.....	223,960 77
June 30, 1880.	4,829	100,352,818 63	100,165,982 78	917,091 58	659,516 50	.....	257,575 08
June 30, 1881.	5,163	105,075,769 35	104,924,833 61	967,772 93	715,458 29	.....	252,314 64
June 30, 1882.	5,491	113,400,118 21	113,388,991 99	1,054,528 62	774,197 45	.....	280,341 17
June 30, 1883.	5,927	117,329,406 31	117,344,281 78	1,102,838 42	791,133 75	.....	311,704 67
June 30, 1884.	6,310	122,121,261 98	121,971,083 80	950,479 39	702,660 80	.....	247,875 59
June 30, 1885.	7,650	117,854,921 27	117,996,205 06	925,125 03	681,150 06	.....	243,974 97
June 30, 1886.	7,357	113,819,521 21	113,885,463 04	922,781 97	689,758 38	.....	233,023 59
Total.....		1,409,239,690 89	1,407,280,230 93	.....	.....	.....	.....

B.—*Statement of duplicate money-orders issued by the Department during the fiscal year ended June 30, 1886.*

	No.	Remarks
I.—In lieu of money-orders lost in transit .....	17,025	Being 1,379 less than during the preceding year.
II.—In lieu of money-orders payment of which had been prohibited in pursuance of section 4041 of the Revised Statutes of the United States.	125	Being 177 less than during the preceding year.
III.—In lieu of money-orders lost by the payees, remitters, or indorsees.	315	Being 6 less than during the preceding year.
IV.—In lieu of money-orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	246	Being 86 less 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.	52	Being 13 more than during the preceding year.
VI.—In lieu of money-orders invalidated by reason of not having been presented for payment within one year after the date of their issue.	355	Being 232 less than during the preceding year.
Total .....	18,118	
Duplicate postal notes issued during the same year.....	4,709	Being 746 more than during the preceding year.

## C.—Statement of money-order funds lost in transmission through the mails or otherwise during the fiscal year ended June 30, 1886.

Summary.	Number of cases.	Amount.	Total amount.
Whole number of cases of lost remittances reported.....	78		\$5,542 00
(a) Cases which occurred prior to June 30, 1885.....	3	\$237 00	
(b) Cases which occurred after June 30, 1885.....	75	5,305 00	
I. Recovered during the year.....	15		1,362 08
(a) Cases which occurred prior to June 30, 1885.....	1	88 00	
(b) Cases which occurred after June 30, 1885.....	14	1,274 08	
II. Referred to Assistant Attorney-General for the Post-Office Department.....	63		4,179 92
(a) Cases which occurred prior to June 30, 1885.....	2	149 00	
(b) Cases which occurred after June 30, 1885.....	61	4,030 92	
Total.....	78		5,542 00

## I.—RECOVERED DURING THE YEAR.

Office of mailing.	Date of mailing.	Collected from—	Amount.	Total amount.
(a) Cases which occurred prior to June 30, 1885.				
Mount Vernon, Tex. *.....	Mar. 23, 1885	Postmaster, Sherman, Tex..	\$88 00	
1 case.....				\$88 00
(b) Cases which occurred after June 30, 1885.				
Winton, N. C.....	July 29, 1885	Thief.....	5 00	
Brownsville, Tex.....	July 25, 1885	do.....	383 00	
Albemarle, N. C.....	July 29, 1885	do.....	9 00	
Webster, Ga.....	July 8, 1885	do.....	35 00	
Carey, Ohio.....	Nov. 24, 1885	Railway mail clerk.....	93 00	
Chester, Miss.....	Dec. 3, 1885	do.....	50 00	
Nevada, Ohio.....	Jan. 17, 1886	do.....	17 00	
Centreville, Ill.....	Mar. 2, 1886	Postmaster, Carbondale, Ill.	31 00	
Lewisburgh, Pa.....	Feb. 1, 1886	do.....	1108 08	
Sublette, Ill.....	Dec. 28, 1885	Thief.....	11 00	
Marion, Ill.....	Mar. 2, 1886	Postmaster, Carbondale, Ill.	10 00	
Longview, Tex.....	Apr. 21, 1886	Thief and friends.....	200 00	
Shreveport, La.....	Apr. 24, 1886	Remitting postmaster.....	320 00	
Franklin, N. C.....	July 9, 1885	Thief.....	72 00	
14 cases.....				1,274 08
Total, 15 cases.....				1,362 08

\* See note on page 15.

Part of \$125.

\* Part of \$17.

II.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT FOR HIS CONSIDERATION, UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1852.

Office of mailing.	Date of mailing.	Amount.	Office of mailing.	Date of mailing.	Amount.
<i>(a) Cases which occurred prior to June 30, 1885.</i>			<i>(b) Cases which occurred after June 30, 1885.</i>		
Saint Thomas, Dak.*	May 20, 1885	\$2 00	New Boston, Tex.	Oct. 26, 1885	530 00
Moody, Tex.*	Mar. 1, 1885	147 00	Tombstone, Ariz.	Nov. 7, 1885	250 00
2 cases		149 00	Farmersville, Tex.	Nov. 9, 1885	20 00
<i>(b) Cases which occurred after June 30, 1885.</i>			Bonne Terre, Mo.	Nov. 30, 1885	40 00
Berlin, Mo.	July 7, 1885	5 00	Blanchester, Ohio	Sept. 30, 1885	15 00
Nashville, Ind.	July 7, 1885	200 00	Independence, Va.	Dec. 16, 1885	65 00
Ansonia, Ohio	July 14, 1885	26 00	Perryville, Ark.	Dec. 31, 1885	240 00
El Dorado, Kans.	July 18, 1885	52 00	Mobile, Ala.	Jan. 6, 1886	100 00
Albemarle, N. C.	July 22, 1885	7 00	Thompsonville, Ky.	Jan. 1, 1886	410 00
Rolling Fork, Miss.	July 19, 1885	35 00	Dresden, Ohio	Jan. 11, 1886	20 00
Rio Grande, Tex.	July 27, 1885	90 00	Pocahontas, Va.	Feb. 14, 1886	290 00
Prattville, Ala.	Aug. 3, 1885	75 00	Georgetown, Cal.	Jan. 11, 1886	150 00
New Boston, Tex.	Aug. 10, 1885	150 00	Macon, Miss.	Feb. 11, 1886	445 00
Albemarle, N. C.	Aug. 10, 1885	19 00	Warren, Minn.	Feb. 6, 1886	25 00
Louisville, Miss.	Aug. 12, 1885	185 00	Centre Point, Ark.	Feb. 17, 1886	23 00
Cabool, Mo.	July 19, 1885	1 00	Hillville, Va.	Feb. 18, 1886	4100 00
Attalusa, Iowa.	Aug. 13, 1885	10 00	Carbondale, Kans.	Dec. 17, 1885	720 00
Loup City, Nebr.	Aug. 4, 1885	5 00	Rural Retreat, Va.	Mar. 2, 1886	57 00
Saint John's, Ariz.	Aug. 4, 1885	61 00	Lockesburgh, Ark.	Feb. 16, 1886	120 00
Deming, N. Mex.	July 29, 1885	136 00	Bakersfield, Cal.	Dec. 19, 1885	40 00
Covington, Tenn.	Aug. 25, 1885	48 00	Lewisburgh, Pa.	Feb. 1, 1886	416 92
Camilla, Ga.	Aug. 21, 1885	89 00	Covington, Tenn.	Mar. 11, 1886	73 00
Fort Bayard, N. Mex.	July 23, 1885	14 00	Fort Stanton, N. Mex.	Mar. 18, 1886	28 00
Trenton, Tenn.	Sept. 24, 1885	10 00	Chapin, Iowa.	Mar. 16, 1886	73 00
Williams, Cal.	Sept. 7, 1885	40 00	Upton, Mass.	Oct. 20, 1885	6 00
Roann, Ind.	Oct. 3, 1885	21 00	Seattle, Wash.	Mar. 18, 1886	1 00
Laurens, Iowa.		20 00	Beer Lake, Mich.	May 6, 1886	240 00
Bryn Mawr, Pa.	Oct. 30, 1885	3 00	Millford, Tex.	Apr. 27, 1886	250 00
Pearisburgh, Va.	Nov. 2, 1885	27 00	Covington, Tenn.	May 15, 1886	119 00
Macksburgh, Ohio	Nov. 6, 1885	13 00	Reno, Nev.	May 10, 1886	1010 00
Kinsley, Iowa.	Nov. 4, 1885	10 00	Rathdrum, Idaho.	Apr. 26, 1886	112 00
Providence, Ky.	July 29, 1885	71 00	Lincoln, N. Mex.	Apr. 10, 1886	19 00
Carpenter, Iowa.	Sept. 24, 1885	110 00	61 cases		4,030 92
			Total, 63 cases		4,179 92

\* These 3 cases, involving an amount of \$237, and which occurred prior to June 30, 1885, were no brought to the attention of the Department until after that date.

<sup>1</sup> Part of \$28.  
<sup>2</sup> Part of \$650.

<sup>3</sup> Part of \$32.  
<sup>4</sup> Part of \$54.

<sup>5</sup> Part of \$135.  
<sup>6</sup> Part of \$103.

<sup>7</sup> Part of \$235.  
<sup>8</sup> Part of \$125.

<sup>9</sup> Part of \$70.  
<sup>10</sup> Part of \$500.

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**D.—Statement of money-orders improperly paid, on a forged signature or otherwise, during the fiscal year ended June 30, 1886.**

Summary.	Number of cases.	Amount.	Total amount.
Whole number of orders improperly paid .....	134		\$3,272 86
(a) Orders issued prior to June 30, 1885 .....	82	\$2,044 20	
(b) Orders issued after June 30, 1885, and prior to July 1, 1886 .....	52	1,228 40	
<b>I. Recovered .....</b>	<b>38</b>		<b>905 98</b>
(a) Orders issued prior to June 30, 1885 .....	23	558 88	
(b) Orders issued after June 30, 1885, and prior to July 1, 1886 .....	15	347 10	
<b>II. Paid to the proper payee .....</b>	<b>16</b>		<b>445 16</b>
(a) Orders issued prior to June 30, 1885 .....	14	385 16	
(b) Orders issued after June 30, 1885, and prior to July 1, 1886 .....	2	60 00	
<b>III. Charged to paying postmaster .....</b>	<b>29</b>		<b>619 78</b>
(a) Orders issued prior to June 30, 1885 .....	13	306 08	
(b) Orders issued after June 30, 1885, and prior to July 1, 1886 .....	16	313 70	
<b>IV. Charged to Department .....</b>	<b>2</b>		<b>65 00</b>
(a) Orders issued prior to June 30, 1885 .....	1	50 00	
(b) Orders issued after June 30, 1885, and prior to July 1, 1886 .....	1	15 00	
<b>V. Charged to payee of order .....</b>	<b>3</b>		<b>85 00</b>
(a) Orders issued prior to June 30, 1885 .....	2	65 00	
(b) Orders issued after June 30, 1885, and prior to July 1, 1886 .....	1	20 00	
<b>VI. Unsettled .....</b>	<b>46</b>		<b>1,151 74</b>
(a) Orders issued prior to June 30, 1885 .....	29	679 14	
(b) Orders issued after June 30, 1885, and prior to July 1, 1886 .....	17	472 60	
<b>Total .....</b>	<b>134</b>		<b>\$3,272 86</b>

**I.—RECOVERED.**

**(a) Orders issued prior to June 30, 1885.**

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
30587	Emporia .....	Kans.	Sept. 12, 1881	Fort Wingate .....	N. Mex.	Sept. 24, 1881	\$25 00
17826	Waltham .....	Mass.	Aug. 7, 1882	San Francisco .....	Cal.	Aug. 14, 1882	10 00
680	Snobonish .....	Wash.	Aug. 20, 1884	Portland .....	Oreg.	Sept. 9, 1884	15 00
66768	Atchison .....	Kans.	Apr. 25, 1885	Denver .....	Colo.	Apr. 30, 1885	24 00
3138	Way Cross .....	Ga.	Dec. 13, 1884	Americus .....	Ga.	Dec. 13, 1884	8 00
36110	Quincy .....	Ill.	Apr. 11, 1885	Williamsport .....	Pa.	Apr. 14, 1885	50 00
61607	South Bend .....	Ind.	May 15, 1885	Cincinnati .....	Ohio	May 18, 1885	12 40
56140	Saint Louis .....	Mo.	Aug. 11, 1884	New York .....	N. Y.	Aug. 15, 1884	1 53
22407	Austin .....	Tex.	Feb. 9, 1885	La Plata .....	Mo.	Feb. 12, 1885	18 45
93136	New York* .....	N. Y.	Mar. 9, 1885	Easton .....	Pa.	Mar. 16, 1885	50 00
93187	do.* .....	N. Y.	Mar. 9, 1885	do .....	Pa.	Mar. 16, 1885	29 00
2046	Hamilton* .....	N. Y.	Apr. 23, 1885	Raleigh .....	N. C.	May 2, 1885	47 40
G 18244	New York* .....	N. Y.	June 8, 1885	Rochester .....	N. Y.	June 9, 1885	50 00
G 18245	do.* .....	N. Y.	June 8, 1885	do .....	N. Y.	June 9, 1885	50 00
G 18246	do.* .....	N. Y.	June 8, 1885	do .....	N. Y.	June 9, 1885	17 85
52239	Savannah* .....	Ga.	June 2, 1885	Atlanta .....	Ga.	June 2, 1885	29 00
B 20828	New York* .....	N. Y.	June 23, 1885	Shenandoah .....	Cal.	July 6, 1885	31 17
15054	Cherry Creek* .....	Nebr.	June 30, 1885	San Francisco .....	Cal.	Sept. 26, 1885	15 00
G 5633	New York* .....	N. Y.	May 25, 1885	Chicago .....	Ill.	Jan. 18, 1886	5 00
443	Scotia* .....	Mich.	Mar. 16, 1885	do .....	Ill.	Mar. 25, 1885	6 00
3884	New Cumberland .....	W. Va.	Mar. 17, 1885	Wheeling .....	W. Va.	Mar. 20, 1885	5 00
G 92315	New York* .....	N. Y.	Mar. 2, 1885	Saint Paul .....	Minn.	Mar. 6, 1885	50 00
G 92316	do.* .....	N. Y.	Mar. 2, 1885	do .....	Minn.	Mar. 6, 1885	9 29
23 cases .....							\$558 86

\* See note on page 19.

## I.—RECOVERED—Continued.

(b) Orders issued after June 30, 1885.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
81517	Trinidad .....	Colo.	Sept. 22, 1885	Las Vegas .....	N. Mex.	Sept. 25, 1885	\$20 00
22842	Belle Plaine .....	Iowa.	Nov. 9, 1885	Battle Creek .....	Mich.	Nov. 10, 1885	5 00
39018	Haraboo .....	Wis.	Sept. 21, 1885	Cheyenne .....	Wyo.	Sept. 28, 1885	30 00
46742	Sta. C., New York .....	N. Y.	Nov. 9, 1885	Mobile .....	Ala.	Nov. 28, 1885	20 00
58224	Boston .....	Mass.	Oct. 16, 1885	Chicago .....	Ill.	Oct. 10, 1885	10 00
46876	Beaver Dam .....	Wis.	Nov. 19, 1885	Milwaukee .....	Wis.	Dec. 8, 1885	7 60
755	Kiel .....	Wis.	Nov. 24, 1885	Shelbygan .....	Wis.	Dec. 14, 1885	23 00
39482	New Britain .....	Conn.	Dec. 17, 1885	New York .....	N. Y.	.....	100 00
39883	do .....	Conn.	Dec. 17, 1885	do .....	N. Y.	.....	20 00
11925	Franklin .....	Ohio.	Dec. 2, 1885	Cincinnati .....	Ohio.	Dec. 4, 1885	7 00
27568	Santa Rosa .....	Cal.	Sept. 11, 1885	Pendleton .....	Oreg.	Oct. 28, 1885	60 00
5881	Freeman .....	Mo.	July 30, 1885	Kansas City .....	Mo.	Aug. 3, 1885	10 00
96840	Vicksburgh .....	Miss.	Jan. 9, 1886	Hot Springs .....	Ark.	Jan. 11, 1886	10 00
52017	St. Augustine .....	Fla.	Nov. 24, 1885	Savannah .....	Ga.	Dec. 20, 1885	5 50
6725	Logan .....	Kans.	Feb. 22, 1886	Chicago .....	Ill.	Feb. 23, 1886	9 00
	15 cases .....						\$47 10
	Total, 38 cases .....						\$905 86

## II.—PAID TO THE PROPER PAYER.

(a) Orders issued prior to June 30, 1885.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
528	Rose Creek .....	Minn.	Aug. 27, 1881	Ashland .....	Nebr.	Nov. 5, 1881	\$50 00
529	do .....	Minn.	Aug. 27, 1881	do .....	Nebr.	Nov. 5, 1881	8 33
16003	Philadelphia .....	Pa.	Jan. 3, 1883	Richmond .....	Va.	Jan. 8, 1883	25 00
4694	Water Proof .....	La.	Sept. 24, 1883	New Orleans .....	La.	Sept. 27, 1883	50 00
4695	do .....	La.	Sept. 24, 1883	do .....	La.	Sept. 27, 1883	100 00
60684	New York .....	N. Y.	Apr. 5, 1884	Chicago .....	Ill.	May 4, 1884	83 29
841	Pilsen .....	Aus.	Aug. 30, 1884	S. W. Station, Chicago .....	Ill.	Sept. 24, 1884	9 72
40309	Paris .....	Tex.	Mar. 20, 1885	Denison City .....	Tex.	Mar. 23, 1885	5 00
74950	Fort Scott .....	Kans.	Nov. 24, 1884	Liberal .....	Mo.	Nov. 25, 1884	4 15
30111	Fortress Monroe .....	Va.	May 29, 1885	Baltimore .....	Md.	June 5, 1885	20 00
26496	Franklin* .....	Pa.	Feb. 20, 1880	Belle Plaine .....	Kans.	Feb. 24, 1880	30 00
83647	Jeffersonville* .....	Ind.	May 18, 1885	Mount Vernon .....	Ind.	May 22, 1885	5 00
63302	Sacramento* .....	Cal.	Nov. 14, 1881	Adrian .....	Mich.	Dec. 6, 1881	25 00
18308	New York* .....	N. Y.	Sept. 17, 1884	Station B, New York .....	N. Y.	Sept. 18, 1884	7 65
	14 cases .....						\$385 16

(b) Orders issued after June 30, 1885.

12003	W. Las Animas .....	Colo.	Aug. 5, 1885	Colorado Springs .....	Colo.	Aug. 6, 1885	10 00
50925	Fort Smith .....	Ark.	Sept. 10, 1885	Denver .....	Colo.	Oct. 10, 1885	50 00
	2 cases .....						60 00
	Total, 16 cases .....						\$445 16

\* See note on page 18



## III.—CHARGED TO PAYING POSTMASTER.

(a) Orders issued prior to June 30, 1885.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
58076	Muscatine .....	Iowa...	Sept. 24, 1884	Honey Grove ...	Tex...	Oct. 24, 1884	\$50 00
68740	Stockton* .....	Cal...	June 23, 1885	San José .....	Cal...	June 25, 1885	5 00
94129	New York* .....	N. Y...	Mar. 11, 1885	South Pueblo ...	Colo...	May 17, 1885	49 75
G 90780	do * .....	N. Y...	July 26, 1884	do .....	Colo...	Jan. 22, 1885	29 43
I 18692	Newark* .....	N. J...	July 5, 1884	San Fele .....	Italy...	Dec. 17, 1884	16 00
57554	Jersey City* .....	N. J...	July 23, 1884	Jacksonville ...	Fla...	Nov. 19, 1884	5 00
89616	Central City* .....	Colo...	Feb. 10, 1885	Sacramento ...	Cal...	Feb. 28, 1885	50 00
51920	Savannah* .....	Ga...	May 21, 1885	Charleston .....	S. C...	May 23, 1885	27 70
7096	Bonne Terre* .....	Mo...	Apr. 22, 1885	Kingston .....	Pa...	Apr. 29, 1885	20 00
28639	Corpus Christi* .....	Tex...	June 22, 1885	Pleasanton ...	Tex...	July 4, 1885	12 00
20257	Port Townsend* .....	Wash.	June 20, 1885	Philadelphia ...	Pa...	July 2, 1885	17 00
33890	Bowling Green* .....	Ky...	Aug. 12, 1884	Los Angeles ...	Cal...	Sept. 5, 1884	15 55
18793	Hollidaysburgh* .....	Pa...	Apr. 21, 1885	Lebanon .....	Pa...	Apr. 23, 1885	8 65
	13 cases .....						\$306 08

(b) Orders issued after June 30, 1885.

23591	El Dorado .....	Kans...	Sept. 10, 1885	Wichita .....	Kans...	Sept. 12, 1885	\$24 75
77216	Reading .....	Pa...	July 31, 1885	Des Moines .....	Iowa...	Aug. 31, 1885	25 00
39247	Ionia .....	Mich...	Aug. 20, 1885	Marshalltown ...	Iowa...	Aug. 26, 1885	22 00
I 4551	New York .....	N. Y...	Aug. 24, 1885	Philadelphia ...	Pa...	Aug. 29, 1885	28 62
39926	Memphis .....	Tenn...	Oct. 12, 1885	Saint Paul .....	Minn...	Oct. 15, 1885	10 00
9843	South Chicago .....	Ill...	Oct. 9, 1885	McKeesport ...	Pa...	Oct. 12, 1885	10 00
9527	Gridley .....	Ill...	Jan. 15, 1886	Sterling .....	Kans...	Jan. 18, 1886	30 00
9644	Greene .....	Iowa...	Jan. 6, 1886	Hampton .....	Iowa...	Jan. 15, 1886	25 00
82982	Chicago .....	Ill...	Feb. 6, 1886	San Antonio ...	Tex...	Feb. 10, 1886	50 00
71460	Paterson .....	N. J...	Jan. 19, 1886	Brunswick .....	Ga...	Jan. 23, 1886	15 00
64598	Philadelphia .....	Pa...	Feb. 3, 1886	Newark .....	N. J...	Feb. 6, 1886	5 00
18566	Winchester .....	Ill...	Mar. 2, 1886	Indianapolis ...	Ind...	Mar. 4, 1886	6 25
69266	Joliet .....	Ill...	Mar. 1, 1886	do .....	Ind...	Mar. 2, 1886	19 00
38276	Port Huron .....	Mich...	Feb. 27, 1886	do .....	Ind...	Mar. 3, 1886	5 00
1043	Half Moon Bay .....	Cal...	Apr. 9, 1886	San Francisco ...	Cal...	Apr. 10, 1886	14 50
16246	New York .....	N. Y...	Aug. 21, 1885	Bateaville .....	Ark...	Oct. 17, 1885	23 58
	16 cases .....						313 70
	Total 29 cases .....						\$619 78

## IV.—CHARGED TO DEPARTMENT.

(a) Orders issued prior to June 30, 1885.

3046	Wilmington* ...	Del...	Sept. 8, 1884	Czeke .....	Hun-gary.	Jan. 14, 1885	\$50 00
	1 case .....						\$50 00

(b) Orders issued after June 30, 1885.

41064	Pittsburgh .....	Pa...	July 3, 1885	Philadelphia ...	Pa...	July 6, 1885	\$15 00
	1 case .....						15 00
	Total 2 cases .....						\$30 00

## V.—CHARGED TO PAYEE OF ORDER.

(a) Orders issued prior to June 30, 1885.

91184	Philadelphia* .....	Pa...	Aug. 22, 1884	Baltimore .....	Md...	Aug. 23, 1884	\$80 00
91908	do * .....	Pa...	Aug. 28, 1884	Washington ...	D. C.	Aug. 20, 1884	35 00
	2 cases .....						\$35 00

\* See note on page 12.

## V.—CHARGED TO PAYEE OF ORDER—Continued.

(b) Orders issued after June 30, 1885.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
9524	Mechanicsville	N. Y.	—, 1880	New York	N. Y.	Apr. 9, 1886	\$20 00
	1 case						20 00
	Total 3 cases						\$85 00

## VI.—UNSETTLED.

(a) Orders issued prior to June 30, 1885.

30587	Emporia	Kans.	Sept. 12, 1881	Fort Wingate	N. Mex.	Sept. 24, 1881	\$25 00
18253	Lampasas	Tex.	July 10, 1884	Waco	Tex.	July 12, 1884	80 00
3335	Livingston	Tenn.	Mar. 10, 1885	Bowling Green	Ky.	Mar. 20, 1885	100 00
C 4450	Dundalk	Ont.	Apr. 11, 1877	Louisville	Ky.	Apr. 18, 1877	42 35
C 4451	do	Ont.	Apr. 11, 1877	do	Ky.	Apr. 18, 1877	42 35
C 4452	do	Ont.	Apr. 11, 1877	do	Ky.	Apr. 18, 1877	30 50
18092	Bodie	Cal.	Dec. 21, 1881	Virginia City	Nev.	Dec. 22, 1883	11 00
C 5155	Port Arthur	Ont.	Nov. 6, 1883	Port Huron	Mich.	Nov. 17, 1883	25 00
12349	Chestertown	Md.	June 14, 1882	Buffalo	N. Y.	July 21, 1882	20 00
11087	Lawler	Iowa	July 7, 1884	Jersey City	N. J.	July 11, 1884	30 00
1449	Mineral Wells	Tex.	Aug. 11, 1884	Ciaco	Tex.	Aug. 30, 1884	15 00
36300	Denver	Colo.	Apr. 18, 1885	Colorado Springs	Colo.	Apr. 21, 1885	8 00
288	New Market	Iowa	Dec. 11, 1884	Kansas City	Mo.	Dec. 12, 1884	10 00
30446	Quincy	Ill.	July 31, 1884	No. St. Louis Station	Mo.	Aug. 2, 1884	25 00
G 94489	Minden	West-phalia.	Mar. 16, 1885	New York	N. Y.	Mar. 18, 1885	21 28
12161	Hickory	N. C.	June 24, 1885	Chattanooga	Tenn.	June 26, 1885	1 10
13870	Plymouth	N. C.	Dec. 12, 1884	Plymouth	N. C.	Mar. 11, 1885	10 00
2884	Burton	Tex.	Feb. 7, 1885	Hubbard	Tex.	Feb. 16, 1885	7 90
12078	Duncan	Miss.	May 6, 1885	Tucson	Ariz.	May 14, 1885	25 00
996	Morton	Ill.	Jan. 10, 1885	Chicago	Ill.	Feb. 6, 1885	18 00
742	Central City	Dak.	Jan. 8, 1881	Detroit	Mich.	Feb. 2, 1881	20 00
41142	Chicago	Ill.	May 25, 1885	Cincinnati	Ohio	May 29, 1885	10 00
6123	Medicine Lodge	Kans.	Sept. 21, 1884	Wellington	Kans.	Dec. 4, 1884	6 00
I 516	New York	N. Y.	Aug. 31, 1881	New York	N. Y.	Sept. 16, 1881	47 70
I 517	do	N. Y.	Aug. 31, 1881	do	N. Y.	Sept. 16, 1881	47 70
I 518	do	N. Y.	Aug. 31, 1881	do	N. Y.	Sept. 16, 1881	15 28
30539	Cincinnati	Ohio	Mar. 4, 1884	Nashville	Tenn.	Aug. 6, 1884	12 00
6555	Danvers	Ill.	Nov. 11, 1884	Minneapolis	Minn.	Nov. 18, 1885	20 00
75293	Fort Worth	Tex.	June 13, 1885	Galveston	Tex.	July 2, 1885	5 00
	29 cases						\$679 14

(b) Orders issued after June 30, 1885.

1790	Roanoke	Tex.	Sept. 8, 1885	Saint Louis	Mo.	Sept. 12, 1885	\$8 80
776	Wilcox	Ariz.	Aug. 17, 1885	do	Mo.	Sept. 15, 1885	42 23
2947	Franklin	Minn.	Sept. 2, 1885	do	Mo.	Sept. 4, 1885	6 10
2705	Havensville	Kans.	Aug. 24, 1885	do	Mo.	Aug. 28, 1885	8 25
17317	Liberty	Mo.	July 9, 1885	Trinidad	Colo.	July 14, 1885	14 90
18144	Solomon City	Kans.	Nov. 7, 1885	Abilene	Kans.	Dec. 4, 1885	26 00
I 4812	New York	N. Y.	Nov. 23, 1885	New York	N. Y.	Dec. 10, 1885	47 70
4813	do	N. Y.	Nov. 23, 1885	do	N. Y.	Dec. 10, 1885	28 62
4728	Plainfield	Iowa	Mar. 15, 1886	Fall River	Mass.	Mar. 19, 1886	55 00
G 34121	New York	N. Y.	Dec. 28, 1885	Belton	Tex.	Jan. 25, 1886	50 00
G 34122	do	N. Y.	Dec. 28, 1885	do	Tex.	Jan. 25, 1886	50 00
G 34123	do	N. Y.	Dec. 28, 1885	do	Tex.	Jan. 25, 1886	50 00
G 34124	do	N. Y.	Dec. 28, 1885	do	Tex.	Jan. 25, 1886	27 00
1868	White Lake	Dak.	Apr. 18, 1886	Milwaukee	Wis.	May 17, 1886	5 00
78076	Kalamazoo	Mich.	Oct. 12, 1885	Lyons	N. Y.	Oct. 19, 1885	35 00
47365	Pittsburgh	Penn.	Nov. 11, 1885	Cincinnati	Ohio	Nov. 12, 1885	10 00
888	Hawkesbury	Ont.	Nov. 2, 1885	Eau Claire	Wis.	Nov. 20, 1885	10 00
	17 cases						472 60
	Total 46 cases						\$1,151 74

\* These 49 cases, amounting to \$1,133.18, alleged to have occurred prior to June 30, 1885, were brought to the attention of the Department after that date.

## E.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
Washington, D. C., October 23, 1886.

SIR: I have the honor to state that upon a comparison of the revenue accrued on international money-order transactions during the fiscal year beginning July 1, 1884, and ending June 30, 1885, as published, with that accrued during the fiscal year ended June 30, 1886, a discrepancy of \$13,446.43, less than the correct amount, appears to have been made in the item of excess of commissions paid Great Britain, on the transactions of the first mentioned year.

This amount of \$13,446.43, as a consequence, was included in the net revenue for that year, and, as the discovery of the discrepancy was subsequent to the deposit of the net revenue for 1886, the correction of the error can be made only by adding the sum of \$13,446.43 to the item of excess of commissions "paid Great Britain," on the transactions of the current fiscal year ending June 30, 1887, and, necessarily, reducing the revenue for 1887 by that amount.

Very respectfully,

D. McCONVILLE,  
Auditor.

Dr. C. F. MACDONALD,  
Superintendent Money-Order System,  
Washington City, D. C.

*Convention between the Post Office Department of the United States of America and the Governor of the Leeward Islands concerning an Exchange of Money Orders.*

The Post Office Department of the United States of America and the Governor of the Leeward Islands being desirous of establishing a system of exchange of Money Orders between the United States and the several Presidencies constituting the Government of the Leeward Islands that is to say the Presidencies of Antigua, St. Christopher—Nevis, Dominica, Montserrat and the Virgin Islands the undersigned duly authorised for that purpose have agreed upon the following articles:—

ARTICLE 1.

There shall be a regular exchange of money-orders between the United States and each of the several Leeward Islands.

The maximum of each order is fixed at Ten pounds (£10) sterling when issued in any of the Leeward Islands; and when issued in the United States at Fifty dollars (\$50) in the money of the latter country.

No money order shall include a fractional part of a penny or of a cent.

The amount of each order must be expressed in letters in the money of the country in which payment is to be made, and the equivalent of the money in the issuing country must also be shewn in figures, at the rate of conversion fixed by Article 13 of the present Convention.

## ARTICLE 2.

The Governor in the Executive Council of the Leeward Islands shall have power to fix the rates of commission on all money orders issued in the several Islands of the colony, 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.

The Post Office of the United States shall communicate from time to time to the Post Office of Antigua its tariff of charges or rates of commission, which shall be established under this convention, and the Post Office of Antigua shall communicate from time to time to the Post Office of the United States the tariff of charges or rates of commission, which shall be established in the Leeward Islands 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 the Post Office of any of the several Countries is authorized to suspend temporarily the exchange of Money orders, in case the course of exchange, or any other circumstance, should give rise to abuses or cause detriment to the Postal revenue.

## ARTICLE 3.

Every country included in this Convention shall keep the commission charged on all money-orders issued within its jurisdiction, but shall pay to the country to which such money-orders are sent, three fourths of one per cent. on the amount of such orders.

## ARTICLE 4.

The service of the Postal money-order system between the United States on the one part and the several Leeward Islands on the other part, 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 several Leeward Islands, the Office of Exchange shall be St. John's Antigua.

Orders shall be drawn only on the authorised money-order offices of the respective countries, included in this Convention, and the Postal Administration of the United States shall furnish to the Post Office of Antigua a list of such offices in the United States, and shall from time to time notify any addition to or change in such list, and the Post Office of Antigua shall furnish the Post Office of the United States with a list of such Offices in the several Leeward Islands, and shall from time to time notify any addition to or change in such list.

Every order and advice must contain 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.

## 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 the Colony or the United States shall be forwarded by the remitters to the payees at their own expense.

## ARTICLE 6.

The advices of all money orders issued upon any of the Leeward Islands by the Post Offices in the United States shall be sent to the Office of Exchange at New York where they shall be examined, and if found correct, impressed with the dated stamp of that Office and transmitted by the next mail to the Exchange Office at Antigua accompanied by a list in duplicate, drawn upon the model of Form "A."

The advices on their arrival at Antigua shall be compared with the entries in the list, and afterwards despatched to the paying offices.

In like manner the advices of money orders drawn on the United States by Postmasters in any of the Leeward Islands shall be sent to the Exchange Office at Antigua, shall there be examined, and if found correct, impressed with the dated stamp of that office and be despatched accompanied by a list in duplicate (Form "B") 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 on the list and afterwards despatched to the paying offices.

The advices of orders issued in the United States in the month of September, 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 September, and in like manner the advices of orders issued in any of the Leeward Islands in the month of June which may arrive at the Exchange Office at Antigua 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 on the lists, in amounts designated in the denominations of the money both of the despatching 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 despatched 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 despatched a duplicate shall be sent, which duplicate after being verified by the receiving Office of Exchange shall be returned to the despatching 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 Exchange Office shall not be able to rectify, that Office shall apply for an explanation to the despatching Exchange Office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course the despatching Exchange 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 the United States on any of the Leeward Islands or by any of the Leeward Islands on the United States shall be subject as regards payment to the regulations which govern the payment of Money-orders in 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 payment 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 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 Antigua 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 Antigua Office for entry in the quarterly account, a detailed statement of all orders included in the lists despatched 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 Post Office of Antigua showing in detail the totals of the lists containing the particulars of orders issued in the United States on the one part and in the several Leeward Islands on the other part, 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 Antigua, but, if due by the Post Office of Antigua it shall be paid at New York and in the money of the country to which the payment is made.

Payments may also be made in money or by Drafts, or by Bills of Exchange on points other than Antigua and New York by mutual agreement between the Post Office Department of the United States and the Governor of the colony in his Executive Council.

If pending the settlement of an account, either the United States Post Office on the one part, or the Post Office of Antigua on the other part, shall ascertain that the one owes the other a balance exceeding five thousand dollars (\$5,000) the indebted Administration shall promptly remit the approximate amount of such balance to the credit of the other; but nothing herein contained shall prevent such Administration from remitting a lesser amount than five thousand dollars (\$5,000) at discretion.

This account, and the letters which accompany such intermediate remittances shall be in accordance with the forms "C"—"D"—"E"—"F"—and "G," annexed to this Convention.

### ARTICLE 13.

Until the Postal Administrations of the United States and the several Leeward Islands 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 Four dollars and Eighty-seven cents of the money of the United States.

### ARTICLE 14.

The Postal Administration of the United States and of the colony shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for greater security against fraud, or for the better working of the system generally.

All such additional rules however must, if adopted by the United States, be promptly communicated to the Post Office Department of Antigua, and if adopted by the Governor in Council of the Leeward Islands be promptly communicated to the Post Office Department of the United States by the Post Office Department of Antigua.

### ARTICLE 15.

This present Convention shall take effect on the first day of January one thousand eight hundred and eighty-six 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 twenty-eighth day of November in the year of our Lord 1885 and in Antigua on the seventeenth day of December in the year of our Lord 1885.

WM. F. VILAS,

*Postmaster-General of the United States.*

[Seal of the Post-Office Department of the United States.]

W. V. MANSTON,

*Governor of the Leeward Islands*

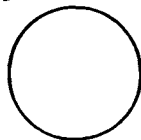
*In the Executive Council of the Leeward Islands.*

[Seal of the Governor of the Leeward Islands.]

List No.....

A.

Stamp of New York Office.



SIR: I have the honour to transmit to you herewith, in duplicate, a List containing a detailed statement of the sums received in the United States since my last despatch (List No.....) for orders payable in the Leeward Islands, amounting, in the aggregate, to \$..... or £.....s....d ...

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 POSTMASTER OF ANTIGUA,  
*St. John's.*





GENERAL POST-OFFICE, ANTIGUA,  
St. John's, ....., 188 .

SIR: I have examined this List of Money-orders from No. .... to No. ...., inclusive, for sums received in the United States for payment in Antigua and the Leeward Islands, 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:

.....  
.....  
.....  
.....

I am, Sir, your obedient Servant,

.....,  
*Postmaster of Antigua.*

To the POSTMASTER,  
*Money-Order Exchange Office, New York.*









## F.

## BALANCE.

To credit of Antigua office.				To credit of United States office.			
Amount of international orders issued in the United States ..... ½ of 1 per cent. on amount of such issues .....				Amount of international orders issued in Antigua, &c. .... ½ of 1 per cent. on amount of such issues .....			
£	s.	d.		£	s.	d.	
Deduct amount of void orders of United States issue, as per table .....				Deduct amount of void orders of Antigua, &c., issue, as per table .....			
Deduct amount of international orders repaid in United States, as per table .....				Deduct amount of international orders repaid in Antigua, &c., as per table .....			
Total deduction .....				Total deduction .....			
United States credit converted at \$4.87 to the pound to be deducted .....				Antigua credit converted at \$4.87 to the pound to be deducted .....			
Balance to credit of Antigua office .....				Balance to credit of United States office .....			
Paid on account by the office of the United States .....				Paid on account by the office of Antigua .....			
Dates: .....				Dates: .....			
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.

*Postmaster of Antigua.*

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-.

**F.**

No. \_\_\_\_\_

**GENERAL POST-OFFICE.**

*St. John's,* \_\_\_\_\_, 188 .

Sir: The lists of international money-orders which the St. John's Exchange Office has transmitted to the New York Exchange Office from \_\_\_\_\_ to \_\_\_\_\_, 188 , amount to the sum of \_\_\_\_\_ \$

The lists transmitted by the New York Office to the St. John's Office during the same period amount to £ \_\_\_\_\_, equivalent to \_\_\_\_\_ \$

Difference \_\_\_\_\_ \$

On account of which the Antigua Office has already paid the following sums, viz:

_____	188	_____ \$
_____	188	_____
_____	188	_____
_____	188	_____

Difference remaining \_\_\_\_\_ \$

PARTICULARS.—In accordance with the terms of Article 12 of the Convention of 188 , the sum of \$ \_\_\_\_\_ is herewith transmitted as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

*Postmaster of Antigua.*

To the POSTMASTER-GENERAL OF THE UNITED STATES,  
Washington.



G.

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 at St. John's from — to —, 188 ,  
amount to the sum of ..... £  
The Lists transmitted by the exchange office at St. John's to the New York Office during the same period, amount to \$ —, equal to ..... £

Difference ..... £

On account of which the United States Office has already paid the following sums:

—, 188 ..... £  
—, 188 .....  
—, 188 .....  
—, 188 .....

£ —

Difference remaining ..... £

PARTICULARS.—In accordance with the terms of Article 12 of the Convention of —, 188 ,  
the sum of £ — is herewith transmitted as per particulars in the margin, the receipt of which you  
will be pleased to acknowledge in due form.

Superintendent Money-Order System.

To the POSTMASTER OF ST. JOHN'S, ANTIGUA.

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REPORT  
OF THE  
SUPERINTENDENT OF FOREIGN MAILS  
FOR  
1886.

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# REPORT

## OF THE

### SUPERINTENDENT OF FOREIGN MAILS.

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POST-OFFICE DEPARTMENT,  
OFFICE OF FOREIGN MAILS,  
*Washington, D. C., October 1, 1886.*

SIR: I have the honor to submit the report of the office of foreign mails for the fiscal year ended June 30, 1886.

The year has been characterized by a great deal of discussion relative to compensating American steamship companies for the conveyance of United States mails to foreign countries.

The American steamship companies declined to convey the mails after the first of August, 1885, for the whole amount of the sea and inland postage, upon the grounds that the postage collected was not adequate compensation for the sea conveyance of the mails, and at that rate of pay the mails would be conveyed at a loss to said companies; but Congress having failed to provide for a greater compensation, said steamship companies have all tendered their ships, and such of them as can be used to advantage for expediting the mails have been accepted.

The service to Havana, Cuba, having been transferred from this office to the Second Assistant Postmaster-General, and engrafted onto the domestic service from Tampa, Fla., via Key West, to Havana, the Department could not utilize to advantage the New York and Cuba and the New York, Havana and Mexican Steamship Companies for the conveyance of mails to Havana, and therefore declined the tender of their ships. In like manner, it having been found that much of the correspondence for the Gulf ports of Mexico, which prior to August 1, 1885, had been sent exclusively by sea from New York, would reach destination as quickly if sent overland to Vera Cruz for dispatch thence to destination, the correspondence referred to has been dispatched almost exclusively overland to Vera Cruz during the year past.

The United States and Brazil Steamship Company have declined to receive the warrants in their favor for \$6,592.24 for services rendered in conveying mails from the United States to Brazil during the last fiscal year, and have returned the same to this Department with a statement that the several amounts allowed by the Postmaster-General were not adequate compensation for service performed.

#### WEIGHT OF MAILS.

The following two tables show (No. 1) the actual net weights of the mails dispatched to foreign countries by sea and the proportion sent to

each country, and (No. 2) the number of articles estimated to have been contained in the mails exchanged with foreign countries, as shown by an actual count of said articles made during two weeks of the year.

No. 1.—Statement showing the weights and percentage of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1886.

Countries.	Letters and postal cards.	Per cent.	Other articles.	Per cent.
	<i>Grams.</i>		<i>Grams.</i>	
Great Britain.....	93,160,057	41.07	447,187,262	41.34
Austria.....	7,315,015	3.23	17,738,206	1.68
Belgium.....	2,120,695	.92	12,229,657	1.14
Denmark.....	3,249,321	1.44	7,804,450	.73
France.....	13,238,431	5.84	63,736,832	5.95
Germany.....	51,827,277	22.15	185,552,684	17.37
Italy.....	7,930,178	3.55	34,841,408	3.26
Netherlands.....	2,385,015	1.00	8,839,760	.84
Norway.....	6,265,410	2.77	12,858,335	1.20
Portugal.....	812,080	.36	2,061,445	.19
Russia.....	4,511,390	1.99	8,128,610	.78
Spain.....	1,737,440	.77	10,545,625	.98
Sweden.....	11,114,805	4.89	38,094,689	3.64
Switzerland.....	4,415,970	1.99	20,335,035	1.90
Turkey.....	490,810	.23	5,710,155	.57
<b>Total.....</b>	<b>*210,592,500</b>		<b>1975,654,154</b>	
Cuba.....	3,033,732	1.33	27,523,989	2.66
Porto Rico (direct).....	152,580		1,217,185	
Bermuda.....	642,535		5,971,470	
Windward Islands.....	1,111,404		10,561,638	
Jamaica.....	550,345		5,441,535	
Haiti.....	275,160		3,018,778	
Bahamas.....	262,615	1.49	2,487,873	3.89
St. Thomas and Porto Rico, via Cuba.....	155,854		2,738,409	
San Domingo.....	141,705		2,797,465	
Curaçoa.....	64,760		892,600	
Turk's Island.....	25,640		244,772	
Saint Thomas (direct).....	9,920		150,170	
Hawaiian Islands.....	1,071,636		18,337,411	
Japan.....	1,173,820		14,693,222	
Hong-Kong.....	835,692		3,418,845	
Tahiti.....	60,949		1,166,507	
Java.....	26,123		615,908	
Manila.....	46,013	1.69	289,009	2.65
Siam.....	15,764		240,509	
Singapore.....	10,834		117,800	
New Caledonia.....	4,652		93,142	
Cochin China.....	3,237		22,811	
Hong-Kong, postal agent at Shanghai.....	1,353		2,207,660	
Marquesas.....	3,336		85,778	
United States of Colombia.....	1,024,046	40	15,549,294	1.44
Guatemala.....	441,036		6,206,224	
Republic of Honduras.....	261,581		2,921,999	
British Honduras.....	292,975		1,552,205	
Nicaragua.....	152,735	.59	3,109,070	1.84
Costa Rica.....	199,904		3,056,473	
Salvador.....	102,694		2,019,523	
Brazil.....	926,881		9,389,764	
Argentine Republic.....	403,763		6,800,385	
Uruguay.....	129,595		2,238,430	
Paraguay.....	2,735		50,860	
Chili.....	522,398	1.14	11,509,063	4.22
Peru.....	360,778		9,607,551	
Venezuela.....	195,110		6,628,500	
Ecuador.....	108,236		2,930,446	
Bolivia.....	4,958		142,620	
Mexico.....	466,687	.20	4,780,215	.44
Newfoundland.....	430,721		3,772,281	
St. Pierre and Miquelon.....	45,335	.20	452,075	.39
<b>Total.....</b>	<b>*16,254,838</b>		<b>\$ 198,079,622</b>	
* Or 461,356 pounds.      † Or 1,820,816 pounds.      ‡ Or 33,842 pounds.      § Or 340,767 pounds.				
<b>Total weight of mails in grams:</b>				
Letters.....				226,847,838
Papers.....				1,073,733,776
<b>Total weight of mails in pounds:</b>				
Letters.....				500,198
Papers.....				2,387,583

## FOREIGN-MAIL STATISTICS.

No. 2.—*Estimate of the amount of mail matter exchanged with all foreign countries (including Mexico and Canada, by rail and sea) during the fiscal year ended June 30, 1886, based upon the count of such matter exchanged during seven days of October, 1885, and seven days of April, 1886, as made at United States exchanging post-offices, in pursuance of the Postmaster-General's order of September 11, 1885.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.	Percentage of sent.	Percentage of received.
Number of prepaid letters .....	36,061,419	28,822,114	64,883,533	7,239,305	.....	.57	.43
Number of unpaid and insufficiently paid letters .....	749,660	1,464,854	2,214,514	.....	715,194	.33	.67
Number of free-of-postage letters .....	191,814	118,879	310,693	72,935	.....	.62	.38
Total number of letters .....	37,002,893	30,505,847	67,408,740	6,597,046	.....	.55	.45
Total number of single rates .....	41,913,132	33,227,917	75,141,049	8,685,215	.....	.56	.44
Number of postal cards .....	1,780,967	1,595,855	3,376,822	185,112	.....	.53	.47
Number of newspapers, other printed matter, and business papers .....	47,049,064	26,700,650	73,749,114	20,349,014	.....	.64	.36
Number of packets of samples of merchandise .....	283,194	419,964	703,178	.....	136,790	.40	.60
Number of registered articles .....	639,417	855,620	1,495,037	.....	216,203	.44	.56
Number of demands for return receipts .....	14,102	30,244	44,346	.....	16,142	.32	.68
Prepaid postage on letters .....	\$1,595,159 41	.....	.....	.....	.....	.....	.....
Prepaid postage on printed matter .....	\$635,382 77	.....	.....	.....	.....	.....	.....
Registration fees paid on packets sent .....	\$63,941 70	.....	.....	.....	.....	.....	.....
Unpaid postages on letters, printed matter, &c .....	\$30,513 98	159,463 88	\$189,977 84	.....	\$128,949 38	.16	.84

## COST OF THE SERVICE.

The sums reported for payment on account of sea transportation of the United States mails, including the "open mail matter" from foreign countries, dispatched from the United States (and including also the inward mails from non-conventional countries), during the fiscal year ending June 30, 1886, amounted to \$357,443.50, as follows:

For sea conveyance of United States mails .....	\$329,391 48
For "open mail matter" originating in foreign countries .....	21,490 65
For railway transit across the Isthmus of Panama .....	6,561 37
Total .....	357,443 50

The above items of \$329,391.48 and \$21,490.65, making a total of \$350,882.13, were distributed as follows:

For transatlantic service .....	\$287,927 22
For transpacific service .....	26,950 71
For West Indian, Mexican, Canadian, Newfoundland, Central and South American service .....	35,507 18
Inward mails from United States consul at Shanghai and non-conventional countries .....	497 02
Total .....	350,882 13

Heretofore the weight of the open mail matter has been reported and accounted for as matter originating in the United States, and the estimate in last year's report of the gross postage collected on the mails originating in the United States and destined for foreign countries was based on the total weight of United States mails, including the foreign open mail matter, as no separation is made at the various United States exchange post-offices. If the open mail matter had been deducted from the weight of mails dispatched from this country, the sum estimated as received for postage on mail matter sent to foreign countries would have been materially reduced.

The following tables show the weights of the mails conveyed and the rate and amount of compensation received by each steamer or line of steamers performing the service, and by the Panama Railroad Company:

## TRANSATLANTIC SERVICE.

	Pounds.		Rate of pay per kilogram.*		Amount paid.
	Letters.	Papera.	Letters.	Papera.	
North German Lloyd Line .....	182,285	709,456	5	50	\$110,824 35
Cunard Line, New York .....	115,834	518,901	5	50	73,446 84
White Star Line .....	67,220	281,188	5	50	41,724 15
Liverpool and Great Western Steamship Company .....	43,661	183,809	5	50	27,152 31
Hamburg-American Line .....	19,105	80,256	5	50	11,873 90
Anchor Line .....	15,027	64,197	5	50	9,385 86
Imman Line .....	14,339	61,397	5	50	8,982 19
National Line .....	3,508	15,590	5	50	2,254 74
Canadian Line .....	389	1,980	5	50	256 11
Cunard Steamship Company (limited), Boston .....	348	1,169	5	50	203 43
American Line ‡ .....	231	1,762	5	50	421 05
Thingvall Line § .....	12	25	5	50	6 46
General Transatlantic Line .....	2,181	10,982	5	50	1,393 75
Red Star Line .....	27	1	5	50	18 83
Netherlands Steam Navigation Company .....	8	115	5	50	3 13
Total .....	464,360	1,930,817	5	50	287,927 26

\* 2.205 pounds—1 kilogram.

† 5 francs per kilogram—about 44 cents per pound.

‡ 50 centimes per kilogram—about 4½ cents per pound.

§ American Steamship Company: Letters, \$3.25 per kilogram; papera, 10 cents per kilogram.

## TRANSPACIFIC SERVICE.

Pacific Mail Line:					
Hawaii and New Caledonia .....	611	8,228	5	50	\$627 06
United States consul, Shanghai .....	146	61	(*)	50	84 56
Australia, New Zealand, &c .....	3,357	19,012	(†)	50	5,444 00
Occidental and Oriental Steamship Company:					
Hawaii .....	00	872	5	50	64 37
Japan, &c .....	4,042	39,872	5	50	\$4,507 15
San Pablo, Japan, &c .....	1,771	10,866	(§)	50	1,183 06
Oceanic Steamship Company,    Hawaii:					
New Caledonia and Australian colonies .....	7,894	78,038	5	50	12,534 00
Merchants' Line .....	3	1	5	50	1 45
Total .....	17,884	162,949	5	50	37,447 78

\* 2 cents per rate.

† 6 cents and 2 cents per rate.

§ \$1.60 per pound.

|| San Pablo is an American steamer.

|| Oceanic Steamship Company paid from October 25, 1885, for a period of three years, \$20,000 per year.

## MISCELLANEOUS SERVICE.

	Pounds.		Rate of pay per pound.		Amount paid.
	Letters.	Papers.	Letters.	Papers.	
Diamond Line: Hayti and Turk's Island.....	29	619	<i>Cents.</i> .44	<i>Cents.</i> .04½	\$39 79
Dominican Line: Hayti and Turk's Island.....	37	934	.44	.04½	57 22
Earnshaw's Line: Cuba.....	15	91	.44	.04½	10 64
Booth Steamship Company: Brazil.....	169	1,028	1.32	.08	311 82
New York and Cuba Mail Line:					
Cuba.....	309	2,162	.44	.04½	220 49
Porto Rico.....			.16	.02	
Bahamas.....	502	5,479	.44	.04½	459 35
New Orleans and Central American Line: United States of Colombia and Central America.....	111	1,282	.44	.04½	104 91
New Orleans, Honduras and Guatemala Steamship Company: Central America.....	101	1,232	.44	.04½	96 11
Red Cross Line:					
Brazil.....	1,004	14,454	1.32	.08	2,206 43
Argentine Republic, &c.....			.88	.5½	
Tampa Line:					
Cuba.....	3,332	30,260	.44	.04½	2,681 66
Porto Rico and St. Thomas.....			.16	.02	
Central American Line: Central America.....		30	.44	.04½	1 59
Morgan Line:					
Cuba.....	1,072	10,444	.44	.04½	895 30
Porto Rico and St. Thomas.....			.16	.02	
Mexico.....	36	101	.44	.04½	20 16
Lizzie Henderson:					
Cuba.....	128	1,976	.44	.04½	138 24
Porto Rico and St. Thomas.....			.16	.02	
Foxhall: Cuba, United States of Colombia and Central America.....	376	5,307	.44	.04½	336 84
Williams & Rankine: Central America.....	13	284	.44	.04½	18 17
Plant Investment Company: Cuba.....	1,875	19,482	1.60	.08	4,558 46
Atlas Line, direct:					
Jamaica, &c.....	1,854	19,606	.44	.04½	1,669 51
United States of Colombia.....	1,694	38,638	.44	.04½	2,519 99
Jeanie: Costa Rica.....	46	236	.44	.04½	30 56
New York, Newfoundland and Halifax Steamship Company: Halifax.....	53	106	.44	.04½	27 87
Rover: Jamaica and United States of Colombia.....	14	402	.44	.04½	23 79
Mexican Navigation Company: Mexico.....	89	529	.44	.04½	62 03
Royal Mail Line: Central America.....	1,177	11,154	.44	.04½	1,003 06
Atlantic and West India Line: Windward Islands.....	798	10,877	.44	.04½	825 08
Red D Line: Venezuela and Curaçao.....	192	1,436	.44	.04½	146 95
Stamford: Venezuela and Curaçao.....	4	274	.44	.04½	18 99
United States and Brazil Mail Steamship Company: Brazil.....	2,552	31,961	1.60	.08	6,592 24
New York and Jamaica Mail Line:					
Jamaica direct.....	599	6,897	.44	.04½	563 88
United States of Colombia.....	2,296	53,084	.44	.04½	3,328 10
British Packet agent, Panama.....	4		.44	.04½	1 06
Atlas Line: British Packet agent, Panama.....	3		.44	.04½	1 19
Pacific Mail Line: British Packet agent, Panama.....	2	22	.05	.02	9 74
Oteri's Pioneer Line: Honduras, &c.....	246	1,977	.44	.04½	194 23
Quebec Steamship Company:					
Windward Islands.....	1,468	20,706	.44	.04½	1,557 52
Bermuda.....	1,421	13,231	.44	.04½	1,291 07
Clyde Line: Hayti, San Domingo, &c.....	274	5,570	.44	.04½	497 43
W. D. Cash: Bahamas.....	59	5	.44	.04½	26 02
J. H. Coleman: Bahamas.....	14	1	.44	.04½	6 31
Haytian Republic: Hayti and Turk's Island.....	10	905	.44	.04½	13 28
Thebaud's Line:					
Mexico.....	15	132	.44	.04½	12 30
United States of Colombia.....	35	849	.44	.04½	52 50
Pacific Mail Line: United States of Colombia.....	568	9,668	.44	.04½	671 78
Precursor: Mexico.....	1	28	.44	.04½	1 84
Oregon Railroad and Navigation Company, British Columbia.....	5,307		*1 cent.		1,604 17
Pacific Coast Steamship Company: Victoria.....	1,105	3,434	*1 cent.		334 10
Boston, Halifax and Prince Edward Island Steamship Company: Newfoundland, &c.....	437		*1 cent.		132 1
Yarmouth Steamship Company: Yarmouth, N. S. Alpha: Yarmouth, N. S.....	484		*1 cent.		146 24
American Express Company: St. John, N. B.....	32		*1 cent.		9 81
City of Toledo: Mexico.....	56		*1 cent.		16 92
Sardonyx: Mexico.....	9	287	.44	.04½	14 17
Maria P.: Central America.....	3	115	.44	.04½	6 57
	65	724	.44	.04½	60 17
<b>Total.....</b>	<b>32,415</b>	<b>326,669</b>			<b>34,507 18</b>

\* Per letter.



## PANAMA RAILROAD-COMPANY.

For the Isthmus transit of United States mails for the west coast of Mexico and Central and South America during the fiscal year ended June 30, 1886, \$6,561.37.

The amount estimated to have been received from foreign countries for the sea transportation beyond the United States of foreign closed mails during the calendar year 1885 is \$23,853.98, and as this amount is distributed pro rata among the steamship companies interested, the total amount earned by the steamship companies in conveying mails from the United States to foreign countries during the period under consideration was \$381,051.86.

The steamship companies employed for the sea conveyance of United States mails for foreign countries having presented claim for compensation for carriage of foreign closed mails from April 1, 1879, and it conclusively appearing from the books and papers of this Department, and the report of the Auditor of the Treasury for this Department, that the payments heretofore made did not embrace this service, that the same remained wholly unpaid, and that upon the basis of the international biennial statistics this Department had received from foreign countries compensation for such carriage, agreements were entered into with the several steamship companies to accept said statistics as a basis between themselves and the United States for a full and final settlement for the services rendered by said steamship companies, and have been allowed the sums set opposite their names in the following table, the total sum so far allowed being \$52,642.58.

## FOREIGN CLOSED-MAIL SERVICE.

## North German Lloyd Line:

April 1, 1879, to June 30, 1883 .....	\$634 42
Fiscal year ended June 30, 1884 .....	1,265 11
July 1 to December 31, 1884 .....	632 55

## Cunard Line, New York:

April 1, 1879, to June 30, 1883 .....	17,982 00
Fiscal year ended June 30, 1884 .....	7,740 70
July 1 to December 31, 1884 .....	3,870 35

## White Star Line:

April 1, 1879, to June 30, 1883 .....	5,795 69
Fiscal year ended June 30, 1884 .....	2,364 76
July 1 to December 31, 1884 .....	1,182 38

## Inman Line:

April 1, 1879, to June 30, 1883 .....	4,391 11
Fiscal year ended June 30, 1884 .....	1,505 11
July 1 to December 31, 1884 .....	752 56

## Liverpool and Great Western Steamship Company:

April 1, 1879, to June 30, 1883 .....	2,466 98
Fiscal year ended June 30, 1884 .....	239 54
July 1 to December 31, 1884 .....	119 77

## Hamburg-American Packet Company:

April 1, 1879, to June 30, 1883 .....	716 26
Fiscal year ended June 30, 1884 .....	364 22
July 1 to December 31, 1884 .....	182 11

## Plant Investment Company:

January 14, 1886 .....	11 00
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## Morgan Line:

November 1, 1885, to January 18, 1886 .....	120 43
---------------------------------------------	--------

## Occidental and Oriental Steamship Company:

April 1, 1879, to June 30, 1883 .....	218 26
Fiscal year ended June 30, 1884 .....	47 02
July 1 to December 31, 1884 .....	23 51

## Quebec Steamship Company:

January 1, 1881, to June 30, 1883.....	\$6 67
July 1 to December 31, 1884.....	3 29
Fiscal year ended June 30, 1884.....	6 58

Total transatlantic, miscellaneous, and transpacific..... 52,642 58

The Panama Railroad Company also made claim that it had conveyed certain United States mails from Aspinwall to Panama for which it had received no compensation from this Department. An examination of the matter showed that United States mails for the west coast of Mexico, Salvador, Republic of Honduras, Guatemala, Nicaragua, and Costa Rica had been conveyed by said company, as claimed by it, from the date of the entrance to the Postal Union of each of those countries respectively, for which no payments had been made by this Department; that the aggregate net weights of the mails so conveyed from April 1, 1879, to June 30, 1885, amounted to 2,066,705 grams of letters and post cards, and 35,172,467 grams of other articles, and that at the rates fixed by the Universal Postal Union Convention for the transportation of mails by rail across the Isthmus of Panama, viz, 2 francs 50 centimes per kilogram of letters and post cards, and 92 centimes per kilogram of other articles, there was due said company the sum of \$7,232.62; and this sum was accordingly allowed and ordered paid.

There has, therefore, been allowed during the last fiscal year, over and above the expenses properly chargeable for the transportation of the mails for foreign countries during that period, the sum of \$59,875.20, as follows:

For the transportation of foreign closed mails.....	\$52,642 58
For the Isthmus transit.....	7,232 62

The expenditures (chargeable to the foreign mail service) on account of the United States postal agencies at Shanghai, China, and Aspinwall (Colon) and Panama, Republic of Colombia, for office rent, clerk-hire, portorage of mails, and other miscellaneous items, amounted during the first three quarters of the year (the last quarter not yet having been reported) to \$1,354.11 for the Shanghai agency, \$225 for the Aspinwall (Colon) agency, and \$840 (for the entire year) for the Panama agency; in all, \$2,419.11. From this amount it is proper, however, to deduct the sum of \$302 collected as box rents by the Shanghai agent during the first three quarters of the year, and debited him in his accounts with the Department, and \$334.07 for United States postage-stamps sold by him during the same period, leaving the net cost of the Shanghai and Colon agencies for the first three quarters of the year \$943.04.

The amounts estimated as necessary to be appropriated for the foreign mail service for the fiscal year ending June 30, 1888, are as follows:

For the transportation of mails, including foreign closed and open mails, and the railway transit across the Isthmus of Panama, calculated on the basis of paying the full sea and inland postage for the conveyance of United States mails transported by vessels of United States register.....	\$465,000
For balances due foreign countries, including the United States portion of the expenses of the International Bureau of the Universal Postal Union and the subscription of the Department to the monthly journal (L'Union Postale) of that Bureau.....	100,000
Total.....	565,000

I estimate \$465,000 as necessary for the transportation of the mails, for the following reasons, viz:

The average annual increase in the weight of the mails conveyed during the past four years was  $6\frac{1}{2}$  per cent.

The weight of the mails carried in the year ending June 30, 1886, to ports to which American vessels do not ply was 210,592,500 grams of letters and post cards, and 875,654,154 grams of other articles; estimated increase as stated, at  $6\frac{1}{2}$  per cent. on letters and post cards and other articles for the fiscal year ended June 30, 1887, will be 224,281,012 grams letters and post cards, and 932,571,670 grams of other articles; estimated increase on the above amount, at  $6\frac{1}{2}$  per cent., will be for the fiscal year ending June 30, 1888, 238,869,277 grams of letters and post cards, and 993,188,819 grams of other articles.

The cost of conveying the above amount of mail, at 5 francs per kilogram for letters and 50 centimes per kilogram of printed matter, will make the total cost for the service \$230,503.05 for letters and post cards, and \$95,842.52 for other articles, the total being \$326,351.57.

The weight of mails conveyed during the fiscal year ended June 30, 1886, to ports to which American vessels carry mails, actual and estimated, was:

	Grams.
Letters .....	18,612,239
Printed matter .....	192,458,598

At the estimated increase of  $6\frac{1}{2}$  per cent. on letters and printed matter, the weights for the fiscal year ending June 30, 1887, will give:

	Grams.
Letters .....	19,822,032
Printed matter .....	205,268,400

The estimated increase on the above amount, at  $6\frac{1}{2}$  per cent. for the fiscal year ending June 30, 1888, will give:

	Grams.
Letters .....	20,090,472
Printed matter .....	218,610,846

The cost of conveying the above amount of mail at the sea and inland postage (\$1.60 a pound for letters, and 8 cents a pound for printed matter) will make the total cost of the service:

For letters .....	\$66,968 25
For printed matter .....	43,722 17
Total .....	110,690 42

Add the two amounts, viz, that for conveyance of mails to ports to which American vessels do not ply, \$326,351.57, and that for the conveyance of mails to ports to which they ply, \$110,690.42; contingencies, \$2,958.01; total, \$440,000.

To this amount must be added the amount necessary for the transportation of the foreign closed mails, viz, \$25,000, and the aggregate cost of the conveyance of mails to foreign countries will be \$465,000.

The item of \$25,000 for the transportation of the foreign closed mails will not, however, be a charge against this Department, as it will be recovered from the foreign countries in which said mails originated, upon the settlement of the transit accounts between this Department and those countries.

#### CASUALTY.

The steamship Oregon, of the Cunard Steamship Company, sailed from Queenstown March 7, 1886, and foundered off Fire Island, New York, March 14, 1886.

The mail of the Oregon consisted of 598 bags; of these 215 were recovered March 16, near the place where she had foundered. From that

date till the 17th July, bags of mail from the Oregon were picked up all along the Atlantic coast, from Portland, Me., to Cape Hatteras, North Carolina—therefore about 400 miles north and south from the scene of the disaster. Much of this mail could be delivered, but a great deal had become so saturated as to be undeliverable. The total number of bags recovered from time to time was 464, making the number of bags lost 134.

#### SPECIAL CONVENTIONS.

I regret that I have to repeat the statement made in my last report that the special postal convention with Mexico, which was to go into operation on January 1, 1885, has not yet been ratified by the Mexican Government.

A postal convention similar to those already in existence between the United States and the principal colonies of Australia has been concluded between the United States and the British colony of Tasmania, which went into operation on July 1, 1886, establishing an exchange of correspondence between the two countries by means of the direct line of colonial mail packets plying between San Francisco and the Australian colonies, as well as by such other means of direct mail steamship transportation as shall hereafter be established with the approval of the respective post departments of the two countries.

A copy of this convention is appended to this report.

#### TRANSIT CHARGES AND POSTAGE RATES.

Article 1 of the Universal Postal Union Convention of June 1, 1878, declares that "the countries between which the present convention is concluded, as well as those which may join it hereafter, form, under the title of Universal Postal Union, a single postal territory for the reciprocal exchange of correspondence between their post-offices."

It may be well to explain in this connection that the exchange of correspondence between foreign countries is effected through the medium of certain post-offices of each of the countries, which are designated by mutual agreement of the countries interested, and which alone are authorized to receive and dispatch the correspondence, and are known as "offices of exchange." The exchanges between any two countries may be effected by means of "closed mails," or the correspondence originating in any country may be forwarded in "open mail" to any other country as an intermediary, to be forwarded by the latter country to destination.

If sent in "open mail" the matter, on its receipt in the intermediary country, is treated, so far as its forwarding is concerned, precisely as if it originated in that country, and is forwarded with matter for the same destination mailed in the intermediary country, and in fact becomes a part of the mails of that country, which country pays for its conveyance beyond, but recovers from the country of origin the estimated cost of its transit by means of statistics taken for that purpose every three years, in accordance with the provisions of article 4 of the Universal Postal Union Convention.

If "closed mails" are exchanged between any two countries, the correspondence from one country for the other is inclosed in sacks or packages made up under seal in the country of origin, addressed to the different exchange offices of the country of destination, and forwarded either direct or, when necessary, to an intervening country, which must act as an intermediary, and forward said closed mails intact, without

breaking the seals or inspecting the contents of the packages, to destination by the most expeditious route. The expense of this transit being recovered in the same manner as in the case of open-mail matter.

When a closed mail received by an intermediary country requires to be transported across the territory of the intermediary country and then forwarded by sea to destination (as for instance closed mails from Europe for Cuba, received at New York, sent by rail to Tampa, and thence by sea to Havana), the intermediary country is entitled to receive from the country of origin of such closed mails pay for the *territorial* as well as for the *sea* transit; but if closed mails are dispatched by the intermediary country from the same port at which they are received, the intermediary country is entitled to recover only pay for their sea transit, as fixed by article 4 of the Universal Postal Union Convention.

Closed mails from one country to another which do not pass through an intermediary country are known as "direct mails," even though they pass through other post-offices in transit between origin and destination, as for example, mails made up at San Francisco for London, which pass through the United States post-office at New York, and the British post-office at Queenstown or Southampton, *en route* to London.

In such cases these mails are transported at the cost of the country of origin only to the first post-office of the country of destination which they reach; their transportation from that post-office to the post-office to which they are addressed being at the cost of the country of destination.

Hence this Department defrays the expense of transporting from New York to destination all mails made up in Europe addressed to the exchange offices of Boston, Philadelphia, Baltimore, Chicago, Saint Louis, or San Francisco, which are conveyed by steamers arriving at New York; Great Britain bears the expense of conveying from Queenstown or Southampton to destination all mails from the United States arriving at those ports addressed to the British post-offices of London, Liverpool, Manchester, Dublin, Glasgow, or others; and Brazil could, if it were deemed advisable to raise the question, be required to pay for the transportation from Para of all mails from the United States delivered at that port for other Brazilian ports beyond Para.

It was felt that the primary object of the Universal Postal Union Convention—the formation of a single universal postal territory—would never be fully accomplished as long as the present rates of transit are maintained, viz, for *territorial* conveyance, 2 francs per kilogram of letters and post-cards and 25 centimes per kilogram of other articles; for *maritime* conveyance, 15 francs per kilogram of letters and post-cards and 1 franc per kilogram of other articles.

Propositions were, therefore, submitted to the postal congress of Lisbon tending to reduce to a minimum, or abolish entirely, the territorial transit charges, and to considerably modify the maritime transit charges. The principal countries in favor of entirely abolishing all territorial transit charges were the Argentine Republic, Japan, Hawaii, Turkey, Spain, Portugal, Greece, Germany, Austria, Sweden, Norway, Denmark.

At the deliberations on this question in the committee of the Postal Congress to which this subject had been assigned, Portugal led the discussion, and strongly insisted on the entire suppression of all territorial transit charges, stating that it had taken the first step in this direction by concluding a convention with Spain by which the two countries grant to each other freedom of transit; and that this matter should not be considered from a purely financial point of view, as those

countries which would consent to make this sacrifice would soon find ample compensation in the increase of their postal traffic.

The principal opponents of the freedom of territorial transit and the reduction of the maritime transit were Great Britain, France, Italy, Belgium, and British India.

When the vote was taken in the committee, eighteen members voted in favor of maintaining the present transit rates, and three were against it. This vote was confirmed in the full session of the Congress.

The only transit charges which should be maintained are those which are caused by the extraordinary services involving special expenses, mentioned in article 4 of the Postal Union Convention, and in article 3 of the Postal Union Regulations, as amended, viz :

(1) "Those which are maintained for the accelerated territorial conveyance of the mail called Indian," London to Bombay, via France, Italy, and Egypt, a distance of about 5,000 miles, the time of transit being eighteen days, special fast trains being employed to convey the mails from Calais, France, to Brindisi, Italy, and from Alexandria to Suez, Egypt.

(2) "That which the postal administration of the United States maintains upon its territory for the conveyance of closed mails between the Atlantic Ocean and the Pacific Ocean," New York to San Francisco, time occupied in transit five days fourteen hours and ten minutes, a distance of 3,350 miles, a service which may well be termed a model of regularity, promptness, and safety.

(3) "That which is established for the conveyance of mails by railroad between Colon and Panama," in the Republic of Colombia, a distance of 47 miles; the reason for this short service, involving special expenses, being the fact that the Panama Railroad is in the hands of a private corporation, the Government of the Republic of Colombia having no control over it whatever."

The idea of freedom of territorial transit is not a new one, as it is virtually granted in the postal convention between the United States and Mexico of December 11, 1861, and June 20, 1862.

It is to be hoped that the ideas so ably set forth at the Lisbon Congress by the Portuguese delegates will ultimately prevail, and that the next postal congress will bring about this much-desired result, viz, absolute freedom of territorial and maritime transit rates. Not until this is accomplished, and all transit accounts between the various administrations of the Union are done away with, will the first article of the Postal Union Convention become true, viz, that the Universal Postal Union forms a "single postal territory."

Such a step could not fail to exercise an influence on the postage rates by abolishing or reducing all surtaxes which more or less are caused by the present transit rates.

In virtue of the seventh clause of article 5 of the revised Convention of the Universal Postal Union, there may be levied, in addition to the usual Postal-Union rates (5 cents per half ounce of letters and 1 cent per 2 ounces of other articles), an additional charge for every article subject to the sea-transit rates of 15 francs (\$3) per kilogram of letters and post cards and 1 franc (20 cents) per kilogram of other articles; said additional charge not to exceed 5 cents per half ounce for letters, 1 cent for each post card, and 1 cent per 2 ounces or fraction of 2 ounces for other articles.

Quite a number of the administrations of the Union at present make use of this privilege. Great Britain, for instance, charges 5 cents postage per half ounce of letters to all the countries of Europe, Canada,

and the United States, but 8 cents per half ounce of letters to all the countries and colonies of America, and 10 cents for letters to India, Siam, Japan, &c., via Brindisi. Whilst, therefore, it only costs 5 cents to send a half-ounce letter from New York to Bombay, a distance of about 8,000 miles, it costs double the amount (10 cents) to send a letter of the same weight from London to Bombay, a distance of about only 5,000 miles. There is consequently no uniformity of international postage rates, which should form one of the essential characteristics of a "single postal territory." Nor is there at present any uniformity of domestic postage rates, as will be seen from the following statement showing the domestic postage rates for letters in the principal countries of the Universal Postal Union:

Great Britain charges for a letter not exceeding 1 ounce 1 penny, equal to 2 cents.  
 France charges for a letter not exceeding  $\frac{1}{4}$  ounce 15 centimes, equal to 3 cents.  
 Germany charges for a letter not exceeding  $\frac{1}{4}$  ounce 10 pfennig, equal to 2 cents.  
 Russia charges for a letter not exceeding 1 ounce 7 kopecks, equal to 5 cents.  
 Austria charges for a letter not exceeding  $\frac{1}{4}$  ounce 5 kreutzers, equal to 2 cents.  
 Italy charges for a letter not exceeding  $\frac{1}{4}$  ounce 20 centesimi, equal to 4 cents.  
 United States charges for a letter not exceeding 1 ounce 2 cents.

#### THE UNIVERSAL POSTAL UNION DURING 1886.

During the fiscal year ended June 30, 1886, the following countries whose prospective adherence to the Universal Postal Union was mentioned in my last report have actually entered the same. The Independent State of Congo on the 1st of January, 1886, and the Republic of Bolivia on the 1st of April, 1886.

It was hoped that the British colonies in Australia, viz, Victoria, New South Wales, Queensland, South Australia, West Australia, New Zealand, and Tasmania, and the British colony of the Cape of Good Hope would enter the Postal Union at an early date, special provision for their adhesion having been made by the Lisbon Postal Congress; but unfortunately these hopes have not been realized, and there is no immediate prospect of seeing the benefits of the Union extended to these important colonies.

A number of new provisions were added to the Universal Postal Union Convention of Paris by the additional act of Lisbon of March 21, 1885.

Among the more important are the following:

Article 5 bis of the Convention provides that—

The sender of an article of correspondence may cause it to be withdrawn from the service, or cause the address to be changed, as long as this article has not been delivered to the addressee.

The following countries have declared that this provision applies in their service: Argentine Republic, Austria, Belgium, Bulgaria, Chili, Costa Rica, Denmark, Danish Antilles, Egypt, France, French colonies, Germany, Greece, Guatemala, Hungary, Italy, Luxemburg, Netherlands Antilles, Netherlands East Indies, Netherlands Guiana, Norway, Paraguay, Peru, Portugal, Portuguese colonies, Roumania, Russia, Salvador, Siam, Sweden, Switzerland, Turkey, and Uruguay.

The following countries and colonies have declared that they cannot allow senders to withdraw correspondence or have the address changed: Canada, Republic of Colombia, Great Britain, all of the British colonies, Hayti, India, Japan, Mexico, Nicaragua, and Venezuela.

Article 9 bis of the Convention provides that—

Articles of correspondence of every kind are, at the request of the senders, delivered at the residences of the addressees by a special carrier immediately after their arrival in countries of the Union which consent to undertake this service in their reciprocal relations.

The following countries have, up to date, declared that they will undertake this special-delivery service: Argentine Republic (as regards correspondence for Buenos Ayres, Rosario, and La Plata), Austria, Belgium, Chili, Denmark (exclusive of Iceland and the Faroe Islands), Germany, Hungary, Japan, Luxemburg, Netherlands, Paraguay (as regards correspondence for Asuncion), Salvador (as regards correspondence for the city of San Salvador), Servia, Siam, and Switzerland.

The third paragraph of article 11 of the Postal Convention of Paris, as amended by the additional act of Lisbon, prohibits to send by mail "gold or silver bullion, precious stones, jewelry, or other precious articles, *but only in case the legislation of the countries concerned prohibits their being placed in the mails, or their being forwarded.*"

Whilst the original provision absolutely prohibited the transmission of these articles, the additional clause virtually allowed their transmission on certain conditions, that is to say, unless specially prohibited by the legislation of the countries concerned. Most of the administrations of the Union were, therefore, not slow in declaring through the intermediary of the International Bureau that their legislation contained the prohibitory clause alluded to. The following countries and colonies prohibit the transmission in the mails of gold or silver bullion, precious stones, jewelry, and other precious articles: Argentine Republic, Austria, Belgium, Bulgaria, Canada, Chili, Republic of Colombia, Costa Rica, Denmark, Danish Antilles, Egypt, France, French colonies, Germany, Greece, Guatemala, Hayti, Hawaii, Hungary, India, Italy, Japan, Mexico, Netherlands, Netherlands Antilles, Netherlands East Indies, Netherlands Guiana, Nicaragua, Norway, Paraguay, Persia, Prue, Portugal, Roumania, Russia, San Domingo, Salvador, Siam, Sweden, Switzerland, Trinidad, Turkey, Uruguay, and Venezuela.

Gold and silver coins, however, may be sent in the mails to Belgium (in insured or registered letters), Hawaii, Netherlands East Indies, and Siam.

#### THE POSTAL SERVICE IN THE PRINCIPAL COUNTRIES OF THE UNIVERSAL POSTAL UNION.

##### STATISTICS.

The statistical tables appended to this report have been prepared from the annual statistical report on the postal service in the countries of the Universal Postal Union for the year 1884, published by the International Bureau of the Postal Union at Berne in 1886.

The data for these statistics have been furnished to the International Bureau by the various postal administrations of the Universal Postal Union. Out of the forty-eight countries composing the Union (not taking into account the various colonies) only twenty-nine, comprising, however, the more important countries, had reported in time for the publication of the report by the International Bureau. Owing to the vast extent of the Union, and the difficulties in the way of taking the statistics, no later data than those for 1884 could be given, and even these are in some cases approximative, sufficient, however, for the purpose of comparison. It should be stated that the statistics of the United States postal service cover the fiscal year ended June 30, 1884.

Of the countries enumerated in the statistical tables appended to this report, Russia heads the list as to area, with 8,238,771 square miles, or upwards of one-sixth of the entire area of the Universal Postal Union; the United States comes next, with 3,512,237 square miles, or about one-fifteenth of the area of the Union; Canada third, with 3,372,290 square



miles; and Brazil fourth, with 3,275,326 square miles. Much of the area in these, as well as in some other countries, being barren and not habitable, *e. g.*, Siberia in Russia, Alaska in the United States, the Northwestern territory in Canada, and the interior of Brazil, the area of a country will not furnish a correct estimate of its rank among the countries of the Postal Union, nor will we arrive at such an estimate by taking the population as a basis; for it appears from the tables that although British India stands first, with a population of 253,906,449, or about 30 per cent. of the entire population of the Postal Union, Russia second, with 101,342,242 inhabitants, or about 12 per cent. of the population of the Postal Union, these countries, as regards the number of post-offices, rank far below the United States, with a population of 50,152,866, or Germany, with 45,234,061, and Great Britain, with 35,961,500.

Some tolerably correct idea of the extent of the postal service of a country may, however, be formed by ascertaining the proportion between the number of square miles and the number of post-offices, and between the number of inhabitants and the number of post-offices. This proportion is shown in Table II. *Comparing the area with the number of post-offices*, we find that Switzerland stands first, having 1 post-office to every 5.4 square miles; Great Britain second, 1 to every 7.4; Belgium third, 1 to every 13.3; Germany fourth, 1 to every 13.7; France eighth, 1 to every 31.7; Austria tenth, 1 to 33.9; the United States twelfth, 1 to 70.2; British India eighteenth, 1 to 219; whilst Canada stands twenty-third, 1 to 493.2 square miles; Brazil twenty-fifth, 1 to 1,662.6; and Russia twenty-sixth, 1 to 1,729.3. On the whole it will be safe to say that a *comparison between the number of inhabitants and the number of post-offices* will best determine the relative rank of a country as to the extent of its postal service. As shown in the second column of Table II, Canada heads the list with 1 post-office to every 632.5 inhabitants; Switzerland stands second, with 1 to 964.5; the United States third, 1 to 1,002.7; Great Britain sixth, 1 to 2,188.2; Germany tenth, 1 to 2,931.9; Japan nineteenth, 1 to 7,672.7; and Russia twenty-fourth, 1 to 21,272.5.

As regards Table III, "Number of post-offices and employés," it should be stated that in a number of countries of the Postal Union the postal and telegraph services are combined, and in most instances of this kind the report of the International Bureau does not state how many of the employés belong to each of these services; in fact, it appears that in several countries employés perform duties both as postal and telegraph officials. As the International Bureau gives the number of telegraph employés in Germany at 4,052, and the postal employés in that country, therefore, number 79,064, it becomes possible to institute a comparison between Germany and some of the other principal countries of the Postal Union, from which it appears that the average number of employés of every grade to each post-office (including traveling offices) is 5 in Germany, 4.2 in Japan, 3.5 in Russia, and 1.4 in the United States.

The largest number of officers and employés in the central administration is found in Japan, viz, 1,620, whilst the number in Germany is 894, in France 868, in Austria-Hungary 837, in the United States 561, in Russia 86, and in San Domingo only 16.

In respect to length of railway routes (Table IV), the United States ranks first, with 117,848 miles; Germany second, with 22,111 miles; France third, with 18,149 miles; Russia fourth, with 15,712 miles; Austria-Hungary fifth, with 13,642 miles; British India sixth, with

10,694 miles; Japan twenty-second, with 225 miles, and San Domingo twenty-fourth, with 48 miles.

In respect to all postal routes other than railways (roads, rivers, lakes, and domestic coastwise service), the United States ranks first, with 243,794 miles; France second, with 117,974 miles; Russia third, with 95,240 miles; British India fourth, with 90,005 miles; Austria-Hungary fifth, with 59,462 miles; Germany sixth, with 56,759 miles; Japan seventh, with 48,841 miles, and Luxemburg last, with 216 miles.

As regards the percentage of railway routes to the total number of all postal routes (Table V), the United States ranks highest, the percentage being 32.5; Germany second, 28 per cent.; Austria-Hungary third, 18.6 per cent.; Russia fourth, 14.1 per cent.; France fifth, 13.3 per cent.; British India, 10.6 per cent.; and Japan only 0.4 per cent.

As regards the number of miles of annual railway transportation, the United States ranks first, with 143,378,722 miles; Germany second, 75,399,839 miles; France third, 51,856,919 miles; Austria-Hungary fourth, 31,363,966 miles; Russia fifth, 16,071,439; British India seventh, 7,503,927; Japan nineteenth, 755,322 miles, and Bulgaria last, 101,744 miles.

As regards the number of miles of transportation on all other routes, the United States likewise ranks first, 85,490,605 miles; Germany second, 48,966,708 miles; Austria-Hungary third, 36,298,998 miles; France fourth, 33,296,836 miles; British India fifth, 26,937,923 miles; Japan sixth, 26,589,588 miles; Russia seventh, 23,658,190 miles, and Hayti last, 41,085 miles.

As regards mail matter conveyed in the domestic mails it is impossible to institute a comparison between the United States and other countries of the union, because no report is had from the United States relative to the quantity of this matter, except registered matter, whilst some countries, like Great Britain, in their report have not made a separation between foreign and domestic mails.

The largest number of registered articles conveyed in the domestic mails is reported from Germany, 12,862,400; the United States comes next, with 10,750,155; Russia third, 9,677,610; France fourth, 8,815,587; British India fifth, 3,713,354; Japan sixth, 2,274,663; the smallest number, 650, being in Hayti.

As regards the number of articles dispatched in the international mails (Tables VI, VII, VIII, and IX), Germany ranks first in letters, 49,188,620; postal cards, 7,513,110; articles of printed matter other than newspapers, 16,518,300, and registered articles, 2,120,180; the United States takes the lead as regards newspapers, 29,832,054; while France ranks first as regards packages of samples, 2,382,352.

In respect to letters dispatched in international mails the United States ranks fourth, with 33,328,014 letters, that number being exceeded by Germany, Austria-Hungary, and France. As regards postal cards the United States ranks fifth, with 1,672,458, being exceeded by Germany, Austria, Belgium, and Switzerland. The United States ranks sixth as regards articles of printed matter other than newspapers, with 1,808,590, being exceeded by Germany, France, Austria-Hungary, Belgium, and Switzerland. As regards samples the United States ranks eighth, with 297,048 packages, being exceeded by France, Russia, Germany, Austria Hungary, Belgium, Netherlands, and Switzerland. As regards registered articles the United States ranks fourth, with 496,390 articles, being exceeded by Germany, France, and Russia.

As regards the postal income and expenditure (Table X) it should be stated that in some countries the amounts given include the income and

expenditure of the telegraph service. Although Germany, therefore, heads the list, with an income of \$45,059,019.17, and the United States comes second, with \$44,049,499.62, the postal income of the United States is virtually the largest of all the countries of the Postal Union. In the matter of expenditure the United States is shown to have expended the largest amount for the postal service, viz, \$48,063,173.23. In analyzing the expenditure of the five great powers of Europe, viz, Germany, France, Great Britain, Russia, and Austria-Hungary, the two great Asiatic powers, British India and Japan, and the greatest American power, the United States, we find—

*Germany* expended for salaries \$21,259,877.95, or 55.3 per cent. of the entire expenditure; for building, repairs, and all office expenses, \$3,391,795.88, or 8.8 per cent.; and for conveyance of mails on railroads, roads, rivers, lakes, and by domestic coastwise service, \$6,658,344.89, or 17.3 per cent.

*Russia* expended for salaries \$3,634,078.83, or 26.9 per cent.; for buildings, repairs, &c., \$1,957,957.20, or 14.4 per cent.; and for conveyance of mails, \$5,883,877.51, or 56 per cent.

*Austria-Hungary*.—Salaries, \$4,740,808.83, or 62.2 per cent.; buildings, &c., \$1,844,739.19, or 24.3 per cent.; and conveyance of mails, \$4,003,447.17, or 52.9 per cent.

*France*.—Salaries, \$13,479,868.95, or 50.6 per cent.; buildings, &c., \$1,086,916.46, or 4.2 per cent.; and conveyance of mails, \$2,089,248.10, or 8 per cent. To this latter item, however, should be added subsidies paid to steamship companies, amounting to an annual sum of \$5,152,388.98, or 19.8 per cent., making a total expenditure of mails \$7,241,637.08, or 27.8 per cent.

*Great Britain*.—Salaries, \$13,807,557.75, or 53.8 per cent.; buildings, repairs, &c., \$1,033,916.46, or 4 per cent.; conveyance of mails, \$5,218,645.02, or 20.3 per cent.; added to this subsidies to steamship companies, \$3,006,766.67, or 11.7 per cent.; total conveyance of mails, therefore, \$8,225,411.69, or 32 per cent.

*Japan*.—Salaries, \$1,806,903.28, or 70.6 per cent.; buildings, repairs, &c., \$173,445.71, or 0.7 per cent.; and conveyance of mails, \$30,827.48, or 0.1 per cent.; added to this \$241,250 for subsidies to steamship companies, the total expense for conveyance of mails is \$272,077.48, or 10.1 per cent.

*British India*.—Salaries, \$3,311,880, or 65.5 per cent.; buildings, repairs, &c., \$12,766.95, or 0.2 per cent.; conveyance of mails, \$566,184.80, or 11.2 per cent.; to this should be added \$350,724.42, or 7 per cent., for subsidies to steamship companies, making the total expenditure of mails, \$916,909.22, or 18.2 per cent.

*United States*.—Salaries, \$25,301,704.54, or 52.6 per cent.; buildings, repairs, &c., \$153,236.53, or 4.4 per cent.; conveyance of mails, \$20,555,529.09, or 42.4 per cent.

From the above figures it appears that for salaries the United States spent the largest absolute amount, viz, \$25,301,704.54, and Japan the smallest, viz, \$1,806,930.28. For buildings, repairs, &c., Germany spent the largest amount, viz, \$3,391,795.88, and British India the smallest, viz, \$12,766.95; for conveyances of mails the United States spent the largest amount, viz, \$20,555,529.09, and Japan the smallest, viz, \$272,077.48.

The largest percentage of the entire expenditure was spent on salaries by Japan, viz, 70.6 per cent., and the smallest by Russia, viz, 26.9 per cent.; on buildings and repairs Austria spent the largest percentage, viz, 24.3 per cent., and British India the smallest, viz, 0.2 per cent.;

on conveyance of mails Russia spent the largest percentage, viz, 56 per cent., and Japan the smallest, viz, 10.1 per cent.

The largest postal surplus is recorded in Great Britain, viz, \$12,492,856.23; next comes Germany (including, however, the surplus from the telegraph service), with \$6,648,003.18; third, France, \$5,362,000.80; and fourth, Austria-Hungary, \$3,985,655.74, both these countries also including the telegraph service; whilst British India only has a surplus of \$3,737.38.

The largest postal deficiency is found in the United States, viz, \$4,013,673.61; next comes Brazil, with \$2,501,000.98; Russia, with \$1,055,410.47; and Japan, with \$291,632.

The cost of the postal service per capita of the entire population was as follows: United States, 95.8 cents; Germany, 82.7 cents; Great Britain, 71.3 cents; France, 69 cents; Austria-Hungary, 19.7 cents; Russia, 13.3 cents; Japan, 6.3 cents; and British India, 1.9 cents.

#### AMOUNT OF MAIL MATTER TRANSPORTED THROUGHOUT THE GLOBE.

Attempts have been made at different times to ascertain the quantity of mail matter transported by post throughout the entire globe. According to calculations made about the year 1866 by a German statistician, there were exchanged in 1865 among the inhabitants of the globe about 2,300,000,000 of letters. In 1873, therefore, immediately preceding the establishment of the General Postal Union, other calculations were made, on the basis of official data. According to these calculations the post-office conveyed annually 3,300,000,000 of letters, or on an average 9,200,000 per day. Eight years later, in the year 1881, the total number of letters and post-cards was estimated at 6,257,000,000 per annum, or 17,000,000 per day. All these calculations are, of course, approximative, for even in some European countries there are no absolutely reliable data as to the quantity of mail matter conveyed. The figures given in the following table cannot, therefore, lay claim to absolute accuracy, but they are the result of very careful estimates and calculations, based on the existing statistics.

Divisions of the globe.	Population.	Number of post-offices.	Number of postal officers and employés of every grade.	To every human being there are—	
				Letters and post-cards.	All articles of mail matter.
Europe .....	328,000,000	68,000	334,800	13.69	22.10
Asia .....	785,000,000	22,400	61,000	.41	.49
Africa .....	205,000,000	500	2,000	.09	.15
America .....	100,000,000	59,100	85,900	19.95	38.19
Australia .....	4,000,000	4,000	5,300	23.65	37.85
Total .....	1,400,000,000	154,000	489,000	4.95	8.81

Divisions of the globe.	Letters.	Post-cards.	Articles of printed matter.	Sampla.	Total.
Europe .....	3,894,100,000	597,500,000	2,681,900,000	75,800,000	7,249,300,000
Asia .....	240,000,000	80,000,000	62,900,000	700,000	383,600,000
Africa .....	18,700,000	300,000	11,000,000	700,000	30,700,000
America .....	1,586,800,000	398,000,000	1,798,200,000	26,000,000	3,819,000,000
Australia .....	93,400,000	1,200,000	56,000,000	800,000	151,400,000
Total .....	5,849,000,000	1,077,000,000	4,610,000,000	104,000,000	11,640,000,000

The total number of letters and post-cards which passed through the mail was, therefore, 6,926,000,000 per annum, or 19,000,000 per day. Adding to this number the articles of printed matter and samples, the total number of articles of mail matter passing through the post-offices of the entire globe is 11,640,000,000. Counting the civilized populations of the globe in round figures at about 1,400,000,000, we find that the average annual number of articles of mail matter to every human being (received or sent) is 8.3, among these 4.9, or 5 in round figures, of letters and post cards.

The first attempt to arrive at an approximative statement showing the number of packages and articles of value conveyed by mail has been made in the latest issue of the "Statistics of the German Administration of Posts and Telegraphs" for 1884, published at Berlin in 1885. From very careful estimates it appears that the total number of packages and articles of value conveyed by mail throughout the entire globe was about 401,000,000 in 1884, and the total value of money-orders and other declared articles of value was about \$11,594,646.

#### SPECIAL FEATURES OF THE POSTAL SERVICE IN VARIOUS COUNTRIES OF THE UNIVERSAL POSTAL UNION.

Besides the "Additional Act of Lisbon," amending the Paris Convention of the Universal Postal Union of 1878, which was signed at Lisbon, March 21, 1885, by the delegates of all the countries of the union, special arrangements were concluded between a number of these countries concerning special services. The more important of these are the Parcel Post Convention, the arrangement concerning the collection service, and the arrangement concerning the introduction of books of identity for travelers. In view of the possible adhesion of the United States, at some future time, to either of these special arrangements, it may be of interest to give their leading features.

#### INTERNATIONAL PARCEL POST.

*The subject introduced in the Paris Congress.*—The subject of an international exchange of postal parcels was first broached at the sixth session of the Postal Congress of Paris, May 28, 1878, when the *projet* of a convention concerning the exchange of small parcels in international postal relations was submitted by the German delegation.

*Action of the Paris Congress on the subject.*—The question having been put to the congress whether, as a matter of principle, and under reserve of further deliberation, it considered the conclusion of such a convention as an improvement in the international postal exchange, 15 votes were given in the affirmative, viz, those of Germany, Austria-Hungary, Denmark, Egypt, Spain, United States, British India, Luxemburg, Norway, Portugal, Roumania, Servia, Sweden, and Switzerland. The delegates of Belgium, France, Great Britain, Greece, Italy, Japan, the Netherlands, Russia, and Turkey abstained from voting. In consequence of this result the congress decided that the *projet* of an international parcel post convention should be referred for consideration to the director of the International Bureau, who should at a later period, and according to circumstances, take the necessary steps for convening a conference.

*Parcel Post Convention of Paris, November 3, 1880.*—Pursuant to a call by the International Bureau, this conference, at which, however, the United States was not represented, met at Paris on the 1st of October, 1880.

At the conclusions of the deliberations of this conference, which recognized, without discussion, the general usefulness of the proposed arrangement, and merely occupied itself with the details necessary for carrying it out practically, a parcel post convention was, on the 3d of November, 1880, concluded at Paris between Germany, Austria-Hungary, Belgium, Bulgaria, Denmark, Egypt, Spain, France, Italy, Luxemburg, Montenegro, Portugal, Roumania, Servia, Sweden and Norway, Switzerland, and Turkey, with the view to facilitate commercial relations between these countries by means of the exchange, through the medium of the post, of parcels without declared value.

*Additional Act of Lisbon, March 21, 1885, amending Paris Convention.*—On the 21st of March, 1885, the Additional Act of Lisbon, amending the Paris Convention, was signed by the delegates of the above-mentioned countries; and, in addition, by those of the Argentine Republic, Brazil, Chili, French colonies, Greece, the Netherlands, Paraguay, Portuguese colonies, Uruguay, and Venezuela.

The principal modifications introduced by the additional act of Lisbon are the following:

The maximum weight of parcels is increased from 3 to 5 kilograms (7 to 11 pounds).

The transmission of postal parcels with declared value, and with collection on delivery, is admitted.

Senders of postal parcels may, at their request, be furnished with a return receipt, by paying a fee of 25 centimes.

The indemnity to be paid for lost or damaged parcels will be, for parcels of declared value, the amount of such declared value; and for ordinary parcels, 25 francs for parcels weighing between 3 and 5 kilograms, and 15 francs for parcels weighing 3 kilograms or less.

*Extent of the Parcel-Post service.*—The above-mentioned countries, with a total population of 282,000,000, do not, however, represent the entire territory in which a parcel-post service is established, as such a service has been in operation for sometime between Great Britain and most of the British colonies; and since January 1, 1886, by special convention between Great Britain and Germany.

*Steps tending to the further extension of the Parcel-Post system.*—The usefulness of the International parcel-post service having been practically tested, there has been a general desire to have the system still further extended, so that eventually all the countries comprised within the Universal Postal Union may enjoy its benefits.

*Arrangements concerning the collection service.*—This arrangement was concluded between Germany, Austria-Hungary, Belgium, Egypt, France, Italy, Luxemburg, Portugal, the Portuguese colonies, Roumania, and Switzerland.

By the provisions of this arrangement amounts may be collected by post.

The following valuable papers are admitted to collection, receipts, invoices, promissory notes, bills of exchange, and, generally, all commercial and other papers, payable without cost, the amount of which does not exceed, per collection letter, 1,000 francs (\$193), or an equivalent sum in the currency of each country. The postal administrations of two corresponding countries may, however, by common consent, adopt a higher maximum amount.

The papers to be collected are forwarded in a registered letter, addressed by the depositor direct to the post-office by which the collection is to be affected.

The fee for a collection letter, posted in conformity with the above provision, is that of a registered letter of the same weight. The whole of this fee is kept by the postal administration of the country of origin. A receipt for the collection letter is handed to the sender, free of charge, at the moment of posting.

The postal administration charged with the collection levies on the amount of each paper collected a fee of 10 centimes (2 cents) or the equivalent in the country of destination. The proceeds of this fee do not give rise to any accounts between the administrations interested.

The sum collected, after deduction of the fee mentioned above, of the ordinary money-order fee, or any stamp duties that may be applicable to the papers in question, is converted by the office which has effected the collection into a money order in favor of the depositor, which money order is forwarded to him free of charge.

Papers which could not be collected are returned to the office of deposit free of postage and without being charged with any fee whatever.

The postal administrations of the contracting countries admit to the collection service all the offices charged with the service of international money orders.

#### ARRANGEMENT CONCERNING THE INTRODUCTION OF BOOKS OF IDENTITY INTO THE INTERNATIONAL POSTAL SERVICE.

This arrangement was concluded between the Argentine Republic, Bulgaria, Egypt, Italy, Luxemburg, Mexico, Paraguay, Portugal, Roumania, Switzerland, Uruguay, and Venezuela.

The object of this arrangement is to remove, as far as possible, the difficulty experienced by travelers in obtaining in foreign countries the delivery of postal articles or the amount of money orders.

The postal administrations of the contracting countries may issue, to persons making a demand to that effect, books of identity.

Each book is composed of one leaf bearing the personal indications of the owner, and of five leaves for receipts. The cover bears on the front, in the language of the country of origin, the following title: "Universal Postal Union, Book of Identity, No. —." To the back of the cover the photograph card of the holder provided with his signature is attached by means of a ribbon, the two ends of which, placed on the photograph, are fixed thereto by means of an official seal.

The personal indications of the owner (Christian name, surname, age, occupation, and residence) on the front of the first leaf are duly certified by the postal officer issuing the book; on the back of the first leaf a personal description of the owner is given (height, color of eyes and hair, complexion, description of nose, mouth, chin, &c.).

Each leaf containing the receipts consists of two counterfoils and two receipts.

Each counterfoil bears the inscription :

Coupon No. —, the —, 188—. I have received or cashed at the post-office of — an article or order —. Signature of holder, —.

The front of the receipt bears the following statement :

On presentation of this book and on delivery of this receipt, the post-offices of the contracting countries are bound to deliver to its holder any postal article for which a receipt has to be given, and to pay him any money order to his address, if the signatures on the counterfoil and on the receipt are found to be identical with the one above.

**The back of the counterfoil bears the following declaration :**

The coupons must be detached from the counterfoil one after another, in the order of pagination. The post office which receives the last coupon retains the counterfoil.

**The back of the receipt bears the following declaration :**

On presentation of this coupon the postal article No. — has been delivered.

Or,

Paid a money-order — issued by the post-office of —. Signature of the addressee, —. Signature, —. Signature of the postal officer, —.

The wording in the books of identity is drawn up in the language of the country by which they are issued, but after the last leaf a summary of instructions is reproduced in the language of each of the countries adhering to the arrangement.

Ordinary articles are delivered to the holders of the books on the sole presentation of the latter, while articles for which receipts must be given are only delivered, and money orders are only paid to addressees holding a book, in return for receipts detached from the book and duly signed.

#### POST AND TELEGRAPH SCHOOL AT BERLIN.

Schools of telegraphy have been in existence for some time in many countries of the Postal Union, but as far as known Germany is the first country to establish a special course of instruction in subjects connected with the postal service, with the view to obtain a select body of trained officials for the higher grades of the service. By a decree of the 28th June, 1885, issued by the secretary of state for the Imperial German post-office, the late telegraph school in Berlin was, on the 1st October, 1885, transformed into a post and telegraph school, and the period of instruction in the same fixed at two terms of six months each. The lectures are only given during the winter months (from the 1st of October till the 31st of March.

The subjects contained in the postal course are the following :

- (1) Political science; political economy; finance, inclusive of budget law.
- (2) The constitution of the German Empire; summary of the most important laws of the Empire; the organization of the authorities of the Empire; state and administrative law; principles of the law of nations.
- (3) The fundamental legal provisions concerning the postal service; the most important legal principles for the administration of the postal service, particularly those bearing on liability of the administration and the officers.
- (4) Constitution of the courts of justice, and the fundamental principles of legal procedure.
- (5) History of traffic and intercourse, and commercial geography.
- (6) Treaties with foreign countries; the Universal Postal Union Convention; the principal international lines of communication.
- (7) Writing of compositions on the subjects mentioned above.

In order to gain admittance to the school, officers of the postal service must either possess certificates of final examination from a college (gymnasium), or from an educational establishment of the same rank, or must prove that they possess the scientific qualifications required for passing the examination for entering the university; and must moreover have successfully passed the examination for a clerkship in the postal service. The number to be admitted to the school every year may not exceed 30.



In the month of May of every year the chief postal directions call upon those officers who possess the necessary requirements, to say whether they wish to take part in the course of instruction beginning the following winter; and the applicants for admission have to undergo a test examination in written composition. At the end of the course the students have to pass a final examination.

#### THE POSTAL MUSEUM AT BERLIN.

For a number of years the postal department of the German Empire has been engaged in collecting and systematically arranging objects used in or connected with the postal and telegraph service. This collection is exhibited in the buildings of the central post-office in Berlin. From a modest beginning it has, thanks to the indefatigable efforts of the German postal administration, and to the interest evinced in the undertaking by state and city authorities, corporations and private persons, and by the contributions of various gifts, attained to a high degree of completeness and perfection. Nowhere, as far as known, is there a collection of similar objects, which in point of completeness and careful arrangement can sustain a comparison with the one in Berlin. The Berlin collection as it is at present, affords to the intelligent visitor a faithful picture of the means of communication and locomotion from the days of their infancy in the times of the ancient Egyptians, Assyrians, and Persians, up to their present state of high development.

The collection is divided into the following groups: 1, models and drawings of post-offices; 2, models and drawings of postal conveyances; 3, uniforms; 4, implements, books, and maps; 5, equipments of the field post; 6, collection of postage stamps (numbering on January 1, 1882, 5,208 different kinds); 7, historical division; 8, postal arrangements in foreign countries.

To show how greatly this museum has been enriched since its establishment in 1876, it need only be mentioned that the first catalogue issued in 1878 contained 51 pages, whereas that of 1883, the last issue, extends over 161 pages, or more than treble the former number; and that the exhibition, for which in 1876 one hall and an adjacent room were sufficient, now requires seventeen halls and rooms, and forms one of the attractions of the German capital.

It must, however, be remembered that on the amalgamation of the postal and telegraph services of Germany, the official collection of telegraph apparatus previously exhibited in the general telegraph office was removed to the postal museum.

#### THE TUBULAR POST.

Underground pneumatic tubes for the conveyance of correspondence in large cities were first introduced in Great Britain in 1854. Soon after this date Paris adopted this system; on the 1st of March, 1875, it was put into operation in Vienna; and on the 1st of December, 1876, in Berlin.

The pneumatic tubes in Paris and Vienna are arranged according to the same plan, which differs from that adopted in England. In these two cities the various pneumatic stations are more or less connected with one another by means of these tubes, and the dispatches are made at regular intervals, while in England all the tubes are so placed as to converge at the principal stations, where the dispatches are received from the other stations, and immediately forwarded to their destina-

tions. The system in operation in Paris and Vienna has also been adopted in Berlin.

The use which the administration of posts of Germany makes of the pneumatic tubes is (1) to accelerate the delivery of telegraphic messages received in Berlin from other stations; (2) to convey without loss of time the telegrams received at other stations to the principal stations, whence they are transmitted to their destinations; (3) to effect, at the request of the senders, the conveyance of letters and postal cards within the limits of the city of Berlin. The rate of postage on messages transmitted by the pneumatic service includes the charge for delivery. All this correspondence must be *pr* paid. The rates are for letters 30 pfennig (6 cents), and for postal cards 25 pfennig (5 cents).

The principal object of the postal administration of Germany in the introduction of the system of pneumatic tubes is to reduce the time employed in the transmission and delivery of a postal article to the maximum of one hour.

The great extent to which this new arrangement was at once made use of may be inferred from the fact that during the first week of its existence 3,961 letters and postal-cards were transmitted by pneumatic tube in the local exchange of Berlin. From the last report of the German postal administration it appears that at the end of the fiscal year 1884-1885, the number of tubular post-offices in Berlin was 31, and the number of machine stations 8. The following quantity of articles were transmitted by tubular posts:

Articles.	1882-1883.	1883-1884.	1884-1885.
Telegrams.....	1, 594, 876	1, 605, 853	1, 825, 882
Letters.....	240, 111	272, 390	328, 699
Postal cards.....	386, 248	441, 967	489, 892
Total.....	2, 211, 235	2, 320, 210	2, 644, 473

#### THE RURAL MESSENGER SERVICE.

In many countries of Europe the postal service in rural districts is performed by messengers (mounted, on carts, or on foot). The first attempt at a regular service of this kind was made in Prussia in 1824, and in France in 1830, their example being soon followed by other countries.

In France these messengers travel a certain route every day, both collecting and delivering mail at the houses, and carry with them a certain quantity of postage-stamps and postal cards for sale to the public. The number of mounted messengers in 1874 was 2,212, and of foot messengers 4,003. The annual distance traveled by the mounted messengers was 21,743,050 miles, and the daily distance traveled 59,570, or nearly 27 miles traveled by each messenger per day. The total distance traveled by the foot messengers was 9,898,116 miles per annum, or 27,118 miles per day; the average daily distance traveled by each foot messenger being 6.7 miles per day.

These messengers clear the letter-boxes placed on their routes, and carry the letters contained in them to the post-office, after having marked them with a stamp attached to the inside of the boxes. They also receive the correspondence which is handed to them for transmission.

In Germany the number of persons employed in the rural messenger service during the fiscal year 1884-'85 was 20,386, of whom 1,153 trav-

eled on small carts. The total annual distance traveled by these messengers in 1884-'85 was 105,495,464 miles, or 289,022 per day, making the average daily (week days only) distance traveled by each messenger 14.2 miles. As a general rule these messengers collect and deliver mail at the houses, the number of articles of mail matter delivered in 1884-'85 being 257,000,000, and the number collected 39,000,000. The German system differs from that followed in France in so far that there are in central locations of the rural districts postal agencies which sell stamps, receive ordinary letters and packets, and also domestic telegrams, and deliver ordinary letter-packets and newspapers. If desired, these agencies also receive registered articles, and articles with declared value, which are conveyed by the messengers to the nearest post-office. The number of these postal agencies in 1884-'85 was 1,217. Persons are appointed as agents who possess the full confidence of the community in which they reside. The office is almost entirely honorary, many of them receiving no salary, and none receiving more than \$10 per annum for stationery, &c. The effect of the German system has been the following: 23,572 villages, with 3,750,000 inhabitants, had one delivery and two collections per day; 39,954 villages, with 7,700,000 had two deliveries and two collections per day; 4,307 villages, with upwards of 1,000,000, had two deliveries and four collections per day; 268 villages, with 100,543 inhabitants, had three deliveries and three collections per day; and 12 villages, with 4,564 inhabitants, had four deliveries and four collections per day. In other words, of the 18,453,554 inhabitants of the German Empire living in rural districts, at the end of March, 1885, 12,000,000, or 69 per cent., had an opportunity to come in personal contact with the rural postal messengers more than once a day; whilst almost 9,000,000, or upwards of 50 per cent., enjoyed the benefits of at least two daily deliveries and collections.

#### RECOMMENDATIONS.

The time occupied by different steamers in the voyage from this country to Great Britain varies from six and a half to ten and a half days, and as the celerity of the service should enter largely into the consideration of the compensation to be allowed for the conveyance of mails to transatlantic ports, I recommend that the allowance of 5 francs per kilogram of letters and post-cards for the sea conveyance of mails to Great Britain be limited to those steamers making the trip in eight days, and that steamers requiring a greater length of time for the trip be compensated at the rate of 3 francs per kilogram of the letters and post-cards conveyed, the rate of 50 centimes per kilogram of articles other than letters and post-cards to be allowed to all vessels conveying mails without regard to the time occupied in their trips.

The foundering off Fire Island in March last of the steamer Oregon, with nearly six hundred sacks of mail from Great Britain on board, brought to notice the fact that there is no provision of law under which any expense can be incurred by this Department in the recovery of mails dispatched from the United States for foreign countries in case of disaster to the conveying steamer. I recommend that Congress be asked to authorize the expenditure of such sums as may be necessary to defray the expense of the recovery of mails for foreign countries dispatched from the United States in steamers which are wrecked in transit.

I renew the recommendation made in my last report, that Congress be asked to re-enact the law requiring all vessels of United States regis-

ter, as a condition of their clearance, to receive and convey all United States mails tendered to them, upon such terms as are now or may be hereafter allowed by Congress for such service.

Several Governments of the world by statute compel vessels to convey mails tendered to them. In 1837 Great Britain enacted a law compelling the master of any British vessel bound to certain of her colonies to receive and safely convey and deliver to the postmaster at the port of destination all mails tendered by the postmaster-general of Great Britain, failure to receive mails so tendered subjecting the master of the vessel to a fine of £200 (about \$1,000); and in 1840 this statute was extended to include the masters of all vessels bound from Great Britain to foreign ports.

In 1837, only seven years after the first railroad was opened in England, a statute was enacted compelling all railroads to receive and convey all mails tendered to them by the postmaster-general of Great Britain at any hour of the day or night, and upon such schedules as he might direct.

The provisions of the British statutes above referred to are still in force, and are contained in 1st Victoria, cap. 33, section 6; 3d and 4th Victoria, cap. 96, section 37; and 1st and 2d Victoria, cap. 98.

NICHOLAS M. BELL,  
*Superintendent Foreign Mails.*

Hon. WILLIAM F. VILAS,  
*Postmaster-General.*



TABLE I.—Area, population, and number of post-offices.

Countries.	Area.	Population.	Number of post-offices.
	<i>Square miles.</i>		
1. British India .....	1,472,394	253,906,449	6,721
2. Russia .....	8,238,771	101,342,242	4,764
3. United States .....	3,512,237	50,152,896	50,017
4. Germany .....	212,091	45,234,061	15,428
5. Austria-Hungary .....	265,189	32,342,139	7,864
6. France .....	208,805	37,674,048	6,567
7. Japan .....	160,474	37,442,966	4,880
8. Great Britain .....	121,857	35,961,509	16,434
9. Brazil .....	3,275,326	12,899,691	1,970
10. Egypt .....	1,406,250	6,806,381	152
11. Persia .....	648,000	6,509,000	73
12. Belgium .....	11,373	5,720,807	855
13. Roumania .....	45,642	5,040,000	248
14. Sweden .....	170,979	4,603,595	1,965
15. Portugal .....	36,510	4,530,609	1,051
16. Canada .....	3,372,290	4,324,810	6,837
17. Netherlands .....	20,527	4,278,272	1,274
18. Argentine Republic .....	515,700	3,250,000	572
19. Switzerland .....	15,992	2,831,787	2,969
20. Chili .....	132,006	2,443,921	369
21. Bulgaria .....	24,260	1,608,983	61
22. Denmark .....	14,553	1,960,675	600
23. Greece .....	19,941	1,979,117	213
24. Norway .....	122,869	1,941,000	1,070
25. Guatemala .....	41,830	1,282,596	122
26. Hayti .....	10,204	550,000	3
27. Uruguay .....	73,538	520,536	473
28. San Domingo .....	18,045	400,000	44
29. Luxemburg .....	1,592	209,576	75

TABLE II.—Proportion of post-offices to area and population.

Countries.	Number of square miles to one post-office.	Countries.	Number of inhabitants to one post-office.
1. Switzerland .....	5.4	1. Canada .....	632.5
2. Great Britain .....	7.4	2. Switzerland .....	964.5
3. Belgium .....	13.3	3. United States .....	1,002.7
4. Germany .....	13.7	4. Uruguay .....	1,089.6
5. Netherlands .....	16.1	5. Norway .....	1,814.0
6. Denmark .....	20.9	6. Great Britain .....	2,188.2
7. Luxemburg .....	21.2	7. Sweden .....	2,342.8
8. France .....	31.7	8. Luxemburg .....	2,794.3
9. Japan .....	32.8	9. Denmark .....	2,845.8
10. Austria-Hungary .....	33.9	10. Germany .....	2,931.9
11. Portugal .....	34.7	11. Netherlands .....	3,358.1
12. United States .....	76.2	12. Portugal .....	4,329.9
13. Sweden .....	87.0	13. Austria-Hungary .....	4,913.1
14. Greece .....	93.6	14. Argentine Republic .....	5,681.8
15. Norway .....	114.8	15. France .....	5,719.1
16. Uruguay .....	153.6	16. Chili .....	6,125.1
17. Roumania .....	184.0	17. Brazil .....	6,548.1
18. British India .....	210.0	18. Belgium .....	6,691.0
19. Chili .....	332.3	19. Japan .....	7,672.7
20. Bulgaria .....	339.3	20. San Domingo .....	9,090.9
21. Guatemala .....	342.8	21. Greece .....	9,291.8
22. San Domingo .....	410.1	22. Guatemala .....	10,510.6
23. Canada .....	493.2	23. Roumania .....	20,322.6
24. Argentine Republic .....	901.5	24. Russia .....	21,272.5
25. Brazil .....	1,662.6	25. Bulgaria .....	32,770.2
26. Russia .....	1,729.3	26. British India .....	37,778.1
27. Hayti .....	3,401.3	27. Egypt .....	44,778.8
28. Persia .....	8,876.7	28. Persia .....	89,041.1
29. Egypt .....	9,251.6	29. Hayti .....	183,333.0

TABLE III.—*Number of postal officers and employes, including officers and employes of telegraph offices.*

Countries.*	In central administra- tion.	In post- offices.	Total.
1. Great Britain .....			95,553
2. Germany .....	894	82,222	83,116
3. United States .....	561	71,110	71,671
4. France .....	868	52,648	53,516
5. British India .....	456	35,202	35,658
6. Austria-Hungary .....	837	25,073	25,910
7. Japan .....	1,620	18,980	20,600
8. Russia .....	86	16,794	16,880
9. Canada .....			7,225
10. Switzerland .....	39	5,979	6,018
11. Belgium .....	234	4,596	4,830
12. Netherlands .....	43	4,766	4,809
13. Sweden .....	131	3,942	4,073
14. Denmark .....	28	3,335	3,373
15. Portugal .....	83	2,547	2,630
16. Brazil .....	331	2,319	2,650
17. Norway .....	40	1,496	1,536
18. Roumania .....	44	1,407	1,451
19. Argentine Republic .....	235	795	1,030
20. Chili .....	21	842	863
21. Uruguay .....			617
22. Egypt .....	50	555	605
23. Bulgaria .....	39	476	515
24. Greece .....	83	315	398
25. Luxemburg .....	18	318	336
26. Persia .....			315
27. San Domingo .....	16	109	125
28. Hayti .....			18

\* No report from Guatemala.

TABLE IV.—*Length of postal routes.*

Countries.*	Railway routes.	Countries.*	All other routes.
	<i>Miles.</i>		<i>Miles.</i>
1. United States .....	117,848	1. United States .....	243,794
2. Germany .....	22,111	2. France .....	117,074
3. France .....	18,140	3. Russia .....	95,240
4. Russia .....	15,712	4. British India .....	90,005
5. Austria-Hungary .....	13,642	5. Austria-Hungary .....	59,462
6. British India .....	10,604	6. Germany .....	56,759
7. Canada .....	8,930	7. Japan .....	48,841
8. Sweden .....	4,022	8. Canada .....	47,396
9. Brazil .....	3,892	9. Argentine Republic .....	27,204
10. Belgium .....	2,727	10. Sweden .....	26,949
11. Argentine Republic .....	2,447	11. San Domingo .....	21,968
12. Switzerland .....	1,802	12. Chili .....	20,169
13. Egypt .....	1,534	13. Norway .....	18,796
14. Netherlands .....	1,423	14. Belgium .....	16,524
15. Chili .....	1,422	15. Netherlands .....	11,000
16. Portugal .....	1,385	16. Egypt .....	8,289
17. Bulgaria .....	1,295	17. Portugal .....	7,834
18. Denmark .....	1,196	18. Denmark .....	6,806
19. Roumania .....	988	19. Persia .....	5,383
20. Norway .....	950	20. Switzerland .....	3,567
21. Uruguay .....	256	21. Bulgaria .....	1,466
22. Japan .....	225	22. Roumania .....	1,202
23. Luxemburg .....	195	23. Uruguay .....	728
24. San Domingo .....	48	24. Hayti .....	481
		25. Luxemburg .....	216

\* No report from Great Britain, Greece, and Guatemala.

TABLE V.—*Number of miles of annual transportation.*

Countries.*	On railway routes.	Countries.†	On all other routes.
	<i>Miles.</i>		<i>Miles.</i>
1. United States .....	143,378,722	1. United States .....	85,490,605
2. Germany .....	75,399,839	2. Germany .....	48,966,708
3. France .....	51,856,019	3. Austria-Hungary .....	30,298,908
4. Austria-Hungary .....	31,363,960	4. France .....	33,296,836
5. Russia .....	16,071,439	5. British India .....	26,937,923
6. Canada .....	9,034,731	6. Japan .....	26,589,588
7. British India .....	7,503,927	7. Russia .....	23,658,190
8. Sweden .....	4,438,934	8. Canada .....	21,003,891
9. Netherlands .....	3,853,622	9. Netherlands .....	6,990,182
10. Switzerland .....	3,296,288	10. Sweden .....	6,497,949
11. Argentine Republic .....	1,826,356	11. Roumania .....	6,472,988
12. Denmark .....	1,747,616	12. Switzerland .....	6,163,747
13. Chili .....	1,409,949	13. Portugal .....	4,806,726
14. Egypt .....	1,385,006	14. Argentine Republic .....	3,903,440
15. Roumania .....	1,319,019	15. Norway .....	2,649,316
16. Portugal .....	1,273,939	16. Chili .....	1,759,532
17. Belgium .....	1,228,681	17. Belgium .....	1,545,344
18. Norway .....	985,614	18. Denmark .....	1,494,080
19. Japan .....	755,322	19. Uruguay .....	1,408,707
20. Luxembourg .....	461,400	20. Persia .....	724,256
21. Uruguay .....	207,327	21. San Domingo .....	456,392
22. Bulgaria .....	101,744	22. Bulgaria .....	438,660
		23. Egypt .....	405,188
		24. Luxembourg .....	186,972
		25. Hayti .....	41,085

\* No report from Brazil, Great Britain, Greece, Guatemala, and San Domingo.

† No report from Great Britain, Greece, and Guatemala.

TABLE VI.—*Number of letters and post-cards dispatched in international mails.*

Countries.*	Number of letters.	Countries.†	Number of postal cards.
1. Germany .....	49,188,620	1. Germany .....	7,513,110
2. Austria-Hungary .....	37,437,086	2. Austria-Hungary .....	6,500,562
3. France .....	36,665,466	3. Belgium .....	3,556,246
4. United States .....	33,328,014	4. Switzerland .....	2,889,028
5. Belgium .....	14,621,286	5. United States .....	1,672,458
6. Switzerland .....	11,038,190	6. France .....	1,528,500
7. Russia .....	7,650,131	7. Netherlands .....	1,443,313
8. Netherlands .....	7,278,258	8. Russia .....	890,933
9. Sweden .....	4,038,534	9. Denmark .....	304,564
10. British India .....	3,582,709	10. Sweden .....	274,555
11. Denmark .....	3,034,629	11. Luxembourg .....	246,478
12. Norway .....	2,203,708	12. Roumania .....	188,095
13. Portugal .....	1,832,839	13. Norway .....	106,626
14. Brazil .....	1,786,218	14. Egypt .....	47,006
15. Roumania .....	1,558,347	15. Portugal .....	44,760
16. Egypt .....	1,422,000	16. Bulgaria .....	37,212
17. Argentine Republic .....	1,151,398	17. Greece .....	32,968
18. Luxembourg .....	905,398	18. Brazil .....	19,252
19. Greece .....	808,390	19. Argentine Republic .....	7,940
20. Uruguay .....	531,396	20. Japan .....	6,982
21. Bulgaria .....	407,580	21. Chili .....	4,217
22. Chili .....	380,195	22. Uruguay .....	2,603
23. Japan .....	235,195	23. Hayti .....	756
24. Persia .....	95,910	24. Persia .....	750
25. Hayti .....	68,464	25. San Domingo .....	180
26. San Domingo .....	42,525		

\* No report from Canada, Great Britain, and Guatemala.

† No report from Canada, Great Britain, British India, and Guatemala.



TABLE VII.—*Number of newspapers and other articles of printed matter dispatched in the international service.*

Countries.	Number of newspapers.	Countries.	Other articles of printed matter.
1. United States .....	29,832,054	1. Germany .....	16,518,309
2. France .....	22,027,736	2. France .....	8,329,765
3. Germany .....	10,548,900	3. Austria-Hungary .....	7,616,773
4. Belgium .....	5,927,000	4. Belgium .....	5,062,000
5. Netherlands .....	1,478,453	5. Switzerland .....	4,689,112
6. Argentine Republic .....	1,354,316	6. United States .....	1,808,590
7. Denmark .....	1,189,221	7. Netherlands .....	1,718,318
8. Brazil .....	1,108,713	8. Uruguay .....	1,682,891
9. Russia .....	1,095,901	9. British India .....	1,217,873
10. Sweden .....	1,050,373	10. Denmark .....	579,005
11. Greece .....	952,208	11. Roumania .....	374,748
12. Chili .....	329,358	12. Norway .....	359,697
13. Norway .....	264,308	13. Sweden .....	355,087
14. Bulgaria .....	131,827	14. Egypt .....	270,000
15. Luxemburg .....	36,855	15. Luxemburg .....	267,682
16. Hayti .....	17,904	16. Greece .....	128,778
17. Persia .....	3,500	17. Chili .....	117,661
		18. Argentine Republic .....	90,000
		19. Japan .....	77,631
		20. Portugal .....	75,670
		21. Bulgaria .....	41,760
		22. Brazil .....	11,909
		23. Hayti .....	2,608

The above are all the countries which had reported to the International Bureau.

TABLE VIII.—*Number of packages of samples dispatched in the international mails.*

Countries.	Number of packages.	Countries.	Number of packages.
1. France .....	2,382,352	13. Sweden .....	31,494
2. Russia .....	2,209,039	14. Luxemburg .....	15,534
3. Germany .....	1,809,470	15. Argentine Republic .....	15,260
4. Austria-Hungary .....	1,767,002	16. Greece .....	13,224
5. Belgium .....	1,121,000	17. Norway .....	10,777
6. Netherlands .....	1,013,247	18. Bulgaria .....	7,866
7. Switzerland .....	448,448	19. Chili .....	1,746
8. United States .....	297,043	20. Uruguay .....	1,000
9. Roumania .....	162,987	21. Hayti .....	967
10. Egypt .....	65,000	22. Persia .....	520
11. Denmark .....	61,828	23. San Domingo .....	86
12. Brazil .....	51,327		

TABLE IX.—*Number of registered articles dispatched in the international mails.*

Countries.	Number of registered articles.	Countries.	Number of registered articles.
1. Germany .....	2,120,810	13. Egypt .....	87,448
2. France .....	981,921	14. Portugal .....	68,117
3. Russia .....	682,871	15. Bulgaria .....	66,564
4. United States .....	496,300	16. Greece .....	61,438
5. Switzerland .....	383,916	17. Argentine Republic .....	55,377
6. Belgium .....	323,594	18. Persia .....	30,600
7. Roumania .....	316,250	19. Luxemburg .....	23,617
8. Netherlands .....	276,707	20. Uruguay .....	20,203
9. Sweden .....	254,078	21. Japan .....	14,848
10. Denmark .....	244,049	22. Chili .....	8,180
11. Norway .....	111,293	23. Hayti .....	2,143
12. Brazil .....	103,384	24. San Domingo .....	1,315

The above are all the countries which had reported to the International Bureau.

TABLE X.—*Postal income and expenditure.*

Countries.	Income.	Countries.	Expenditure.
1. Germany .....	\$45,059,019 47	1. United States .....	\$18,063,173 23
2. United States .....	44,049,499 62	2. Germany .....	38,411,016 29
3. Great Britain .....	38,148,408 95	3. France .....	26,296,154 55
4. France .....	31,368,755 35	4. Great Britain .....	25,655,552 72
5. Austria-Hungary .....	16,015,279 01	5. Russia .....	13,498,200 75
6. Russia .....	12,442,790 28	6. Austria-Hungary .....	12,029,623 27
7. British India .....	5,655,249 00	7. British India .....	5,051,509 62
8. Switzerland .....	3,344,655 00	8. Brazil .....	3,336,095 10
9. Belgium .....	2,686,215 62	9. Switzerland .....	3,051,000 62
10. Canada .....	2,249,165 43	10. Canada .....	2,828,789 32
11. Netherlands .....	2,191,172 00	11. Japan .....	2,368,382 40
12. Japan .....	2,076,750 40	12. Belgium .....	1,768,037 04
13. Sweden .....	1,680,817 70	13. Netherlands .....	1,677,719 65
14. Denmark .....	1,156,448 42	14. Sweden .....	1,490,751 30
15. Brazil .....	835,694 12	15. Denmark .....	1,046,464 39
16. Roumania .....	768,850 22	16. Portugal .....	671,842 99
17. Portugal .....	664,379 22	17. Argentine Republic .....	653,783 16
18. Norway .....	569,572 96	18. Roumania .....	630,860 70
19. Argentine Republic .....	560,501 84	19. Norway .....	584,090 95
20. Egypt .....	532,449 68	20. Egypt .....	420,053 32
21. Chili .....	374,829 64	21. Chili .....	363,785 71
22. Greece .....	184,214 05	22. Bulgaria .....	277,879 88
23. Uruguay .....	167,095 45	23. Uruguay .....	176,110 39
24. Luxemburg .....	95,274 89	24. Greece .....	154,809 24
25. Persia .....	82,852 52	25. Luxemburg .....	92,433 40
26. Bulgaria .....	74,241 51	26. Persia .....	76,997 47
27. Guatemala .....	28,880 38	27. Guatemala .....	44,406 57
28. Hayti .....	12,124 82	28. Hayti .....	25,886 17
29. San Domingo .....	6,402 93	29. San Domingo .....	17,110 42

TABLE XI.—*Postal surplus and deficiency.*

Countries.	Surplus.	Countries.	Deficiency.
1. Great Britain .....	\$12,492,856 23	1. United States .....	\$4,013,673 61
2. Germany .....	6,648,063 18	2. Brazil .....	2,501,000 98
3. France .....	5,362,500 80	3. Russia .....	1,655,410 47
4. Austro-Hungary .....	3,985,655 74	4. Canada .....	579,623 89
5. Belgium .....	918,178 58	5. Japan .....	291,632 00
6. Netherlands .....	516,452 35	6. Bulgaria .....	203,638 37
7. Switzerland .....	293,654 38	7. Argentine Republic .....	93,281 32
8. Sweden .....	190,066 40	8. Guatemala .....	15,326 19
9. Roumania .....	157,489 52	9. Norway .....	14,517 79
10. Egypt .....	112,396 36	10. Hayti .....	13,761 35
11. Denmark .....	109,984 03	11. San Domingo .....	10,607 49
12. Greece .....	29,464 81	12. Uruguay .....	9,014 94
13. Chili .....	11,043 93	13. Portugal .....	7,463 77
14. Persia .....	5,855 05		
15. British India .....	3,737 38		
16. Luxemburg .....	2,841 49		

TABLE XII.—*Subsidies paid to steamship companies.*

Countries.	Amount of subsidy per annum.	Countries.	Amount of subsidy per annum.
1. France .....	\$5,152,388 98	7. Netherlands .....	\$101,975 60
2. Great Britain .....	3,206,766 67	8. Austria .....	43,168 55
3. Brazil .....	2,223,958 10	9. Denmark .....	32,469 54
4. British India .....	350,724 42	10. Portugal .....	23,964 61
5. Japan .....	241,250 00	11. Argentine Republic .....	6,229 07
6. Belgium .....	134,793 32	12. Roumania .....	984 87

*Postal convention between the United States of America and the Colonial Government of Tasmania.*

The undersigned, William F. Vilas, Postmaster General of the United States of America, by virtue of the powers vested in him by law, and William Henry Burgess, Postmaster General of the Colony of Tasmania, have agreed upon the following articles, subject to approval by the President of the United States, and ratification by the Government of the Colony of Tasmania, viz:

ARTICLE 1.

There shall be an exchange of correspondence between the United States of America and the Colony of Tasmania by means of the direct line of colonial mail packets plying to and from San Francisco, as well as by such other means of direct mail-steamship transportation between the United States and Tasmania as shall hereafter be established with the approval of the respective Post Departments of the two countries, comprising letters, newspapers, printed matter of every kind, and patterns and samples of merchandise, originating in either country, and addressed to and deliverable in the other country, as well as correspondence in closed mails originating in Tasmania and destined for foreign countries by way of the United States.

ARTICLE 2.

The post-office of San Francisco shall be the United States office of exchange, and Hobart and Launceston the offices of exchange of the colony of Tasmania for all mails transmitted under this arrangement.

ARTICLE 3.

No account shall be kept between the Post Departments of the two countries upon the international correspondence, written or printed, exchanged between them, but each country shall retain to its own use the postage which it collects.

The single rate of international letter postage shall be twelve cents in the United States, and sixpence in Tasmania, on each letter weighing half an ounce or less, and an additional rate of twelve cents (sixpence) for each additional weight of half an ounce or fraction thereof, which shall in all cases be prepaid at least one single rate by means of postage stamps at the office of mailing in either country. Letters unpaid, or prepaid less than one full rate of postage, shall not be forwarded, but insufficiently paid letters, on which a single rate or more has been prepaid, shall be forwarded charged with the deficient postage to be collected and retained by the Post Office Department of the country of destination.

The United States post office shall levy and collect to its own use, on newspapers addressed to Tasmania a postage of two cents; and on all other articles of printed matter, patterns and samples of merchandise, addressed to Tasmania, a postage charge of four cents per each weight of four ounces or fraction of four ounces.

The post office of Tasmania shall levy and collect to its own use on newspapers and other articles of printed matter, patterns and samples of merchandise, addressed to the United States, the regular rates of domestic postage chargeable thereon by the laws and regulations of the colony of Tasmania.

Letters, newspapers, and other articles of printed matter, patterns and samples of merchandise, fully prepaid, which may be received in either country from the other, shall be delivered free of all charge whatever.

Newspapers and all other kinds of printed matter, patterns and samples of merchandise, are to be subject to the laws and regulations of each country, respectively, in regard to their liability to be rated with letter postage when containing written matter, or for any other cause specified in said laws and regulations as well as in regard to their liability to customs duty under the revenue laws.

#### ARTICLE 4.

The United States office engages to grant the transit through the United States, as well as the conveyance by United States mail packets, of the correspondence in closed mails which the Tasmanian post office may desire to transmit *viâ* the United States to British Columbia, the British North American Provinces, the West Indies, Mexico, Central and South America, and at the following rates of United States transit postage, *viz*:

For the United States territorial transit of closed mails from Tasmania for Mexico, British Columbia, Canada, or other British North American Provinces, when transmitted entirely by land routes, six cents per ounce for letter mails, and sixteen cents per pound for all kinds of printed matter.

For the United States territorial and sea transit of closed mails from Tasmania, for British Columbia or other British North American Provinces, Mexico, Central and South America, or the West India Islands, when transmitted from the United States by sea, twenty-five cents per ounce for letter mails, and twenty cents per pound for all kinds of printed matter.

The Tasmania post office shall render an account to the United States post-office upon letter bills to accompany each mail, of the weight of the letters, and also of the printed and other matter contained in such closed mails forwarded to the United States for transmission to either of the above-named countries and colonies; and the accounts arising between the two offices on this class of correspondence shall be stated, adjusted, and settled quarterly, and the amounts of the United States transit charges found due on such closed mails shall be promptly paid over by the Tasmanian post office to the United States post office in such manner as the Postmaster General of the United States shall prescribe.

#### ARTICLE 5.

Prepaid letters from foreign countries received in and forwarded from the United States to Tasmania shall be delivered in said colony free of all charges whatsoever; and letters received in Tasmania from the United States addressed to other colonies of Australia will be forwarded to destination, subject to the same conditions as are applicable to correspondence originating in Tasmania and addressed to those colonies.

#### ARTICLE 6.

The two Post Departments may, by mutual agreement, provide for the transmission of registered articles in the mails exchanged between the two countries.

The register fee for each article shall be ten cents in the United States and four pence in Tasmania

## ARTICLE 7.

The two Post Departments shall settle by agreement between them all measures of detail and arrangement required to carry this Convention into execution, and may modify the same in like manner, from time to time, as the exigencies of the service may require.

## ARTICLE 8.

Every fully-prepaid letter despatched from one country to the other shall be plainly stamped with the words "paid all", in *red ink*, on the right-hand upper corner of the address, in addition to the date-stamp of the office at which it was posted; and on insufficiently paid letters the amount of the deficient postage shall be inscribed in *black ink*.

## ARTICLE 9.

Dead letters, which cannot be delivered from whatever cause, shall be mutually returned without charge, monthly, or as frequently as the regulations of the respective offices will permit.

## ARTICLE 10.

This Convention shall come into operation on the first day of July 1886, and shall be terminable at any time on a notice by either office of six months.

Done in duplicate and signed in Washington the thirtieth day of July, in the year of our Lord, one thousand eight hundred and eighty-six, and in Hobart on the thirty-first day of May, one thousand eight hundred and eighty-six.

[SEAL]

WM. F. VILAS,  
*Postmaster General of the United States.*  
W. H. BURGESS,  
*Postmaster General of Tasmania.*

I hereby approve the foregoing Convention and in testimony thereof I have caused the seal of the United States to be affixed.

[SEAL]

GROVER CLEVELAND.

By the President

T. F. BAYARD,

*Secretary of State.*

WASHINGTON, July 30, 1886.

I hereby approve of the foregoing Postal Convention, and have caused to be affixed hereto the seal of the Colony of Tasmania

[SEAL]

GEO. C. STRAHAN.

J. W. AGNEW

*Chief Secretary*

HOBART, May 31, 1886.

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**REPORT**  
**OF THE**  
**TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT**  
**FOR**  
**1886.**

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# REPORT

## OF THE

### TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,  
*Washington, D. C., October 25, 1886.*

SIR: I have the honor to submit the following report of the work of this office during the year ending September 30, 1886:

The general duties of this office, as a constituent part of the Department's working force, may be referred to the following general divisions: (1) The keeping up of a graphic exhibit of all the recorded orders in regard to the sites of post-offices and their mode of supply, this exhibit being regularly transferred to the numerous sets of diagrams required for reference in the daily business at the headquarters of the Department; (2) the preparation of successive editions of the sheets of the printed maps from which these diagrams are made up, and the construction, from time to time, of new maps to take the place of older compilations; (3) the issuing of copies of the printed maps to such agents of the Department (postmasters, inspectors, and others in the field) as may require the same for facilitating their work; and (4) the certifying of post-route distances for the settlement of questions of mileage (travel).

During the past year 12 complete sets of postal diagrams, comprising in all 300 maps, fitted up on rollers in frames, have been kept up by hand for immediate and constant reference by the officers and "corresponding clerks" of the Contract Office and of the Appointment Office, for the use of the Postmaster-General, for the General Superintendent of Railway Mail Service, and for the Topographer's Office. These diagrams show all the post-offices, the mode of their supply (by railroad or otherwise), their intermediate distances, and the frequency of the mail service throughout the whole extent of the United States, as actually in operation under orders at the beginning of each month.

In addition to this series of diagrams, but brought up at longer intervals, 8 sets of diagrams (200 maps) have been furnished for use in the following offices, namely: The Third Assistant Postmaster-General (3 sets), Money-Order System, Chief Post-Office Inspector, Dead Letters, Foreign Mails, and the Auditor of the Treasury for the Post-Office Department.

To procure correct data for the post-route maps, 116 letters of inquiry have been, during the past year, addressed to engineers and other officers of railways, in most cases special tracings made up in this office from maps of the immediately surrounding country being inclosed, to facilitate the return of the exact marking of the lines. For the same



purpose 2,869 circular queries have been sent to postmasters to get the precise location of their post-offices, such being necessary when the description in the papers furnished through the Appointment Office is found to be inadequate, particularly in cases where the post-office has been changed in site.

The miscellaneous correspondence of the Topographer, exclusive of the above-mentioned circulars, consisted of 5,000 letters sent out and 4,608 letters received.

The distribution of the printed post-route maps during the past year amounted to 13,351 sheets. Besides the copies required at headquarters of the Department, the greater part of this distribution was to agents of the Department, including officers and clerks of the Railway-Mail Service, post-office inspectors, and postmasters at the more important offices; the remainder being furnished, where copies were available, to Bureaus of other Governmental Departments, to members of both houses of Congress (specially for their personal reference), to State authorities, &c.

In addition to this issue, several copies of each edition of the maps are used in the Topographer's Office as samples for keeping up the additions and alterations, others for correction-sheets to be furnished to the printer, and a set is reserved for the files.

Of all the maps issued during the past year, 31 per cent. were backed with muslin, mounted on rollers, or bound for portable use.

The sales of maps, as authorized by law, amounted during the past fiscal year to \$2,252.

A statement of the distribution of the printed post-route maps during the past year, with a side comparison with the distribution for the preceding two years, is presented in the table hereto appended.

The calls for certificates of distances by post-routes, required in the settlement of mileage accounts by officers of the public service, and in the adjustment of telegraph rates for Governmental messages, have been, as usual, attended to with the necessary care and precision. During the past year 1,165 letters (including telegrams) requesting these certificates have been answered, covering 1,805 queries. These calls have been gradually increasing in number, more particularly from Bureaus of the Treasury Department, and in many cases have involved intricate references to the postal records of twenty, thirty, and even forty years ago.

The compilation of successive revised editions of the post-route maps, and the printing of the sheets (60 in number) from lithographic stones, have been continued during the past year. The prints are furnished to the Department under contract, in bi-monthly editions; the stones, during the intervals, being brought up by means of corrected sheets prepared by the draughtsmen of this office, to show the latest possible status of the service.

I beg the liberty here to repeat my remark of a former occasion that the main difficulty connected with the preparation of these post-route maps—distinguishing them from all other maps of this or any other country—arises from the continuous changes and additions necessitated by the gradual, and in many parts very rapid, extension of the postal service, whether by star-routes or by the opening of new railways, thus constantly, and most embarrassingly, requiring fresh disposition, erasures, and re-erasures of the names, figures, and lines over all the sheets.

The inevitable result of these constant alterations on the surfaces of the lithographic stones (which with the work on them are the property of the Department) is a gradual deterioration of the appearance of the prints—a condition of affairs relieved only in some measure by careful

local corrections and touchings-up from time to time. Provision is made, it is true, in the contracts with the printers for their making, when so directed, new transfers to the stones to take the place of the old work; and during the past year a renewal of the 4 sheet map of Pennsylvania, New Jersey, Delaware, and Maryland was made, to the great advantage of its appearance and further durability. In effecting this, opportunity was taken to have new transfers from the original copper-plates, after these copper-plates had been brought up by an engraver to include the additions and changes that had accrued since transfers were first made to the lithographic stones. The same procedure is desirable in the case of some of the other post-route maps, especially those of Maine, the other New England States, and New York—seven plates in all. The bringing-up of the plates of these three maps, although for some time under consideration, has been postponed from time to time with the view that the work, when it is done, may include as many changes as possible. The inducement for such postponement is great, but a limit is reached when the faces of the stones fail to give clear and satisfactory prints. This being the stage in which the three maps mentioned now are, their renewal, in the manner stated, during the coming year has become a desideratum. The amount necessary for bringing up these plates is provided for in the estimates I have had the honor to submit.

The procedure thus indicated for necessary improvement applies specially to the handling of such maps as were originally engraved upon and printed from copper-plates, but which, having served their purpose in that initial stage, have been transferred to stone for more rapid and economical use. There are, however, others of the maps that were for good reasons (want of authentic or sufficiently extended surveys, &c.) at first placed upon stone, professedly as provisional, to be in time superseded when sufficient data should have accumulated. This is the case with the maps of Kansas and Nebraska (combined), Kentucky and Tennessee (combined), and that of Texas. The best and adopted mode of preparation of these for printing is by means of drawings for photolithography. The drawings for the first named of these maps (four sheets) are now ready for transfer to the stones, and the drawings for the second named (four sheets) are in a forward state. The completion of these new maps as soon as possible after beginning them will be evident. To do this involves rapidly representing on the sheets the great number of existing post-offices, &c., as well as the accumulating additions. As much force as the work will admit of should therefore be assigned to its preparation. With this view, I have included in the estimate one additional skilled draughtsman, who, being specially a good and rapid letterer, might be placed upon this work.

To carry out a very urgently pressed requisition from the General Superintendent of the Railway Mail Service for diagrams for the special use of the employes of that service, to exhibit the railway postal lines and their connecting side mail-routes, a series of these has been prepared under the terms of the contract with the printer of the regular post-route maps. The sheets of these diagrams will be ready for distribution at an early day.

During the past year, among other occasional aids to bureaus of the Department, three large manuscript maps have been constructed for the office of the Superintendent of Foreign Mails, exhibiting the principal ocean-mail service of the world, and that of the western continent in particular.

I respectfully submit that, in the appropriation bill, the usual proviso be inserted that the Postmaster-General may authorize the sale of post-

route maps to the public at cost, the proceeds to be used as a further appropriation for the preparation and publication of post-route maps.

I take pleasure in testifying to the generally faithful and steady work of the employes of this office.

Very respectfully, your obedient servant,

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

Hon. WILLIAM F. VILAS,  
*Postmaster-General.*

*Detailed statement of the distribution of post-route maps during the year ending September 30, 1886, with comparison with the distribution during the preceding two years.*

To whom furnished.	Number of sheets during year ending—		
	September 30, 1886.	September 30, 1885.	September 30, 1884.
Officers and clerks of the Post-Office Department in Washington	1,301	2,747	1,181
Postmasters	3,166	5,763	3,818
The railway-mail service (besides special diagrams)	4,199	705	1,607
Post-office inspectors	213	95	453
Officers of other governmental Departments	797	1,168	2,324
Miscellaneous, including—			
Members of the Senate and House of Representatives,			
Committees of Congress, State authorities	1,761		
And purchasers of maps	1,914		
	3,675	4,016	3,295
Total	13,851	18,494	12,678

CONDENSED STATEMENT OF THE OPERATIONS OF THE TOPOGRAPHER'S OFFICE, POST-OFFICE DEPARTMENT, DURING THE YEAR ENDING SEPTEMBER 30, 1886.

*Diagrams (maps brought up by hand).*

Number of diagrams kept up in detail (monthly) for reference in the following-named offices:

Office of Second Assistant Postmaster-General	150
Office of First Assistant Postmaster-General	75
Postmaster-General, General Superintendent of Railway-Mail Service, and Topographer	75

Number of diagrams kept up at longer intervals than a month, for reference in the following-named offices:

Third Assistant Postmaster-General, Money-Order System, Chief Post-Office Inspector, Dead-Letter, Foreign Mails, and Sixth Auditor	200
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Total of diagrams required to be kept up 500

*Post-route maps.*

Sheets of post-route maps distributed 13,351

Of these, 31 per cent. were backed and mounted on rollers, or bound in folio or octavo.

*Letters sent.*

Letters sent to railroad officers (in most cases with prepared tracing inclosed for return of information as to new lines)	116
Circular queries for locations sent to postmasters	2,869
Certificates of post-route distances (letters, 991; telegrams, 174)	1,165
Miscellaneous letters	3,719

7,869

*Letters received.*

Answers from postmasters to location queries .....	2, 175
Requests for certificates of post-route distances .....	1, 165
Miscellaneous letters (including returns from railroad officers).....	3, 443
	<hr/>
	6, 783

*Establishments and changes in post-offices.*

Reported from Appointment Office daily, and entered in duplicate, by States, for use of draughtsmen and for general reference.

*Reports of changes in service received.*

Monthly reports from corresponding clerks of Contract Office, taken directly from books of record .....	180
Special reports from railway-adjustment division of Contract Office concerning additional and changed railway service.....	197
Daily reports (printed bulletins) .....	304
	<hr/>
	681

All the items reported have been promptly transferred to the working maps and sample sheets, and to the correction-sheets for the printer.



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ANNUAL REPORT  
OF THE  
AUDITOR OF THE TREASURY  
FOR THE  
POST-OFFICE DEPARTMENT  
FOR THE  
FISCAL YEAR ENDED JUNE 30. 1886.

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# REPORT

## OF THE

### AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST-OFFICE DEPARTMENT,  
*Washington, D. C., November 9, 1886.*

SIR: I have the honor to submit herewith the annual report of the receipts and expenditures of the Post-Office Department, as shown by the accounts of this office, for the fiscal year ended June 30, 1886. All expenditures on account of service of last and prior fiscal years are stated to September 30 of current year, as in former reports.

#### REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

*Service of the fiscal year 1886.*

Postal revenues of the year ended June 30, 1886 .....	\$43,948,422 95
Expenditures to September 30, 1886 .....	50,627,553 37
Excess of expenditures over all revenues .....	6,679,130 42
Amounts placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the postal revenues under section 2 of the act approved March 3, 1885 (Statutes, vol. 24, page 92) .....	6,225,000 00
Excess of expenditures over all receipts .....	454,130 42
Amount of balances due late postmasters on accounts closed by "suspense" .....	\$481 77
Amount of balances due from late postmasters charged to "bad debt" and "compromise" accounts .....	12,656 02
Net loss by "bad debts" and "compromise" .....	12,174 25
Amount to be placed with the Treasurer of the United States .....	466,304 67

*Service of the fiscal year 1885.*

Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the revenues under section 2 of the act approved July 5, 1884 (Statutes, vol. 23, page 157) .....	1,500,000 00
Expended from October 1, 1885, to September 30, 1886 .....	189,149 15



*Service of the fiscal year 1884.*

Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the revenues under section 2 of the act approved March 3, 1883 (Statutes, vol. 22, page 455).....	\$528,098 81	
Public act 178, approved August 4, 1886 (Statutes, vol. 24, page 272).....	110,274 88	
		\$638,373 69
Expended from October 1, 1885, to September 30, 1886.....		178,171 61

*Service of the fiscal year 1883, and prior years (claims).*

Amount placed with the Treasurer under the act approved August 4, 1886. (Public 178, Statutes, vol. 24, page 272).....	7,487 58
Expended on account of 1883 and prior years (claims).....	8,974 59
Expended for the service of the fiscal year 1881 and prior years (claims) reappropriated, Public 112, act approved July 7, 1884.....	770 42

*Compensation of late postmasters readjusted and allowed under act of March 3, 1883.*

Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the revenues.		
Public act 178, approved August 4, 1886 .....		380,209 46
Excess of expenditures to September 30, 1885.....	\$987 08	
Expended from October 1, 1885, to September 30, 1886.....	124 68	
Excess of expenditures to September 30, 1886 .....		1,111 76

## GENERAL REVENUE ACCOUNT.

Postal revenues for the year ended June 30, 1886.....		\$43,948,422 96
Expenditures for the service of 1886 .....	\$50,627,553 37	
Expenditures for the service of 1885.....	189,149 15	
Expenditures for the service of 1884.....	178,171 61	
Expenditures for the service of 1883, and prior years (claims) .....	8,974 59	
Expenditures for the service of 1881, and prior years (claims) reappropriated for act approved July 7, 1884 .....	770 40	
Expenditures for salaries of postmasters readjusted under act of March 3, 1883.....	124 68	
Total expenditures to September 30, 1886 .....		51,004,743 80
Excess of expenditures over revenues.....		7,056,320 85
Amount due late postmasters on accounts closed by "suspense".....	481 77	
Amount of balances due from late postmasters and charged to "bad debt" and "compromise" accounts .....	12,656 02	
Net loss by "bad debts" and "compromise" accounts.....		12,174 25
Excess of expenditures.....		7,068,495 10
Grants from the General Treasury:		
Under act of March 3, 1885, for 1886.....	\$6,225,000 00	
Under act of July 5, 1884, for 1885 .....	1,500,000 00	
Under act of March 3, 1883, for 1884 .....	528,098 81	
Under act of August 4, 1886, for 1884 .....	110,274 88	
Under act of August 4, 1886, for 1883 and prior years (claims) .....	7,487 58	
Under act of August 4, 1886, for readjustment of salaries of postmasters under act of March 3, 1883.....	380,209 46	
Total grants .....		8,751,070 73
Excess of grants over expenditures.....		1,682,575 63

Less amount of grant to the General Treasury, to repay of the postal deficiency appropriation for 1883 the sum drawn in excess of actual deficiency (paid to Treasurer by warrant No. 821, Washington, dated August 11, 1886) .....	\$467,366 52
Excess of grants over expenditures .....	1,215,209 11
The balance standing to the credit of the general revenue account September 30, 1885 .....	2,261,798 85
The balance standing to the credit of the general revenue account September 30, 1886 .....	3,477,007 96

## POSTMASTERS' QUARTERLY ACCOUNTS CURRENT.

The net revenues of the Department from postages, being aggregate revenues at post-offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, were:

For the quarter ended September 30, 1885 .....	\$5,858,376 57
For the quarter ended December 31, 1885 .....	7,066,433 08
For the quarter ended March 31, 1886 .....	7,113,789 85
For the quarter ended June 30, 1886 .....	6,623,122 73
Total .....	26,661,722 23

The number of quarterly returns of postmasters received and audited, on which the above sum was found due the United States, was—

For the quarter ended September 30, 1885 .....	53,600
For the quarter ended December 31, 1885 .....	54,840
For the quarter ended March 31, 1886 .....	54,373
For the quarter ended June 30, 1886 .....	54,175
Total .....	216,988

## STAMPS SOLD.

The amount of stamps, stamped envelopes, and wrappers, newspaper and periodical stamps, and postal cards sold was—

For the quarter ended September 30, 1885 .....	\$9,418,761 38
For the quarter ended December 31, 1885 .....	10,767,770 51
For the quarter ended March 31, 1886 .....	10,924,522 93
For the quarter ended June 30, 1886 .....	10,336,041 06
Total .....	41,447,095 88

## LETTER POSTAGES.

The amount of postage paid in money was .....

Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts:

Kingdom of Great Britain and Ireland .....	\$24,663 12
Dominion of Canada .....	16,095 95
Republic of Honduras .....	984 92
United States of Colombia .....	1,284 20
Empire of Japan .....	2,745 36
Empire of Russia .....	6 15
Kingdom of the Netherlands .....	113 76
Kingdom of Spain .....	8,689 57
Swiss Republic .....	161 55
Postal administration of New South Wales .....	405 73
Postal administration of Bahamas .....	49 18
Postal administration of Nicaragua .....	32 88
Postal administration of St. Lucia .....	1 29
Postal administration of Hawaii .....	2,730 31
Postal administration of Victoria .....	192 23
Postal administration of Barbadoes .....	11 13
Postal administration of Antigua .....	18 18

Postal administration of Hong-Kong.....	\$116 29
Postal administration of Turks Island.....	19 24
Postal administration of Newfoundland.....	181 60
Postal administration of Jamaica.....	644 91
Postal administration of Costa Rica.....	122 22
	<hr/>
	\$59,273 77

Balance collected by postmasters..... 731 03

The following balances were paid and charged to the appropriation for balances due foreign countries:

Service of 1886:	
Empire of Germany.....	\$6,083 72
Empire of Austria.....	500 89
Kingdom of Sweden.....	1,082 60
Kingdom of Norway.....	313 37
Kingdom of Belgium.....	9,107 47
Kingdom of Denmark.....	8,353 05
Republic of France.....	4,622 28
Republic of Switzerland.....	14 30
Postal administration of Bulgaria.....	436 26
Postal administration of Roumania.....	218 66
Postal administration of St. Kitts.....	40 42
Postal administration of British Guiana.....	20 98
Postal administration of Barbadoes.....	159 85
International Bureau, Berne, Switzerland.....	973 24
	<hr/>
Total for 1886.....	\$31,927 09
Service of previous years:	
Empire of Brazil.....	2,798 79
Empire of Germany.....	6,083 72
Argentine Republic.....	6 09
Kingdom of Sweden.....	1,082 60
Kingdom of Norway.....	313 37
Kingdom of Belgium.....	9,107 47
Postal administration of Trinidad.....	18 59
Postal administration of St. Kitts.....	26 68
Postal administration of Roumania.....	218 66
	<hr/>
Total for previous years.....	19,655 97
Aggregate amount paid.....	<hr/>
	51,583 06

#### 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.....	\$23,393,330 81
For the supply of "special" offices.....	45,304 29
For the supply of "mail messenger" offices.....	839,862 78
For the salaries of railway postal clerks.....	4,482,624 21
For the salaries and expenses of the superintendents of the railway mail service.....	45,046 42
	<hr/>
Total.....	28,806,218 51

#### FOREIGN MAIL TRANSPORTATION.

New York, Great Britain, and Ireland, and countries beyond, via Great Britain.....	\$162,926 09
New York, Great Britain, and Germany, and countries beyond.....	122,698 25
Philadelphia, Great Britain, and Ireland.....	421 05
Boston, Great Britain, and Ireland.....	203 45
Post-office department of Canada—English mail.....	256 11

New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Cen- tral and South America, Mexico, &c.....	\$39,261 90
New York and Newfoundland .....	27 87
Boston and Nova Scotia.....	288 24
Eastport and New Brunswick .....	16 92
Upper Pacific coast, local mail .....	1,938 27
San Francisco, China, Japan, Farther India, Australia, and South Sea Islands .....	27,446 28
Expenses of Government mail agent at Panama.....	850 00
Expenses of Government mail agent at Colon.....	225 00
Expenses of Government mail agent at Shanghai (last quarter of fiscal year not reported) .....	1,354 11
<b>Total foreign mail .....</b>	<b>\$357,923 54</b>
<b>Total "transportation accrued" .....</b>	<b>29,164,142 05</b>
The amount credited to "transportation accrued" and charged to mail contractors for overcredits, being for fines and deductions, was.....	271,716 90
The amount of fines and deductions remitted was.....	17,744 09
<b>Net amount of fines and deductions.....</b>	<b>253,972 21</b>
<b>Net amount of "transportation accrued" .....</b>	<b>28,910,169 84</b>
<b>The amount paid during the year was .....</b>	<b>27,676,970 25</b>
<b>Excess of "transportation accrued" .....</b>	<b>1,233,199 59</b>

## PACIFIC RAILROADS SERVICE.

Included in the above amount of "transportation accrued" are the following balances for the transportation of the mails over Pacific railroads which have been certified to the Register of the Treasury. The amount is not charged to the appropriation for "inland transportation railroads," and is not, therefore, included in the total of transportation paid.

## Regular service, 1886:

Union Pacific Railway Company (old U. P. R. R. line), aided.	\$386,040 59
Union Pacific Railway Company (old Kans. Pac. line), aided portion .....	68,538 41
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided .....	279,916 10
Central Pacific Railroad Company, aided portion.....	260,616 76
Sioux City and Pacific Railroad Company, aided portion.....	12,454 20
Lines operated, leased, or controlled by S. C. & P. R. R. Co., non-aided .....	908 90
	<b>\$1,008,474 96</b>

## Use of postal cars, 1886:

Union Pacific Railway Company (old U. P. R. R. line), aided.	59,394 48
Union Pacific Railway Company (old Kans. Pac. line), aided portion .....	3,371 34
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided .....	2,425 49
Central Pacific Railroad Company, aided .....	37,863 76
Sioux City and Pacific Railroad Company, aided .....	557 03
Lines operated, leased, or controlled by S. C. & P. R. R. Co., non-aided .....	51 34
	<b>103,663 44</b>

## Regular service, previous years:

Union Pacific Railway Company (old U. P. R. R. line), aided.	793 90
Lines operated, leased, or controlled by U. P. R. W. Co., non-aided .....	3,186 71
	<b>3,980 61</b>

**Total Pacific railroads service not paid..... 1,116,119 01**

## STATEMENT OF THE CONDITION OF ACCOUNTS OF LATE POSTMASTERS.

Balance due the United States, brought forward from last report, being the net result of reports for all prior years.....	\$318,551 53	
Balance due the United States on account of postmasters becoming late during the fiscal year.....	259,640 57	\$578,192 10
Amount collected during the year .....	100,927 90	
Amount charged to "suspense" .....	1,332 20	
Amount charged to "bad and compromise debts".....	12,656 12	114,916 22
Balance remaining due the United States.....		463,275 88
Of which there is in suit.....	220,774 09	
Not in suit.....	242,501 79	463,275 88
Balance due late postmasters, brought forward from last report .....	122,546 51	
Amount becoming due during the fiscal year.....	145,879 42	268,425 93
Amount paid during the year.....	163,587 76	
Amount credited to "suspense".....	1,813 97	165,401 73
Balance remaining due late postmasters .....		103,024 20
Amount in suit June 30, 1885 .....	224,510 08	
Amount submitted for suit during the fiscal year.....	23,838 64	248,357 72
Of which there was collected during the year.....	20,160 03	
Amount otherwise settled .....	7,423 60	27,583 63
Balance remaining in suit.....		220,774 09
Amount of interest and costs collected in suits against late postmasters and sureties on postal accounts .....		2,571 53

The tables accompanying this report, numbered as follows, show in detail the transactions of the fiscal year:

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1886.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1886.

No. 3.—Statement by States of the postal receipts and expenditures of the United States.

No. 4.—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, 1886.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1886, and charged to "Miscellaneous items, Office of the Postmaster-General."

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1886, and charged to "Miscellaneous expenses, Office of the First Assistant Postmaster-General."

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1886, and charged to "Miscellaneous items, Second Assistant Postmaster-General."

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1886, and charged to "Miscellaneous items, Office of the Third Assistant Postmaster-General."

No. 9.—Comparative statement of the receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1886.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1886.

No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1886.

No. 12.—Statement showing the number and amount of international money orders issued, paid, and repaid, and fees collected during the fiscal year ended June 30, 1886.

No. 13.—Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1886.

No. 14.—Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1886.

No. 15.—Statement showing the money-order transactions with the Assistant United States Treasurer at New York, N. Y., during the fiscal year ended June 30, 1886.

No. 16.—Statement showing the revenue which accrued on money-order and postal-note transactions for the fiscal year ended June 30, 1886.

No. 17.—Recapitulation of net revenue for the fiscal year ended June 30, 1886.

No. 18.—Statement of assets and liabilities, June 30, 1886.

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1886.

No. 20.—Statement showing date to which postal accounts with foreign countries have been adjusted, and the balances due respectively to the United States and to foreign countries in settlements made during the fiscal ended June 30, 1886.

No. 21.—Weight of letters, newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1886.

No. 22.—Weight of letters, newspapers, &c., sent by sea from the United States to countries and colonies other than European, of the Universal Postal Union, during the fiscal year ended June 30, 1886.

Very respectfully,

D. McCONVILLE,  
*Auditor.*

HON. WILLIAM F. VILAS,  
*Postmaster-General.*

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department under their several heads for the fiscal year ended June 30, 1886.

Accounts.	Quarter ended Sep- tember 30, 1885.	Quarter ended De- cember 31, 1885.	Quarter ended March 31, 1886.	Quarter ended June 30, 1886.	Aggregate.
Letter postage.....	\$31,889 89	\$1,143 40	\$2,197 93	\$24,774 08	\$60,004 80
Box-rents and branch offices...	485,092 47	497,927 63	513,454 11	520,173 83	2,016,648 04
Fines and penalties.....	2,344 15	3,045 30	4,376 37	3,706 53	13,472 35
Postage-stamps, stamped en- velopes and wrappers, and postal cards.....	9,418,761 38	10,767,770 51	10,924,522 93	10,336,041 06	41,447,095 88
Dead letters.....	1,291 08	1,576 86	3,683 25	2,104 26	8,655 45
Revenue from money-order business.....	76,441 07	121,527 19	\$2,757 86	60,825 15	350,551 27
Miscellaneous.....	10,639 53	7,868 27	7,438 36	24,445 52	50,391 68
Total.....	10,027,360 55	11,400,861 16	11,538,630 81	10,981,570 43	43,948,422 95

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under the several heads, for the fiscal year ended June 30, 1886.

Appropriations.	Quarter ended September 30, 1885.	Quarter ended December 31, 1885.	Quarter ended March 31, 1886.	Quarter ended June 30, 1886.	Total expend- ed on account of 1886.	Expended on account of pre- vious years.	Aggregate expenditures.
Mail depredations and post-office inspectors.....	\$45,416 63	\$44,138 82	\$11,065 84	\$650,800 16	\$180,451 50	\$3,291 98	\$199,652 78
Fees to United States marshals, clerks, and counsel.....	2,340 00	1,050 12	2,322 30	2,254 60	2,254 60	2,322 30	2,322 30
Advocating.....	2,650 00	3,294 63	8,332 47	5,263 88	14,634 00	223 64	14,857 64
Miscellaneous, office of the Postmaster-General.....	60 55	8 71	8,255 73	13 50	11,119 71	12 50	11,132 21
Compensation of postmasters.....	2,721,607 40	2,878,295 40	2,941,964 40	2,855,814 13	11,248,178 17	124 64	11,248,292 81
Compensation to clerks in post-offices.....	1,231,427 24	1,251,432 39	1,251,980 42	1,260,722 42	4,977,063 47	4,368 92	4,981,432 39
Payment to letter-carriers and incidental expenses of free delivery system.....	1,060,150 74	1,078,738 44	1,080,611 58	1,083,745 94	4,312,296 70	140 31	4,312,436 01
Wrapping paper.....	5,720 44	11,600 05	5,945 10	6,240 00	28,505 40	.....	28,505 40
Twine.....	21,223 55	11,500 00	20,330 00	10,008 00	62,102 55	840 00	62,942 55
Marking and rating stamps.....	3,460 00	4,325 48	3,720 89	4,828 00	16,332 37	.....	16,332 37
Letter-balances.....	.....	1,172 30	.....	1,750 00	1,750 00	.....	1,750 00
Rent, light, and fuel for post-offices.....	100,941 29	110,442 42	122,441 76	122,705 10	468,532 57	10,432 34	478,964 91
Office furniture.....	2,473 41	5,219 64	1,336 21	2,154 80	11,214 06	3 30	11,217 36
Stationery.....	12,073 00	9,434 83	9,660 53	8,841 74	30,010 10	1,605 69	31,615 79
Miscellaneous and incidental items, office of First Assistant Post- master-General.....	14,125 01	13,420 11	12,150 57	13,753 61	53,449 30	248 33	53,697 63
Inland mail transportation, railroad routes.....	3,492,478 71	3,523,184 15	3,523,182 05	3,570,590 91	14,140,401 53	240,055 37	14,380,457 22
Inland mail transportation, steamboat routes.....	142,251 97	107,144 72	33,689 44	118,368 13	477,447 26	2,006 43	479,453 69
Railway post-office car service.....	1,415,093 65	1,382,255 79	1,323,167 94	1,331,368 87	5,472,436 10	216,273 59	5,688,709 69
Necessary and special facilities on trunk-line railroads.....	426,081 08	421,073 19	422,064 70	420,700 83	1,689,920 70	577 60	1,690,498 30
Compensation of railway post-office clerks.....	62,831 43	63,931 43	62,748 53	62,921 43	252,432 82	2,108 02	254,540 84
Compensation of mail messengers.....	1,065,060 11	1,103,350 86	1,136,448 46	1,141,175 25	4,467,778 68	14,440 13	4,482,218 81
Mail locks and keys.....	206,849 59	206,849 59	210,424 51	206,813 53	830,968 38	5,804 40	836,772 78
Mail bags and catchers.....	41,908 06	27,016 96	76,507 11	70,071 57	110,540 60	.....	110,540 60
Miscellaneous items, office of Second Assistant Postmaster-General.....	50 60	28,543 75	87 65	40 25	40 25	.....	40 25
Postage stamps.....	24,210 42	28,543 75	30,070 54	31,272 70	114,000 60	.....	114,000 60
Postage-stamp agency.....	1,768 05	1,768 05	1,374 17	1,804 78	6,837 00	.....	6,837 00
Stamped envelopes and newspaper wrappers.....	160,632 80	186,711 87	177,039 12	174,011 55	692,435 01	.....	692,435 01
Stamped envelope agency.....	3,860 64	3,837 03	3,850 00	3,744 42	15,372 10	.....	15,372 10
Postal cards.....	20,307 29	60,819 73	42,272 32	46,426 60	168,826 06	.....	168,826 06
Total card agency.....	1,741 59	1,675 69	1,692 31	1,960 90	7,008 90	.....	7,008 90
Registered package envelopes, locks and seals, and post-office and head-letter envelopes.....	15,938 06	16,427 08	22,716 19	17,264 28	72,396 21	.....	72,396 21
Ship, steamboat, and way letters.....	803 48	510 02	336 45	808 88	2,060 83	.....	2,060 83
Engraving, binding, and printing drafts and warrants.....	117 50	888 75	258 60	720 00	1,984 75	.....	1,984 75
Miscellaneous items, office of Third Assistant Postmaster-General.....	139 39	.....	113 04	360 22	360 22	35 00	395 22
Transportation of foreign mails.....	82,211 52	90,841 65	88,760 93	97,169 77	358,929 87	32,925 82	391,855 69
Balances due foreign countries.....	.....	14 30	22,903 61	8,940 16	31,927 09	10,653 97	42,581 06
Special-delivery service.....	.....	28,790 99	20,057 34	18,803 81	67,652 14	998 65	68,650 79
Delegates to Postal Congress, Lisbon, Portugal.....	.....	.....	.....	.....	.....	.....	.....
Total.....	12,421,100 53	12,666,843 52	12,760,402 78	12,770,206 54	50,627,553 37	377,190 43	51,004,743 80



No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1886.

States and Territories.	Receipts.			Expenditures.				Total ex- penditures.	Excess of expend- itures over receipts.	Excess of receipts over ex- penditures.
	Waste paper and twine.	Box rents and branch offices.	Postage stamps, envelopes, and postal cards.	Total receipts.	Compensa- tion of postman- s.	Clerks for offices, rent, light and fuel, and incidental expenses of post-offices.	Compensa- tion of letter-car- riers.	Compensa- tion of route agents, postal rail- way, clerks, mail men, singers, and supply of special of- fices.		
Maine	\$74 74	\$20 751 61	\$541 049 13	\$570 875 48	\$228 741 41	\$59 004 20	\$26 331 95	\$54 040 80	\$254 901 18	\$52 843 06
New Hampshire	84 14	23 200 50	320 053 11	344 307 84	151 154 63	25 705 86	13 380 57	20 062 79	124 847 06	\$9 156 93
Vermont	78 50	15 984 57	295 825 82	311 888 96	146 800 28	18 046 15	5 082 58	20 323 73	148 707 49	26 571 07
Massachusetts	1 364 70	140 566 67	2 831 331 60	2 973 203 06	425 012 97	424 145 79	415 159 15	333 164 39	462 969 53	2 000 452 39
Rhode Island	1 161 67	21 623 38	303 290 19	324 913 24	51 780 67	37 769 84	53 062 90	9 201 39	37 415 72	200 805 83
Connecticut	253 25	55 764 80	763 864 65	819 862 70	208 302 21	97 303 84	59 213 82	62 092 24	304 004 20	701 576 31
New York	6 871 77	211 804 39	7 854 917 01	8 073 713 17	977 922 44	1 357 303 88	943 952 29	504 349 22	1 747 329 35	5 630 947 11
New Jersey	224 50	42 211 99	890 105 17	932 511 66	257 193 63	82 228 43	115 176 96	33 527 39	337 292 47	825 338 79
Pennsylvania	1 504 89	124 674 65	3 787 583 06	3 913 763 22	800 191 37	511 894 01	608 845 94	403 214 72	1 180 363 22	3 573 419 29
Delaware	26 42	9 041 79	93 811 86	95 850 07	32 512 55	8 379 10	11 378 09	6 953 77	35 971 11	95 194 59
Maryland	187 99	13 302 77	729 656 72	733 807 48	143 788 46	123 492 80	129 110 78	74 972 89	527 690 49	900 001 51
Virginia	59 40	17 844 16	611 658 77	629 502 57	272 759 22	62 650 97	34 006 31	74 194 49	694 707 16	1 139 348 15
West Virginia	61 07	8 349 76	216 784 79	225 195 62	116 435 51	19 641 00	8 829 79	31 473 27	168 847 56	345 218 13
North Carolina	79 37	12 881 94	324 372 25	337 253 26	179 746 67	24 332 65	7 275 43	33 103 41	342 023 60	596 482 16
South Carolina	37 25	9 517 70	241 314 28	250 890 29	110 213 27	18 482 51	11 056 51	51 476 48	283 275 61	474 500 38
Georgia	429 75	16 522 88	409 277 56	426 299 19	185 580 93	63 009 02	35 615 80	125 912 17	528 031 15	932 058 29
Florida	8 38	14 074 63	242 034 71	256 117 15	118 577 02	20 129 92	5 213 80	30 864 11	205 012 68	361 027 56
Ohio	1 594 93	119 530 17	2 565 756 00	2 706 783 20	697 882 55	234 722 80	298 245 29	732 149 35	2 444 065 17	4 447 065 25
Michigan	552 22	98 499 71	1 340 756 00	1 448 753 93	473 017 35	119 541 05	91 980 18	155 842 99	802 291 18	1 524 303 42
Indiana	225 54	67 530 25	1 098 616 76	1 166 702 55	403 058 79	119 541 05	72 469 44	126 340 08	1 276 336 62	3 455 568 89
Illinois	2 450 84	162 802 77	3 581 445 18	3 734 788 70	713 012 48	572 244 55	377 384 56	87 625 24	622 303 71	1 811 925 36
Wisconsin	304 67	62 678 87	1 248 302 47	1 312 989 97	528 008 10	97 875 87	71 319 03	290 736 24	1 098 258 13	2 421 249 24
Iowa	108 80	18 818 17	1 070 150 47	1 089 068 64	412 160 53	230 014 81	55 690 04	393 172 99	1 194 558 13	910 120 44
Missouri	1 084 53	60 314 20	1 633 568 56	1 694 382 32	229 342 34	65 432 68	50 723 81	114 403 48	290 323 31	685 216 05
Kentucky	133 40	13 745 77	502 743 93	516 433 10	183 495 15	56 942 14	39 990 75	25 476 41	393 831 00	615 729 30
Tennessee	31 30	15 340 83	291 430 69	310 213 22	154 749 59	31 570 28	10 093 02	90 908 02	316 563 60	635 304 79
Mississippi	17 02	15 131 93	240 087 72	255 239 62	141 807 00	15 063 37	.....	45 316 77	244 107 00	400 280 31
Alabama	66 17	13 557 73	247 718 63	261 342 35	136 044 17	26 452 92	5 075 39	45 939 93	227 001 10	496 780 39
Louisiana	45 09	18 236 70	391 221 93	409 003 43	102 073 03	62 691 50	58 764 03	106 586 27	825 022 23	1 421 030 64
Arkansas	112 37	25 081 43	701 804 78	726 886 31	280 760 37	99 992 43	40 346 32	132 979 10	890 446 63	1 570 957 57
Oregon	30 20	14 343 66	1 143 223 73	1 157 567 39	387 805 01	176 744 13	122 979 10	300 299 69	820 446 63	1 486 104 00
Idaho	99 77	17 291 43	106 762 96	1 208 075 18	85 408 00	115 992 20	7 301 61	301 814 91	254 758 00	301 179 18

Minnesota	311 67	53,801 42	800,173 65	914,286 74	258,108 39	95,641 29	73,361 10	119,631 29	897,435 16	1,354,267 23	438,980 49
Kansas	139 23	40,334 51	944,495 22	1,025,062 96	429,511 74	68,113 75	22,910 63	109,737 15	696,475 86	1,347,191 13	307,108 18
Nebraska	60 00	46,734 43	608,166 72	654,921 15	251,406 22	42,353 11	20,938 15	105,348 05	795,917 07	1,218,038 29	563,137 05
Nevada	12 85	7,256 27	51,829 18	59,096 30	31,161 88	6,580 74	3,008 40	5,804 95	120,567 92	114,154 49	105,038 19
Colorado	112 85	39,377 18	318,704 90	368,194 43	123,929 36	57,066 92	22,008 40	49,503 58	198,850 47	673,391 01	283,196 58
Utah	44 21	7,165 30	103,951 96	111,161 47	56,808 84	13,278 69	5,511 31	25,938 02	198,035 47	293,591 73	182,430 26
New Mexico	14 49	8,510 95	73,958 57	82,470 01	43,723 48	10,493 13	7,746 68	22,979 43	145,141 23	219,591 02	137,121 01
Washington	9 80	13,000 56	105,262 16	121,332 52	61,560 50	33,007 01	24,736 30	7,300 00	230,020 32	338,410 01	217,077 49
Dakota	14 83	35,279 85	377,068 77	412,363 45	206,840 81	35,539 13	6,001 90	2,176 94	175,353 80	510,618 19	98,234 74
Arizona	7 09	6,817 64	55,737 64	62,562 37	37,991 32	4,141 08	3,115 37	123,026 37	168,274 15	219,691 83	156,406 46
Idaho	2 10	5,629 66	58,528 32	64,167 78	37,991 32	4,141 08	3,115 37	123,026 37	168,274 15	219,691 83	156,406 46
Wyoming	28 40	20,302 95	118,912 88	139,244 23	60,313 57	17,018 61	19,040 60	103,310 45	115,786 77	212,754 55	73,510 32
Montana	2 80 62	4,924 00	305,249 79	312,960 41	6,430 20	175,918 63	74,716 89	103,310 45	1,359 00	2,064 20	1,477 12
District of Columbia	1 75	9,905 18	29,209 43	30,206 36	20,688 88	928 66	51,302 26	95 57	426,376 84	73,015 37	113,396 43
Indian Territory											
Total	23,004 18	2,018,049 88	41,463,199 85	43,504,253 91	13,332,463 81	5,650,845 71	4,303,479 99	5,301,228 70	23,532,242 30	50,120,260 60	10,901,464 51
Deduct miscellaneous items											
Add miscellaneous items											
Grand total	23,004 18	2,018,048 04	41,447,065 88	43,468,148 10	13,348,178 17	5,646,380 61	4,312,296 70	5,301,746 46	23,536,811 05	50,163,412 99	10,946,636 90

Items of expenditure of a general nature, not embraced in statement by States.

Excess of expenses, brought down	\$4,667,354 89
Amount paid for foreign mails and expenses of Government agents	358,825 67
Amount paid for foreign countries	31,827 09
Ship, steamboat, and way letters	2,650 83
Wrapping paper	28,766 49
Twine	60,192 35
Engraving drafts and warrants	1,864 73
Advertising	6,860 02
Mail bags and catchers	176,368 41
Salary and expenses of assistant superintendents of the Railway Mail Service	45,016 42
Mail locks and keys	19,695 80
Postmarking and canceling stamps	16,812 37
Mail prepayments and post-office inspectors	194,435 00
Letter-balances	1,172 50
Expenses of postage-stamps, stamped envelopes, wrappers, and cards	1,005,446 16
Dead letter, official, and registered-package envelopes	72,366 21
Sundry and miscellaneous payments	14,327 14
	8,724,968 92

Items of receipt of a general nature, not embraced in statement by States.

Receipts on account of dead letters	\$4,668 33
Receipts on account of fines and penalties	18,472 85
Receipts on account of miscellaneous	60,891 68
Revenue from money-order business	350,551 67
Excess of expenditures over receipts	7,068 46 10
Excess of transportation accrued	1,228,196 99

NOTE.—This table becomes each year less valuable for comparison by States. The wide State of Ohio, for instance, is charged with the amount paid for the transportation of through mail matter, the revenue from which is collected in the populous States of the North Atlantic seaboard, as it is impossible to separate this matter from that mailed in the State. The expenditures of several other States are similarly increased, although not in so marked a degree.

8,724,968 92

No. 4.—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, 1886.

Title of appropriation.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.	Excess of expenditures.
Mail depredations and post-office inspectors, including fees to counsel	\$200,000 00	\$104,433 00	\$5,565 00	.....
Advertising	20,000 00	14,624 66	5,375 34	.....
Miscellaneous, office of the Postmaster-General	1,500 00	149 71	1,350 29	.....
Compensation of postmasters	12,300,000 00	11,348,178 17	951,821 83	.....
Compensation of clerks in post-offices	5,150,000 00	4,977,663 47	172,336 53	.....
Payment to letter-carriers and the incidental expenses of the free-delivery system	4,485,000 00	4,312,296 70	172,703 30	.....
Wrapping paper	85,000 00	28,766 49	6,233 51	.....
Twine	85,000 00	60,193 85	15,807 63	.....
Marking and rating stamps	20,000 00	16,812 37	3,187 63	.....
Letter balances	80,000 00	1,172 50	18,827 50	.....
Rent, light, and fuel for post-offices	48,000 00	468,832 57	21,067 43	.....
Office furniture	80,000 00	11,214 06	18,785 94	.....
Stationery	65,000 00	86,030 10	28,969 90	.....
Miscellaneous and incidental items, office of First Assistant Postmaster-General	80,000 00	53,498 30	26,501 70	.....
Inland mail transportation, railroad routes	14,425,000 00	13,149,401 85	275,598 15	.....
Inland mail transportation, steamboat routes	615,000 00	471,447 26	143,552 74	.....
Inland mail transportation, star routes	5,900,000 00	5,453,456 19	447,543 81	.....
Railway post-office car service	1,705,036 00	1,691,447 80	73,578 20	.....
Necessary and special facilities on trunk lines, railroads	206,764 00	251,510 82	15,223 18	.....
Compensation of railway post-office clerks	4,682,300 00	4,467,778 08	214,521 92	.....
Compensation of mail-messengers	975,000 00	833,968 38	141,031 62	.....
Mail locks and keys	20,000 00	18,995 80	4 20	.....
Mail bags and catchers	275,000 00	215,202 80	59,797 20	.....
Miscellaneous items, office of Second Assistant Postmaster-General	1,000 00	619 65	380 35	.....
Postage-stamps	174,000 00	114,069 09	59,930 91	.....
Postage-stamp agency	8,100 00	6,837 00	1,263 00	.....
Stamped envelopes and newspaper wrappers	745,000 00	692,435 01	52,564 99	.....
Stamped envelope agency	16,000 00	15,373 09	627 91	.....
Postal cards	230,000 00	168,720 06	70,173 94	.....
Postal-card agency	7,300 00	7,008 90	291 10	.....
Registered package envelopes, locks and seals, and post-office and dead-letter envelopes	140,000 00	72,866 21	67,633 79	.....
Ship, steamboat, and way letters	2,000 00	2,050 83	.....	\$50 83
Engraving, binding, and printing drafts and warrants	2,000 00	1,984 75	15 25	.....
Miscellaneous items, office of Third Assistant Postmaster-General	1,000 00	309 22	630 78	.....
Transportation of foreign mails	800,000 00	358,929 87	441,070 13	.....
Balance due foreign countries	75,000 00	31,027 09	43,972 91	.....
Special delivery service	67,632 14	67,632 14	.....	.....
Total	54,183,642 14	50,627,533 87	3,556,139 60	50 83

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1886, and charged to "Miscellaneous items, office of the Postmaster-General."

## AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1885.			
July 28	Wyckoff, Seamans, and Benedict .....	One type-writer and cabinet .....	\$22 50
Nov. 25	T. and J. W. Johnson & Co .....	One Massachusetts Reports, vol. 138 .....	3 50
Dec. 24	James Gordon Bennett .....	Subscription to Daily and Sunday Herald, July 1 to December 31, 1885.	3 75
1886.			
Jan. 27	Ellis B. Usher .....	Subscription to La Crosse Morning Chronicle, July 1 to December 17, 1885.	3 71
27	do .....	Subscription to La Crosse Morning Chronicle, March 18 to June 30, 1885.	2 29
Feb. 25	T. and J. W. Johnson & Co .....	One Massachusetts Reports, vol. 139 .....	3 50
26	George M. Bartlett .....	One subscription to American Law Review, vol. 20.	5 00
May 21	T. and J. W. Johnson & Co .....	One Massachusetts Reports, vol. 140 .....	3 50
21	David M. Stone .....	Subscription to the Journal of Commerce, November 11, 1885, to May 11, 1886.	8 50
June 8	West Publishing Company .....	Subscription to Federal Reporter, July 1, 1884, to June 30, 1885.	10 00
8	do .....	Subscription to Federal Reporter, July 1, 1885, to June 30, 1886.	10 00
30	James Gordon Bennett .....	Subscription to Daily and Sunday Herald, January 1 to June 30, 1886.	3 75
July 19	Publisher of The Nation .....	Subscription to The Nation for one year.	3 00
Aug. 30	A. H. Stover .....	Subscription to Shipping and Commercial List and New York Price Current, April 5, 1885, to April 5, 1886.	9 00
Total paid by warrant .....			162 00

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1886, and charged to "Miscellaneous expenses, office of the First Assistant Postmaster-General."

## AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1885.			
Sept. 21	John M. Hinkle .....	Packing-boxes .....	\$65 40
Oct. 5	E. W. Alexander .....	For expenses incurred while acting upon the commission appointed by the Postmaster-General to examine the post-offices of New York and Brooklyn, ordered August 3, 1885.	126 95
30	William H. Wheeler .....	Packing-boxes .....	15 00
7	John M. Hinkle .....	do .....	81 00
Dec. 14	E. W. Alexander .....	For expenses incurred while acting upon the commission appointed by the Postmaster-General to examine the post-offices of Baltimore, ordered November 4, 1885.	42 20
1886.			
Mar. 12	L. J. Baldwin .....	Packing-boxes .....	35 87
31	do .....	do .....	11 57
Apr. 22	do .....	do .....	41 82
May 21	do .....	do .....	29 64
June 29	M. H. Boyle .....	Personal expenses incurred while on official business at the Saint Louis post-office, under order of the Superintendent of Foreign Mails, Post-Office Department.	109 50
Total paid by warrant .....			562 85

No. 6.—Statement in detail of miscellaneous payments, &amp;c.—Continued.

## AMOUNTS CREDITED ON GENERAL ACCOUNTS.

Date.	To whom allowed.	For what object.	Amount.
1885.			
Oct. 13	J. T. Lynch, postmaster, Salt Lake City, Utah.	Miscellaneous expenditures, second quarter, 1885.	\$1 36
Nov. 4	S. Lister, postmaster, South Bend, Ind.	.....do.....	2 25
4	W. D. Lewis, postmaster, Vincennes, Ind.	.....do.....	24 00
Dec. 2	J. T. Wiley, postmaster, Elizabeth, N. J.	.....do.....	3 00
2	S. C. Judd, postmaster, Chicago, Ill.	.....do.....	1 78
2	N. M. Hayes, postmaster, Kingston, N. Y.	.....do.....	2 00
2	E. S. Toby, postmaster, Boston, Mass.	.....do.....	2 75
8	J. B. Larkin, postmaster, Pittsburgh, Pa.	.....do.....	1 25
12	W. B. Merchant, postmaster, New Orleans, La.	.....do.....	26
12	H. S. Huidekoper, postmaster, Philadelphia, Pa.	Miscellaneous expenditures, third quarter, 1884.	2 65
12	.....do.....	Miscellaneous expenditures, fourth quarter, 1884.	5 38
12	.....do.....	Miscellaneous expenditures, first quarter, 1885.	2 47
12	.....do.....	Miscellaneous expenditures, second quarter, 1885.	1 88
14	James McLeer, postmaster, Brooklyn, N. Y.	.....do.....	16 00
24	.....do.....	Miscellaneous expenditures, first quarter, 1885.	1 10
24	M. J. Dougherty, postmaster, Galesburg, Ill.	Miscellaneous expenditures, second quarter, 1885.	1 30
24	William J. Kline, postmaster, Amsterdam, N. Y.	.....do.....	15
24	John McKee, postmaster, Leavenworth, Kans.	.....do.....	1 30
24	J. C. McBride, postmaster, Lincoln, Nebr.	.....do.....	13 50
29	J. P. Veazey, postmaster, Baltimore, Md.	.....do.....	30
29	O. G. Couch, postmaster, Amherst, Mass.	.....do.....	1 00
29	J. H. Manley, postmaster, Augusta, Me.	.....do.....	2 50
29	B. F. Judson, postmaster, Saratoga Springs, N. Y.	.....do.....	1 50
30	C. A. Lounsberry, postmaster, Bismarck, Dak.	.....do.....	44 22
31	Robert Iredell, postmaster, Allentown, Pa.	.....do.....	1 50
31	B. R. English, postmaster, New Haven, Conn.	Miscellaneous expenditures, third quarter, 1885.	3 00
1886.			
Jan. 15	J. W. Greene, postmaster, Los Angeles, Cal.	Miscellaneous expenditures, second quarter, 1885.	2 15
15	M. Piggott, postmaster, Quincy, Ill.	.....do.....	10 50
15	K. Boyce, postmaster, Augusta, Ga.	Miscellaneous expenditures, third quarter, 1885.	13 08
15	E. D. Palmer, postmaster, Richmond, Ind.	Miscellaneous expenditures, third quarter, 1885.	12 00
15	W. Ward, postmaster, Newark, N. J.	.....do.....	14 00
15	J. M. Bedford, postmaster, Buffalo, N. Y.	.....do.....	40
15	H. D. Johnson, postmaster, Houston, Tex.	.....do.....	8 00
Feb. 10	M. J. Dougherty, postmaster, Galesburg, Ill.	.....do.....	10 00
10	John Beckwith, postmaster, Des Moines, Iowa.	.....do.....	140 38
15	J. H. Richardson, postmaster, Quincy, Ill.	.....do.....	3 00
15	D. H. Cuthbert, postmaster, Helena, Mont.	.....do.....	2 00
25	E. P. Chapin, postmaster, Springfield, Mass.	.....do.....	8 54
Mar. 4	G. H. Paul, postmaster, Milwaukee, Wis.	Miscellaneous expenditures, second quarter, 1885.	20 00
4	.....do.....	Miscellaneous expenditures, third quarter, 1885.	20 00

*Statement in detail of miscellaneous payments, &c.—Continued.*

## AMOUNTS CREDITED ON GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1886.			
Mar. 18	T. Coggershall, postmaster, Newport, R. I.	Miscellaneous expenditures, fourth quarter, 1885.	\$3 00
29	J. Gordon, postmaster, Jacksonville, Ill.	Miscellaneous expenditures, first quarter, 1885.	1 25
29	J. Woods, postmaster, Joliet, Ill.	do	25
29	J. McLeer, postmaster, Brooklyn, N. Y.	do	6 56
31	M. J. Dougherty, postmaster, Galesburg, Ills.	Miscellaneous expenditures, second quarter, 1885.	80
31	M. L. Ross, postmaster, Newport, Ky.	Miscellaneous expenditures, third quarter, 1885.	3 00
31	F. B. Conger, postmaster, Washington, D. C.	Miscellaneous expenditures, fourth quarter, 1885.	12 08
31	G. D. Whittelsey, postmaster, New London, Conn.	Miscellaneous expenditures, second quarter, 1885.	2 95
31	J. Gordon, postmaster, Jacksonville, Ill.	Miscellaneous expenditures, fourth quarter, 1885.	12 00
31	N. J. Field, postmaster, Racine, Wis.	do	1 25
Apr. 27	M. L. Ross, postmaster, Newport, Ky.	Miscellaneous expenditures, first quarter, 1885.	4 90
30	G. S. Merrill, postmaster, Lawrence, Mass.	do	2 00
30	do	Miscellaneous expenditures, second quarter, 1885.	4 00
30	do	Miscellaneous expenditures, third quarter, 1885.	6 00
30	do	Miscellaneous expenditures, fourth quarter, 1885.	3 00
May 8	G. Robertson, postmaster, Troy, N. Y.	Miscellaneous expenditures, second quarter, 1884.	3 50
June 4	A. N. Wilson, postmaster, Savannah, Ga.	Miscellaneous expenditures, first quarter, 1885.	7 50
4	do	Miscellaneous expenditures, second quarter, 1885.	7 50
4	do	Miscellaneous expenditures, third quarter, 1885.	7 50
4	do	Miscellaneous expenditures, fourth quarter, 1885.	7 50
29	J. Woods, postmaster, Joliet, Ill.	do	7 44
29	W. A. Burke, postmaster, Staunton, Va.	do	9 00
30	R. D. Stevens, postmaster, Sacramento, Cal.	Miscellaneous expenditures, first quarter, 1885.	3 00
30	S. C. Judd, postmaster, Chicago, Ill.	Miscellaneous expenditures, fourth quarter, 1885.	42 60
July 12	J. H. Cochran, Dallas, Tex.	do	7 60
17	W. E. Dargie, postmaster, Oakland, Cal.	Miscellaneous expenditures, first quarter, 1886.	6 00
Aug. 14	A. N. Wilson, postmaster, Savannah, Ga.	do	7 50
14	H. G. Pearson, postmaster, New York, N. Y.	Miscellaneous expenditures, second quarter, 1885.	3 00
28	W. F. Harriety, postmaster, Philadelphia, Pa.	do	8 00
Sept. 24	P. H. Dowling, postmaster, Toledo, Ohio.	Miscellaneous expenditures, second quarter, 1886.	1 25
	Total paid		596 48

## RECAPITULATION.

Amount allowed to postmasters at the principal post-offices, credited in quarterly accounts current, for incidental office expenses, such as repairs, gas fixtures, telegrams, &c.:

Third quarter, 1885	\$13,854 76
Fourth quarter, 1885	13,072 81
First quarter, 1886	12,069 86
Second quarter, 1886	13,586 96
Total	52,584 39
Amount paid by warrant	\$502 85
Amount credited on general accounts	596 48
Total	1,159 23
Amount paid and charged to "Miscellaneous, office First Assistant Postmaster-General"	53,742 72

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1886, and charged to "Miscellaneous items, Second Assistant Postmaster-General."

## AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount
1885.			
July 30	W. H. Porter .....	Repairs on type-writers, ordered July 2, 1885.	\$50 00
Nov. 21	W. E. Parson .....	Services as expert mathematician for twenty-five days, at \$10 per day, ordered October 1, 1885.	250 00
Dec. 21	Hon. A. Leo Knott, Second Assistant Postmaster-General.	Expenses incurred while investigating the mail-messenger service in the city of New York, ordered December 9, 1885.	10 00
24	Byron S. Adams .....	Repairing printing press, ordered October 24, 1885.	1 75
1886.			
Jan. 20	Byron S. Adams .....	Stamping proposals for carrying the mails, twelve days, at \$2.75 per day.	33 00
20	William O'Brien .....	Twelve days' work, at \$2 per day, ordered December 29, 1885.	24 00
20	William B. Irwin .....	Twelve days' work, at \$2 per day, ordered December 29, 1885.	24 00
Mar. 2	W. E. Parson .....	Services as expert mathematician for eighteen days, at \$10 per day, ordered December 3, 1885.	180 00
May 27	J. A. Brittingham .....	Hauling mail rescued from steamer Oregon, April 19 to 28, 1886.	8 25
June 23	A. S. Sturgeon and Charles Dunlop.....	Services searching for lost mail, route No. 38252, Colorado, April 26 to 29, 1886.	32 00
	Total paid by warrant .....		613 00

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1886, and charged to "Miscellaneous items, office of the Third Assistant Postmaster-General."

## AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount
1885.			
Aug. 4	A. W. Bingham .....	Expenses incurred while on a visit to Holyoke, Mass., to personally supervise the business samples of wrapping paper, by order of the Postmaster-General dated July 7, 1885.	\$50 25
Sept. 4	A. B. Aner, Government Printing Office.	Expenses incurred in visiting the postal-card works at Castleton, N. Y., as an expert, detailed from the office of the Public Printer, request of the Postmaster-General, August 28, 1885.	33 93
Oct. 17	J. C. Ringwalt .....	One copy Rand, McNally & Co.'s. Atlas and Guide, complete, for use of dead-letter office.	15 00
26	Postmaster-General of Canada .....	Redemption of United States postage-stamps of various denominations, returned from Canada and destroyed by burning.	40 21
1886.			
Mar. 12	William H. Boyd .....	Director's of seven of the principal cities of the United States for use of the dead-letter office.	35 00
Apr. 6	Hon. A. D. Hazen, Third Assistant Postmaster-General.	Expenses incurred while on an official visit to New York, N. Y., Hartford, Conn., and Holyoke, Mass.	46 43
7	George A. Howard, Post-Office Department.	Expenses incurred while on an official visit to New York, N. Y., Hartford, Conn., Holyoke, Mass., and Castleton, N. Y.	66 61
May 11	George W. Wells, Post-Office Department.	Expenses incurred while on an official visit to Holyoke, Mass., and Hartford, Conn., to supervise the manufacture of paper and the preparation of samples for the contract for stamped envelopes, for the term commencing October 4, 1886, order of the Postmaster-General dated April 6, 1886.	86 79
May 26	J. C. Ringwalt .....	Two copies of Rand, McNally & Co.'s Atlas and Guide.	25 00
June 14	George P. Rowell .....	One copy of the American Newspaper Directory, edition of 1886.	5 00
	Total paid by warrant .....		404 22

No. 9.—*Comparative statement of the receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1886.*

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	\$4,945,668 21		\$4,945,668 21	\$3,288,319 03
1838.....	4,238,733 46		4,238,733 46	4,430,662 21
1839.....	4,484,656 70		4,484,656 70	4,636,536 31
1840.....	4,543,521 92		4,543,521 92	4,718,235 64
1841.....	4,407,726 27	\$482,657 00	4,890,383 27	4,499,527 61
1842.....	4,546,849 65		4,546,849 65	5,674,751 80
1843.....	4,296,225 43		4,296,225 43	4,374,753 71
1844.....	4,237,287 83		4,237,287 83	4,296,512 70
1845.....	4,289,841 80		4,289,841 80	4,320,731 99
1846.....	3,487,199 35	750,000 00	4,237,199 35	4,676,036 91
1847.....	3,880,309 23	12,500 00	3,892,809 23	3,979,542 10
1848.....	4,555,211 10	125,000 00	4,680,211 10	4,326,850 27
1849.....	4,705,176 28		4,705,176 28	4,479,049 13
1850.....	5,499,984 86		5,499,984 86	5,212,953 43
1851.....	6,410,604 33		6,410,604 33	6,278,401 68
1852.....	5,184,526 84	1,741,444 44	6,925,971 28	7,108,450 04
1853.....	5,240,724 70	2,225,090 00	7,465,814 70	7,982,756 59
1854.....	6,255,586 22	2,736,748 06	8,992,335 18	8,577,424 12
1855.....	6,642,136 13	3,114,542 26	9,756,678 39	9,968,342 29
1856.....	6,920,821 66	3,748,881 56	10,669,703 22	10,405,286 36
1857.....	7,353,951 76	4,528,064 07	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.....	7,908,484 07	3,915,946 49	11,824,430 56	11,458,083 63
1860.....	8,518,067 40	11,154,167 54	19,672,234 94	19,170,609 69
1861.....	8,849,296 40	4,639,806 53	13,489,102 93	13,696,739 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	11,314,207 84
1864.....	12,438,253 78	749,980 00	13,188,233 78	12,644,786 20
1865.....	14,556,158 70	3,968 46	14,560,127 16	13,694,728 28
1866.....	14,436,986 21		14,436,986 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	22,730,592 65
1869.....	18,344,510 72	5,707,115 30	24,051,626 02	23,698,131 50
1870.....	19,772,220 65	4,022,140 85	23,794,361 50	23,998,837 03
1871.....	20,037,045 42	4,126,200 00	24,163,245 42	24,390,104 08
1872.....	21,915,426 37	4,933,750 00	26,849,176 37	26,658,192 31
1873.....	22,996,741 57	5,630,475 00	28,627,216 57	29,084,945 67
1874.....	26,471,071 82	5,922,433 55	32,393,505 37	32,126,414 58
1875.....	26,791,360 59	6,704,646 96	33,496,007 55	33,611,309 45
1876.....	28,634,107 50	5,088,583 03	33,722,789 53	33,263,487 58
1877.....	27,531,585 26	7,013,300 00	34,544,885 26	33,486,322 44
1878.....	29,277,516 05	5,307,752 82	34,585,268 87	34,165,084 49
1879.....	30,041,982 86	3,297,965 25	33,339,948 11	33,449,899 45
1880.....	33,315,479 34	3,597,717 20	36,913,196 54	36,542,803 68
1881.....	36,785,397 97	3,297,921 46	40,083,319 43	39,592,566 22
1882.....	41,876,410 15	6,595 12	41,883,005 27	40,482,021 23
1883.....	45,508,692 61	21,416 85	45,530,109 46	43,282,944 43
1884.....	43,335,958 81	140,690 79	43,476,649 60	47,224,569 27
1885.....	42,500,843 83	6,066,473 00	48,567,316 83	50,046,235 21
1886.....	43,948,423 95	8,751,070 73	52,699,493 68	51,004,743 80



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1886.

[This table shows the actual amounts charged and credited at each office, and when full returns have not been received and audited, or an office has become Presidential during the year, the amount of salary reported may be less than the annual salary as stated in the Official Register. As salaries of Presidential offices are based on the gross receipts of the previous year, the amount allowed at offices where the revenues have fallen off will in some instances be found largely in excess of the receipts for the year. Allowances for clerk hire at offices of the first and second classes are based on the revenues of such offices, but such allowances are made to third-class offices for the distribution of the mails where diverging star routes are supplied at the same time the local mail is distributed to the public. As all clerk hire is paid from one appropriation, the expenditures are necessarily taken up on the quarterly returns of all postmasters as office expenses, and are so reported here. The basis of allowance being different, no comparison should be made between the percentage of expenses of third-class offices and those of the first and second classes.]

## ALABAMA.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total ex-penses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
Anniston	3	\$2,592 90	\$1,500 00	\$300 00				\$1,800 00	\$1,702 90	51	No returns; second quarter, 1886.
Athens	3	1,620 00	1,000 00					1,000 00	1,620 00	61	
Birmingham	2	15,951 22	1,875 00	1,912 50	\$731 25	\$29 08		4,547 83	11,403 39	28	
Enterprise	3	5,754 29	1,700 00	400 00		75		2,500 75	2,573 54	50	
Flomula	3	2,312 15	1,200 00	150 00				1,350 00	2,962 15	57	No returns from January 1 to 11, 1886. In Government building.
Greensboro	3	2,618 14	1,200 00	100 00				1,300 00	1,358 14	48	
Greenville	3	2,157 95	1,000 00	100 00				1,100 00	1,057 95	50	
Huntsville	3	3,100 51	1,200 00	200 00				1,400 00	1,500 51	57	
Madison	3	3,651 17	1,300 00	450 00		7 76		2,277 76	3,668 41	37	
Mobile	3	3,888 31	1,357 22	138 00				1,495 22	3,892 33	46	
Montgomery	2	27,806 54	2,700 00	0,865 00		410 01	\$0,516 00	10,832 51	16,154 99	50	
Opelika	3	97,883 10	2,700 00	4,492 68		54 87	3,576 36	10,823 00	17,151 39	38	
Prichard	3	3,564 14	1,500 00	180 00				1,680 00	3,544 14	58	
St. Louis	3	14,070 81	2,400 00	2,100 00	1,050 00	36 75		5,686 75	9,243 06	66	
Talladega	3	3,702 50	1,400 00	400 00				2,200 00	1,982 50	71	No returns from January 1 to 11, 1886.
Troy	3	2,369 80	1,200 00	400 00		55		1,653 71	3,008 27	40	
Tuscaloosa	3	2,056 77	1,600 00	450 00				2,050 00	448 50	77	
Union Springs	3	1,048 60	1,100 00	200 00				1,300 00	815 30	61	
Uniontown	3	2,115 30	1,100 00	200 00				1,400 00	815 30	61	
Uniontown	3	1,598 07	1,600 00					1,000 00	898 07	52	
Total		147,535 81	30,892 22	23,712 13	1,781 25	539 77	10,083 02	66,958 39	80,577 42	46	

## ARIZONA.

Phoenix	3	\$4,433 52	\$1,500 00	\$100 00				\$1,500 00	\$2,733 52	41	
Prescott	3	4,718 65	1,800 00	800 00				2,600 00	2,118 65	55	
Tombstone	3	5,921 51	1,800 00	1,000 00				2,800 00	3,121 51	47	
Tucson	2	7,744 25	2,100 00	1,500 00	\$454 10	\$57 00		4,111 10	3,633 15	52	
Total		23,017 93	7,200 00	3,700 00	454 10	57 00		11,411 10	11,606 83	49	

## ARKANSAS.

Arkadelphia	3	\$2,791 21	\$1,200 00	\$102 50				\$1,362 50	\$1,428 71	48
Batesville	3	2,155 00	1,000 00	309 01				1,399 91	755 99	64
Camden	3	2,331 76	1,100 00	500 00				1,600 00	731 76	68
Eureka Springs	3	4,406 25	1,600 00	1,016 19				2,610 19	1,820 06	58
Fayetteville	3	3,784 65	1,500 00	581 39				2,081 50	1,707 06	54
Fort Smith	2	9,703 56	2,000 00	1,325 50	\$580 50			3,941 00	5,762 56	40
Helena	3	5,178 61	1,700 00	600 00				2,300 00	2,878 61	44
Hopewell	3	2,749 01	1,200 00	400 00				1,601 00	1,148 01	53
Hot Springs	3	1,817 03	2,400 00	2,799 32				6,058 90	6,758 13	47
Jonashborough	2	2,140 98	1,000 00	7,172 51				1,100 00	1,046 98	51
Little Rock	2	34,274 41	2,900 00	100 35	\$5,675 39			15,848 25	18,426 16	46
Newport	3	2,761 92	1,200 00	1,200 00				1,500 00	1,201 62	54
Pine Bluff	3	7,505 60	1,800 00	1,200 00				3,000 00	4,560 60	39
Prescott	3	2,023 01	1,000 00	1,200 00				1,200 00	833 01	58
Texasiana	3	7,509 68	1,900 00	1,650 00				3,550 00	3,959 68	47
Van Buren	3	2,876 73	1,200 00	300 00			25	1,500 25	1,876 48	52
Total		105,151 61	24,700 00	18,707 32	1,430 50	146 68	5,675 39	50,659 89	54,491 72	48

In Government building.

## CALIFORNIA.

Alameda	3	\$3,757 18	\$1,400 00	\$13 04				\$1,429 82	\$2,327 26	37
Auburn	3	3,340 62	1,400 00	180 00				1,880 00	1,660 62	48
Bakersfield	3	2,202 70	893 76					1,308 76	1,308 84	40
Bendita	3	2,633 62	1,400 00	500 00				1,900 00	733 62	72
Berkeley	3	8,864 54	1,400 00					1,400 00	2,401 54	36
Bodie	3	2,097 77	1,200 00	1,000 00				2,200 00		103
Chico	8	5,290 86	1,700 00					1,700 00	3,599 86	30
Colusa	3	2,822 82	1,300 00	500 00				1,800 00	1,132 82	61
Dixon	3	2,557 63	1,100 00					1,100 00	1,457 63	43
Eureka	3	5,510 02	1,900 00					1,700 00	3,819 02	80
Fresno City	3	9,101 83	1,900 00	898 69				2,598 69	6,506 14	28
Glroy	8	2,670 08	1,300 00	400 00				1,303 00	1,570 08	45
Grass Valley	3	4,849 45	1,000 00					1,000 00	2,849 45	41
Hanford	3	2,337 83	1,100 00					1,100 00	1,237 83	47
Healdsburg	3	3,841 96	1,500 00					1,500 00	2,341 96	39
Hollister	3	2,463 06	1,400 00					1,400 00	2,063 06	40
Livermore	3	2,718 22	1,000 00					1,000 00	1,438 22	41
Los Angeles	1	51,865 09	3,000 00	6,703 63	\$1,090 00	223 35	\$5,423 19	19,440 16	32,427 93	37
Los Gatos	3	2,102 37	1,000 00					1,000 00	1,102 37	47
Marine	3	2,508 40	1,250 00	187 50				1,437 50	1,070 90	57
Marysville	2	9,010 56	2,000 00	1,000 00				3,331 72	5,678 84	36
Merced	2	4,020 52	1,500 00					1,500 00	2,520 52	87
Modesto	3	4,876 42	1,700 00	600 00				2,300 00	2,076 42	52
Monterey	3	2,828 11	1,200 00					1,200 00	1,628 11	43

No returns from July 1 to August 19, 1886, and from October 1 to 14, 1886.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1898—Continued.*  
 CALIFORNIA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
Napa City.....	3	\$8,286 64	\$1,900 00	\$741 00				\$2,641 00	\$5,645 64	42	
Nevada City.....	3	4,592 61	1,000 00	1,000 00		\$8 10		2,005 16	1,986 45	50	
Oakland.....	1	49,932 70	3,100 00	9,315 00	\$1,397 00	845 63	\$12,448 17	27,105 80	22,826 90	54	
Oroville.....	3	3,736 35	1,300 00	324 00				2,624 00	2,112 35	43	
Pasadena.....	3	3,944 83	1,100 00	50 00				1,150 00	2,794 83	20	
Petaluma.....	3	6,419 88	1,800 00	540 00				2,340 00	4,079 88	30	
Placerville.....	3	2,056 50	1,200 00	807 68				2,007 68	648 82	75	
Pomona.....	3	2,062 77	1,200 00					1,200 00	1,762 77	40	
Red Bluff.....	3	5,974 21	1,700 00					1,700 00	4,274 21	28	
Redding.....	3	5,610 15	1,600 00	266 66				1,866 66	1,243 49	53	
Riverside.....	3	6,356 29	1,400 00			19 50		1,619 50	4,736 79	25	
Sacramento.....	1	49,707 52	3,000 00	8,991 85	2,553 55	200 91	7,628 79	22,265 10	18,442 42	54	
Saint Helena.....	3	4,373 87	1,500 00	100 00				1,600 00	2,773 87	30	
Salinas.....	3	6,917 12	1,800 00	400 00				2,200 00	4,717 12	31	
San Bernardino.....	3	2,858 90	1,300 00	400 00				1,700 00	1,158 90	60	
San Bernardino.....	3	10,910 10	1,700 00	880 00				2,580 00	8,330 10	24	
San Diego.....	3	59,098 31	5,000 00	111,186 05	3,731 40	4,351 87	89,609 47	213,068 79	295,129 52	40	
San Francisco.....	3	3,092 97	2,700 00	3,996 00	221 30	99 64	4,779 54	11,860 48	14,396 49	45	In Government building.
San Francisco.....	3	26,282 08	1,400 00					2,400 00	2,616 78	47	
San Jose.....	3	5,015 78	1,600 00	800 00				1,500 00	2,137 00	41	
San Jose Obispo.....	3	3,637 00	1,500 00					1,300 00	1,804 56	41	
San Rafael.....	3	3,101 56	1,200 00					3,000 00	5,288 52	53	
Santa Ana.....	3	8,248 52	2,600 00	1,000 00				1,000 00	1,856 08	45	
Santa Barbara.....	3	3,486 08	1,400 00	200 00				2,100 00	5,976 05	50	
Santa Clara.....	3	8,219 67	2,600 00	500 00		3 00		2,503 00	5,716 67	30	
Santa Cruz.....	3	10,312 86	2,500 00	3,010 00	271 00	14 08		5,785 08	13,527 78	59	
Santa Rosa.....	3	3,319 57	1,100 00	212 00				1,342 00	977 57	57	
Stockton.....	3	2,650 92	1,200 00					1,300 00	2,380 92	33	
Truckee.....	3	2,404 43	1,200 00	145 00				1,345 00	1,059 45	55	
Ukiah.....	3	5,273 94	1,700 00					1,000 00	1,273 94	43	
Vallejo.....	3	5,572 53	1,700 00	400 00		6 24		2,106 24	3,466 29	38	
Visalia.....	3	4,696 22	1,500 00	300 00				1,800 00	2,896 22	39	
Wadsworth.....	3	3,498 07	1,400 00					1,400 00	2,098 07	40	
Willows.....	3	2,146 62	1,000 00					1,000 00	1,146 62	46	
Woodland.....	3	2,682 11	1,700 00					1,700 00	3,982 11	29	
Yreka.....	3	2,700 41	1,200 00	720 00				1,920 00	3,780 41	71	
Total.....		904,848 47	98,443 70	168,288 09	9,400 45	5,862 78	122,979 16	305,054 24	540,806 46	42	

**COLORADO.**

	\$1,000 00	\$1,375 00			\$2,975 00	\$5,695 63	34
Aspen	1,600 00				1,100 00	1,702 61	61
Black Hawk	1,100 00	1,400 00			3,200 00	2,979 77	51
Boulder	1,800 00				1,100 00	1,016 02	51
Breckenridge	1,400 00	400 00			1,800 00	1,321 64	57
Buena Vista	1,500 00	1,200 00			2,000 00	2,599 66	43
Canon City	1,600 00	2,800 00			2,800 00	1,304 05	68
Central City	2,300 00	498 54	\$80 12	\$18 15	5,198 27	8,756 95	37
Colorado Springs	1,100 00	22,212 75	1,219 13	1,045 11	46,515 39	80,325 06	36
Denver	3,400 00	639 99			2,399 99	2,817 05	45
Durango	1,700 00	300 00			1,900 00	3,129 11	37
Fort Collins	1,600 00	800 00			1,400 00	1,802 00	55
Garden City	1,400 00	300 00			1,700 00	1,544 24	52
Golden	1,400 00	300 00			1,201 50	1,230 70	49
Grand Junction	1,200 00		1 50		2,290 00	4,886 78	31
Greely	1,800 00	400 00			2,700 00	1,122 39	70
Harrison	1,700 00	1,000 00			1,600 00	2,131 83	42
Idaho Springs	1,400 00	200 00			1,634 82	7,707 86	65
Leadville	2,600 00	8,000 00	450 09	193 83	14,634 82	2,185 81	42
Louisville	1,500 00	225 00			1,725 00	1,061 73	50
Longmont	1,100 00				1,350 00	1,740 54	47
Mantroose	1,400 00	430 00			2,000 00	1,221 07	62
Montrose	2,300 00	2,900 00			6,181 53	6,336 96	48
Pueblo	12,518 81		1,050 00	31 83	1,900 00	2,839 18	40
Sabita	4,739 18	300 00			1,800 00	250 81	84
Silver Cliff	2,014 92	1,200 00			2,068 61	2,125 33	49
Silverton	4,223 94	1,060 498 61			1,800 00	2,363 56	43
South Pueblo	4,163 50	850 00			1,000 00	1,043 36	48
Telluride	2,043 36	1,000 00			2,420 90	3,236 72	42
Trinidad	5,656 72	1,700 00					
Total	278,578 24	47,850 49,130 80	2,830 24	1,290 42	122,609 95	156,004 18	44

Presidential from January 1, 1888.

**CONNECTICUT.**

2	Ansonia	\$10,247 61	\$2,100 00	\$875 14	\$791 25	\$4 20		\$3,770 59	\$6,477 02	86
3	Bethel	1,108 48	1,000 00					1,000 00	908 48	52
3	Birmingham	1,201 80	2,100 00	1,000 00	985 00	2 66		4,087 68	7,114 20	30
2	Brantford	2,750 34	3,100 00					1,300 00	1,450 34	47
3	Bridgeport	50,785 42	3,100 00	7,800 00	3,610 73	287 20	9,760 11	24,534 04	26,251 38	48
1	Bristol	6,483 27	1,700 00			24 28		1,724 28	4,738 99	28
3	Collinsville	1,154 02	1,200 00					1,200 00	954 02	55
2	Danbury	15,248 61	2,400 00	2,000 00	460 00	68 47		4,928 47	10,320 14	32
3	Danville	4,313 77	1,000 00	324 00				1,024 00	2,389 77	44
3	Danielsonville	2,239 49	1,100 00					1,100 00	1,139 49	49
3	Deep River									



Westport.....	3	2,188 78	1,100						1,088 78	50
Westville.....	3	1,460 12	1,000						400 12	68
West Winsted.....	3	4,250 12	1,600						2,650 12	37
Williamite.....	3	8,242 20	2,000			81 25	6 77		3,858 88	46
Winslow Locks.....	3	2,806 65	1,400						1,406 65	48
Winsted.....	3	4,537 13	1,500						1,400 00	37
Total.....		652,413 41	94,350	78,415 12	16,310 42	2,023 80	59,213 82	250,319 25	402,124 16	38

## DAKOTA.

Aberdeen.....	3	\$7,218 90	\$1,800 00	\$720 00					\$2,520 00	34
Alexandria.....	3	4,915 17	1,000 00						1,000 00	51
Bismarck.....	3	7,765 66	2,000 00	1,700 00	\$500 29	814 25			3,352 12	56
Blunt.....	3	2,519 72	1,400 00	500 00					1,900 00	75
Brookings.....	3	2,919 65	1,200 00						1,749 65	40
Canton.....	3	2,732 94	1,200 00	300 00					1,500 00	53
Cassellton.....	3	2,892 03	1,400 00	600 00					1,400 00	45
Chamberlain.....	3	2,910 58	1,300 00						1,900 00	65
Clark.....	3	2,377 68	1,100 00						1,100 00	46
Columbia.....	3	2,624 15	1,100 00	250 00					1,350 00	51
Deadwood.....	3	5,467 22	1,700 00	1,200 00					1,274 15	63
De Smet.....	3	1,772 54	1,000 00	1,000 00					2,567 22	53
De Smet.....	3	2,034 20	1,000 00	400 00					1,100 00	62
Dewey's Lake.....	3	3,822 12	1,500 00	209 46					1,060 00	49
Edendale.....	3	3,291 79	1,500 00	6,400 00	1,100 00	183 14			1,952 12	45
Farley.....	3	21,779 16	2,600 00	300 00					1,792 33	47
Grafton.....	3	3,482 61	1,500 00	1,200 00	589 83	1 20			11,416 02	33
Grand Forks.....	3	9,341 37	2,100 00	1,500 00					1,800 00	51
Groton.....	3	2,855 76	1,000 00	1,538 24	103 88	3 47			3,821 03	41
Huron.....	3	10,019 32	2,100 00	249 60					1,900 00	83
Ipswich.....	3	3,117 83	1,200 00	1,750 00					3,765 59	34
Jamestown.....	3	6,370 61	1,800 00			1 00			1,449 99	46
Kimball.....	3	2,189 92	1,100 00	150 00					3,551 00	55
Laramie.....	3	2,062 00	1,400 00	499 14					1,250 00	57
Lead City.....	3	1,719 40	1,000 00						1,809 11	64
Lebanon.....	3	3,206 18	1,400 00	500 00					1,900 00	58
Madison.....	3	2,890 45	1,300 00	100 00					1,900 00	59
Manitou.....	3	2,978 98	1,500 00						1,300 00	44
Millbank.....	3	3,119 35	1,400 00	300 00					1,500 00	50
Miller.....	3	2,321 35	1,100 00	283 16					1,700 00	53
Minnehaha.....	3	8,574 81	1,800 00	800 00					1,448 35	59
Mitchell.....	3	3,261 78	1,100 00	300 00					2,600 00	30
Parker.....	3	3,136 61	1,600 00	698 73					1,400 00	58
Platteville.....	3	3,455 70	1,400 00	400 00					2,208 72	73
Rapid City.....	3	5,094 34	1,300 00	575 00					1,800 00	62
Reedfield.....	3	3,081 73	1,300 00	450 00					1,875 00	36
Sioux Falls.....	3	12,803 37	2,600 00	1,054 48	1,180 00				1,750 00	56
									4,534 45	38

No. 10.—Gross receipts, expenses, and net revenues of *Presidential post-offices for the fiscal year ended June 30, 1888*—Continued.

## DAKOTA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Valley City .....	3	\$2,852 90	\$1,300 00	.....	.....	.....	.....	\$1,300 00	\$1,532 99	45	
Vermilion .....	3	2,356 14	1,100 00	\$270 00	.....	.....	.....	1,370 00	966 14	58	
Watpeton .....	3	4,321 67	1,500 00	100 00	.....	.....	.....	1,000 00	2,821 67	35	
Watertown .....	3	5,919 62	1,600 00	400 00	.....	.....	.....	2,000 00	3,919 62	33	
Woonsocket .....	3	2,494 65	1,100 00	260 67	.....	.....	.....	1,359 67	1,094 98	56	
Yankton .....	3	8,075 84	1,900 00	1,800 00	.....	\$0 25	.....	3,700 25	4,375 59	45	
Total .....		190,718 28	61,690 00	26,567 80	\$3,673 00	233 31	.....	92,074 17	104,614 11	47	

## DELAWARE.

Dover .....	3	\$5,661 90	\$1,700 00	.....	.....	.....	.....	\$1,700 00	\$3,964 90	30	In Government building.
Middletown .....	3	2,774 71	1,200 00	\$199 99	.....	.....	.....	1,399 99	1,374 72	50	
Milford .....	3	2,766 55	1,400 00	.....	.....	.....	.....	1,400 00	1,366 55	50	
Newark .....	3	2,509 41	1,105 60	200 00	.....	.....	.....	1,300 00	1,209 41	51	
New Castle .....	3	1,870 64	1,000 00	.....	.....	.....	.....	1,000 00	870 64	53	
Smayna .....	3	3,352 95	1,400 00	7,850 00	.....	.....	.....	1,400 00	1,952 95	41	Do.
Wilmington .....	1	47,018 53	3,000 00	.....	.....	\$129 11	\$11,378 06	22,357 17	24,691 36	47	
Total .....		66,017 69	10,800 00	8,249 99	.....	129 11	11,378 06	30,557 16	35,460 53	46	

## DISTRICT OF COLUMBIA.

Washington .....	1	\$310,510 08	\$5,000 00	\$150,111 55	\$10,950 00	\$14,874 22	\$74,716 89	\$255,652 66	\$51,857 42	82	Includes \$10,709.37 expenses of mail-bag repair depot.
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## FLORIDA.

Cedar Keys .....	3	\$2,646 82	\$1,100 00	\$180 00	.....	.....	.....	\$1,286 66	\$748 16	63	
De Land .....	3	2,960 21	1,500 00	.....	.....	.....	.....	1,500 00	2,460 21	37	
Eustis .....	3	3,114 89	1,200 00	249 46	.....	.....	.....	1,449 46	1,665 43	46	
Fernandina .....	3	3,804 81	1,500 00	200 00	.....	.....	.....	1,700 00	2,104 81	44	

Gainesville	3	5,883 00	1,700 00	800 00	.....	.....	.....	2,500 00	3,183 00	44
Jacksonville	2	42,877 89	2,000 00	7,875 20	.....	.....	.....	18,985 70	24,012 20	44
Key West	3	6,049 10	1,800 00	500 00	.....	.....	.....	2,169 02	3,880 08	35
Leesburgh	3	1,307 32	1,575 00	.....	.....	.....	.....	2,175 00	832 32	37
Ocala	3	2,374 43	1,700 00	300 00	.....	.....	.....	1,800 00	3,574 43	83
Orlando	3	8,980 37	1,800 00	1,683 90	.....	.....	.....	2,783 90	6,216 47	30
Palatka	3	8,682 33	1,800 00	1,675 00	.....	.....	.....	2,475 00	6,207 33	28
Pensacola	2	10,537 41	2,200 00	1,375 00	.....	.....	.....	4,320 41	6,217 00	40
Saint Augustine	3	7,335 97	1,800 00	443 00	.....	.....	.....	2,243 00	5,092 97	80
Sanford	3	6,464 75	1,700 00	653 00	.....	.....	.....	2,364 86	4,499 89	84
Tallahassee	3	4,764 21	1,600 00	489 87	.....	.....	.....	2,089 67	2,664 54	44
Tampa	3	5,610 19	1,300 00	689 20	.....	.....	.....	2,199 26	3,416 93	89
Total	.....	127,330 08	25,975 00	15,135 40	.....	3,730 65	329 94	50,423 94	76,906 14	89

Presidential from January 1, 1888.

## GEORGIA.

Albany	3	\$1,634 23	\$1,000 00	\$400 00	.....	.....	.....	\$2,000 00	\$2,634 23	43
Americus	3	1,468 64	1,000 00	599 46	.....	.....	.....	2,109 46	2,267 38	49
Athens	3	7,423 30	1,900 00	500 00	.....	.....	.....	2,407 41	5,015 95	32
Autauga	3	94,216 74	2,800 00	14,877 39	.....	.....	.....	32,869 00	65,377 72	83
Augusta	3	24,185 43	2,800 00	4,999 69	.....	.....	.....	16,865 83	17,319 50	49
Bainbridge	3	3,083 65	1,000 00	300 00	.....	.....	.....	1,400 00	1,281 65	52
Barnesville	3	2,117 37	1,000 00	200 00	.....	.....	.....	1,200 00	947 37	55
Brunswick	3	5,594 36	1,700 00	500 00	.....	.....	.....	2,000 00	3,804 36	34
Camden	3	2,634 45	1,200 00	199 88	.....	.....	.....	1,399 88	1,253 57	52
Cartersville	3	12,633 15	2,500 00	1,994 95	.....	.....	.....	3,607 04	9,879 41	38
Columbus	3	3,478 68	1,200 00	90 00	.....	.....	.....	1,500 00	1,518 68	50
Cuthbert	3	3,178 84	1,400 00	200 00	.....	.....	.....	1,600 00	1,473 84	52
Dalton	3	3,173 94	1,400 00	400 00	.....	.....	.....	2,200 00	1,346 14	47
Decatur	3	3,161 61	1,500 00	909 85	.....	.....	.....	1,709 85	2,171 08	42
Griffin	3	3,846 82	1,100 00	250 00	.....	.....	.....	1,350 00	1,064 85	55
Lawkinsville	3	2,774 84	1,200 00	199 61	.....	.....	.....	1,390 63	1,380 31	50
LaGrange	3	2,779 54	2,700 00	200 00	.....	.....	.....	14,905 35	14,698 63	70
Macon	2	29,683 84	2,400 00	4,763 34	.....	.....	.....	1,400 00	816 71	00
Madison	3	2,216 71	1,500 00	300 00	.....	.....	.....	1,800 00	2,713 42	39
Marietta	3	4,313 42	1,300 00	.....	.....	.....	.....	1,300 00	1,670 83	43
Milledgeville	3	2,970 63	1,300 00	.....	.....	.....	.....	1,300 00	1,774 10	59
Newnan	3	3,074 10	1,300 00	.....	.....	.....	.....	1,300 00	1,770 80	59
Quitman	3	9,329 69	2,100 00	150 00	.....	.....	.....	3,979 03	5,250 64	43
Rome	2	9,239 67	2,100 00	1,260 00	.....	.....	.....	22,835 05	40,785 77	35
Savannah	1	63,440 82	3,000 00	8,920 00	.....	.....	.....	2,100 00	3,488 27	37
Thomasville	3	5,586 27	1,000 00	200 00	.....	.....	.....	1,300 00	3,960 43	57
Valdosta	3	2,390 43	1,400 00	200 00	.....	.....	.....	1,600 00	878 66	64
Washington	3	2,478 66	1,400 00	200 00	.....	.....	.....	1,243 00	903 58	67
West Point	3	2,146 58	1,000 00	245 00	.....	.....	.....	1,243 00	.....	.....
Total	.....	326,158 62	46,300 00	42,492 19	.....	7,067 72	1,104 98	132,680 72	183,477 90	41

In Government building.



No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1886*—Continued.

## IDAHO.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Belleville.....	3	\$1,755 74	\$1,100 00	\$500 00	.....	.....	.....	\$1,700 00	\$54 40	95	
Boise City.....	3	5,501 08	1,700 00	1,500 00	.....	.....	.....	3,200 00	2,301 08	58	
Hailey.....	3	3,295 72	1,400 00	400 00	.....	.....	.....	1,800 00	1,495 72	59	
Ketchum.....	3	2,048 45	1,100 00	25 00	.....	.....	.....	1,125 00	923 45	55	
Lewiston.....	3	2,634 65	1,100 00	450 00	.....	\$7 75	.....	1,557 75	1,076 90	62	
Total.....		15,145 64	6,400 00	2,975 00	.....	7 75	.....	9,382 75	5,801 55	63	

## ILLINOIS.

Alhambra.....	3	\$2,131 08	\$1,100 00	\$300 00	.....	.....	.....	\$1,100 00	\$1,031 08	51	
Alto.....	3	2,972 28	1,400 00	1,500 00	.....	.....	.....	1,700 00	1,272 28	57	
Alton.....	2	8,010 20	2,100 00	1,500 00	\$524 54	\$5 28	.....	4,129 82	4,780 47	46	
Amboy.....	3	3,136 54	1,400 00	1,299 90	.....	.....	.....	1,629 80	1,486 55	53	
Anna.....	3	2,034 97	1,200 00	200 00	.....	.....	.....	1,200 00	1,734 97	40	
Arcola.....	3	2,671 14	1,200 00	200 00	.....	.....	.....	1,200 00	1,771 14	52	
Attna.....	3	2,177 10	1,100 00	.....	.....	.....	.....	1,100 00	1,777 10	50	
Atuna.....	3	2,618 73	200 00	.....	.....	.....	.....	200 00	1,418 73	45	
Auburn.....	2	17,459 80	2,100 00	2,300 00	1,169 90	147 61	\$820 22	7,037 73	12,413 07	30	
Aurora.....	3	2,953 20	1,100 00	.....	.....	.....	.....	1,100 00	5,393 70	55	
Beaavia.....	3	7,184 70	1,500 00	.....	.....	.....	.....	1,500 00	1,724 70	44	
Beardstown.....	3	3,124 70	2,000 00	.....	.....	.....	.....	2,000 00	1,550 29	40	
Belleville.....	2	8,788 09	2,000 00	1,200 00	719 85	17 86	.....	3,037 71	2,770 29	41	
Belvidere.....	3	4,722 09	1,600 00	345 90	.....	.....	.....	1,945 90	2,776 00	41	
Benton.....	3	30,731 37	2,500 00	5,000 00	1,700 00	263 63	5,892 93	13,816 36	19,915 04	51	No returns from Jan. 1 to Mar. 14, 1886.
Bloomington.....	2	2,293 63	1,100 00	189 90	.....	1 12	.....	1,117 23	1,284 88	43	
Braidwood.....	3	4,110 20	1,500 00	400 00	.....	.....	.....	1,299 90	2,910 20	56	
Bunker Hill.....	3	14,407 64	2,400 00	3,800 00	.....	.....	.....	2,600 00	2,116 20	48	
Bushnell.....	3	2,623 95	1,200 00	100 00	.....	.....	.....	6,200 00	8,507 04	43	In Government building.
Calao.....	3	6,908 27	1,800 00	500 00	.....	.....	.....	1,300 00	1,353 95	49	
Cambridge.....	3	3,213 00	1,400 00	300 00	.....	.....	.....	2,300 00	4,068 27	33	
Carbondale.....	3	4,080 87	1,500 00	300 00	.....	.....	.....	1,700 00	1,513 99	32	
Carlinville.....	3	1,819 51	1,000 00	.....	.....	.....	.....	1,800 00	2,289 97	44	
Carlyle.....	3	3,379 12	1,300 00	200 00	.....	.....	.....	1,000 00	819 51	54	
Carmel.....	3	3,789 99	1,600 00	400 00	.....	.....	.....	1,500 00	1,879 12	44	
Carrollton.....	3	3,789 99	1,600 00	400 00	.....	.....	.....	2,000 00	1,789 99	53	

[illegible]

**In Government building.**

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1898*—Continued.

ILLINOIS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Hoopeston	3	\$2,569 38	\$1,200 00	\$200 00	.....	.....	.....	\$1,400 00	\$1,199 38	53	
Hyde Park	3	4,477 73	1,000 00	.....	.....	.....	.....	1,000 00	2,877 73	35	
Jacksonville	3	13,972 08	2,500 00	2,453 50	\$805 00	\$38 81	.....	5,797 40	10,174 68	36	
Joliet	2	4,088 67	1,000 00	700 00	.....	.....	.....	2,320 00	2,368 67	40	
Kankakee	2	20,445 72	2,500 00	3,000 00	817 34	83 50	.....	6,400 84	14,044 88	31	
Kewanee	3	8,015 78	2,000 00	1,000 00	280 00	10 44	.....	3,290 44	5,325 34	38	
Knoxville	3	7,275 25	1,000 00	1,200 00	.....	.....	.....	2,100 00	5,175 25	28	
Lacon	3	2,412 43	1,100 00	.....	.....	.....	.....	1,100 00	1,312 43	45	
Lake Forest	3	2,401 35	1,200 00	.....	.....	.....	.....	1,200 00	1,201 35	51	
Lanark	3	2,331 87	1,400 00	50 00	.....	.....	.....	1,200 00	1,131 87	51	
La Salle	3	6,644 70	1,800 00	700 00	.....	.....	.....	1,200 00	1,800 00	49	
Lebanon	3	1,778 22	1,000 00	.....	.....	9 44	.....	2,508 44	4,125 25	27	
Lena	3	2,550 80	1,200 00	.....	.....	.....	.....	1,000 00	1,550 80	40	
Lewistown	3	3,290 71	1,400 00	150 00	.....	.....	.....	1,550 00	1,740 71	47	
Lincoln	2	8,089 82	2,000 00	850 00	.....	28 93	.....	2,878 93	5,210 89	36	
Litchfield	3	5,133 03	1,000 00	299 84	.....	2 80	.....	1,000 00	3,830 59	37	
Lockport	3	2,622 72	1,200 00	.....	.....	.....	.....	1,200 00	1,422 72	45	
Macomb	3	4,796 37	1,600 00	300 00	.....	.....	.....	1,300 00	2,896 37	39	
Marion	3	2,859 80	1,300 00	.....	.....	.....	.....	1,300 00	1,559 80	43	
Marshall	3	3,223 70	1,400 00	.....	.....	.....	.....	1,400 00	1,823 70	43	
Mason City	3	2,844 49	1,400 00	162 00	.....	.....	.....	1,562 00	1,282 49	54	
Mattoon	2	7,595 07	2,000 00	1,078 38	\$500 85	\$5 52	.....	3,584 75	4,010 32	40	
Maywood	3	2,148 05	1,100 00	.....	.....	.....	.....	1,000 00	1,048 05	47	
McLeansboro	3	2,652 02	1,000 00	.....	.....	.....	.....	1,000 00	1,652 02	43	
Menasha	3	5,656 66	1,700 00	412 00	.....	4 56	.....	2,116 56	3,540 10	37	
Metropolis City	3	1,814 76	1,000 00	200 00	.....	.....	.....	1,200 00	614 76	60	
Mt. Morris	3	17,297 25	2,500 00	2,000 00	877 80	4 29	.....	5,282 18	1,915 07	31	
Mt. Pleasant	3	9,744 86	2,100 00	1,402 50	545 00	8 72	.....	4,116 22	5,628 64	42	
Mt. Vernon	3	2,550 40	1,200 00	.....	.....	.....	.....	1,200 00	1,350 40	50	
Morris	3	5,941 93	1,700 00	299 93	.....	.....	.....	1,999 83	3,942 00	33	
Morris	3	4,028 97	1,500 00	241 00	.....	.....	.....	1,741 40	2,287 57	43	
Mount Carmel	3	3,101 24	1,300 00	150 00	.....	.....	.....	1,450 00	1,651 24	46	
Mount Carroll	3	3,978 41	1,500 00	200 00	.....	.....	.....	1,700 00	2,278 41	43	
Mount Morris	3	2,552 96	1,400 00	.....	.....	.....	.....	1,000 00	1,552 96	54	
Mount Pleasant	3	1,925 14	1,000 00	.....	.....	.....	.....	1,000 00	925 14	51	
Mount Sterling	3	27,290 07	1,100 00	90 81	.....	.....	.....	1,100 00	1,009 10	52	
Mount Vernon	3	3,752 93	1,500 00	300 00	.....	.....	.....	1,800 00	1,952 93	47	

Presidential from January 1, 1886.

**In Government building.**

Murphyborough	2,542.30	1,200.00	324.00	1,594.03	1,018.30
Naperville	5,111.82	1,400.00		1,400.00	1,711.82
Nashville	3,078.43	1,400.00		1,600.00	1,111.85
National Stock Yards	9,739.42	2,300.00		2,978.80	6,760.62
Nichols	2,112.53	1,100.00	1.50	1,012.53	32.42
Nokomis	4,298.51	1,600.00		1,900.00	2,398.51
Normal	7,747.82	1,600.00		1,600.00	6,147.82
Oak Park	4,554.67	1,600.00		2,000.00	2,554.67
Olney	2,313.46	1,100.00		1,100.00	1,213.46
Onarga	3,377.50	1,300.00		1,420.00	1,957.50
Orion	13,521.12	2,300.00	60.18	4,514.99	9,006.13
Ottawa	4,372.82	1,500.00		1,776.64	2,596.18
Pana	7,125.70	1,900.00	4.48	2,504.48	4,621.22
Paris	3,592.78	1,400.00		1,400.00	2,192.78
Pecatonica	1,857.16	1,000.00		1,000.00	857.16
Pekin	6,075.47	1,800.00	8.72	2,508.72	3,566.75
Peoria	70,370.83	3,200.00	418.05	22,321.51	48,049.32
Peru	4,105.50	1,500.00		1,650.40	2,455.10
Petersburgh	3,324.61	1,400.00		1,700.00	1,624.61
Pittsfield	3,443.43	1,300.00		1,500.00	1,943.43
Piano	2,630.74	1,500.00		1,500.00	1,130.74
Pole	4,034.33	1,500.00		1,650.00	2,384.33
Pontiac	4,814.07	1,600.00		1,600.00	3,214.07
Princeton	7,498.97	1,900.00		2,400.00	5,098.97
Pullman	4,573.72	1,800.00		2,106.44	2,467.28
Quincy	40,821.12	2,500.00	247.14	18,717.99	22,103.13
Ravenwood	1,301.54	500.00		500.00	801.54
Reichelto	3,692.04	1,500.00		1,700.00	1,992.04
Rock Falls	3,617.13	1,500.00		1,525.86	2,091.27
Rockford	38,500.40	2,500.00	60.20	14,571.79	24,028.61
Rock Island	20,504.20	2,500.00	60.20	7,701.57	12,802.63
Rockhouse	2,283.46	1,100.00		1,300.00	983.46
Rushville	2,069.10	1,300.00	35	1,700.35	868.75
Salem	2,132.43	1,100.00		1,350.00	782.43
Sandwich	5,285.01	1,600.00		1,700.00	3,585.01
Savanna	3,174.06	1,100.00		1,600.00	1,574.06
Shawneetown	4,325.70	1,100.00		1,400.00	2,925.70
Shelbyville	4,313.12	1,000.00		1,778.06	2,535.06
Sheldon	1,754.13	1,000.00		1,491.57	514.19
South Chicago	5,516.41	1,700.00		2,713.12	2,803.29
South Evanston	4,705.40	1,600.00		1,900.00	2,805.40
Sparta	2,681.38	1,200.00		1,600.00	1,081.38
Springfield	32,416.88	2,800.00	6,002.95	17,569.00	14,847.88
Streator	10,285.73	2,200.00	933.12	1,773.00	8,512.73
Streator	9,820.97	2,000.00	1,013.05	1,409.99	8,410.98
Sullivan	2,045.83	1,000.00	1,149.73	1,149.73	846.10
Taylorsville	3,510.47	1,700.00	170.00	1,879.71	1,630.76
Taylorville	3,512.86	1,500.00	130.00	1,650.00	1,862.86
Tuscola	8,004.93	1,400.00	200.00	1,600.00	6,404.93
Urbana	3,903.39	1,500.00	700.00	2,200.00	1,703.39
Urbana	2,865.65	1,100.00	100.44	1,509.44	1,356.21
Urbana	2,379.75	1,200.00		1,275.04	1,104.75

No. 10.—Gross receipts, expenses, and net-revenue of *Presidential post-offices for the fiscal year ended June 30, 1886—Continued.*

## ILLINOIS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Virginia .....	3	\$2,369 37	\$1,200 00	\$121 50	.....	.....	.....	\$1,321 50	\$1,047 87	55	
Warren .....	3	2,511 57	1,200 00	150 00	.....	.....	.....	1,353 00	1,161 57	53	
Warsaw .....	3	2,734 84	1,200 00	300 00	.....	.....	.....	1,500 00	1,234 84	54	
Washington .....	3	2,413 33	1,200 00	.....	.....	.....	.....	1,200 00	1,213 33	49	
Waukegan .....	3	2,930 36	1,200 00	.....	.....	.....	.....	1,200 00	1,620 36	44	
Waukegan .....	3	2,784 60	1,200 00	350 00	.....	.....	.....	2,032 24	3,742 36	35	
Waukegan .....	3	2,393 60	1,000 00	287 49	.....	\$2 24	.....	1,387 49	1,000 12	57	
Watson .....	3	2,053 62	1,000 00	.....	.....	.....	.....	1,000 00	1,053 62	48	
White Hall .....	3	2,740 52	1,300 00	.....	.....	.....	.....	1,300 00	1,449 50	40	
Washington .....	3	2,291 40	1,000 00	.....	.....	.....	.....	1,000 00	1,101 40	45	
Washington .....	3	1,827 21	1,000 00	.....	.....	.....	.....	1,000 00	1,827 21	54	
Wheatstock .....	3	2,140 71	1,400 00	.....	.....	.....	.....	1,400 00	1,749 71	44	
Wright & Grove .....	3	4,439 99	1,500 00	91 58	.....	.....	.....	1,591 58	2,848 41	35	
Total .....		3,220,845 71	291,216 11	508,148 76	\$34,608 08	28,006 55	\$377,364 56	1,227,424 06	1,993,421 65	38	

## INDIANA.

Anderson .....	3	\$5,310 01	\$1,700 00	\$200 00	.....	\$5 28	.....	\$2,565 38	\$2,804 65	47	
Angola .....	3	2,811 46	1,200 00	33 33	.....	.....	.....	1,233 33	1,578 13	43	
Attica .....	3	3,709 38	1,400 00	200 00	.....	.....	.....	1,600 00	2,109 38	43	
Auburn .....	3	2,767 43	1,300 00	33 33	.....	.....	.....	1,333 33	1,434 10	48	
Aurora .....	3	4,884 17	1,500 00	300 00	.....	.....	.....	1,802 32	3,091 85	36	
Bedford .....	3	2,230 41	1,300 00	200 00	.....	.....	.....	1,500 00	1,320 41	53	
Bloomington .....	3	4,885 46	1,500 00	393 83	.....	.....	.....	1,893 89	2,991 57	38	
Bluffton .....	3	3,453 85	1,400 00	199 99	.....	.....	.....	1,598 99	1,853 86	46	
Brazil .....	3	4,214 08	1,500 00	.....	.....	.....	.....	1,500 00	2,714 08	35	
Butler .....	3	2,245 22	1,000 00	89 26	.....	.....	.....	1,089 26	1,155 96	48	
Cambridge City .....	3	2,057 98	1,000 00	243 00	.....	.....	.....	1,243 00	814 98	60	
Columbia City .....	3	3,697 19	1,500 00	400 00	.....	.....	.....	1,900 00	1,797 19	51	
Columbus .....	3	8,556 77	1,900 00	491 50	.....	.....	.....	2,398 28	6,151 51	28	
Connersville .....	3	6,516 80	1,800 00	321 00	.....	.....	.....	2,120 00	4,396 80	32	
Covington .....	3	1,892 12	1,000 00	300 00	.....	.....	.....	1,300 00	602 12	65	
Crawfordsville .....	2	9,060 10	2,100 00	1,200 00	\$670 16	110 40	.....	4,080 62	4,979 48	45	
Crown Point .....	3	2,351 34	1,100 00	150 00	.....	.....	.....	1,250 00	1,101 34	62	
Danville .....	3	3,450 49	1,500 00	180 00	.....	.....	.....	1,650 00	1,800 49	47	
Decatur .....	3	2,470 94	1,200 00	460 00	.....	.....	.....	1,000 00	870 94	64	
Delphi .....	3	3,244 36	1,400 00	250 00	.....	.....	.....	1,650 00	1,594 36	49	



No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1886*—Continued.

## INDIANA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Rockville	3	\$2,467 07	\$1,200 00	\$162 00				\$1,362 00	\$1,105 07	55	
Rushville	3	4,964 82	1,700 00	275 00				1,975 00	2,989 82	39	
Seymour	3	5,174 07	1,600 00	200 00				1,800 00	3,374 07	34	
Shelbyville	3	5,549 09	1,700 00	242 39				1,942 39	3,597 70	35	
South Bend	3	21,913 00	2,600 00	2,875 00	\$1,447 20	\$116 54	\$4,648 67	11,087 41	10,225 59	53	
Sullivan	3	2,733 46	1,200 00	159 51				1,399 51	1,333 95	50	
Terre Haute	3	33,057 76	2,800 00	6,300 00	1,400 00	292 07	6,675 69	17,557 66	15,499 90	63	
Tipton	3	7,492 63	1,100 00	199 97				1,299 97	1,192 66	52	
Union City	3	4,452 00	1,600 00	243 00				1,843 00	2,609 00	40	
Valparaiso	3	8,844 29	2,100 00	1,600 00	477 80	2 20		4,180 00	4,664 29	47	
Vevay	3	2,263 13	1,200 00	1,399 88				1,599 88	665 25	70	
Vincennes	3	10,442 97	2,200 00	1,800 00	937 91	33 35		4,671 26	5,771 71	44	
Wabash	3	7,461 79	1,400 00	726 00				2,526 00	4,511 79	33	
Warsaw	3	4,907 28	1,600 00	300 00				1,900 00	3,007 28	38	
Washington	3	4,167 98	1,300 00	76 00				1,380 10	2,527 79	36	
Winchester	3	3,362 51	1,400 00	239 78				1,639 78	1,742 73	48	
Total		708,723 27	136,200 00	94,465 77	13,136 38	8,696 32	72,469 41	326,971 91	381,751 36	46	

## INDIAN TERRITORY.

Muscogee	3	1,848 88	1,000 00	400 00				1,400 00	448 88	75	
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## IOWA.

Ackley	3	2,416 46	1,200 00	200 00				1,400 00	1,016 46	57	
Afton	3	1,989 38	1,000 00					1,000 00	989 38	50	
Albia	3	3,788 75	1,500 00	400 00				1,900 00	1,888 75	50	
Altona	3	3,036 63	1,500 00	243 00				1,743 00	2,110 63	44	
Ames	3	3,373 76	1,400 00	100 00				1,500 00	1,873 76	44	
Anamosa	3	3,773 37	1,500 00	300 00				1,800 00	1,973 37	47	
Anaconda	3	7,984 74	1,900 00	1,000 00				2,900 00	5,084 74	36	
Audubon	3	3,396 18	1,400 00	100 00				1,501 25	1,894 93	44	
Avoca	3	2,836 77	1,400 00	248 78		1 25		1,648 78	1,209 99	57	
Bedford	3	3,180 00	1,400 00	299 91				1,699 91	1,480 09	53	

**In Government buildings.**

[illegible]





Stuart	3	3,140 30	1,400 00	250 00					1,050 00	1,490 30	52
Tama City	3	2,821 31	1,300 00	108 24					1,408 24	1,413 07	49
Tipton	3	3,201 05	1,400 00	250 00					1,650 00	1,651 05	51
Toledo	3	8,809 04	1,400 00						1,400 00	2,409 04	56
Traer	3	2,365 63	1,280 00	100 00					1,300 00	1,065 63	54
Villaca	3	3,200 21	1,400 00	200 00					1,600 00	1,690 21	48
Vinton	3	4,984 65	1,600 00	275 00					1,875 00	3,113 65	37
Walnut	3	1,848 91	1,000 00						1,000 00	848 91	54
Washington	3	5,098 01	1,600 00	500 00					2,100 00	2,098 01	41
Waterloo	2	13,359 58	2,300 00	2,000 00	435 28	14 85			4,750 13	8,609 45	35
Waukon	3	2,320 62	1,100 00	200 00					1,300 00	1,050 62	56
Waverly	3	4,390 77	1,600 00	500 00					2,100 00	2,230 77	47
Webster City	3	4,781 10	1,600 00	243 00					1,843 00	2,918 10	38
West Liberty	3	2,650 94	1,300 00	250 00					1,500 00	1,520 03	52
West Union	3	3,229 05	1,400 00	800 00					1,700 00	2,450 05	49
Wheat Cheer	3	4,186 61	1,500 00	200 00					1,400 00	1,038 87	57
Wilton Junction	3	2,438 87	1,200 00	200 00					1,400 00	2,200 06	45
Winterset	3	4,050 06	1,500 00	350 00					1,850 00		
Total		860,539 47	190,985 22	88,711 27	24,181 47	2,378 82	57,680 48	362,916 90	497,622 51	42	

## KANSAS.

Abilene	3	\$9,250 30	\$2,000 00	\$400 00					\$2,400 00	\$9,859 30	26
Anthony	3	4,913 28	1,300 00	300 00					1,300 00	3,613 28	26
Arkansas City	2	5,918 75	1,800 00	300 00					2,100 00	3,818 75	35
Atchison	3	27,344 79	2,700 00	3,861 54	\$1,362 31	\$104 96	\$4,934 14	12,962 93	14,381 84	47	
Augusta	3	2,569 63	1,200 00	200 00					1,400 00	1,169 63	55
Baxter Springs	3	1,717 96	1,000 00	200 00					1,200 00	517 96	69
Belleville	3	2,502 82	1,000 00	175 00					1,175 80	1,327 82	40
Beloit	3	2,819 41	1,700 00	450 00					1,650 00	3,659 41	36
Berlinzmo	3	2,814 84	1,300 00	300 00					1,600 00	1,214 84	56
Burlington	3	5,289 17	1,700 00	400 00					2,100 00	3,189 17	39
Cardwell	3	3,990 70	1,500 00	200 00					1,700 00	2,290 70	42
Carbondale	3	1,883 06	1,000 00						1,000 00	883 06	53
Cawker City	3	3,346 75	1,300 00	200 00					1,500 00	1,846 75	44
Chanute	3	4,165 72	1,500 00	180 00					1,680 00	2,485 72	40
Cherokee	3	1,800 52	1,000 00	150 00					1,150 00	659 52	63
Cherry Vale	3	5,050 68	1,600 00	200 00					1,800 00	3,250 68	35
Chillicothe	3	3,337 13	1,400 00	216 30					1,616 30	1,720 43	48
Clay Centre	3	7,276 22	1,800 00	308 34					2,109 54	5,076 68	28
Clyde	3	3,337 00	1,400 00	212 50					1,612 50	1,724 50	48
Coffeyville	3	3,496 69	1,500 00	400 00					1,900 00	1,596 69	54
Columbia	3	5,314 65	1,700 00	500 00					2,200 00	3,114 65	41
Concordia	3	5,614 11	1,700 00	400 00					2,100 00	3,524 11	37
Council Grove	3	2,090 07	1,500 00	300 00					1,800 00	1,890 07	48
Gunnell City	3	7,750 79	1,700 00	300 00					2,000 00	5,750 79	25
Dodge City	3	7,750 79	1,700 00	300 00					2,000 00	5,750 79	25
El Dorado	3	6,485 91	1,700 00	500 00					2,200 00	4,285 91	23
Ellsworth	3	4,210 18	1,400 00	221 99					1,621 99	2,594 19	38

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1898—Continued.

## KANSAS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Emporia.....	2	\$19,252.52	\$2,500.00	\$1,700.00	\$670.00	\$14.38	.....	\$4,884.38	\$14,368.14	25	
Euclid.....	3	4,984.65	1,600.00	311.39	.....	.....	.....	1,941.39	3,043.26	38	
Flourco.....	3	2,629.52	1,200.00	237.36	.....	.....	.....	1,437.36	1,191.96	54	
Fort Leavenworth.....	3	1,530.53	5,000.00	.....	.....	.....	.....	1,200.00	730.53	62	
Fort Scott.....	3	16,488.21	2,500.00	2,600.00	929.98	25.56	.....	6,625.54	10,432.07	36	
Frankfort.....	3	2,117.18	1,400.00	300.00	.....	.....	.....	1,100.00	1,017.18	51	
Frederick.....	3	3,332.05	1,400.00	300.00	.....	.....	.....	1,700.00	1,632.05	51	
Garnett.....	3	4,787.27	1,600.00	300.00	.....	.....	.....	1,900.00	2,887.27	39	
Girard.....	3	4,351.61	1,600.00	300.00	.....	.....	.....	1,900.00	2,451.61	43	
Great Bend.....	3	4,944.50	1,500.00	290.00	.....	.....	.....	1,700.00	3,244.50	34	
Halsford.....	3	2,234.72	1,400.00	.....	.....	.....	.....	1,100.00	1,134.72	49	
Harper.....	3	5,472.27	1,700.00	600.00	.....	.....	.....	2,300.00	3,172.27	42	
Hays City.....	3	2,884.90	1,400.00	108.00	.....	.....	.....	1,208.00	1,676.90	41	
Hawatha.....	3	6,379.75	1,800.00	800.00	.....	.....	.....	2,600.00	3,779.75	40	
Holton.....	3	3,259.96	1,500.00	300.00	.....	.....	.....	1,800.00	2,059.96	48	
Howard.....	3	2,712.04	1,200.00	150.00	.....	.....	.....	1,350.00	1,362.04	49	
Humboldt.....	3	3,312.76	1,400.00	300.00	.....	.....	.....	1,700.00	1,612.76	51	
Hutchinson.....	3	8,085.14	1,825.00	350.00	.....	.....	.....	2,175.00	5,910.14	26	
Independence.....	3	0,626.37	1,000.00	500.00	.....	.....	.....	2,400.00	4,226.37	36	
Iola.....	3	3,062.55	1,400.00	250.00	.....	.....	.....	1,650.00	1,412.55	53	
Jewell.....	3	2,111.71	1,000.00	100.00	.....	.....	.....	1,100.00	1,011.71	52	
Junction City.....	3	6,621.55	1,800.00	600.00	.....	.....	.....	2,400.00	4,221.55	36	
Kingman.....	3	6,608.07	1,600.00	599.65	.....	.....	.....	2,199.65	4,408.42	33	
Kinsley.....	3	4,027.19	1,375.00	150.00	.....	.....	.....	1,525.00	2,502.19	37	
Kirwin.....	3	2,438.47	1,100.00	200.00	.....	.....	.....	1,300.00	1,138.47	53	
La Cygne.....	3	2,194.34	1,200.00	250.00	.....	.....	.....	1,450.00	744.34	66	
Larned.....	3	7,307.01	1,700.00	699.37	.....	.....	.....	2,399.37	4,907.67	32	
Lawrence.....	2	27,075.61	2,600.00	3,808.90	1,998.25	88.01	\$5,092.50	12,275.75	10,389.86	54	
Leavenworth.....	2	29,019.13	2,700.00	4,226.37	817.13	83.66	6,077.24	13,904.40	15,114.73	47	
Lindsborg.....	3	2,053.05	1,000.00	100.00	.....	.....	.....	1,100.00	953.05	53	
Lyons.....	3	3,414.47	1,400.00	100.00	.....	.....	.....	1,500.00	1,914.47	43	
McPherson.....	3	6,531.22	1,800.00	483.16	.....	.....	.....	2,283.16	4,248.16	34	
Manhattan.....	3	6,751.79	1,800.00	400.00	.....	.....	.....	2,200.00	4,551.79	32	
Marion.....	3	3,493.30	1,400.00	.....	.....	.....	.....	1,400.00	2,093.30	41	
Marysville.....	3	3,676.58	1,400.00	199.63	.....	.....	.....	1,599.63	2,076.95	43	
Medicine Lodge.....	3	3,802.89	1,200.00	109.85	.....	.....	.....	1,309.85	2,493.04	36	
Minneapolis.....	3	4,748.79	1,500.00	300.00	.....	.....	.....	1,800.00	2,948.79	37	
Mound City.....	3	1,832.99	1,000.00	.....	.....	.....	.....	1,000.00	832.99	51	
Newton.....	3	9,916.16	2,100.00	600.00	334.31	.....	.....	3,034.31	6,881.85	30	
Nickerson.....	3	2,131.60	1,000.00	.....	.....	.....	.....	1,000.00	1,131.60	46	
Oberlin.....	3	2,212.62	600.00	212.50	.....	.....	.....	812.50	1,400.12	36	

Presidential from January 1, 1898.

No returns from July 1 to 11, 1863.

**In Government building.**

No returns from July 1 to August 21, 1885.

	3	5,430 12	1,700 00	400 00		2,100 00	3,390 12	88
Olahe	3	4,426 89	1,600 00	300 00		1,900 00	2,526 69	42
Orange City	3	1,559 70	1,100 00			1,100 00	759 79	53
Orange Mission	3	2,885 56	1,100 00	100 00		1,200 00	1,693 56	41
Osburne	3	5,148 48	1,600 00	400 00		2,000 00	3,148 48	88
Oswego	3	10,996 81	2,200 00	960 00	8 90	3,534 94	7,461 87	82
Ottawa	3	5,562 11	1,700 00	400 00		2,100 00	3,462 11	37
Paola	3	9,368 48	2,200 00	1,363 36	8 78	4,053 15	5,320 97	43
Parsons	2	3,803 64	1,558 15	25 00		1,500 00	2,420 49	38
Peabody	3	3,810 13	1,500 00			1,500 00	2,310 13	39
Pittsburgh	3	2,981 18	1,200 00	250 00		1,450 00	1,531 18	48
Russell	3	2,863 41	1,300 00			1,300 00	1,563 41	45
Sabetha	3	2,837 12	1,100 00			1,100 00	1,287 12	46
Saint Mary's	3	9,879 38	2,000 00	1,100 00	290 00	3,390 00	6,489 38	84
Salina	2	1,919 64	1,000 00	150 00		1,150 00	769 54	69
Scandia	3	1,950 30	1,000 00	100 00		1,100 00	850 30	58
Sedan	3	1,831 85	1,000 00			1,000 00	981 85	51
Bellevue	3	4,044 89	1,500 00	300 00		1,400 00	2,244 89	44
Brucia	3	2,893 18	1,200 00	134 00		1,350 00	1,643 18	58
Solomon City	3	4,399 55	1,600 00	249 74		1,849 74	2,549 81	42
Sterling	3	60,910 00	2,100 00	8,075 60	200 00	10,762 86	41,207 14	85
Topeka	1	3,160 51	1,100 00	199 99		1,299 99	1,860 52	60
Valley Falls	3	3,702 47	858 70	205 67	121 20	1,063 77	2,638 70	28
W. A. Keeney	3	2,898 67	1,400 00			1,580 00	1,318 67	51
Wamego	3	4,124 31	1,500 00	180 00		1,700 00	2,424 31	41
Washington	3	10,559 36	2,200 00	700 00	384 42	3,300 92	7,168 44	32
Wellington	2	27,021 37	2,500 00	2,600 00	680 04	5,522 68	21,194 69	21
Wichita	2	10,924 60	2,200 00	1,399 59	92 00	3,091 59	7,233 01	84
Winfield	2	15,190 55	2,400 00	1,832 62	3 84	4,473 82	16,725 73	29
Wyandotte	2	2,444 78	1,000 00	1,162 23		1,162 23	1,292 55	47
Yates Centre	3							
Total		609,954 37	148,816 85	54,855 05	9,298 19	236,507 75	873,446 02	89

**KENTUCKY.**

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1886*—Continued.

## KENTUCKY—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
Glasgow.....	3	\$2,954 18	\$1,300 00	\$300 00	.....	.....	.....	\$1,600 00	\$1,354 18	54	No returns second quarter 1886.
Harrodsburg.....	3	3,729 60	1,500 00	274 99	.....	.....	.....	1,774 99	1,934 61	47	
Henderson.....	3	6,922 11	1,800 00	509 46	.....	\$2 08	.....	2,401 54	4,520 57	34	
Hopkinsville.....	3	5,870 58	1,700 00	243 00	.....	8 16	.....	1,951 16	3,919 42	33	
Lanesville.....	3	1,794 81	825 00	74 70	.....	.....	.....	809 70	865 11	50	
Lebanon.....	3	4,520 06	1,600 00	.....	.....	.....	.....	2,000 00	2,520 06	44	In Government building.
Lexington.....	3	2,276 07	2,700 00	3,700 00	\$1,247 36	91 56	\$5,523 82	13,262 33	12,013 33	52	
Louisville.....	1	226,792 62	3,600 00	36,316 81	1,116 65	1,116 65	45,826 38	86,859 84	138,032 78	38	
Madisonville.....	3	2,034 85	1,100 00	.....	.....	.....	.....	1,100 00	934 85	54	
Mayfield.....	3	2,642 89	1,000 00	300 00	.....	.....	.....	1,300 00	1,342 89	49	
Maysville.....	3	8,027 04	1,900 00	1,400 00	.....	4 68	.....	2,404 68	5,122 36	36	No returns from January 1 to February 6, 1886; in Government building.
Mount Sterling.....	3	5,470 37	1,700 00	.....	741 93	206 43	1,635 62	2,100 00	3,370 37	40	
Newport.....	2	13,096 78	2,100 00	1,750 00	.....	.....	.....	0,434 03	6,662 75	56	
Nicholasville.....	3	2,281 59	1,100 00	200 00	575 78	26 47	.....	1,300 00	981 59	38	
Owensborough.....	2	9,572 43	2,000 00	1,100 00	.....	.....	.....	3,704 25	5,868 18	29	
Paducah.....	2	10,115 23	1,973 80	1,036 29	.....	13 84	.....	3,024 02	7,091 21	29	
Paris.....	3	6,372 02	1,800 00	720 00	.....	.....	.....	2,520 00	3,752 02	40	
Princeton.....	3	3,325 57	1,000 00	199 13	.....	2 60	.....	1,201 73	1,123 84	51	
Richmond.....	3	4,437 93	1,600 00	453 16	.....	.....	.....	2,083 16	2,354 77	46	
Russellville.....	3	3,184 87	1,400 00	200 00	.....	.....	.....	1,600 00	1,584 87	50	
Shelbville.....	3	4,255 41	1,500 00	249 98	.....	.....	.....	1,749 98	2,505 43	40	
Somerset.....	3	2,242 29	1,000 00	187 10	.....	.....	.....	1,187 10	1,055 19	52	
Stanford.....	3	3,655 88	1,300 00	.....	.....	.....	.....	1,300 00	1,355 88	48	
Versailles.....	3	2,908 15	1,300 00	100 60	.....	.....	.....	1,400 00	1,508 15	48	
Winchester.....	3	3,735 49	1,400 00	.....	.....	.....	.....	1,400 00	2,335 49	37	
Total.....		437,689 99	59,998 80	56,544 33	3,061 46	1,675 29	59,723 81	181,023 78	256,666 21	41	

## LOUISIANA.

Alexandria.....	3	\$2,040 06	\$1,100 00	\$300 00	.....	.....	.....	\$1,400 00	\$640 06	68	
Baton Rouge.....	3	6,570 80	1,800 00	278 00	.....	.....	.....	2,091 60	4,479 20	31	
Donaldsonville.....	3	2,748 50	1,300 00	.....	.....	\$13 60	.....	1,300 00	1,448 50	47	
Franklin.....	3	2,061 87	1,000 00	.....	.....	.....	.....	1,000 00	1,061 87	50	
Lake Charles.....	3	2,709 56	1,400 00	150 09	.....	.....	.....	1,550 00	1,159 56	57	
Monroe.....	3	3,412 02	1,400 00	284 73	.....	.....	.....	1,684 73	1,728 19	49	

## MAINE.

	3	3,363 79	1,400 00	299 98	50 00	1,228 42	58,764 53	1,699 98	1,688 81	50
New Iberia.....	1	262,834 29	3,700 00	56,238 16	.....	.....	.....	119,979 11	142,955 18	41
New Orleans.....	1	1,895 78	1,100 00	78 00	.....	.....	.....	1,176 00	719 78	62
Opelousas.....	3	2,407 48	1,100 00	149 86	.....	.....	.....	1,249 86	1,157 62	51
Plaquemine.....	3	9,808 84	2,100 00	1,200 00	328 05	18 12	.....	3,644 17	6,162 67	37
Strevport.....	3	2,259 64	1,200 00	143 75	.....	.....	.....	1,343 75	876 89	60
Tulodocaux.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	302,132 53	18,600 00	50,116 48	376 05	1,260 14	58,764 53	138,119 20	164,013 33	.....	40

	2	\$10,577 85	\$2,100 09	\$1,000 00	\$730 00	\$2 33	.....	\$3,832 33	\$6,745 62	36
Auburn.....	1	53,463 09	3,700 00	11,924 30	3,073 23	41 97	.....	21,902 36	31,960 73	40
Bangor.....	2	36,021 42	2,100 00	5,400 00	.....	99 62	4,390 60	12,500 22	23,431 20	34
Bath.....	2	10,366 69	2,100 00	1,462 50	.....	16 48	.....	3,578 98	6,727 62	34
Belfast.....	3	5,675 31	1,700 00	848 00	.....	3 37	.....	2,351 37	3,283 94	41
Bridford.....	2	9,223 60	2,100 00	1,400 00	836 10	13 20	.....	4,349 30	4,874 30	49
Brunswick.....	3	5,629 62	1,700 00	500 00	.....	10 64	.....	2,210 64	3,418 38	39
Bucksport.....	3	2,207 10	1,100 00	300 00	.....	.....	.....	1,400 00	807 00	63
Calais.....	3	4,588 57	1,000 00	700 00	.....	2 48	.....	2,302 48	2,286 09	51
Canden.....	3	2,317 53	1,100 00	200 00	.....	.....	.....	1,300 00	1,017 95	56
Dexter.....	3	3,318 65	1,400 00	480 00	.....	1 12	.....	1,800 00	1,518 68	54
Eastport.....	3	2,584 97	1,400 00	600 00	.....	2 64	.....	2,302 64	1,257 85	61
Ellsworth.....	3	3,617 45	1,500 00	800 00	.....	.....	.....	1,000 00	1,314 81	63
Fairfield.....	3	2,317 37	1,000 00	400 00	.....	.....	.....	1,700 00	1,317 37	43
Farmington.....	3	3,125 10	1,300 00	399 90	.....	1 20	.....	2,201 19	1,425 10	54
Gadiner.....	3	6,568 99	1,400 00	300 00	.....	.....	.....	1,400 00	4,667 80	31
Hallowell.....	3	3,349 61	1,400 00	.....	.....	.....	.....	1,800 00	1,949 61	41
Houlton.....	3	4,282 62	1,500 00	300 00	.....	.....	.....	1,000 00	2,482 72	42
Kennebunk.....	3	2,178 42	1,000 00	2,350 00	1,500 00	23 12	5,236 45	11,609 57	1,178 42	45
Lewiston.....	2	17,677 98	2,500 00	162 00	.....	.....	.....	1,262 00	1,280 52	49
Medic's Falls.....	3	5,512 52	1,100 00	300 00	.....	.....	.....	1,600 00	1,631 63	40
Norway.....	3	3,231 63	1,300 00	.....	.....	.....	.....	1,000 00	1,145 74	46
Oakland.....	3	2,145 74	1,000 00	.....	.....	.....	.....	35,283 72	53,104 08	37
Portland.....	1	8,389 80	3,300 00	18,768 33	.....	275 45	12,941 94	1,300 00	1,441 79	47
Richmond.....	2	7,741 79	1,300 00	1,009 90	.....	8 91	.....	3,108 90	5,823 24	36
Rockland.....	2	8,432 14	2,000 00	.....	.....	2 96	.....	2,002 90	2,740 21	42
Saccharappa.....	3	2,147 62	1,100 00	399 94	.....	.....	.....	1,843 00	3,434 84	34
Saco.....	3	4,743 11	1,800 00	243 00	.....	.....	.....	1,299 74	1,187 07	52
Skowhegan.....	3	5,277 84	1,600 00	99 74	.....	.....	.....	1,150 00	866 64	57
Thomaston.....	3	2,486 81	1,200 00	150 00	.....	8 24	.....	3,059 75	5,057 43	37
Waldborough.....	3	2,016 64	1,000 00	700 00	351 40	.....	.....	1,100 00	1,258 14	46
Waterville.....	2	8,117 10	2,000 00	.....	.....	.....	.....	1,100 00	.....	.....
Wiscasset.....	3	1,963 01	1,100 00	.....	.....	.....	.....	.....	.....	.....
Winthrop.....	3	2,358 14	1,100 00	.....	.....	.....	.....	.....	.....	.....
Total.....	320,930 64	54,800 00	50,707 09	6,490 91	513 73	26,831 65	138,844 28	188,115 36	.....	43

in Government building.

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1886—Continued.

## MARYLAND.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Annapolis.....	3	\$11,337 54	\$1,940 00	\$2,000 00	\$500 00	\$16 16	.....	\$4,416 16	\$6,981 38	38	In Government building.
Baltimore.....	1	501,001 03	5,000 00	102,637 53	3,625 00	4,585 99	\$120,116 78	244,905 30	256,005 73	48	
Bel Air.....	3	2,693 96	1,200 00	100 00	.....	.....	.....	1,300 00	1,393 96	48	
Cambridge.....	3	3,058 32	1,300 00	200 00	.....	.....	.....	1,500 00	1,558 32	49	
Centerville.....	3	2,650 02	1,200 00	199 77	.....	.....	.....	1,399 77	1,250 25	52	
Chesertown.....	3	2,845 22	1,300 00	200 00	.....	.....	.....	1,500 00	1,345 22	52	
Cumbyland.....	2	11,364 52	2,300 00	1,807 74	723 68	53 74	.....	4,885 16	6,079 36	42	
Easton.....	3	3,080 16	1,600 00	400 00	.....	.....	.....	2,007 68	3,072 48	39	
Elkton.....	3	3,285 33	1,500 00	180 75	.....	7 68	.....	1,689 75	1,685 58	50	
Elliot City.....	3	2,514 20	1,200 00	.....	.....	.....	.....	1,200 00	1,344 20	47	
Emmitsburg.....	3	2,362 04	1,600 00	1,200 00	1,000 00	26 86	.....	4,426 86	6,154 37	41	
Frostburg.....	3	2,446 88	1,100 00	200 00	.....	.....	.....	1,300 00	1,146 88	53	
Hagerstown.....	3	10,739 11	2,200 00	1,375 00	630 95	20 32	.....	4,226 27	6,572 84	39	
Havre de Grace.....	2	2,817 24	1,300 00	150 00	.....	.....	.....	1,450 00	1,367 24	51	
Port Deposit.....	3	2,184 72	1,200 00	.....	.....	.....	.....	1,200 00	1,981 72	55	
Salisbury.....	3	3,253 67	1,400 00	90 00	.....	1 00	.....	1,491 00	1,762 67	45	
Towson.....	3	1,856 36	1,100 00	.....	.....	.....	.....	1,100 00	1,756 36	50	
Westminster.....	3	4,903 29	1,300 00	641 90	.....	.....	.....	2,141 90	1,861 39	53	
Total.....	.....	586,551 84	32,100 00	111,421 69	6,479 63	4,721 75	129,116 78	283,839 85	302,711 99	48	

## MASSACHUSETTS.

Albington.....	3	\$2,334 38	\$1,100 00	.....	.....	.....	.....	\$1,100 00	\$1,234 28	47	In Government building.
Adams.....	3	5,407 15	1,700 00	.....	.....	\$4 32	.....	1,704 32	3,792 83	80	
Amesbury.....	3	7,383 37	1,900 00	\$500 00	.....	.....	.....	2,400 00	5,183 37	31	
Amherst.....	3	9,506 17	1,900 00	900 00	.....	13 92	.....	2,813 82	6,692 25	29	
Andover.....	3	6,111 17	1,800 00	400 00	.....	9 20	.....	2,209 20	3,931 97	35	
Arlington.....	3	3,557 76	1,500 00	.....	.....	.....	.....	1,500 00	2,357 76	38	
Ashland.....	3	1,908 03	1,000 00	.....	.....	.....	.....	1,000 00	568 03	50	
Athol.....	3	5,005 93	1,600 00	.....	.....	.....	.....	1,600 00	3,405 93	31	
Attleborough.....	3	6,281 12	1,725 00	500 00	.....	6 08	.....	2,231 08	4,058 69	35	
Attitash.....	3	2,281 77	1,200 00	.....	.....	.....	.....	1,400 00	1,881 12	42	
Ayer.....	3	2,982 84	1,300 00	.....	.....	.....	.....	1,300 00	1,682 84	43	
Barnstable.....	3	2,356 86	1,200 00	600 00	.....	.....	.....	1,200 00	1,156 86	50	
Beverly.....	3	8,839 83	2,000 00	279,191 26	\$340 00	19 28	.....	2,939 28	5,900 55	83	
Boston.....	1	1,451,451 39	6,000 00	.....	18,523 75	10,276 18	\$292,577 46	601,868 65	949,582 71	37	

No returns from April 1 to 5, 1886.

[illegible]



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1886—Continued.

## MASSACHUSETTS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire, light, and fuel.	Rent, incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Nantucket	2	\$5,403 86	\$1,700 00				\$1,700 00	\$3,703 86	31	
Natick	2	7,184 08	1,800 00	\$400 00			2,200 00	4,984 08	33	
New Bedford	2	20,262 50	2,000 00	4,000 00		\$10,004 13	17,004 13	22,276 63	43	
Newburyport	2	15,034 39	2,000 00	2,200 00	\$1,009 35		5,209 35	9,825 04	33	
Newton	2	8,841 95	2,000 00	500 00	356 19		2,856 19	6,985 76	33	
Newton Centre	2	3,568 26	1,000 00				1,000 00	2,568 26	39	
Newtonville	2	3,427 70	1,000 00				1,000 00	2,427 70	46	
North Adams	2	10,042 03	2,000 00	1,500 00	470 35		4,970 35	5,071 68	47	
Northampton	2	15,570 19	2,500 00	1,500 00	743 83		5,743 83	9,826 36	37	
North Attleborough	2	6,753 05	1,800 00				1,800 00	4,953 05	31	
Northborough	2	2,091 03	1,000 00				1,000 00	1,091 03	37	
North Brookfield	2	3,499 72	1,300 00				1,300 00	2,199 72	37	
Northfield	2	3,905 43	1,500 00				1,500 00	2,405 43	30	
Norwood	2	2,628 64	1,000 00				1,000 00	1,628 64	49	
Orange	2	4,673 95	1,000 00	100 00			1,100 00	3,573 95	30	
Panama	2	4,297 66	1,000 00	324 00			1,324 00	2,973 66	44	
Peddie	2	5,892 76	1,800 00	400 00			2,200 00	3,692 76	37	
Pittsfield	2	10,809 26	2,500 00	2,800 00	1,223 40	\$3,649 12	10,672 42	9,134 87	54	
Plymouth	2	8,410 17	1,500 00	500 00			2,500 00	5,910 17	37	
Plymouthtown	2	8,735 74	1,000 00				1,000 00	7,735 74	39	
Quincy	2	2,028 85	1,800 00	200 00			2,000 00	2,028 85	28	
Randolph	2	2,408 58	1,200 00				1,200 00	1,208 58	48	
Reading	2	2,009 21	1,300 00				1,300 00	709 21	43	
Rockland	2	3,881 57	1,000 00				1,000 00	2,881 57	39	
Salem	2	25,670 00	2,700 00	3,500 00	2,400 00	6,853 61	15,612 20	10,266 86	60	
Shelburne	2	3,674 70	1,200 00				1,200 00	2,474 70	44	
Shelburne Falls	2	2,294 03	1,000 00				1,000 00	1,294 03	43	
South Abington	2	2,709 80	1,200 00				1,200 00	1,509 80	43	
South Amherst	2	3,475 67	1,400 00				1,400 00	2,075 67	41	
South Framingham	2	3,849 15	1,700 00	162 00			1,862 00	1,987 15	27	
Spencer	2	5,554 51	1,700 00				1,700 00	3,854 51	30	
Springfield	1	73,373 18	3,200 00	7,819 89	2,840 80	10,119 07	24,452 36	50,000 83	33	
Stockbridge	2	2,803 18	1,200 00				1,200 00	1,603 18	42	
Stoughton	2	2,808 30	1,600 00				1,600 00	1,208 30	29	
Stoughton	2	2,743 17	1,200 00				1,200 00	1,543 17	43	
Turner's Falls	2	2,747 15	2,000 00	3,100 00	1,008 76	5,861 90	12,510 88	8,756 27	60	
Wakfield	2	3,454 15	1,400 00	200 00			1,600 00	1,854 15	37	
Waltham	2	14,504 38	2,400 00	1,000 00			3,400 00	11,104 38	33	
Ware	2	4,864 80	2,000 00				2,000 00	2,864 80	32	
Worcester	2	3,027 10	1,400 00				1,400 00	1,627 10	45	

Presidential from January 1, 1886.

In Government building.

Watertown	3	4,768 63	1,600 00	450 00		1,600 00	3,168 63	33
Webster	3	4,885 37	1,600 00	450 00		2,050 00	2,835 37	50
Wellesley	3	3,799 73	1,500 00	150 90		1,650 90	2,049 63	44
Westborough	3	5,920 29	1,700 00		6 80	1,700 00	4,213 49	28
Westfield	2	16,167 50	2,400 00	1,500 00	21 25	4,200 25	11,741 25	29
West Gardner	2	2,918 35	1,200 00			1,200 00	1,718 35	41
West Newton	3	4,598 82	1,600 00			1,600 00	2,998 82	32
Weymouth	3	2,384 92	1,100 00			1,100 00	1,284 92	46
Williamstown	3	2,272 52	1,100 00			1,100 00	1,172 52	43
Williamstown	3	3,539 60	1,400 00			1,400 00	2,139 60	39
Winchester	3	4,774 34	1,600 00	324 00		1,924 00	2,850 34	40
Winchester	3	3,788 94	1,500 00			1,500 00	2,288 94	39
Woburn	3	7,439 80	1,900 00	300 00	23 12	2,223 12	5,216 77	29
Worcester	1	93,076 50	3,300 00	10,548 87	570 44	32,960 00	60,107 50	35
Total		2,651,699 14	208,248 90	367,480 49	42,087 25	1,047,608 73	1,604,090 41	39

## MICHIGAN.

Adrian	2	\$13,829 40	\$2,400 00	\$2,282 12	\$650 87	\$900 61	\$5,403 60	\$3,425 90	30
Albion	3	6,342 40	1,800 00	800 00			2,600 00	3,742 40	40
Allegan	3	4,986 28	1,600 00	200 00			1,800 00	3,186 28	36
Alpena	3	5,878 86	1,700 00	500 00		3 84	2,203 84	3,675 02	37
Ann Arbor	2	19,914 60	2,500 00	2,900 00	1,550 00	129 19	7,079 19	12,835 41	35
Battle Creek	2	22,800 86	2,600 00	3,000 00	1,179 60	23 68	6,803 28	16,003 58	29
Bay City	2	22,546 02	2,600 00	3,000 00	1,465 13	301 45	12,726 08	9,819 94	56
Benton Harbor	3	4,645 61	1,600 00	250 00			1,850 00	2,795 61	39
Berrien Springs	3	3,273 98	1,400 00				1,400 00	1,873 98	42
Big Rapids	3	9,136 25	2,100 00	1,000 00	480 00	1 28	3,581 28	5,554 90	39
Buchanan	3	3,309 26	1,400 00	600 00			1,400 00	1,900 26	42
Cadillac	3	5,659 29	1,700 00				2,300 00	3,359 29	40
Calumet	3	5,092 49	1,800 00				1,000 00	3,492 49	81
Caro	3	3,654 42	1,300 00	100 00			1,400 00	1,654 42	46
Charlotte	3	8,853 61	2,600 00	686 72		228 45	2,915 17	6,918 44	33
Chubbuck	3	4,317 30	1,500 00				1,000 00	2,817 30	34
Chillico	3	2,111 77	1,000 00				1,500 00	1,111 77	47
Collins	2	10,077 42	2,100 00	1,400 00	915 00	8 95	4,423 95	5,633 47	42
Conant	3	2,455 56	1,100 00				1,100 00	1,353 56	44
Corunna	3	1,889 01	1,100 00				1,100 00	1,780 01	58
Decatur	3	2,374 57	1,100 00				1,100 00	1,274 57	46
Detroit	1	302,063 21	3,700 00	38,533 48		1,012 04	94,947 19	208,096 02	31
Dowagiac	3	4,187 89	1,500 00				1,500 00	2,687 89	33
East Saginaw	3	30,898 66	2,700 00	3,300 00	1,412 10	77 28	14,207 04	16,091 62	45
East Rapids	3	3,419 08	1,400 00	100 00			1,500 00	1,919 08	43
Eastland	3	4,064 85	1,600 00				1,600 00	3,064 85	34
Evart	3	2,436 96	1,100 00				1,100 00	1,336 96	45
Eastonville	3	3,710 95	1,400 00				1,400 00	2,310 95	37
Flint	2	14,249 30	2,400 00	1,800 00	992 80	14 98	5,207 56	9,041 74	36
Fort Gratiot	3	1,786 01	1,100 00				1,100 00	686 01	61

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1888*—Continued.

## MICHIGAN—Continued.

Office.	Class.	Gross receipts.	Salary.	Clark hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Grand Haven	3	\$3,554 37	\$1,700 00	\$800 00	.....	\$3 84	.....	\$2,203 84	\$3,250 53	41	Do.
Grand Island	3	2,080 24	1,100 00	.....	.....	.....	.....	1,100 00	3,080 24	52	
Grand Rapids	1	73,028 14	3,700 00	11,179 43	.....	274 61	\$15,070 24	29,750 28	49,397 86	37	
Greenville	3	3,817 61	1,700 00	309 59	.....	.....	.....	2,009 59	2,738 02	34	
Hancock	3	4,361 57	1,800 00	400 00	.....	.....	.....	2,000 00	2,047 25	40	
Hastings	3	3,047 77	1,500 00	600 00	.....	.....	.....	2,000 00	1,487 77	53	
Hillsdale	3	8,007 01	2,000 00	1,000 00	\$301 15	.....	.....	3,301 15	1,718 86	39	
Holland	3	3,713 59	1,800 00	162 00	.....	.....	.....	1,662 00	2,113 59	44	
Holly	3	2,314 24	1,200 00	.....	.....	.....	.....	1,100 00	1,448 51	43	Presidential from January 1, 1886. No returns second quarter, 1886.
Howell	3	483 77	230 00	50 00	.....	.....	.....	300 00	189 77	61	
Thoughton	3	3,233 10	1,400 00	269 70	.....	.....	.....	1,669 70	1,563 40	51	
Howell	3	4,053 51	1,500 00	149 38	.....	.....	.....	1,649 38	2,404 13	40	
Hudson	3	4,530 23	1,800 00	589 46	.....	.....	.....	2,399 46	2,130 77	49	
Iron Mountain	3	9,353 33	2,100 00	800 00	850 00	5 92	.....	3,855 92	5,497 41	41	
Ishtepung	3	4,436 37	1,800 00	500 00	.....	.....	.....	1,400 00	2,036 37	40	
Ishtepung	3	6,673 43	1,800 00	500 00	.....	2 64	.....	2,302 64	4,370 79	34	
Ishtepung	3	3,323 97	1,200 00	.....	.....	.....	.....	1,100 00	1,223 97	47	
Jackson	3	27,038 22	2,700 00	3,400 00	1,222 20	154 00	5,653 34	13,229 54	13,828 08	48	
Jonesville	3	3,049 52	1,400 00	.....	.....	.....	.....	1,300 00	1,749 52	42	
Kalamazoo	3	31,371 35	2,700 00	3,372 33	999 08	47 68	4,473 61	11,692 73	20,378 62	36	Presidential from January 1, 1886.
Lake Linden	3	1,191 52	500 00	.....	.....	.....	.....	1,319 51	1,563 07	48	
Lansing	3	22,892 38	2,700 00	3,000 92	1,372 75	81 53	4,068 11	11,690 09	2,973 36	33	
Lapeer	3	4,575 36	1,600 00	200 00	.....	.....	.....	1,600 00	1,562 46	50	
Lapeer	3	3,162 49	1,400 00	.....	.....	2 64	.....	2,302 64	4,465 10	40	
Lansing	3	3,083 03	1,200 00	600 00	.....	13 78	.....	4,575 01	6,226 70	41	
Lansing	3	10,801 71	2,100 00	1,600 00	861 23	.....	.....	1,100 00	1,200 38	46	
Marquette	3	3,366 38	1,100 00	.....	.....	.....	.....	2,649 79	3,806 79	38	
Marquette	3	9,456 58	2,100 00	1,000 00	544 00	5 79	.....	2,803 10	6,653 06	32	No returns from September 1 to 14, 1888.
Marshall	3	8,896 16	1,666 30	739 67	387 13	.....	.....	1,400 00	1,851 83	43	
Mason	3	2,251 83	1,400 00	.....	.....	.....	.....	1,700 00	3,797 98	30	
Menominee	3	5,497 98	1,700 00	.....	.....	.....	.....	1,300 00	1,344 66	49	
Milford	3	2,644 66	1,200 00	.....	.....	.....	.....	1,000 00	838 93	54	
Milford	3	1,838 93	1,000 00	.....	.....	.....	.....	2,160 28	3,746 42	35	
Monroe	3	5,006 70	1,700 00	353 00	.....	7 28	.....	1,000 00	923 78	52	
Montague	3	1,023 78	1,000 00	.....	.....	.....	.....	1,500 00	2,061 40	42	
Mount Pleasant	3	2,861 40	1,300 00	100 00	.....	.....	.....	1,400 00	1,422 65	49	
Mount Pleasant	3	2,822 65	1,300 00	2,100 00	618 84	19 29	.....	6,238 13	12,765 58	29	
Maskogee	3	18,033 71	2,400 00	243 00	.....	.....	.....	1,643 00	1,832 38	47	
Negaunee	3	3,475 38	1,400 00	.....	.....	.....	.....	.....	.....	.....	

		Presidential from January 1, 1894.		In Government building.			
Niagara	3	6,141 48	1,900 00	718 00	2,518 00	3,623 48	41
Northville	3	2,210 44	500 00		520 88	689 56	41
Oakdale	3	2,316 96	1,100 00		1,100 00	1,416 99	43
Oakton	3	2,194 52	1,100 00		1,100 00	1,094 52	50
Oakton	3	2,343 96	1,100 00		1,300 00	1,645 96	44
Oakton	3	6,638 18	1,100 00	450 00	2,150 00	4,478 18	32
Park Park	3	3,160 63	1,400 00		1,400 00	1,760 63	44
Park Water	3	2,022 03	1,100 00	162 00	1,202 00	780 69	62
Park Water	3	4,372 04	1,300 00	300 00	1,800 00	2,572 04	41
Park Water	3	2,352 21	1,100 00		1,100 00	1,252 21	46
Park Water	3	16,408 10	1,900 00	750 00	2,683 04	5,775 06	31
Park Water	2	14,469 34	2,400 00	2,035 00	4,440 76	10,028 78	30
Portland	3	2,818 04	1,300 00	100 00	1,500 00	1,348 04	52
Portland	3	3,608 41	1,500 00	200 00	1,600 00	2,008 41	44
Reading	3	2,036 20	1,100 00		1,100 00	926 20	54
Reading	3	3,308 94	1,400 00		1,400 00	1,908 94	42
Reading	3	2,908 17	1,300 00		1,300 00	1,608 17	44
Romeo	2	10,613 92	2,100 00	1,000 00	3,582 05	7,001 87	33
Romeo	3	2,430 37	1,300 00		1,300 00	1,130 37	53
Saint Clair	3	2,447 40	1,100 00	400 00	1,500 00	947 40	61
Saint Ignace	3	5,033 00	1,600 00	400 00	2,000 00	3,033 00	39
Saint John's	3	5,016 17	1,600 00		1,600 00	3,416 17	31
Saint Joseph	3	5,353 40	1,600 00	599 84	2,099 84	1,435 62	59
Saint Louis	3	2,610 35	1,100 00	99 92	1,199 92	1,418 43	46
Saint de St. Marie	3	2,301 43	1,100 00		1,100 00	1,281 43	46
South Haven	3	3,253 30	1,500 00	76 00	1,576 00	1,679 36	48
South Haven	3	3,373 06	1,400 00	162 00	1,560 00	1,811 06	46
Stargis	3	4,186 08	1,600 00		1,600 00	2,586 08	38
Traverse City	3	5,734 77	1,700 00		1,700 00	4,034 77	29
Traverse City	3	6,073 85	1,600 00	500 00	2,300 00	8,773 85	37
Union City	3	2,508 17	1,100 00		1,100 00	1,408 17	43
Yassar	3	2,473 16	1,100 00	200 00	1,300 00	1,173 16	52
West Bay City	3	4,926 61	1,725 00	600 00	2,325 68	1,669 93	57
Whitehall	3	2,211 77	1,100 00		1,100 00	1,111 77	49
White Pigeon	3	2,160 04	1,100 00		1,100 00	1,090 04	50
Williamstown	3	2,274 61	1,000 00		1,000 00	1,274 61	43
Ypsilanti	2	9,363 17	2,000 00	1,000 00	3,420 44	5,942 73	36
Total	.....	1,012,319 56	167,962 18	103,850 66	16,822 72	2,512 62	91,960 18
						383,137 28	37

## MINNESOTA.

Alta	3	\$2,178 64	\$1,200 00		\$1,200 00	\$978 64	50
Albert Lea	3	5,635 53	1,700 00		2,000 00	3,635 53	30
Alexandria	3	3,047 90	1,300 00	100 00	1,400 00	1,647 90	56
Ann Arbor	3	4,673 48	1,000 00	200 00	1,800 00	2,873 48	38
Austin	3	4,299 29	1,500 00	400 00	1,900 00	2,399 29	44
Blue Earth City	3	2,066 34	1,000 00	150 00	1,150 00	936 34	55
B. Almond	2	4,810 17	2,000 00	800 00	3,825 38	1,016 79	77

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1886—Continued.

## MINNESOTA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Post, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Cookston	3	\$5,755.79	\$1,700.00	\$291.38				\$1,991.58	\$3,744.21	34	
Detroit City	3	2,362.46	1,200.00	73.91	\$1,500.00	\$3.85		1,275.94	1,066.55	53	
Duluth	2	25,870.78	2,600.00	3,200.00			\$7,000.45	9,464.30	16,406.48	30	
Faribault	3	9,518.90	2,000.00	1,200.00	654.18	12.68		3,866.84	5,652.06	40	
Fergus Falls	3	7,237.03	1,900.00	600.00				2,500.00	4,737.03	34	
Glenn	3	2,724.07	1,200.00	180.00				1,380.00	1,344.07	50	
Granite Falls	3	1,694.68	1,000.00	100.00				1,100.00	594.68	55	
Hastings	3	4,979.95	1,600.00	500.00				2,100.00	2,879.95	42	
Lake City	3	4,899.50	1,600.00	300.00				1,900.00	2,999.50	38	
Le Sueur	3	2,413.35	1,100.00	200.00				1,300.00	1,113.35	53	
Litchfield	3	3,321.56	1,400.00	108.00				1,508.00	1,813.56	45	
Lyonne	3	3,689.05	1,200.00	1,100.00	991.00	10.56		1,200.00	1,889.05	38	
Marquette	2	12,430.10	2,200.00	200.00				4,201.56	8,157.54	35	
Marshall	3	2,296.59	1,100.00	200.00				1,300.00	956.59	58	
Minneapolis	1	206,344.92	3,500.00	27,256.17	4,726.87	891.07	35,799.81	75,173.42	134,171.20	34	
Montevideo	3	2,412.01	1,200.00	400.00				1,200.00	1,212.01	49	
Moorhead	3	3,981.57	1,700.00	135.00				1,315.00	1,881.57	52	
Morris	3	2,449.47	1,200.00	100.00				1,500.00	1,144.47	54	
New Ulm	3	3,403.19	1,400.00	100.00				2,250.00	1,903.19	44	
Norfield	3	5,636.90	1,700.00	500.00				2,100.00	3,476.90	38	
Owatonna	3	5,175.03	1,700.00	400.00				1,406.30	3,775.03	53	
Pipe Stone	3	2,761.82	1,200.00	106.30				1,186.14	1,575.68	58	
Preston	3	1,839.66	1,100.00	86.14				1,150.00	689.66	45	
Red Wing	2	10,637.71	2,200.00	1,567.63	1,185.00	1.63		3,655.92	5,491.63	33	
Rochester	2	10,896.75	2,100.00	90.00	977.00	10.99		1,090.00	5,491.63	33	
Saint Charles	3	2,018.87	1,000.00	500.00				2,400.00	4,765.22	54	
Saint Cloud	3	7,165.22	1,900.00	500.00				2,400.00	4,765.22	33	
Saint Paul	1	208,558.64	3,500.00	26,958.13				66,843.84	141,739.80	32	
Saint Peter	3	3,887.06	1,500.00	200.80				1,799.80	2,087.26	46	
Sauk Centre	3	3,870.25	1,500.00	400.00				1,900.00	1,970.25	48	
Shakopee	3	1,025.82	1,500.00	216.67				1,053.52	542.30	96	
Sleepy Eye	3	2,223.33	1,100.00	200.00				1,300.00	923.33	58	
Spring Valley	2	2,327.33	1,100.00	90.00				1,100.00	1,167.33	50	
Stillwater	2	15,294.62	2,400.00	2,200.00	1,186.60	8.24		5,794.90	9,499.72	37	
Tracy	3	2,297.56	1,100.00	201.58				1,391.58	815.98	61	
Wabasha	3	3,189.97	1,400.00	300.00				1,600.00	1,589.97	50	
Wadena	3	2,104.48	1,100.00	100.00				1,200.00	904.48	56	
Waseca	3	3,370.15	1,400.00	100.00				1,500.00	1,770.15	47	
Willmar	3	2,866.19	1,400.00	200.00				1,600.00	1,266.19	55	

In Government building.

No returns from October 1 to November 18, 1886.

		2	21, 172 87	2, 500 00	2, 460 00	1, 014 38	19 20	1, 038 58	14, 188 70	83
Winona.....		3	2, 546 42	1, 200 00	79 70			1, 270 20	1, 267 22	80
Worthington.....		3	655, 064 32	76, 166 85	75, 421 50	14, 166 92	1, 820 07	73, 861 10	414, 047 88	87
Total.....								241, 036 44		

		3	\$1, 933 16	\$1, 500 00	\$250 25		\$0 50	\$1, 750 75	\$2, 182 41	44
Aberdeen.....		3	2, 699 49	1, 100 00	300 00		50	1, 400 50	1, 688 99	68
Brookhaven.....		3	3, 225 25	1, 400 00	518 92			1, 800 00	1, 425 25	55
Canton.....		3	6, 250 07	1, 700 00	800 00			2, 218 92	4, 031 15	85
Columbus.....		3	2, 707 98	1, 500 00	300 00			1, 500 00	1, 207 98	55
Cynth.....		3	4, 409 92	1, 500 00	300 00			1, 800 00	2, 709 92	89
Greenville.....		3	2, 697 73	1, 300 00	249 99			1, 549 99	1, 117 74	58
Grenada.....		3	1, 627 00	744 55				744 56	1, 883 04	45
Hazlehurst.....		3	3, 279 65	1, 400 00	300 00		1 75	1, 701 75	1, 577 90	51
Holly Springs.....		3	10, 700 32	2, 100 00	1, 600 00		26 64	3, 728 64	6, 973 68	84
Jackson.....		2	2, 054 37	1, 100 00	450 00			1, 500 00	474 27	76
Kosciusko.....		3	1, 891 28	1, 000 00			50	1, 000 50	990 76	59
Macon.....		2	10, 692 60	2, 100 00	1, 500 00	\$242 64	18 96	3, 831 60	6, 831 00	86
Methuen.....		3	9, 200 04	2, 000 00	100 00	571 70	5 29	3, 575 17	6, 624 87	88
Natchez.....		3	2, 217 45	1, 200 00	350 00			1, 300 00	947 45	57
Okolona.....		3	3, 451 47	1, 500 00				1, 850 00	1, 601 47	83
Oxford.....		3	2, 320 23	1, 100 00			1 15	1, 100 00	1, 220 23	47
Port Gibson.....		3	2, 241 73	1, 100 00	100 00			1, 201 15	1, 010 58	53
Starkville.....		2	17, 008 91	2, 500 00	3, 000 00	1, 217 50	28 54	6, 746 04	10, 852 87	89
Vicksburg.....		3	2, 234 44	1, 000 00				1, 000 00	1, 234 44	44
Water Valley.....		3	3, 072 35	1, 300 00	200 00		60	1, 500 60	1, 572 75	48
West Point.....		3	2, 103 10	1, 200 00	180 00		85	1, 380 85	722 25	65
Winona.....		3	8, 746 23	1, 400 00	100 00			1, 500 00	2, 246 23	40
Yazoo City.....		3								
Total.....			103, 426 25	32, 444 56	11, 197 34	2, 031 84	85 28	45, 759 02	57, 067 23	44

No returns from January 1 to  
March 2, 1886.  
In Government building.

## MISSISSIPPI

## MISSOURI

		3	\$1, 854 39	\$1, 000 00	\$200 00			\$1, 200 00	\$651 39	64
Albany.....		3	2, 205 94	1, 200 00	100 00			1, 200 00	806 92	59
Applon City.....		3	2, 004 23	1, 100 00	200 00			1, 200 00	894 23	57
Bethany.....		3	1, 274 63	550 00	124 32			674 32	590 51	53
Bolivar.....		3	4, 890 97	1, 700 00	448 57			700 00	2, 831 70	43
Boonville.....		3	1, 227 97	600 00	100 00				627 97	56
Bowling Green.....		3	3, 753 51	1, 400 00				1, 400 00	2, 853 51	87
Brookfield.....		3	1, 024 58	1, 100 00				1, 100 00	1, 828 28	57
Brownsville.....		3	2, 245 50	1, 100 00	100 00			1, 200 00	1, 835 50	52
Butler.....		3	4, 924 32	1, 700 00	250 00			1, 950 00	2, 974 32	41

Presidential from January 1, 1886.  
No returns third and fourth quarters,  
1885.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1888*—Continued.

## MISSOURI—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
California	3	\$2,175 85	\$1,100 00	\$150 00				\$1,250 00	\$925 85	57	
Cameron	3	4,031 73	1,800 00	239 95				1,820 95	2,161 78	45	
Canton	3	2,613 10	1,200 00	90 00				1,290 00	1,323 10	49	
Cape Girardeau	3	2,208 31	1,400 00					1,400 00	1,808 31	43	
Carrollton	3	4,418 64	1,600 00	200 00				1,800 00	2,618 64	40	
Carthage	3	6,409 37	2,100 00	1,808 43	\$281 78	\$4 32		4,194 52	2,304 84	44	
Chillicothe	3	6,188 77	1,700 00	548 00				2,248 00	3,940 77	36	
Clinton	3	6,379 21	1,700 00	674 72				2,374 72	4,004 49	37	
Columbia	3	7,717 33	1,900 00	400 00				2,300 00	5,417 33	29	
De Soto	3	7,816 44	1,900 00	100 00		60		1,400 60	6,416 44	49	
Edina	3	7,316 97	1,100 00	200 00				1,300 00	6,016 97	59	
Fayette	3	7,708 72	1,300 00	58 00				1,358 00	6,350 72	47	
Fulton	3	7,325 37	1,000 00	150 00				1,150 00	6,175 37	49	
Gallatin	3	2,327 94	1,200 00	141 75				1,341 75	1,086 19	48	
Glazgow	3	2,639 11	1,100 00	200 00				1,200 00	1,439 11	46	
Hamilton	3	2,605 78	2,400 00	8,000 00	\$73 15	54 67	\$4,384 81	10,912 63	4,365 78	49	
Hannibal	2	15,082 90	2,400 00					1,300 00	4,118 97	73	
Harrisonville	3	3,329 87	1,400 00	200 00				1,400 00	1,929 87	52	
Higginsville	3	4,062 64	1,000 00	200 00				1,800 00	2,262 64	44	
Holten	3	1,914 74	1,000 00					1,000 00	914 74	52	
Huntsville	3	6,259 43	1,700 00	265 50				1,965 50	4,293 93	31	
Independence	3	6,259 43	2,200 00	1,300 00	373 00	6 64		3,879 64	2,379 79	42	
Jefferson City	2	4,822 13	1,000 00	1,540 00				2,140 56	2,681 57	44	
Joplin	1	114,000 13	1,800 00	14,500 31	717 65	\$62 57	32,717 41	50,677 84	68,322 29	43	In Government building. No returns first and second quarters, 1886.
Kansas City	3	4,976 15	1,600 00	250 00				1,850 00	3,126 15	37	
Kirkville	3	4,601 97	1,000 00	400 00				1,400 00	3,201 97	42	
Lamar	3	2,711 52	1,300 00	499 67				1,789 67	921 85	64	
Lebanon	3	4,643 40	1,700 00	200 00				1,900 00	2,743 40	40	
Lexington	3	2,438 54	1,200 00	180 00				1,380 00	1,058 54	44	
Liberty	3	0,175 75	1,500 00	449 99		1 20		2,251 19	3,924 56	35	
Louisiana	3	5,566 04	1,700 00	500 00				2,200 00	3,366 04	40	
Macon City	3	5,338 44	1,700 00	300 00				2,000 00	3,338 44	37	
Marshall	3	5,871 19	1,800 00	400 00				2,200 00	3,671 19	37	
Maryville	3	2,612 36	1,200 00	124 72				1,324 72	1,287 64	50	
Memphis	3	6,378 06	1,800 00	250 00				2,403 76	3,974 30	33	
Mexico	3	8,018 57	1,900 00	500 00		3 76		2,400 00	5,618 57	30	
Moberly	3	2,038 31	1,000 00					1,385 00	1,023 31	50	
Monroe City	3	2,417 70	1,200 00	155 00				1,350 00	1,067 70	53	
Montgomery City	3	2,918 43	1,300 00	200 00				1,500 00	1,418 43	52	
Neosho	3										

In Government building. No returns first and second quarters, 1886.

In Government building. Includes \$3,871.68 expenses of mail bag re- pair depot.									
Nevada.....	23								
North Springfield.....	25							4,379 65	
Palmyra.....	47							8,408 33	
Paris.....	50							1,315 08	
Pierce City.....	42							1,160 23	
Plattsburgh.....	49							2,301 36	
Pleasant Hill.....	47							1,205 81	
Rich Hill.....	45							1,863 29	
Richmond.....	44							2,150 41	
Rolla.....	58							1,370 12	
Saint Charles.....	40							1,122 38	
Saint Joseph.....	24							2,778 89	
Saint Louis.....	42							45,533 95	
								474,301 51	
Bedalia.....	57							7,364 52	
Shelbina.....	50							1,977 18	
Slater.....	52							1,099 83	
Springfield.....	54							10,845 28	
Stanberry.....	46							1,250 24	
Trenton.....	50							2,290 27	
Troy.....	59							1,012 45	
Warrensburg.....	64							8,101 17	
Washington.....	57							944 67	
West plains.....	59							1,112 25	
Windsor.....	43							1,838 38	
Total.....								756,006 86	

## MONTANA.

No returns from July 1 to July 5, 1888.									
Anaconda.....	32							\$2,583 05	
Billings.....	57							1,501 32	
Bozeman.....	69							2,011 38	
Butte City.....	34							15,423 83	
Deer Lodge City.....	52							1,400 87	
Dillon.....	32							1,473 48	
Fort Benton.....	51							1,809 38	
Glendale.....	59							986 76	
Helena.....	45							10,257 86	
Livingston.....	80							566 35	
Missoula.....	39							8,213 63	
Missoula.....	50							1,975 44	
Total.....	45							42,453 44	



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1895.—Continued.

## NEBRASKA.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	* Net revenue.	Per cent. expense to gross receipts.	Remarks.
Albion	3	\$2,184 90	\$1,000 00					\$1,000 00	\$1,184 90	45	
Albion	3	2,655 90	1,200 00	\$700 00				1,900 00	1,385 90	48	
Ashland	3	2,952 17	1,400 00	400 00		\$2 00		1,802 00	1,150 17	60	
Aurora	3	3,644 39	1,500 00	400 00				1,900 00	1,744 39	52	
Beatrice	3	11,469 76	2,500 00	832 60	\$71 15			3,503 75	7,966 01	30	
Beatrice	3	4,344 41	1,500 00	290 73				1,799 73	2,544 68	42	
Brownville	3	1,317 30	1,000 00	200 00				1,200 00	147 30	92	
Central City	3	3,867 95	1,500 00	150 00				1,650 00	2,217 95	44	
Central City	3	5,612 72	1,700 00	250 40				1,950 00	3,662 72	36	
Colonas	3	5,370 12	1,700 00	398 46				2,096 46	3,274 66	39	
Crow	3	2,924 12	1,400 00	45 00				1,450 00	1,474 12	60	
David City	3	2,275 78	1,000 00	45 00				1,015 00	1,260 78	42	
Edgar	3	3,532 61	1,400 00	12 67				1,412 67	2,139 94	30	
Farway	3	1,214 87	1,500 00					50 00	734 87	40	
Farway	3	2,835 05	1,300 00	200 00				1,500 00	1,335 05	52	
Farway	3	3,954 25	1,600 00	200 00				1,800 00	2,154 25	45	
Falls City	3	11,588 17	2,300 00	540 70	447 00	1 56		3,206 26	8,289 91	28	
Friend	3	2,982 63	1,300 00					1,300 00	1,682 63	43	
Friend	3	2,468 76	1,250 00					1,250 00	1,218 76	50	
Grand Island	3	9,951 87	2,000 00	1,100 00	107 30	2 55		3,209 85	6,742 02	32	
Grand Island	3	12,710 78	2,800 00	1,708 42	433 75	34 35		4,406 51	8,214 20	35	
Harvard	3	2,926 22	1,100 00	350 00				1,300 00	1,436 22	46	
Hastings	3	2,817 24	1,100 00	400 00				1,300 00	1,387 24	51	
Hoboken	3	3,780 30	1,200 00					1,000 00	2,186 30	42	
Hoboken	3	2,785 70	1,200 00					1,200 00	1,585 70	43	
Humboldt	3	8,701 29	2,000 00	1,200 00	193 20			3,394 20	5,309 09	39	
Kearney	3	44,685 01	3,000 00	4,999 06	100 51		\$5,317 36	13,482 64	31,202 08	30	
Lincoln	3	4,801 04	1,675 00					1,075 00	3,726 04	22	
Lincoln	3	8,876 66	1,300 00	133 33				1,433 33	3,780 48	50	
Lincoln	3	8,444 18	1,300 00	1,200 00	134 84	2 08		3,336 92	5,106 29	39	
Lincoln	3	2,653 31	1,200 00	150 00				1,300 00	1,353 31	48	
North	3	4,304 25	1,500 00	100 00				1,050 00	2,654 25	38	
North	3	2,613 67	1,200 00	250 00				1,400 00	1,163 67	57	
North	3	4,913 65	1,500 00	208 75				1,768 75	3,134 90	34	
Omaha	3	170,382 13	3,300 00	16,035 27		250 33	15,620 79	3,312 39	91,309 74	28	
O'Neill	1	2,023 09	1,200 00	250 00				1,400 00	1,503 09	40	
O'Neill	3	1,032 67	1,500 00	74 86				574 86	453 71	55	
Orleans	3	3,416 53	1,400 00					1,400 00	2,016 53	40	
Pawnee City	3	5,259 23	1,700 00	447 18				2,151 44	3,097 79	37	
Plattsmouth	3	3,628 41	1,400 00	331 30		4 20		1,741 30	1,897 11	47	
Plum Creek	3	4,097 57	1,500 00	600 00				2,100 00	1,997 57	51	

Presidential from January 1, 1895.

In Government building.

Do.

Presidential from January 1, 1895.

Saint Paul .....	3,618 00	1,400	299 62	.....	.....	.....	1,609 62	1,918 38	47
Schnyder .....	2,742 19	1,500	250 00	.....	.....	.....	1,750 00	1,992 19	50
Seward .....	4,200 26	1,600	200 00	.....	.....	.....	1,800 00	2,400 26	41
Sidway .....	3,134 72	1,500	200 00	.....	.....	.....	1,400 00	1,738 72	44
Sterling .....	2,114 00	1,000	.....	.....	.....	.....	1,114 00	1,114 00	47
Stromburgh .....	2,434 35	1,000	.....	.....	.....	.....	1,000 00	1,434 35	41
Superior .....	2,439 87	1,000	.....	.....	.....	.....	1,000 00	1,439 87	41
Sutton .....	2,386 33	1,200 00	.....	.....	.....	.....	1,200 00	1,186 33	50
Syracuse .....	2,124 56	1,100 00	.....	.....	.....	.....	1,100 00	1,024 56	47
Tecumseh .....	3,820 15	1,600 00	630 00	.....	.....	.....	1,900 00	1,920 15	49
Tekamah .....	2,133 60	1,100 00	.....	.....	.....	.....	1,100 00	1,033 60	51
Valentine .....	2,005 02	1,000 00	74 83	.....	.....	.....	1,074 83	830 19	53
Waboo .....	4,541 64	1,500 00	450 00	.....	.....	.....	1,500 00	2,501 64	42
Weeping Water .....	2,234 36	1,100 00	.....	.....	.....	.....	1,100 00	1,134 36	49
West Point .....	2,591 48	1,200 00	350 00	.....	.....	.....	1,550 00	1,041 48	59
Wilber .....	2,580 36	1,100 00	.....	.....	.....	.....	1,100 00	1,480 36	42
Wynore .....	2,849 40	1,200 00	200 00	.....	.....	.....	1,400 00	1,449 40	49
York .....	6,321 97	1,700 00	350 00	.....	.....	.....	2,050 00	4,271 97	33
Total .....	398,929 24	84,025 00	38,600 78	\$1,807 24	\$409 64	\$20,838 15	143,840 81	255,088 43	36

## NEVADA.

Austin .....	8	\$1,703 71	890 00	\$252 50	.....	.....	\$1,163 50	\$931 21	64
Carson City .....	3	5,749 85	1,800 00	1,000 00	.....	.....	2,804 56	2,935 29	48
Elko .....	2	2,170 20	1,200 00	1,243 00	.....	.....	1,243 00	836 29	51
Eureka .....	3	2,524 28	1,500 00	1,500 00	64	.....	2,700 64	833 74	70
Hono .....	2	2,290 49	1,800 00	1,000 00	.....	.....	2,800 00	3,450 49	44
Idaho .....	3	1,613 24	1,000 00	1,000 00	.....	.....	2,000 00	2,653 24	51
Virginia City .....	3	4,612 28	1,900 00	1,500 00	.....	.....	3,403 04	8,227 24	51
Winneconne .....	3	2,442 88	1,100 00	300 00	5 04	.....	1,400 00	1,042 88	57
Total .....	.....	30,246 12	11,100 00	5,505 50	10 24	.....	16,615 74	13,630 38	55

No returns second quarter, 1884.

## NEW HAMPSHIRE.

Claremont .....	3	\$6,283 07	\$1,800 00	\$300 00	.....	.....	\$2,104 56	4,158 51	34
Concord .....	3	28,747 63	2,700 00	8,525 53	.....	.....	11,807 09	14,849 94	43
Dover .....	2	11,859 78	2,300 00	.....	.....	.....	5,215 25	6,644 51	43
Exeter .....	3	5,807 28	1,800 00	270 00	7 25	.....	2,070 00	3,737 26	36
Farmington .....	3	2,735 80	1,200 00	100 00	.....	.....	1,300 00	1,435 80	47
Franklin .....	3	2,012 56	1,400 00	.....	.....	.....	1,400 00	1,612 56	48

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1886*—Continued.

## NEW HAMPSHIRE—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
Franklin Falls.....	3	\$3,166 43	\$1,300 00					\$1,300 00	\$1,806 43	41	
Gorham.....	3	1,864 75	1,000 00	\$150 00				1,150 00	714 75	61	
Great Falls.....	3	4,010 13	2,000 00	200 00		\$4 96		1,804 96	2,805 17	39	
Hanover.....	3	4,111 93	1,500 00					1,500 00	2,611 93	36	
Keene.....	2	12,312 78	2,700 00	1,000 00	\$495 00	16 32		3,811 32	8,501 46	30	
Laconia.....	3	3,868 93	1,700 00					1,700 00	4,286 93	28	
Lake Village.....	3	3,868 93	1,700 00					1,700 00	1,602 92	40	
Lancaster.....	3	3,604 30	1,400 00					1,400 00	2,404 30	36	
Litchton.....	3	4,113 38	1,500 00	250 00				1,999 37	2,421 81	45	
Manchester.....	2	32,038 60	2,800 00	4,000 00	1,502 19	117 54	\$9,537 04	17,956 77	14,090 83	43	
Milford.....	2	3,614 31	1,400 00					1,400 00	2,234 31	38	
Nashua.....	2	18,546 43	2,500 00	2,000 00	1,098 17	37 07		6,235 24	12,311 19	24	
New Market.....	3	2,173 01	1,100 00					1,100 00	1,073 01	50	
Newport.....	3	2,456 80	1,200 00	400 00				1,600 00	856 80	05	
Pascook.....	3	2,536 81	1,100 00					1,100 00	1,436 81	48	
Peterborough.....	3	3,000 32	1,300 00					1,300 00	1,700 32	41	
Pittsford.....	3	2,252 23	1,100 00	200 00				1,300 00	952 23	57	
Plymouth.....	3	3,216 53	1,400 00			20		1,400 20	1,816 33	43	
Portsmouth.....	2	14,007 72	2,300 00	2,900 00		78 70		5,278 79	8,728 93	37	
Rochester.....	3	5,367 75	1,600 00	498 10		1 92		2,100 02	3,267 73	39	
Tilton.....	3	2,665 67	1,200 00	120 00				1,320 00	1,345 67	49	
Walpole.....	3	1,723 99	1,000 00					1,000 00	723 99	57	
West Lebanon.....	3	1,881 55	1,000 00					1,000 00	881 55	53	
Wilton.....	3	1,915 91	1,000 00					1,000 00	915 91	52	
Total.....		290,771 71	48,206 00	18,913 00	5,770 72	329 28	13,380 57	86,593 57	114,178 14	43	In Government building.

## NEW JERSEY.

Asbury Park.....	2	\$11,217 62	\$2,200 00	\$1,100 00	\$440 00	\$1 82		\$3,741 82	\$7,475 80	32	
Atlantic City.....	2	16,254 41	2,470 00	1,960 00	374 60	26 88		4,761 48	11,492 93	30	
Baldville.....	3	2,776 51	1,200 00					1,200 00	1,576 51	43	
Bergen Point.....	3	8,193 03	1,500 00	400 00				1,900 00	1,293 03	50	
Beverly.....	3	2,020 53	1,000 00					1,000 00	1,020 53	40	
Bloomfield.....	3	8,801 98	1,700 00					1,700 00	2,101 98	44	
Bloomton.....	3	2,561 04	1,200 00					1,200 00	1,361 04	46	
Bardonia.....	3	5,806 54	1,000 00	400 00		4 80		2,004 80	5,801 74	37	

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1886—Continued.

## NEW JERSEY—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
Washington.....	2	\$8,359 26	\$2,200 00	\$650 00	\$281 98	\$2 59	.....	\$3,114 57	\$5,244 69	80	
Wheaton.....	3	3,899 72	1,800 00	.....	.....	.....	.....	.....	2,099 72	46	
Westfield.....	3	2,195 29	1,300 00	.....	.....	.....	.....	.....	1,895 29	59	
Woodbury.....	3	7,319 61	1,600 00	900 00	.....	.....	.....	2,500 00	4,819 61	84	
Total.....	.....	714,674 72	110,775 00	68,564 75	10,059 38	1,986 20	\$115,181 34	306,568 67	408,179 36	43	

## NEW MEXICO.

Albuquerque.....	2	\$9,191 37	\$2,100 00	\$1,200 00	\$623 15	\$6 75	.....	\$3,929 90	\$5,261 47	42	
Deming.....	3	3,102 90	1,400 00	200 00	.....	.....	.....	1,000 00	1,502 90	51	
Las Vegas.....	2	8,202 85	2,000 00	1,350 00	362 30	.....	.....	3,712 30	4,490 55	45	
Raton.....	3	2,893 78	1,300 00	.....	.....	.....	.....	1,300 00	1,593 78	45	
Santa Fe.....	3	7,030 24	1,800 00	1,611 77	.....	2 24	.....	3,444 01	3,585 23	49	
Silver City.....	3	4,422 97	1,600 00	899 45	.....	.....	.....	2,498 45	1,923 52	57	
Socorro.....	3	4,347 32	1,600 00	250 00	.....	.....	.....	1,850 00	2,497 32	43	
Total.....	.....	39,200 43	11,800	5,541 22	985 45	8 99	.....	18,335 66	20,864 77	47	

## NEW YORK.

Adams.....	3	\$2,552 27	\$1,200 00	\$400 00	.....	.....	.....	\$1,000 00	\$952 27	62	In Government building.
Addison.....	3	3,786 30	1,500 00	200 00	.....	.....	.....	1,700 00	2,086 30	44	
Albany.....	1	157,644 43	3,500 00	38,046 00	.....	\$2,083 88	\$22,185 91	63,815 79	91,828 64	41	
Albion.....	3	6,274 07	1,800 00	700 00	.....	.....	.....	2,500 00	3,774 07	39	
Alfred Centre.....	3	2,357 43	1,100 00	.....	.....	.....	.....	1,100 00	1,257 43	46	
Allegany.....	3	2,303 67	1,100 00	.....	.....	.....	.....	1,100 00	1,203 67	47	
Amsterdam.....	2	13,315 53	2,300 00	1,800 00	\$550 00	89 17	.....	4,688 17	8,626 37	35	
Angela.....	3	1,095 11	1,000 00	.....	.....	.....	.....	1,000 00	995 11	82	
Astoria.....	3	2,229 98	1,100 00	.....	.....	.....	.....	1,100 00	1,129 98	49	
Attica.....	2	8,614 34	1,500 00	150 00	.....	.....	.....	1,050 00	1,964 34	45	
Auburn.....	2	34,891 96	2,620 00	4,820 00	1,827 86	146 30	7,687 10	17,101 28	17,780 70	48	
Avon.....	3	2,489 82	1,200 00	250 00	.....	.....	.....	1,450 00	1,039 82	58	
Babylon.....	3	8,092 28	1,300 00	.....	.....	.....	.....	1,300 00	1,792 28	43	
Bainbridge.....	3	2,882 76	1,200 00	190 00	.....	.....	.....	1,350 00	1,532 76	56	

Presidential January 1, 1896; no returns second quarter 1896.

In Government building.

Do.

Baldwinsville.....	4,054 16	1,500 00	200 00	.....	.....	.....	.....	.....	1,700 00	2,354 16	41
Ballston.....	5,553 50	1,700 00	400 00	.....	.....	.....	.....	.....	2,100 00	3,453 50	37
Batavia.....	13,280 83	2,400 00	1,675 27	1,100 00	22 00	.....	.....	.....	5,107 27	8,083 56	39
Bath.....	7,035 21	1,900 00	1,000 00	.....	.....	.....	.....	.....	2,900 00	4,735 21	37
Belmont.....	7,532 32	1,250 00	.....	.....	.....	.....	.....	.....	250 00	282 32	46
Binghamton.....	45,212 07	3,000 00	5,700 00	1,200 00	75 61	6,863 68	.....	.....	16,308 24	28,818 43	36
Bolivar.....	2,850 13	1,400 00	.....	.....	.....	.....	.....	.....	1,400 00	1,450 13	45
Boonville.....	3,124 94	1,400 00	243 00	.....	.....	.....	.....	.....	1,643 00	1,461 94	42
Brewster.....	2,520 14	1,200 00	.....	.....	.....	.....	.....	.....	1,200 00	1,270 14	37
Brighton.....	5,535 25	1,500 00	.....	.....	.....	.....	.....	.....	1,150 00	1,385 25	39
Brookport.....	7,847 22	1,800 00	299 91	.....	5 12	.....	.....	.....	2,103 03	5,742 19	28
Brooklyn.....	413,559 05	3,800 00	60,768 03	10,751 18	7,121 05	177,137 48	.....	.....	258,595 74	153,963 31	51
Buffalo.....	333,482 28	3,800 00	38,736 95	510 52	983 78	53,879 16	.....	.....	98,920 41	234,511 87	50
Cambridge.....	3,604 63	1,400 00	.....	.....	.....	.....	.....	.....	1,400 00	1,634 63	38
Camden.....	3,053 64	1,400 00	.....	.....	.....	.....	.....	.....	1,400 00	1,672 24	46
Candoharle.....	10,385 87	2,100 00	1,800 00	.....	7 76	.....	.....	.....	3,007 76	6,476 11	37
Cannadagua.....	3,884 62	1,500 00	.....	.....	.....	.....	.....	.....	1,290 00	2,398 62	38
Canistota.....	2,753 08	1,200 00	90 00	.....	.....	.....	.....	.....	1,500 00	1,403 08	42
Canter.....	4,127 10	1,500 00	250 00	.....	.....	.....	.....	.....	1,750 00	2,377 10	43
Carthage.....	3,550 69	1,500 00	499 91	.....	.....	.....	.....	.....	1,999 91	1,556 77	46
Castile.....	2,126 23	1,100 00	.....	.....	.....	.....	.....	.....	1,100 00	1,026 23	51
Catskill.....	9,003 28	2,400 00	995 83	880 00	6 24	.....	.....	.....	8,823 07	5,621 31	37
Cassovia.....	3,201 96	1,600 00	200 00	.....	.....	.....	.....	.....	1,800 00	1,401 96	42
Chatham.....	3,737 21	1,400 00	400 00	.....	.....	.....	.....	.....	1,800 00	1,907 21	31
City Island.....	4,178 66	1,300 00	.....	.....	.....	.....	.....	.....	1,800 00	2,878 66	38
Clifton Springs.....	3,719 09	1,500 00	.....	.....	.....	.....	.....	.....	1,500 00	2,219 09	40
Clinton.....	3,705 74	1,500 00	.....	.....	.....	.....	.....	.....	1,500 00	1,971 58	41
Clyde.....	3,512 43	1,500 00	.....	.....	.....	.....	.....	.....	1,700 00	1,973 43	44
Cobleskill.....	1,772 15	2,200 00	1,500 00	485 00	10 03	.....	.....	.....	1,680 00	7,171 40	36
Cold Spring.....	2,315 03	1,100 00	400 00	.....	.....	.....	.....	.....	1,100 00	1,215 03	45
Coopers town.....	10,093 43	2,700 00	1,200 00	915 00	24 23	.....	.....	.....	2,700 00	8,393 43	36
Cortland.....	12,394 73	2,300 00	1,000 00	808 00	.....	.....	.....	.....	4,270 23	8,124 50	43
Cortland.....	3,201 56	1,400 00	200 00	.....	.....	.....	.....	.....	1,200 00	4,401 56	39
Cortland.....	3,201 56	1,400 00	200 00	.....	.....	.....	.....	.....	1,200 00	1,401 56	40
Cuba.....	3,373 23	1,800 00	500 00	.....	.....	.....	.....	.....	1,000 00	4,373 23	33
Danville.....	7,019 28	1,800 00	243 00	.....	.....	.....	.....	.....	2,304 00	4,715 28	32
Delhi.....	3,167 40	1,400 00	106 30	.....	.....	.....	.....	.....	1,641 00	1,621 40	51
Deposits.....	2,163 04	1,200 00	.....	.....	.....	.....	.....	.....	1,200 00	1,363 04	46
Dundee.....	2,419 66	1,200 00	1,100 00	427 20	84 93	.....	.....	.....	1,568 30	1,671 84	46
Dunkirk.....	11,465 79	2,100 00	.....	.....	.....	.....	.....	.....	2,602 13	7,715 66	32
East New York.....	4,014 35	1,500 00	200 00	.....	.....	.....	.....	.....	1,500 00	2,214 35	37
Elizaville.....	4,471 40	1,600 00	5,958 00	2,000 00	143 91	7,406 53	.....	.....	18,508 44	26,063 91	40
Elmira.....	5,121 23	1,700 00	.....	.....	.....	.....	.....	.....	1,700 00	6,821 23	35
Fairport.....	2,140 14	1,100 00	.....	.....	.....	.....	.....	.....	1,000 00	1,040 14	41
Fayetteville.....	3,651 95	1,400 00	242 95	.....	.....	.....	.....	.....	1,642 95	2,009 00	44
Fishkill on the Hudson.....	6,249 15	1,700 00	.....	.....	15 50	.....	.....	.....	1,715 20	4,533 95	44
Finishing.....	2,126 59	1,100 00	200 00	.....	.....	.....	.....	.....	1,300 00	2,426 59	27
Fonda.....	2,126 59	1,100 00	200 00	.....	.....	.....	.....	.....	1,300 00	2,426 59	27
Fort Edward.....	3,884 92	1,500 00	.....	.....	.....	.....	.....	.....	1,500 00	2,384 92	30

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1886*—Continued.

NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
Fort Plain	3	\$1,574 87	\$1,300 00	\$375 00				\$1,675 00	\$2,890 87	36	No returns third quarter 1885.
Franklinville	3	2,004 74	1,000 00					1,000 00	1,004 74	48	
Frederick	3	8,112 31	2,000 00	1,000 00	\$309 00	\$1 08		3,310 68	4,801 63	40	
Friendship	2	2,621 25	1,200 00	1,000 00				1,300 00	1,321 25	49	
Fulton	3	5,108 18	1,800 00	405 00				2,205 00	3,703 18	37	
Genesee	3	4,379 41	1,600 00	300 00				1,900 00	2,679 41	63	
Glenora	3	20,262 91	2,500 00	1,500 00	625 00	38 13		4,563 13	15,630 78	22	
Glen Cove	3	1,000 00	500 00					500 00	500 00	50	
Glen Falls	3	2,700 00	2,700 00					4,389 79	6,775 80	39	
Gloversville	2	10,446 76	2,100 00	1,200 00	507 50	13 92		3,881 42	6,565 34	37	
Goshen	3	6,890 99	2,000 00	700 00				2,700 00	4,190 99	60	
Gouverneur	3	5,302 40	1,700 00	438 97				2,138 97	3,163 43	59	
Gowanda	3	2,200 00	1,100 00					1,000 00	1,100 00	50	
Granville	3	2,316 71	1,000 00					1,000 00	1,316 71	43	
Greene	3	3,349 34	1,200 00	90 00				1,290 00	1,639 34	54	
Greenport	3	3,501 86	1,400 00	150 00				1,550 00	2,051 86	43	
Greenwich	3	2,040 10	1,300 00					1,300 00	1,640 10	44	
Groton	3	2,097 10	1,000 00					1,000 00	1,097 10	47	
Hamilton	3	4,016 58	1,600 00	100 00				1,700 00	2,316 58	42	
Hammondsport	3	2,027 90	1,100 00	250 00				1,350 00	677 90	66	
Havana	3	1,827 45	1,000 00	100 00				1,500 00	827 45	60	
Haverstraw	3	2,956 72	1,300 00	200 00				1,200 00	1,456 72	50	
Hempstead	3	2,616 84	1,200 00					1,200 00	1,416 84	45	
Herkimer	3	4,295 24	1,500 00	200 00				1,700 00	2,595 24	39	
Homer	3	3,610 04	1,500 00					1,500 00	2,110 04	41	
Hoosick Falls	3	5,824 60	1,700 00			5 76		1,705 76	4,118 83	29	
Hornblowville	2	12,310 76	2,400 00	1,400 00	1,163 93	14 48		4,878 41	7,432 35	39	
Horseneads	3	2,444 74	1,200 00					1,200 00	1,244 74	49	
Hudson	2	13,272 93	2,300 00	2,000 00	904 64	132 86		5,337 50	7,935 43	40	
Huntington	3	3,063 22	1,300 00	400 00				1,500 00	1,563 22	49	
Ilion	3	5,649 60	1,700 00					2,100 00	3,549 60	37	
Irrington	3	2,132 23	1,300 00					1,300 00	832 23	60	
Ithaca	2	17,226 01	2,684 24	2,805 71	1,773 13	23 44		6,636 52	10,549 49	38	No returns from October 1, 1885, to December 12, 1885.
Jameica	3	3,395 50	1,600 00	150 00				1,750 00	2,245 50	43	
Janestown	3	19,729 57	2,600 00	2,048 80	1,475 00	47 86	\$3,461 63	9,633 29	10,000 28	49	
Johnstown	3	7,360 64	1,800 00	720 00				2,520 00	4,840 64	34	
Katrona	3	2,615 24	1,400 00					1,400 00	1,215 24	53	
Keswillo	3	2,523 49	1,100 00	250 00				1,350 00	1,173 49	53	
Kingston	2	10,004 76	2,100 00	1,200 00	717 83	83 84		4,101 67	5,903 09	40	
La Roy	3	6,864 81	1,800 00	400 00				2,200 00	4,664 81	32	
Little Falls	2	11,681 18	2,200 00	1,600 00	894 00	55 91		4,639 91	7,021 27	39	

[illegible]

**In Government building. Includes \$17,772.55 expenses of mail-bag repair depot.**

**In Government building.**





No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1886—Continued.

NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Poughkeepsie.....	2	\$37,500 39	\$2,000 00	\$5,537 23	\$1,802 60	\$136 53	\$5,908 34	\$16,374 70	\$21,125 69	43	
Pulaski.....	3	2,709 24	1,200 00	100 00				1,300 00	1,409 24	47	
Randolph.....	3	2,609 03	1,200 00	150 00				1,450 00	1,159 03	55	
Ravenswood.....	3	2,410 88	1,200 00					1,200 00	1,210 88	49	
Red Hook.....	3	1,503 55	1,000 00					1,000 00	503 55	62	
Rhinebeck.....	3	2,882 67	1,300 00	99 99				1,399 99	1,482 68	48	
Ridfield Springs.....	3	4,403 95	1,600 00	300 00				1,900 00	2,503 95	43	
Riverhead.....	3	3,502 42	1,500 00					1,500 00	2,002 42	41	
Rochester.....	1	255,158 64	3,600 00	23,945 65	6,200 00	1,140 06	33,876 22	68,764 93	186,393 71	26	
Rome.....	1	17,152 29	2,500 00	2,109 99	725 00	36 69		5,401 68	11,650 61	31	
Rondout.....	2	9,653 13	2,200 00	1,250 00	494 85	18 88		3,983 73	5,669 40	41	
Rye.....	3	2,632 67	1,200 00	300 00				1,700 00	1,432 67	45	
Sag Harbor.....	3	3,358 70	1,400 00					1,700 00	1,658 70	50	
Salamanca.....	3	4,683 09	1,600 00	149 99				1,749 99	2,933 10	26	
Salm.....	3	2,811 70	1,200 00					1,200 00	1,611 70	42	
Sandy Hill.....	3	3,177 36	1,400 00					1,400 00	1,777 36	44	
Saratoga Springs.....	3	23,019 08	2,600 00	2,800 00	1,712 95	162 83	4,160 65	11,436 53	11,582 55	49	
Saugerties.....	3	4,438 19	1,600 00	350 00				1,950 00	2,488 19	43	
Schenectady.....	3	15,877 32	2,400 00	2,100 00	1,225 25	85 98		5,811 23	10,066 09	36	
Schoharie.....	3	2,114 59	1,010 00					1,000 00	1,114 59	47	
Seneca Falls.....	3	14,030 32	2,400 00	1,010 00	780 12	60 46		4,280 58	9,749 74	30	
Sherburne.....	3	2,399 17	1,100 00	400 00				1,100 00	1,299 17	45	
Silver Creek.....	3	8,401 51	1,700 00					2,100 00	1,301 51	60	
Sing Sing.....	3	3,745 90	2,000 00					2,471 71	6,471 16	33	
Skaneateles.....	3	3,311 77	1,400 00	720 00	539 50	12 24		1,400 00	1,911 77	42	
Springville.....	3	2,787 06	1,300 00	200 00				1,500 00	1,287 06	53	
Stanley.....	3	4,822 16	1,600 00					3,210 00	1,612 16	33	
Suspension Bridge.....	3	4,665 07	1,600 00	14,500 00	4,344 76	622 76	20,321 21	43,188 73	80,626 37	24	In Government building.
Syracuse.....	1	123,813 70	3,400 00	1,710 00				3,210 00	1,355 07	70	
Tarrytown.....	3	6,223 99	1,700 00					1,600 00	3,223 99	53	
Teaneck.....	3	2,665 48	1,200 00					1,700 00	4,522 99	27	
Tompkinsville.....	3	2,622 26	1,100 00					1,200 00	1,465 48	45	
Tonawanda.....	3	6,701 42	1,600 00	350 00				1,100 00	4,522 98	41	
Troy.....	1	92,113 35	3,200 00	14,998 69	3,405 88	950 50	21,282 91	41,027 78	48,083 57	29	
Trumansburgh.....	3	2,013 24	1,200 00					1,300 00	1,613 24	47	
Union Springs.....	3	2,125 53	1,000 00					1,000 00	1,125 53	47	
Utica.....	1	56,678 44	3,200 00	8,880 00				21,029 24	32,659 20	43	In Government building.
Walden.....	3	2,307 32	1,100 00	200 00				1,100 00	1,207 32	47	
Walton.....	3	2,003 70	1,300 00					1,600 00	1,603 70	43	
Wappinger's Falls.....	3	6,523 65	1,400 00					1,400 00	2,123 65	39	

No returns from July 1, 1885, to Aug. 7, 1885.									
	8	5	5,816 08	1,400 00	324 00			1,924 00	3,602 08
Watson	3	2	785 97	1,300 00	99 96			1,386 96	1,386 01
Watwick	3	2	634 48	1,255 43				1,255 43	1,360 05
Waterford	3	2	634 48	1,255 43					
Waterloo	3	2	739 53	1,700 00	400 00	3 12	5,045 78	2,103 12	4,636 41
Watertown	3	2	074 03	2,600 10	3,500 00	161 73		12,683 11	11,411 52
Waterville	3	3	804 57	1,500 00	243 00			1,500 00	2,308 57
Watkins	3	4	330 02	1,600 00	500 00			1,843 00	2,487 02
Watley	3	8	084 27	2,900 00	500 00			2,500 00	5,584 27
Waterport	2	2	991 60	1,300 00	400 00			1,300 00	1,691 60
Wellsville	3	5	892 28	1,700 00	400 00			2,100 00	3,792 28
West Chester	3	2	392 90	1,100 00	200 00			1,100 00	1,292 90
Westfield	3	4	358 25	1,500 00	200 00			1,700 00	2,658 25
West New Brighton	2	2	870 97	2,000 00	50 00			2,000 00	6,750 97
West Point	3	2	868 55	1,300 00	50 00			1,350 00	1,516 55
West Troy	3	6	518 65	1,700 00	50 00	6 64		1,706 64	3,812 01
Whitell	3	8	909 52	1,500 00	1 20	1 20		1,501 20	2,497 32
White Plains	3	4	916 57	1,600 00				1,600 00	3,816 57
Wilcox	3	2	091 58	1,000 00	2,409 42			1,000 00	1,091 58
Yonkers	2	22	677 40	2,600 00		745 71	57 44	11,108 49	11,508 91
Total			8,945,074 64	364,484 87	1,184,849 13	101,864 77	65,825 41	2,761,096 19	6,183,978 45

## NORTH CAROLINA.

In Government building.									
	3	14	185 56	\$1,800 00	\$1,100 00	\$600 00	\$11 50	\$3,000 00	\$5,155 56
Ashville	3	2	801 72	2,400 00	2,100 00			5,211 50	9,590 22
Charlotte	3	2	630 65	1,200 00	124 32			1,324 32	1,350 65
Concord	3	6	43 03	1,700 00	100 00			1,900 00	2,700 17
Durham	3	2	243 02	1,100 00	400 00			2,599 99	3,472 80
Elizabeth City	3	4	600 17	1,500 00	899 99			2,400 00	4,800 05
Fayetteville	3	6	072 85	1,700 00	600 00			2,400 00	1,813 91
Goldsborough	3	7	290 05	1,800 00	200 00			1,159 08	3,687 44
Greensborough	3	3	213 91	1,200 00	99 98			2,208 24	3,687 44
Hudson	3	2	133 19	1,100 00	600 00		8 24	1,459 04	1,379 11
New Bern	3	5	895 68	1,700 00	299 94			9,366 79	9,379 59
Oxford	3	2	879 05	1,200 00	4,010 72		36 11	1,200 00	1,835 77
Raleigh	2	18	768 38	2,600 00	250 00			2,200 00	1,003 36
Reidsville	3	3	275 77	1,200 00	200 00			1,975 00	1,883 90
Salem	3	2	203 36	1,500 00	700 00			1,599 99	1,657 08
Salisbury	3	4	055 83	1,500 00	425 00			1,183 10	1,382 22
Statesville	3	3	818 96	1,500 00	199 99			11,066 01	8,356 92
Tarboro	3	3	237 07	1,100 00	83 16		48 04	2,489 70	1,663 82
Washington	3	2	565 38	1,100 00	2,920 90			2,520 00	4,778 24
Wilmington	2	20	322 93	2,600 00	89 70				
Winton	3	3	153 52	1,400 00	730 00				
Winston	3	7	298 24	1,100 00					
Total			135,076 26	34,906 00	16,022 80	2,662 50	103 89	60,664 63	74,411 64

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1888—Continued.

OHIO.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
Ada.....	3	\$4,401 08	\$1,600 00	\$3,200 00	\$1,507 00	\$24 32	\$5,900 80	\$1,600 00	\$2,801 08	36	
Alton.....	3	35,923 13	2,800 00	700 00	700 00	7 82		13,552 21	22,370 92	37	
Albion.....	3	7,405 81	1,900 00	700 00	404 63			2,607 92	4,797 89	35	
Ashtabula.....	3	5,605 08	1,700 00	500 00	500 00	5 44		2,104 63	2,500 45	36	
Astoria.....	3	6,168 47	1,700 00	600 00	600 00			2,305 44	4,563 03	33	
Aurora.....	3	4,729 34	1,700 00	300 00	300 00			2,300 00	2,430 34	48	
Barnesville.....	3	3,707 12	1,500 00	300 00	300 00			1,800 00	1,907 12	47	
Bellairs.....	3	7,872 64	2,000 00	1,000 00	506 35	11 52		2,518 07	4,834 57	44	
Bellfontaine.....	3	6,579 62	1,800 00	709 45				2,569 45	3,980 17	39	
Bellevue.....	3	3,904 10	1,500 00	300 00				1,800 00	2,104 10	46	
Berea.....	3	2,745 02	1,400 00					1,400 00	1,345 02	50	
Bowling Green.....	3	2,490 96	1,100 00	200 00				1,300 00	1,190 96	46	
Bridgeport.....	3	2,423 04	1,100 00	250 00				1,350 00	1,073 04	55	
Bryan.....	3	4,284 13	1,600 00	209 70				1,899 70	2,384 43	42	
Bucyrus.....	3	6,937 63	1,900 00	600 00				2,500 00	4,437 63	35	
Cadiz.....	3	3,288 65	1,400 00	500 00				1,900 00	1,388 65	57	
Cambridge.....	3	5,351 59	1,700 00	269 75				1,969 75	3,381 84	34	
Canal Dover.....	3	2,684 94	1,200 00	150 00				1,350 00	1,334 94	50	
Canton.....	3	26,253 51	2,000 00	2,500 00	1,150 00	79 28	4,653 21	11,012 49	15,241 02	41	
Cardington.....	3	3,083 04	1,300 00					1,300 00	1,783 04	42	
Celina.....	3	2,363 34	1,200 00					1,200 00	1,163 34	50	
Chagrin Falls.....	3	1,959 50	1,000 00	200 00				1,200 00	780 50	60	
Charlton.....	3	2,178 72	1,100 00	100 00				1,200 00	978 72	55	
Chillicothe.....	3	13,182 12	2,300 00	2,000 00	981 25	35 10		5,316 35	7,865 77	40	
Cincinnati.....	1	623,944 14	5,000 00	117,104 22	637 00	3,241 25	120,003 06	216,046 43	377,898 51	39	
Circleville.....	3	6,974 64	1,800 00	600 00				2,400 00	4,574 64	34	
Cleveland.....	1	309,024 53	3,700 00	46,547 32	15 00	1,472 23	58,250 42	106,984 97	190,039 56	35	
Clyde.....	3	3,462 26	1,500 00	200 00				1,700 00	1,762 26	49	
Columbus.....	1	120,198 60	3,400 00	17,789 85	3,300 00	424 82	17,846 46	42,701 13	78,167 56	35	
Conneaut.....	3	4,239 20	1,500 00					1,500 00	2,739 20	35	
Coshocton.....	3	4,090 58	1,600 00	249 99				1,849 99	2,240 59	45	
Covington.....	3	2,092 13	1,000 00	100 00				1,100 00	892 13	52	
Crestline.....	3	2,558 93	1,200 00	200 00				1,400 00	1,158 93	54	
Cuyahoga Falls.....	3	89,729 03	3,200 00	8,500 00	3,356 05	248 68	14,079 80	20,384 02	20,344 41	43	
Dayton.....	1	7,392 62	1,800 00	613 27				2,421 51	4,971 11	32	
Defiance.....	3	7,392 62	1,800 00	1,595 00	675 00	11 04		4,581 04	8,023 85	36	
Delaware.....	3	12,604 89	2,000 00	250 00				1,750 00	2,019 14	46	
Delphos.....	3	3,709 14	1,500 00					1,750 00	2,019 14	46	
East Liverpool.....	3	8,404 00	2,900 00	700 00	725 00	5 89		3,430 89	5,064 01	40	
Easton.....	3	3,280 81	1,400 00	243 00				1,643 00	1,640 81	49	
Elvira.....	3	8,393 22	2,000 00	900 00	583 50	12 54		3,490 04	4,903 18	41	
Findlay.....	3	7,147 46	1,900 00	539 51		3 92		2,443 43	4,704 03	34	

Presidential from January 1, 1866.

Festoria	3	6,023 88	1,700 00	450 00	4 40	2,154 40	8,800 43	35
Franklin	3	7,459 61	1,200 00	1,000 00	9 36	2,909 36	1,450 61	45
Freemont	3	7,879 58	1,000 00	1,000 00	1 60	2,901 47	5,030 20	36
Gallon	3	6,662 58	1,700 00	800 00	6 08	2,506 06	4,781 11	33
Gallopola	3	6,321 82	1,700 00	800 00		2,506 06	4,015 44	38
Garrettsville	3	2,215 82	1,000 00	80 00		1,580 00	1,145 82	49
Geneva	3	4,077 52	1,500 00	90 00		1,580 00	2,487 25	33
Granville	3	2,615 80	1,200 00	180 82		1,200 00	1,415 80	45
Greensfield	3	2,832 02	1,200 00	480 00		1,480 82	1,352 20	53
Greenville	3	6,651 90	1,700 00	600 00		2,968 19	8,853 90	38
Hamilton	2	15,921 30	2,400 00	2,800 00	675 00	1,100 00	1,154 56	51
Hillsborough	3	5,234 96	1,700 00	2,800 00		2,300 00	2,954 56	43
Hillsborough	3	5,234 96	1,700 00	600 00		1,400 00	1,968 72	41
Hiram	3	3,408 73	1,400 00			1,100 00	918 13	54
Hudson	3	2,018 13	1,100 00	1,100 00	7 20	1,084 73	4,550 94	40
Ironton	3	7,657 67	1,400 00	1,100 00		1,850 00	1,701 21	50
Jackson	3	3,641 21	1,200 00	200 00		1,400 00	1,775 97	53
Jefferson	3	2,675 97	1,200 00	200 00		2,000 00	2,278 16	42
Kent	3	2,978 18	1,200 00	200 00		2,000 00	2,278 16	37
Kenton	3	7,221 67	1,200 00	200 00	12 16	2,112 16	4,518 90	40
Lancaster	3	7,630 16	1,200 00	1,200 00		2,430 00	2,278 16	43
Lebanon	3	6,653 26	1,700 00	720 00		1,100 00	2,030 36	51
Leontonia	3	2,130 36	1,100 00			1,738 72	2,410 36	37
Lima	2	13,205 01	2,200 00	1,600 00	20 72	1,700 00	5,419 28	47
Logan	3	3,613 13	1,500 00	200 00		1,000 00	2,013 13	44
Lorain	3	4,259 65	1,500 00	400 00		1,200 00	828 49	63
Lorain	3	2,138 49	1,100 00	200 00		2,000 00	14,121 37	40
Mansfield	3	21,825 32	2,700 00	2,400 00	88 84	2,877 86	5,167 90	32
Marble	3	9,035 86	2,000 00	1,350 00	21 67	2,800 00	3,465 60	39
Marion	3	7,763 60	1,200 00	500 00		1,350 00	1,281 19	49
Martin's Ferry	3	2,731 19	1,200 00	150 00		1,700 00	2,327 30	40
Marysville	3	4,227 39	2,100 00	200 00	12 40	3,750 23	5,803 70	51
Mason	2	9,053 94	2,100 00	1,300 00		1,350 00	2,975 06	50
Mechanicsburgh	3	2,325 09	1,200 00	150 00		1,850 00	2,138 79	43
Medina	3	8,933 79	1,200 00	300 00		1,200 00	1,615 42	43
Middleport	3	2,813 42	1,200 00			1,200 00	1,544 85	43
Middleport	3	2,744 55	1,200 00			1,200 00	9,220 55	25
Middletown	2	12,410 06	2,300 00	417 96	11 53	3,189 51	1,463 83	45
Millersburgh	3	2,605 50	1,200 00			1,200 00	1,463 06	44
Mount Gilead	3	2,688 08	1,200 00		13 20	4,088 10	5,315 64	38
Mount Vernon	2	9,408 74	2,100 00	1,900 00		1,500 00	2,155 68	41
Napoleon	3	8,078 79	1,200 00			1,200 00	1,818 79	38
National Military Home	3	3,955 88	1,500 00			1,200 00	2,126 46	47
Nelsonville	3	2,816 46	1,100 00			4,743 16	8,634 24	25
Newark	2	13,377 50	2,300 00	1,600 00	15 76	1,000 00	1,886 32	50
New Lexington	3	1,890 36	1,000 00	288 33		1,688 23	1,111 82	47
New Lisbon	3	3,584 65	1,400 00			1,000 00	2,940 96	37
New London	3	2,111 82	1,000 00	200 00		1,800 00	290 95	60
New Philadelphia	3	4,740 98	1,000 00	100 00		1,100 00	968 80	52
New Richmond	3	2,063 80	1,100 00			1,100 00	5,017 51	45
Niles	3	9,120 18	2,100 00	1,207 00	8 30	4,102 63		
Norwalk	2							

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-office for the fiscal year ended June 30, 1886*—Continued.  
OB10—Continued.

Office.	Class.	Gross receipts.	Salary.	Clot & hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Oberlin.....	2	\$9,006 37	\$2,100 00	\$900 00	\$116 65	.....	.....	\$1,416 05	\$5,590 71	37	
Orville.....	2	2,19 22	1,10 00	.....	.....	.....	.....	1,100 00	1,119 22	49	
Orwa.....	3	2,75 42	1,10 00	200 00	.....	.....	.....	1,200 00	1,445 42	47	
Ottawa.....	3	3,134 16	1,400 00	.....	.....	.....	.....	1,400 00	2,004 16	47	
Oxfordville.....	3	12,872 18	2,400 00	955 00	295 00	.....	.....	3,550 00	9,292 48	27	
Piquet.....	3	10,723 81	2,100 00	1,200 00	772 93	\$11 29	.....	4,184 92	6,618 59	38	
Pontiac.....	3	3,479 70	1,300 00	1,200 00	.....	1 12	.....	1,701 12	2,778 58	48	
Pontiacville.....	3	11,639 71	2,300 00	1,500 00	355 03	29 27	.....	4,183 30	7,455 11	36	
Prosser.....	3	6,992 41	1,700 00	698 06	.....	.....	.....	2,398 06	4,604 75	39	
Rapids.....	3	2,965 02	1,100 00	.....	.....	.....	.....	1,100 00	2,063 02	46	
Rapidsville.....	3	1,973 63	1,000 00	180 00	.....	.....	.....	1,180 00	1,793 63	59	
Saint Mary's.....	3	2,053 86	1,100 00	200 00	.....	.....	.....	1,300 00	703 86	33	
Salem.....	3	17,902 01	2,100 00	3,294 00	98 66	1 44	\$5,122 61	11,674 42	6,727 84	29	
Sandusky.....	3	2,400 78	1,200 00	.....	.....	.....	.....	1,200 00	3,600 78	51	
Shelby.....	3	2,401 00	1,000 00	900 00	331 94	.....	.....	2,331 94	1,069 06	47	
Springfield.....	3	62,273 60	2,100 00	7,000 00	2,040 50	398 70	9,662 16	25,140 43	37,133 35	35	
Stouenville.....	3	12,723 15	2,400 00	1,000 00	1,200 00	14 48	.....	4,621 00	8,102 15	36	
Tiffin.....	3	10,240 20	2,100 00	1,300 00	3,82 04	15 84	.....	5,057 88	5,042 32	37	
Toledo.....	3	114,240 02	2,400 00	19,077 13	3,980 01	53 69	20,304 46	47,822 28	67,254 34	41	
Troy.....	3	8,166 27	2,000 00	1,140 00	430 00	2 73	.....	3,602 73	4,563 54	42	
Unionville.....	3	2,788 33	1,100 00	162 00	.....	.....	.....	1,262 00	1,526 33	53	
Upper Sandusky.....	3	4,759 28	1,600 00	260 00	306 40	12 04	.....	1,860 00	2,899 28	37	
Utahna.....	3	9,723 70	2,100 00	1,300 00	.....	4 16	.....	3,019 04	6,404 66	42	
Van Wert.....	3	6,413 66	1,400 00	260 00	.....	.....	.....	1,700 00	1,653 17	50	
Wapakoneta.....	3	3,333 17	1,400 00	300 00	.....	.....	.....	2,443 70	6,099 21	36	
Warren.....	3	9,642 91	2,100 00	700 00	612 44	1 26	.....	3,084 63	6,218 21	42	
Washington C. H.....	3	7,302 63	2,000 00	900 00	174 12	10 50	.....	1,060 00	1,869 80	40	
Wauson.....	3	3,269 89	1,400 00	.....	.....	.....	.....	1,400 00	3,169 89	38	
Wellington.....	3	5,139 09	1,700 00	269 25	.....	.....	.....	1,200 00	2,638 88	30	
Wellsville.....	3	4,153 58	1,500 00	.....	.....	.....	.....	1,500 00	1,357 00	47	
West Liberty.....	3	2,577 00	1,200 00	90 00	.....	.....	.....	1,199 00	1,117 22	61	
Willoughby.....	3	2,317 21	1,100 00	.....	.....	.....	.....	1,100 00	1,146 52	50	
Winthrop.....	3	2,306 52	1,000 00	171 34	.....	.....	.....	1,771 34	2,594 17	40	
Worster.....	3	4,305 51	1,600 00	.....	.....	.....	.....	3,737 72	6,042 94	30	
Xenia.....	2	10,223 60	2,100 00	1,100 00	517 00	20 72	.....	4,111 47	6,111 47	37	
Youngstown.....	2	10,829 70	2,500 00	1,397 31	500 00	14 16	.....	4,040 61	6,788 23	33	
Zanesville.....	2	19,414 15	2,500 00	2,525 00	1,200 00	81 26	.....	10,365 90	9,048 25	63	
Zanesville.....	2	24,818 80	2,800 00	3,000 00	1,994 34	66 40	.....	11,567 32	13,251 48	46	
Total.....		2,006,937 42	227,800 00	259,646 50	34,107 89	7,102 55	268,245 29	826,962 23	1,209,955 19	39	

In Government building.

**ORIGIN.**

[illegible]

**PENNSYLVANIA.**

3	\$43,477 62	\$2,900 00	\$5,000 00	\$1,500 00	\$732 65	\$19,095 43	\$29,228 13	\$14,249 49	67
2	30,830 57	2,680 98	2,931 31	1,200 00	4,753 37	11,664 73	9,285 84	56	
2	17,916 12	2,500 00	2,274 07	1,084 25	90 05	11,604 64	9,211 48	60	
3	3,972 12	1,500 00			51 07	1,503 44	2,668 38	33	
3	3,572 77	1,400 00	249 83		3 44	1,849 83	1,922 94	44	
3	2,030 43	1,000 00				1,000 00	1,030 03	49	
3	2,948 27	1,000 00				1,000 00	1,048 27	48	
3	10,234 38	2,000 00	700 00	444 67	11 20	3,185 87	7,074 51	70	
3	4,149 48	1,500 00	162 00			1,662 00	2,487 88	40	
3	6,982 75	1,500 00	300 00			2,200 00	4,782 75	31	
3	2,613 13	1,100 00	83 16			1,183 16	1,439 97	45	
2	11,185 99	2,200 00	1,200 00	546 92	8 73	3,935 64	7,230 35	36	
3	2,635 46	1,200 00	150 00			1,350 00	1,285 46	51	
3	5,435 69	1,700 00	243 00			1,943 00	3,482 69	35	
3	4,269 22	1,500 00				1,500 00	2,769 22	35	
2	23,318 89	2,600 00	3,099 78	809 23	32 76	6,031 77	16,687 12	38	
3	6,849 04	1,600 00	140 00		4 00	1,784 00	5,065 04	25	
3	4,065 41	1,500 00	600 00			2,160 00	1,905 41	51	
3	2,764 39	1,300 00				1,800 00	1,464 39	47	
3	6,321 98	1,700 00	400 00			2,100 00	4,221 98	38	
3	2,073 13	1,200 00				1,000 00	1,073 13	48	
3	2,447 24	1,000 00				1,200 00	1,247 24	48	
3	5,196 75	1,600 00				1,959 76	3,236 99	33	
3	10,208 75	2,100 00	1,500 00	300 00	9 76	3,917 04	6,291 71	33	
3	3,179 82	1,300 00			17 04	1,300 00	1,879 83	50	
2	11,353 69	2,200 00	1,500 00	400 00		4,190 00	7,163 69	40	
2	13,972 40	2,400 00	1,900 00	630 00		4,973 53	8,999 87	36	
3	3,115 53	1,300 00	1,162 00		53 53	1,463 00	1,653 53	46	
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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1886—Continued.

## PENNSYLVANIA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Clearfield	3	\$1,810 76	\$1,600 00	\$100 00				\$1,700 00	\$3,116 76	35	
Coatesville	3	4,940 49	1,600 00	200 00				1,800 00	3,149 49	36	
Columbia	3	7,287 34	1,800 00	800 00		\$5 02		2,005 92	4,681 62	35	
Connellsville	3	4,506 58	1,600 00	430 00				2,000 00	2,566 58	43	
Conneautville	3	2,106 70	1,100 00	180 00				1,200 00	866 70	56	
Conshohocken	3	3,295 00	1,300 00	400 00		3 44		1,703 44	1,592 16	53	
Corry	3	9,443 93	1,100 00	1,200 00	\$180 00	31 23		3,811 23	5,632 70	40	
Coudersport	3	2,848 67	1,100 00	162 00				1,962 00	1,126 67	54	
Curtisville	3	2,341 33	1,300 00	250 00				1,550 00	1,791 33	66	
Danville	3	2,297 55	1,800 00	900 00		6 88		2,706 88	4,560 67	37	
Downingtown	3	2,176 65	1,100 00	200 00				1,300 00	878 65	50	
Boylestown	3	4,283 41	1,500 00	200 29				1,789 29	2,494 12	42	
Du Bois	3	4,464 36	1,500 00	200 00				1,800 00	2,564 36	42	
Easton	3	20,724 87	2,500 00	2,500 00	1,401 60	178 20	\$6,494 94	13,074 83	7,650 02	63	
Ebensburgh	3	2,092 78	1,000 00	82 58				1,082 58	1,010 20	51	
Euclidton	3	2,295 51	1,000 00	90 00				1,090 00	1,203 51	47	
Euporium	3	2,408 92	1,100 00					1,100 00	1,308 92	45	
Everett	3	37,993 60	2,900 00	6,000 00	560 97	262 32	9,232 33	18,955 62	19,037 96	50	
Franklin	3	2,171 07	1,200 00	1,200 00	450 00	18 72		3,768 73	6,290 60	37	
Freeport	3	10,059 30	2,100 00					1,100 00	663 62	54	
Gettysburg	3	2,033 62	1,100 00	800 00				2,400 00	2,383 91	50	
Greencastle	3	4,783 51	1,600 00					1,100 00	2,985 90	52	
Greensburg	3	2,965 90	1,100 00	800 00				2,600 00	3,870 89	30	
Greenville	3	6,470 89	1,800 00	400 00				2,100 00	3,968 27	34	
Harver	3	6,068 37	1,700 00	200 00				2,100 00	3,968 27	34	
Harrisburg	3	4,156 71	3,200 00	11,000 00		101 64	8,748 34	23,109 98	21,079 06	52	In Government building.
Hawley	3	1,953 41	1,000 00					1,000 00	663 41	56	
Hazleton	3	10,736 40	2,000 00	600 00	975 00	348 00		3,923 00	6,813 40	36	
Hollidaysburg	3	4,314 21	1,600 00	200 00				1,800 00	2,414 21	42	
Honesdale	3	5,680 55	1,800 00	500 00				2,300 00	3,580 55	30	
Houtdale	3	2,870 16	1,400 00	150 00				1,550 00	1,320 16	53	
Huntingdon	3	10,570 91	2,200 00	1,300 00		6 40		3,558 80	6,712 31	37	
Indiana	3	6,078 13	1,700 00	600 00	352 20			2,300 00	3,778 13	37	
Irrwin	3	2,600 47	1,200 00	200 00				1,400 00	1,500 47	46	
Jersey Shore	3	2,292 83	1,300 00					1,300 00	992 83	56	
Johnstown	3	13,954 87	2,300 00	1,200 00	525 00	34 30		4,119 39	9,835 48	30	
Kanawha Square	3	2,642 30	1,200 00	200 00				1,400 00	1,242 30	54	
Kingsport	3	2,883 12	1,500 00	100 00				1,300 00	1,583 12	46	
Kittanning	3	4,801 07	3,000 00	200 00				1,800 00	2,701 07	39	
Lapeer	3	32,974 06	2,800 00	4,200 00	2,320 00	104 67	5,801 93	15,406 60	17,568 09	47	

Labrador	1,992 87	2,400 00	200 00	18 02	2,382 87	1,900 00	2,382 87	40
Lebanon	12,351 46	1,400 00			1,390 54	1,400 00	30	
Lewistown	5,849 33	1,700 00			5,149 33	1,700 00	61	
Lewisburg	5,140 79	1,700 00	400 00		5,540 79	2,100 00	59	
Littles	1,986 28	2,200 00			3,186 28	2,200 00	50	
Lock Haven	9,743 19	1,250 00		839 47	10,582 66	1,250 00	45	
McKeesport	8,646 89	1,400 00	1,856 19		10,903 08	1,400 00	33	
Mahanoy City	5,131 59	1,700 00	472 00		6,303 59	1,700 00	41	
Manafield	2,732 84	1,200 00	134 85	1 84	3,968 69	1,200 00	48	
Marietta	2,814 86	1,200 00	100 00		3,914 86	1,200 00	46	
Mauch Chunk	6,872 78	2,500 00	200 00		9,572 78	2,500 00	43	
Meadville	15,192 43	2,500 00	2,928 60	7 32	18,618 35	2,500 00	46	
Mechanicsburgh	5,280 13	1,700 00	300 00		6,980 13	1,700 00	29	
Media	5,764 02	1,700 00			7,464 02	1,700 00	37	
Mercer	4,238 21	1,600 00	369 63		5,907 84	1,600 00	30	
Meyersdale	2,201 53	1,100 00			3,301 53	1,100 00	47	
Middletown	3,439 01	1,500 00			4,939 01	1,500 00	49	
Millersburgh	2,170 37	1,100 00	250 00		3,520 37	1,100 00	41	
Milton	5,428 14	1,700 00			7,128 14	1,700 00	31	
Monongahela City	3,016 96	1,200 00			4,216 96	1,200 00	39	
Montrose	4,212 93	1,500 00	730 00		5,942 93	1,500 00	53	
Mount Carmel	2,479 32	1,200 00			3,679 32	1,200 00	48	
Mount Joy	2,475 00	1,200 00			3,675 00	1,200 00	48	
Mount Pleasant	3,125 35	1,400 00	100 00		4,625 35	1,400 00	48	
Muncy	2,811 58	1,300 00		1 00	4,112 58	1,300 00	46	
Nanticoke	3,258 06	1,200 00			4,458 06	1,200 00	36	
New Brighton	4,119 77	1,500 00			5,619 77	1,500 00	36	
New Castle	12,155 68	2,300 00	2,000 00	46 68	17,511 36	2,300 00	43	
Newport	2,500 86	1,200 00	300 00		3,800 86	1,200 00	60	
North	2,014 37	1,000 00	83 16		3,097 53	1,000 00	53	
Northampton	12,127 44	2,300 00	1,000 00		15,427 44	2,300 00	37	
North East	2,942 39	1,300 00			4,242 39	1,300 00	44	
Oil City	12,323 64	2,300 00	1,998 58	33 75	16,721 97	2,300 00	43	
Oxford	3,907 67	1,400 00	1,779 30	35	7,686 97	1,400 00	50	
Parker's Landing	1,959 34	1,000 00			2,959 34	1,000 00	61	
Philadelphia	11,611 48 80	6,000 00	277,081 33	9,246 43	18,929 62	6,000 00	46	
Phoenixville	5,116 79	1,700 00	299 40	8 16	7,214 35	1,700 00	37	
Phoenixville	5,524 10	1,700 00	299 40	8 16	7,523 66	1,700 00	36	
Pittsburg	330,303 25	3,700 00	60,118 15	492 61	450,813 01	3,700 00	39	
Pittston	9,916 37	2,100 00	1,100 00	8 74	13,925 11	2,100 00	87	
Plymouth	7,835 70	1,900 00	397 76	1 52	10,030 96	1,900 00	35	
Pottstown	14,830 70	2,400 00	1,900 00	22 45	19,163 55	2,400 00	29	
Pottsville	985 71	500 00		772 41	1,457 12	500 00	64	
Punxsutawney	48,147 15	2,900 00	6,400 00	123 14	55,668 29	2,900 00	50	
Reading	2,836 28	1,400 00		1,440 00	4,276 28	1,400 00	59	
Renovo	2,307 67	1,200 00			3,507 67	1,200 00	53	
Reynoldsville	3,884 19	1,400 00	83 16		5,167 35	1,400 00	52	
Ridgway	2,831 84	1,200 00	90 00		3,931 84	1,200 00	88	
Rocheater	2,059 81	1,000 00			3,059 81	1,000 00	41	
Saint Mary's	1,172 87	1,000 00	150 00		2,172 87	1,000 00	48	
Sandy Lake	2,811 08	1,200 00			4,011 08	1,200 00	53	
Scranton							43	

Do.

In Government building.

Presidential from January 1, 1898.

**In Government building.**

**Do.**

Presidential from January 1, 1886.



No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1886—Continued.

## PENNSYLVANIA—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
Scranton	3	\$39,105 93	\$2,960 00	\$7,100 00	\$2,330 00	\$181 10	\$14,140 39	\$26,651 49	\$12,455 49	63	
Selin's Grove	3	2,029 74	1,100 00					1,100 00	909 74	42	
Swickley	3	7,354 10	1,300 00					1,300 00	2,054 16	38	
Shamokin	3	7,014 40	1,800 00	100 00		10 56		1,910 56	5,103 84	27	
Sharon	3	6,067 04	1,900 00	700 00		10 72		2,610 72	4,296 32	37	
Shenandoah	3	5,996 73	1,700 00			6 88		1,706 88	4,289 85	28	
Slippenburgh	3	3,965 59	1,500 00	299 96				1,799 96	1,865 63	49	
Stoddington	3	3,169 63	1,100 00					1,100 00	1,060 63	50	
Stouchmont	3	2,016 63	1,000 00					1,000 00	1,012 63	49	
Sumner	3	2,376 84	1,500 00	300 00				1,700 00	1,176 84	59	
South Bethlehem	3	4,350 61	1,500 00	300 00		6 48		1,806 48	2,544 13	41	
Stockton	3	3,969 98	1,400 00					1,400 00	2,569 98	38	
Stroudsburg	3	3,707 45	1,700 00	362 00				1,862 00	2,205 45	41	
Struher	3	5,014 83	1,700 00	300 00		7 84		2,007 84	3,611 04	35	
Susquehanna	3	3,973 44	1,400 00	228 04				1,728 04	2,368 41	42	
Tamara	3	2,832 21	1,700 00			1 76		1,401 76	2,010 68	41	
Tidbury	3	2,825 63	2,400 00	109 83				1,499 83	1,382 39	52	
Titusville	3	3,444 91	2,000 00	2,200 00	835 05	18 04		3,453 09	9,769 99	36	
Toranda	3	3,343 91	2,400 00	1,100 00	850 74	1 25		3,951 99	4,392 22	48	
Troy	3	3,923 82	2,400 00					1,400 00	1,625 82	46	
Tunkhannock	3	2,780 56	1,247 83	177 26				1,425 09	1,355 47	54	No returns from July 1, 1885, to August 9, 1885.
Tyross	3	5,973 46	1,800 00	700 00				2,500 00	3,473 46	41	
Union City	3	3,558 88	1,800 00					1,400 00	1,958 88	41	
Uniontown	3	3,664 62	1,700 00	350 46				2,290 46	3,205 16	41	
Warren	3	15,761 41	2,400 00	1,290 96	1,000 00			4,690 96	10,440 45	31	
Washington	3	3,574 27	2,000 00	1,000 00	55 00	15 68		3,070 68	6,503 59	32	
Waco	3	2,700 00	1,500 00	45 00				1,245 00	1,554 15	44	
Wyallesborough	3	4,241 82	1,550 00					1,575 00	2,666 82	38	
Wyallesburg	3	4,094 60	1,400 00	300 00				1,900 00	1,104 60	63	
Wyallesborough	3	11,018 10	2,400 00	300 00				2,679 77	2,439 49	43	
West Chester	3	4,409 70	1,800 00	1,800 00				2,000 00	4,809 70	35	
West Grove	3	2,218 37	1,200 00	800 00		29 77		1,200 00	1,018 37	54	
West Newton	3	2,036 33	1,000 00					1,000 00	1,036 33	49	
White Haven	3	25,732 59	2,700 00	3,550 54	938 75	122 80	7,784 30	14,546 43	10,946 02	57	
Wilkes Barre	3	32,715 13	2,700 00	3,107 78	1,001 80	155 93	6,248 37	18,273 88	19,444 25	41	
Williamsport	3	25,751 07	3,000 00	2,800 00	976 86	13 28	5,350 01	11,734 15	12,016 92	49	
York	3	3,070,875 93	294,107 83	454,773 71	37,380 83	15,192 77	608,845 94	1,380,891 08	1,690,684 85	44	
Total											

**RHODE ISLAND.**

[illegible]

**SOUTH CAROLINA.**

[illegible]

**TENNISER.**

Bristol	9	\$4,501 10	\$1,600 00	\$300 00				\$1,800 00	\$2,001 10	43
Brownsville	3	2,438 89	1,200 00	300 00				1,500 00	963 89	69
Hattanooga	2	2,780 03	2,000 00	5,200 00				15,076 12	17,713 51	46
Marksville	2	8,150 06	1,900 00	651 00		\$124 48	\$4,202 21	2,551 00	5,699 06	31
Cleveland	2	2,540 94	1,000 00	250 00				1,850 00	1,199 94	53
Jelmville	3	6,599 05	1,800 00	810 00				2,810 00	2,969 05	29

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1896—Continued.

## TENNESSEE—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
Fayetteville.....	3	\$1,966 85	\$1,100 00	\$300 00	.....	.....	.....	\$1,400 00	\$566 85	70	In Government building.
Franklin.....	3	2,473 10	1,200 00	150 00	.....	.....	.....	1,350 00	1,123 10	54	
Gallatin.....	3	2,835 50	1,300 00	196 44	.....	.....	.....	1,496 44	1,338 06	52	
Greenville.....	3	2,130 25	1,000 00	200 00	.....	.....	.....	1,200 00	839 25	56	
Jackson.....	3	6,553 81	1,800 00	1,000 00	.....	\$4 48	.....	2,804 48	8,749 33	42	In Government building.
Knoxville.....	3	34,044 18	2,800 00	4,369 40	.....	69 04	\$4,343 95	13,617 39	20,426 79	40	
Lebanon.....	3	2,983 32	1,400 00	597 58	.....	.....	.....	1,997 58	8,995 74	66	
McMinnville.....	3	2,530 02	1,200 00	200 00	.....	.....	.....	1,400 00	1,130 92	55	
Memphis.....	1	90,441 00	3,300 00	13,496 91	\$1,713 94	549 68	12,399 32	31,459 85	58,981 15	35	Do.
Morristown.....	3	2,448 18	1,100 00	475 27	.....	.....	.....	1,575 82	872 36	64	Do.
Murfreesborough.....	3	4,102 20	1,500 00	350 00	.....	.....	.....	1,850 00	2,252 20	45	
Nashville.....	1	92,038 76	3,300 00	10,898 76	.....	385 70	15,040 27	35,624 73	56,414 03	39	
Paris.....	3	2,207 69	1,100 00	247 73	.....	.....	.....	1,847 73	859 96	61	
Pulaski.....	3	2,958 43	1,400 00	278 67	.....	.....	.....	1,678 67	1,279 76	56	Do.
Shelbyville.....	3	2,887 90	1,400 00	348 21	.....	.....	.....	1,748 21	1,139 69	60	
Trenton.....	3	2,111 03	1,100 00	.....	.....	.....	.....	1,100 00	1,011 83	53	
Tullahoma.....	3	2,558 89	1,200 00	116 45	.....	.....	.....	1,316 45	1,242 44	51	
Union City.....	3	3,831 26	1,500 00	243 00	.....	.....	.....	1,743 00	2,088 26	45	Do.
Winchester.....	3	2,176 21	1,000 00	.....	.....	.....	.....	1,000 00	1,176 21	45	
Total.....	.....	320,353 05	40,100 00	47,032 42	2,443 87	1,133 93	39,990 75	130,700 47	189,652 58	48	

## TEXAS.

Abilene.....	3	\$3,813 23	\$1,700 00	\$282 55	.....	.....	.....	\$1,982 55	\$1,830 68	41	In Government building.
Albany.....	3	2,214 96	1,100 00	100 00	.....	.....	.....	1,200 00	1,034 96	53	
Albany.....	3	30,900 62	2,800 00	7,083 00	.....	.....	.....	14,761 47	15,299 15	49	
Austin.....	2	3,221 18	1,300 00	7,400 00	.....	\$109 78	\$4,758 99	1,700 00	1,521 18	53	
Beaumont.....	3	5,191 64	1,700 00	499 52	.....	.....	.....	2,199 52	2,992 12	42	
Belton.....	3	5,181 29	1,000 00	.....	.....	.....	.....	1,000 00	811 29	55	
Bonham.....	3	3,789 67	1,400 00	199 80	.....	.....	.....	1,599 80	2,189 87	42	
Brackettville.....	3	2,031 40	1,100 00	150 00	.....	.....	.....	1,250 00	784 40	61	
Brenham.....	3	5,081 75	1,750 00	897 50	.....	.....	.....	2,647 50	3,034 25	46	
Brownsville.....	3	5,037 82	1,400 00	300 00	.....	.....	.....	1,700 00	1,337 82	55	
Brownwood.....	3	3,868 67	1,200 00	200 00	.....	.....	.....	1,500 00	2,368 67	44	
Bryan.....	3	4,000 75	1,500 00	300 00	.....	.....	.....	1,800 00	2,200 75	44	
Burnet.....	3	2,185 26	1,000 00	866 57	.....	1 15	.....	1,867 72	2,317 54	63	
Calvert.....	3	2,667 00	1,300 00	.....	.....	.....	.....	1,200 00	1,467 00	44	

overnment building.

[illegible]

No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1896—Continued.

TEXAS—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
Uvalde.....	3	\$1,918 91	\$1,000 00	\$100 00	.....	.....	.....	\$1,100 00	\$818 91	57	
Victoria.....	2	3,803 47	1,800 00	440 00	.....	.....	.....	1,900 00	1,903 47	48	
Waco.....	2	19,209 39	2,500 00	8,424 75	\$572 75	\$9 83	.....	6,607 33	12,401 96	25	
Waxahachie.....	3	3,451 94	1,400 00	500 00	.....	.....	.....	1,900 00	1,551 94	49	
Weatherford.....	3	5,938 89	1,700 00	600 00	.....	.....	.....	2,300 00	3,638 89	28	
Wichita Falls.....	3	3,163 58	1,400 00	250 00	.....	.....	.....	1,650 00	1,513 58	52	
Total.....		502,060 70	111,550 00	75,888 94	6,212 80	1,648 81	\$40,368 32	235,786 77	266,273 98	47	

UTAH.

Logan.....	3	\$2,200 03	\$1,000 00	\$180 00	.....	.....	.....	\$1,180 00	\$1,020 03	53	
Ogden City.....	2	11,832 11	2,300 00	2,900 00	\$720 00	\$23 05	.....	5,943 05	6,889 06	50	
Park City.....	3	3,633 29	1,400 00	198 81	.....	.....	.....	1,599 81	2,033 48	44	
Salt Lake City.....	2	32,852 09	2,800 00	6,349 47	1,929 36	75 15	\$5,311 31	16,665 29	16,286 80	51	
Total.....		50,617 52	7,500 00	9,629 28	2,649 36	98 20	5,511 81	25,888 15	25,229 37	50	

VERMONT.

Barre.....	3	\$4,000 85	\$1,400 00	.....	.....	.....	.....	\$1,400 00	\$2,600 85	35	
Bellevue Falls.....	3	6,790 08	1,800 00	\$720 00	.....	.....	.....	2,520 00	4,270 08	37	
Bennington.....	3	5,344 38	1,800 00	200 00	.....	\$5 52	.....	1,805 52	3,578 86	33	
Bradford.....	3	3,903 33	1,000 00	124 72	.....	.....	.....	1,724 72	2,178 61	44	
Brandon.....	3	3,593 90	1,400 00	109 83	.....	.....	.....	1,599 83	1,994 07	44	
Brattleborough.....	2	14,377 60	2,400 00	1,636 27	\$128 36	5 93	.....	4,468 58	9,909 11	31	
Burlington.....	2	29,299 74	2,700 00	3,296 66	.....	81 18	\$5,082 38	11,180 22	18,169 52	37	
Fair Haven.....	3	3,750 15	1,400 00	.....	.....	.....	.....	1,400 00	2,350 15	37	
Ludlow.....	3	2,430 76	1,200 00	.....	.....	.....	.....	1,200 00	1,230 76	49	
Middlebury.....	3	4,231 50	1,600 00	500 00	.....	.....	.....	2,100 00	2,131 50	49	
Montpelier.....	3	11,220 61	2,300 00	1,500 00	.....	5 27	.....	4,701 14	6,459 47	42	
Newport.....	3	2,967 43	1,800 00	.....	.....	.....	.....	1,900 00	1,067 43	43	
Northfield.....	3	2,353 10	1,100 00	.....	.....	.....	.....	1,100 00	1,253 10	46	
Poultney.....	3	3,246 79	1,300 00	.....	.....	.....	.....	1,300 00	1,946 79	40	
Rutland.....	3	20,116 41	2,500 00	2,833 70	.....	60 91	.....	5,394 61	14,721 80	26	
Saint Albans.....	2	8,601 79	2,000 00	1,050 00	509 35	5 20	.....	3,564 55	5,037 24	41	
Saint Johnsbury.....	3	8,800 87	2,000 00	1,000 00	623 70	10 80	.....	3,633 50	5,167 37	41	

In Government building.

Do.



No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1886—Continued.

## WASHINGTON TERRITORY.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Cheney .....	3	\$2,222 06	\$1,100 00	\$250 00	.....	.....	.....	\$1,350 00	\$872 06	64	
Colfax .....	3	4,113 04	1,400 00	390 82	.....	.....	.....	1,790 82	2,815 72	44	
Dakota .....	3	3,237 88	1,400 00	400 00	.....	.....	.....	1,800 00	1,437 88	55	
Idaho .....	3	3,818 25	1,500 00	900 00	.....	.....	.....	2,400 00	1,418 25	62	
Port Townsend .....	3	2,046 82	1,200 00	425 00	.....	\$13 62	.....	1,638 62	1,408 20	68	
Seattle .....	3	13,348 87	2,400 00	2,500 00	\$743 52	5 27	.....	5,648 79	7,700 08	43	
Spokane Falls .....	3	6,518 50	1,800 00	700 00	.....	.....	.....	2,500 00	4,018 50	58	
Sprague .....	3	2,384 89	1,200 00	.....	.....	.....	.....	1,200 00	1,184 89	50	
Tacoma .....	3	8,893 72	2,100 00	898 57	239 68	.....	.....	3,200 25	5,687 47	36	
Yakima .....	3	2,320 50	1,200 00	200 00	.....	.....	.....	1,400 00	920 50	60	
Walla Walla .....	3	8,367 15	2,100 00	1,500 00	607 63	1 28	.....	4,208 89	5,158 25	45	
Total .....		59,211 77	17,400 00	8,140 89	1,590 83	20 15	.....	27,151 87	32,059 90	46	

## WEST VIRGINIA.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Charleston .....	2	\$10,715 60	\$2,100 00	\$1,199 88	.....	\$24 61	.....	\$3,384 59	\$7,331 01	31	In Government building.
Charlestown .....	3	3,744 62	1,500 00	177 64	.....	.....	.....	1,677 64	2,066 98	40	
Clarksburg .....	3	4,254 19	1,500 00	500 00	.....	.....	.....	2,000 00	2,254 19	47	
Farmington .....	3	2,381 23	1,200 00	250 00	.....	.....	.....	1,450 00	1,131 23	56	
Grafton .....	3	3,109 82	1,300 00	225 00	.....	40 00	.....	1,535 00	1,604 82	49	
Huntington .....	3	4,685 08	1,600 00	450 00	.....	.....	.....	2,050 00	2,635 08	43	
Martinsburg .....	3	6,054 90	1,700 00	598 83	.....	8 00	.....	2,308 33	3,746 57	38	
Morgantown .....	3	2,020 22	1,000 00	.....	.....	.....	.....	1,000 00	1,020 22	49	
Moundsville .....	3	2,322 44	1,200 00	.....	.....	.....	.....	1,200 00	1,122 44	51	
Parkersburg .....	2	11,797 65	2,300 00	2,277 77	.....	35 24	.....	4,613 01	7,184 64	40	Do.
Piedmont .....	3	2,504 79	1,200 00	100 00	.....	.....	.....	1,300 00	1,204 79	61	
Wellburg .....	3	2,629 94	1,200 00	.....	.....	.....	.....	1,200 00	1,429 94	46	
Weston .....	3	2,150 20	1,100 00	162 00	.....	.....	.....	1,262 00	887 20	49	
Wheeling .....	1	38,450 47	3,000 00	10,000 00	.....	153 24	\$8,820 79	21,973 13	16,477 34	54	Do.
Total .....		97,109 15	21,900 00	15,940 72	.....	260 19	8,820 79	46,921 70	50,187 45	48	

## WISCONSIN.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Antigo .....	3	\$2,990 64	\$1,800 00	.....	.....	.....	.....	\$1,800 00	\$1,090 64	43	
Appleton .....	3	18,647 15	2,800 00	\$1,500 00	.....	.....	.....	4,627 92	9,019 23	34	
Ashtland .....	3	6,066 95	1,700 00	.....	.....	.....	.....	1,900 00	4,166 95	31	

	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2
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**In Government building.**

**Dg**



NO. 10.—Gross receipts expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1896—Continued.

WISCONSIN—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Portage	3	\$5,497 69	\$1,700 00	\$500 00		\$8 08		\$2,208 08	\$3,289 61	40	
Prairie du Chien	3	3,211 62	1,500 00	250 00				1,450 00	1,761 62	45	
Racine	2	21,254 90	2,700 00	3,109 90	\$1,449 57	56 22	\$5,048 86	12,364 55	11,890 35	51	
Reedsburg	3	2,537 61	1,500 00					1,200 00	1,337 61	46	
Richland Centre	3	2,684 76	1,500 00	75 83				1,275 83	1,408 83	47	
Ripon	3	4,917 22	1,700 00	600 00				2,300 00	2,617 22	45	
River Falls	3	3,688 02	1,400 00					1,400 00	1,688 02	45	
Sho-boygan Falls	2	9,474 14	2,500 00	900 00	716 22	10 56		3,628 78	5,845 36	38	
Sparta	3	2,162 22	1,500 00	400 00				1,200 00	862 22	55	
Stevens Point	3	5,180 32	1,700 00	400 00				2,100 00	3,080 32	42	
Stoughton	3	6,492 60	1,700 00	400 00		5 44		2,105 44	4,387 16	28	
Sturgeon Bay	3	3,700 56	1,400 00					1,400 00	2,300 56	37	
Superior	3	1,950 54	1,100 00	400 00				1,500 00	450 54	70	
Tomah	3	1,978 71	1,100 00					1,100 00	878 71	55	
Viroqua	3	3,033 01	1,500 00	200 00				1,400 00	1,633 01	46	
Watertown	3	2,276 55	1,000 00	187 28		70		1,187 98	1,088 57	52	
Waukesha	3	7,856 64	1,900 00	900 00		7 92		2,807 92	5,048 72	35	
Wausau	2	8,066 91	2,000 00	800 00	520 00			3,320 00	4,746 91	41	
Wausau	3	2,920 51	1,300 00	150 00		75		1,450 75	1,469 76	49	
Wausau	3	3,728 70	1,500 00					1,500 00	2,228 70	41	
White Water	3	7,906 08	1,900 00	800 00		12 08		2,712 08	4,894 00	35	
White Water	3	6,724 48	1,800 00	300 00				2,100 00	4,624 48	30	
Total		690,734 08	130,500 00	80,032 95	14,042 69	2,085 96	71,349 53	288,011 13	402,722 95	43	

## WYOMING.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Buffalo	3	\$834 75	\$550 00					\$550 00	\$284 75	50	Presidential from January 1, 1894.
Cheyenne City	2	16,180 54	2,400 00					4,648 79	11,531 75	28	
Evansville	3	3,529 78	1,300 00					1,300 00	2,229 78	36	
Laramie City	3	6,741 87	1,700 00	400 00		1 00		2,101 00	4,640 87	31	
Rawlins	3	3,985 68	1,400 00	207 88				1,607 88	2,377 80	43	
Total		31,072 62	7,350 00	2,842 88	10 54	4 25		10,207 67	20,864 95	33	

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1886.

States and Territories.	Balance from last year.	Domestic money-orders issued.			Postal notes issued.		
		Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	\$20,459 95	124,751	\$1,972,135 98	\$15,275 43	62,257	\$122,072 86	\$1,870 50
Arizona	10,140 77	37,447	674,996 38	4,284 49	11,243	23,341 42	837 77
Arkansas	37,011 77	121,130	2,146,384 05	15,766 91	66,742	127,943 50	1,993 50
California	90,883 60	322,921	5,176,723 02	39,752 90	158,566	328,059 72	4,964 46
Colorado	52,253 54	148,367	2,469,303 14	18,457 75	82,181	163,829 39	2,470 26
Connecticut	11,192 57	99,354	1,223,031 32	10,066 97	84,511	164,756 03	2,638 42
Dakota	18,837 40	83,947	1,180,498 00	9,616 36	102,070	190,742 79	3,067 95
Delaware	1,645 29	11,023	150,737 45	1,244 20	12,297	24,233 06	1,409 55
District of Columbia	8,920 27	42,555	673,359 74	5,086 52	25,525	47,050 44	679 06
Florida	18,860 80	92,758	1,537,188 86	11,578 98	49,879	96,919 83	1,499 55
Georgia	34,233 63	154,671	2,431,301 89	18,815 15	94,487	193,230 45	2,836 80
Idaho	14,708 80	24,928	598,504 56	3,879 54	11,223	22,919 09	340 71
Illinois	110,875 47	624,466	7,792,750 77	63,009 60	468,184	910,162 20	14,068 94
Indiana	40,133 53	304,758	3,747,340 58	32,862 25	349,406	463,420 85	7,213 45
Indian Territory	1,239 98	5,925	117,356 02	814 16	4,871	10,005 00	1,166 94
Iowa	71,096 59	403,777	4,008,764 23	43,560 72	458,249	849,451 28	13,716 51
Kansas	67,693 08	407,890	5,209,358 34	45,067 49	346,367	648,746 84	10,418 70
Kentucky	14,679 44	120,132	1,597,872 39	13,560 27	65,725	124,858 05	1,674 72
Louisiana	112,641 57	123,274	2,505,690 49	17,273 13	82,081	65,332 75	963 39
Maine	16,245 05	80,518	1,241,407 87	9,616 18	73,217	145,940 74	2,200 17
Maryland	9,519 68	62,547	956,709 12	7,425 10	55,948	117,233 79	1,680 15
Massachusetts	29,819 70	242,533	3,334,058 08	27,305 12	198,195	395,626 24	5,963 48
Michigan	65,206 69	349,975	4,357,598 00	37,923 42	367,802	601,456 78	9,248 31
Minnesota	31,170 92	189,778	2,476,488 10	21,067 41	132,977	301,771 27	4,713 99
Mississippi	32,149 72	157,308	2,475,182 94	19,368 62	87,425	110,358 63	1,735 44
Missouri	84,746 62	338,241	4,571,725 27	38,168 43	256,175	482,313 74	7,511 79
Montana	25,843 97	40,880	736,721 01	5,305 51	26,960	55,569 20	809 75
Nebraska	42,032 65	104,591	1,979,499 67	17,659 47	181,181	337,611 72	5,440 88
Nevada	9,983 56	35,176	683,427 42	4,778 69	13,017	28,249 61	390 90
New Hampshire	6,494 17	49,093	624,684 28	5,330 18	60,027	120,138 49	1,802 40
New Jersey	11,866 10	94,018	1,360,085 22	10,895 33	63,620	122,902 48	1,911 63
New Mexico	19,632 81	25,062	415,263 06	2,108 47	17,043	36,162 30	511 92
New York	168,873 88	547,326	7,855,000 80	63,186 24	465,518	926,069 83	13,997 85
North Carolina	26,431 68	113,477	1,811,964 74	14,060 01	84,348	173,885 22	2,532 99
Ohio	63,753 29	471,437	5,686,029 03	50,390 84	411,131	800,104 05	12,353 70
Oregon	67,800 69	76,454	1,481,112 28	10,521 29	40,351	77,457 49	1,214 04
Pennsylvania	64,774 90	400,059	5,492,937 67	45,279 44	381,646	757,975 77	11,466 45
Rhode Island	4,251 36	33,765	452,259 83	3,783 66	29,453	39,310 48	614 58
South Carolina	23,420 08	88,743	1,315,927 81	10,488 07	51,477	109,279 42	1,545 60
Tennessee	28,332 31	141,104	2,303,175 73	17,590 49	69,935	137,409 07	2,104 02
Texas	117,115 36	450,003	8,199,965 90	59,481 70	209,066	404,343 33	6,269 97
Utah	14,813 61	24,677	451,928 96	3,159 81	13,770	29,528 34	413 28
Vermont	7,604 90	42,385	533,383 20	4,599 98	53,863	109,631 48	1,677 54
Virginia	21,635 92	103,279	1,463,098 33	11,965 06	78,261	158,194 97	2,353 29
Washington	15,059 18	48,983	905,370 70	6,574 31	26,686	51,163 40	802 05
West Virginia	7,426 14	39,473	509,424 92	4,366 21	38,926	76,443 81	1,170 06
Wisconsin	56,310 51	261,928	3,698,971 82	30,150 85	209,033	413,384 80	6,277 22
Wyoming	6,067 86	20,523	363,719 74	2,645 90	11,521	23,908 47	346 36
Total	1,806,098 60	7,940,302	113,819,521 21	921,777 03	5,990,428	11,718,010 05	180,335 15

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

States and Territories.	International money-orders issued.			No. of certifi- cates of deposit.	Deposits re- ceived from postmasters.	Drafts on postmaster at New York, N. Y.
	No.	Amount.	Fees.			
Alabama	1,389	\$23,786 99	\$350 65	10,987	\$1,025,776 07	\$111,985 00
Arizona	367	8,644 07	121 60		7,449 21	9,110 00
Arkansas	788	11,295 74	188 70	10,122	1,034,160 41	58,965 00
California	24,234	444,572 01	6,531 15	20,632	3,900,437 95	37,000 00
Colorado	11,795	241,424 83	3,435 45	9,641	1,537,613 15	28,198 64
Connecticut	12,775	164,145 90	2,613 35	4,912	360,337 00	208,233 00
Dakota	2,308	43,912 53	618 45	1,104	126,000 35	156,534 00
Delaware	782	11,039 40	172 65			5,565 00
District of Columbia	3,495	54,796 94	849 70	4,821	1,584,177 08	16,245 21
Florida	1,281	29,449 51	402 60	4,094	480,700 40	30,505 00
Georgia	2,234	47,129 74	987 10	23,912	1,977,586 34	258,560 00
Idaho	364	9,186 41	149 20	467	109,500 00	1,850 00
Illinois	45,613	637,535 87	10,443 65	83,846	8,380,806 02	1,563,486 37
Indiana	5,409	66,401 24	1,118 53	22,560	1,327,623 18	694,792 00
Indian Territory						190 00
Iowa	5,884	72,897 98	1,237 53	39,599	1,958,724 79	959,800 00
Kansas	3,091	39,464 64	669 65	5,265	447,410 18	821,529 00
Kentucky	3,029	44,116 00	695 75	9,278	700,598 06	427,482 69
Louisiana	6,188	142,269 46	1,959 95	20,640	3,439,463 11	1,780 00
Maine	3,689	59,320 95	908 80	8,805	808,284 00	92,006 64
Maryland	6,114	84,420 48	1,312 75	9,982	934,250 76	261,105 00
Massachusetts	50,642	731,066 05	11,379 30	21,064	1,928,728 68	613,398 00
Michigan	17,742	228,660 03	3,739 65	27,213	1,781,704 00	652,845 00
Minnesota	7,953	116,365 35	1,850 25	28,549	1,825,041 08	229,521 14
Mississippi	416	8,528 63	125 65		411 43	80,974 75
Missouri	12,330	194,990 69	3,069 85	92,952	9,384,869 89	241,776 00
Montana	4,940	113,012 11	1,537 85	3,004	559,226 00	2,403 00
Nebraska	2,968	38,223 06	621 15	17,378	1,404,479 40	167,448 08
Nevada	1,053	22,814 37	328 10			2,745 00
New Hampshire	3,122	42,429 99	671 10			97,733 46
New Jersey	22,746	201,224 68	4,099 00	1,170	58,390 00	361,962 56
New Mexico	464	10,045 37	144 05	3,824	467,786 35	
New York	123,805	1,673,715 60	26,516 75	60,648	27,785,528 05	3,081,669 31
North Carolina	675	15,427 01	224 50	4,218	332,532 84	116,250 00
Ohio	21,812	284,199 17	4,644 40	52,705	3,193,874 17	1,137,946 00
Oregon	2,966	37,611 47	846 70	10,301	1,425,497 50	80,329 60
Pennsylvania	41,731	537,640 57	8,737 55	41,161	4,089,508 78	670,112 52
Rhode Island	7,370	97,276 23	1,500 35	1,999	157,750 66	3,980 00
South Carolina	1,011	23,043 18	319 30	7,997	765,795 77	51,815 00
Tennessee	1,815	27,935 41	433 85	18,337	1,654,230 14	185,406 00
Texas	6,458	112,985 00	1,686 80	39,104	4,762,017 79	243,359 00
Utah	1,745	20,351 75	347 80	3,210	460,008 84	62,540 00
Vermont	1,784	26,816 38	419 00			139,245 00
Virginia	2,091	40,275 60	584 30	16,281	1,472,354 65	269,738 00
Washington	1,506	30,627 55	452 55		18,021 00	7,790 00
West Virginia	644	8,209 29	134 45			78,625 00
Wisconsin	12,014	155,316 03	2,577 35	23,176	2,244,589 47	323,840 00
Wyoming	761	13,467 49	198 25			
Total	493,423	7,178,786 21	112,396 20	767,890	93,831,156 85	14,647,430 97

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

States and Territories.	Transferred from post-age fund.	Gain.	Premium.	Balance due post-masters.	Domestic money-orders paid.		Domestic money-orders repaid.	
					No.	Amount.	No.	Amount.
Alabama	\$2,514 33		\$29 09	\$122 58	59,951	\$1,067,996 33	915	\$10,877 66
Arizona	117 47			31 84	6,777	237,096 00	378	19,363 71
Arkansas	2,581 94			190 43	54,080	1,061,715 13	1,340	19,398 04
California	23,513 24			162 61	269,963	5,174,408 29	2,734	44,670 35
Colorado	4,005 85			315 45	89,227	1,601,849 91	1,225	29,393 77
Connecticut	10,567 42			251 71	110,811	1,259,697 69	562	6,234 12
Dakota	8,075 57	27 69		476 88	34,556	699,250 08	856	12,284 36
Delaware	1,493 27				7,461	113,750 15	51	917 39
District of Columbia	2,324 50	292 00		60	68,540	953,012 51	251	8,962 52
Florida	4,332 33			388 17	44,755	928,879 76	976	17,111 39
Georgia	165 43	17 25			126,664	2,048,364 24	1,107	14,612 72
Idaho	32,131 84	37		1,098 97	5,490	177,774 08	198	4,721 83
Illinois	12,768 84	26 79		989 30	957,989	11,074,708 33	4,264	54,705 69
Indiana	44 00				232,950	3,302,034 72	2,914	29,711 11
Indian Territory	25,983 94	5 38			1,019	32,129 98	43	397 25
Iowa	25,054 29	21 58		1,129 27	287,546	4,072,086 00	3,723	36,564 21
Kansas	8,281 33	1 77		1,155 70	222,420	3,830,150 89	3,978	51,504 06
Kentucky	273 83	2 71		186 38	131,243	1,924,072 91	972	10,978 40
Louisiana	4,720 90			15 18	159,865	2,563,459 49	829	14,678 58
Maine	3,302 18	15		400 84	83,310	1,253,127 32	389	6,357 54
Maryland	30,968 60			9 82	100,803	1,724,530 36	403	5,375 04
Massachusetts	16,372 22	1 96		551 86	452,588	4,547,205 22	1,398	18,819 90
Michigan	131,339 40	2 54	76 10	599 33	273,795	3,855,657 08	2,312	28,518 23
Minnesota	1,994 25	98	81 20	100 70	134,393	2,983,526 72	1,267	16,762 71
Mississippi	15,209 47	2 94		59 02	55,029	862,011 12	1,187	14,527 04
Missouri	62 86			1,002 04	493,357	8,060,105 56	2,836	36,254 06
Montana	18,944 06			2 55	10,126	243,348 08	286	5,281 50
Nebraska	4,315 67			687 97	93,441	1,555,154 92	1,608	19,378 98
Nevada	12,616 69			1 77	7,988	182,807 13	267	3,446 12
New Hampshire	2,335 09	3 82		16 58	33,726	524,316 08	205	2,820 40
New Jersey	43,802 80	177 72		141 57	81,182	1,387,452 90	692	9,664 72
New Mexico	1,736 32	98	50 62	7 59	163,355	58 58	204	4,119 07
New York	36,038 56	3 56	15	873 79	1,239,911	14,339,821 04	3,422	51,264 00
North Carolina	3,263 03			124 91	53,288	878,991 40	826	9,135 49
Ohio	1,141 00			870 05	547,048	6,989,488 09	3,134	39,410 61
Oregon	31,616 44			231 65	47,290	1,240,874 48	658	13,565 74
Pennsylvania	1,141 00			1,421 09	491,364	6,159,567 69	2,829	35,937 87
Rhode Island	1,974 36			7 21	22,832	351,905 69	196	2,718 58
South Carolina	7,943 97	1 98		41,906	653,003 91		503	6,467 63
Tennessee	9,783 71	98	89 57	295 69	140,727	2,541,467 06	972	12,425 05
Texas	657 44			534 69	250,590	5,240,847 38	3,043	59,029 93
Utah	6,758 42			72 86	16,369	360,611 78	168	3,929 64
Vermont	7,715 73			133 28	32,741	463,246 36	253	3,090 80
Virginia	54 00			75 29	85,086	1,405,940 29	741	10,137 19
Washington	1,191 87			16 63	10,733	433,598 74	459	7,678 64
West Virginia	15,656 62	10 75		73 32	20,518	318,712 11	273	2,555 82
Wisconsin	250 00			357 52	138,889	3,092,703 31	1,835	23,199 43
Wyoming					4,813	110,404 06	140	2,161 66
Total	576,733 58	678 12	326 82	15,091 10	7,877,313	113,071,989 48	58,847	813,473 56

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

States and Territories.	Postal notes paid.		Postal notes re-paid.		International money-orders paid.		International money-orders repaid.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Alabama.....	23,869	\$52,308 23	857	\$1,621 12	248	\$8,093 86	.....	.....
Arizona.....	1,950	4,531 54	154	326 71	52	1,677 27	6	\$215 06
Arkansas.....	25,019	53,602 65	1,029	1,903 50	411	12,415 52	4	55 04
California.....	117,127	262,454 04	2,243	4,600 64	9,167	221,602 19	87	1,191 64
Colorado.....	37,883	81,283 52	1,296	2,453 36	1,366	35,484 55	28	455 22
Connecticut.....	126,428	187,971 93	802	1,728 68	4,389	55,166 66	57	734 94
Dakota.....	24,864	46,330 11	1,612	2,083 12	1,643	55,117 74	9	230 22
Delaware.....	4,467	9,864 33	133	289 52	164	3,135 10	1	41 56
District of Columbia.....	67,832	116,978 34	445	993 25	2,794	30,063 28	11	223 60
Florida.....	18,548	38,995 17	752	1,546 30	653	17,370 37	3	165 06
Georgia.....	68,730	147,408 13	1,302	2,609 27	314	7,359 16	12	173 22
Idaho.....	1,788	4,108 06	123	267 64	101	3,509 63	.....	.....
Illinois.....	792,318	1,532,192 64	5,448	10,078 65	18,861	375,609 36	166	2,566 75
Indiana.....	143,694	304,074 64	2,879	5,551 30	2,506	59,934 57	33	284 22
Indian Territory.....	540	1,019 97	73	147 42	.....	.....	.....	.....
Iowa.....	241,568	498,617 75	5,959	10,777 13	3,480	99,821 45	31	410 08
Kansas.....	128,860	269,837 41	4,944	9,587 10	2,055	61,428 03	21	193 07
Kentucky.....	64,285	131,309 48	894	1,648 45	986	22,656 64	10	164 98
Louisiana.....	115,484	202,493 38	445	873 10	1,755	36,670 60	20	618 82
Maine.....	57,286	108,421 40	744	1,445 38	4,400	56,657 13	14	114 69
Maryland.....	62,535	138,922 76	643	1,267 65	2,100	42,229 49	30	432 51
Massachusetts.....	428,331	797,870 19	2,744	5,602 70	18,741	275,039 23	154	1,958 75
Michigan.....	213,987	437,575 95	3,729	7,158 29	9,458	190,432 11	92	934 07
Minnesota.....	102,679	211,748 09	2,211	4,058 68	5,103	147,924 39	51	604 76
Mississippi.....	18,000	38,487 66	855	1,678 70	96	2,949 29	2	52 60
Missouri.....	327,047	665,760 50	3,409	6,410 68	5,229	125,855 64	49	814 92
Montana.....	5,368	12,100 87	370	765 57	382	13,775 08	1	19 75
Nebraska.....	74,004	155,981 15	2,572	4,647 66	2,085	66,135 51	26	182 35
Nevada.....	2,771	6,502 40	155	324 07	83	2,037 24	7	159 51
New Hampshire.....	28,672	63,010 30	493	1,116 20	505	9,205 44	8	244 58
New Jersey.....	48,308	90,609 76	663	1,217 99	5,288	107,275 48	78	872 06
New Mexico.....	3,438	7,607 81	265	564 95	113	3,605 39	3	64 98
New York.....	1,120,204	2,081,853 71	5,986	11,064 88	64,279	918,146 55	432	5,150 09
North Carolina.....	86,727	82,486 78	1,127	2,461 35	157	3,245 98	.....	.....
Ohio.....	464,565	885,085 00	5,166	9,958 15	8,904	176,697 63	82	967 57
Oregon.....	19,421	41,829 53	599	1,229 82	1,030	45,825 70	9	280 44
Pennsylvania.....	434,973	837,064 78	5,472	11,067 49	15,962	264,424 25	137	1,649 96
Rhode Island.....	14,210	29,584 96	401	802 65	1,242	21,035 07	20	327 48
South Carolina.....	22,115	51,949 56	623	1,259 82	141	3,168 91	3	114 55
Tennessee.....	62,380	126,423 34	861	1,684 46	422	10,300 57	6	154 41
Texas.....	94,835	204,477 08	3,229	6,223 49	2,572	75,165 60	32	468 95
Utah.....	6,757	15,894 26	220	461 68	440	12,148 46	12	317 43
Vermont.....	26,643	55,550 63	628	1,244 76	894	15,963 05	8	141 86
Virginia.....	46,486	103,116 33	928	1,815 47	664	13,815 70	4	39 65
Washington.....	6,519	14,783 27	486	966 40	1,071	28,581 07	9	162 71
West Virginia.....	13,166	29,538 68	508	954 36	199	4,733 96	4	29 52
Wisconsin.....	123,862	267,023 97	2,879	5,353 11	6,249	180,643 84	61	866 80
Wyoming.....	2,683	4,701 22	138	311 80	93	2,596 87	2	33 94
Total.....	5,872,616	11,512,720 26	79,584	154,204 47	209,387	3,919,532 61	1,827	24,825 76

No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

States and Territories.	Drafts paid by postmaster at New York, N. Y.	Deposited at first class offices.	Transferred to postage fund.	Loss.	Expense.
Alabama.....		\$2, 123, 665 67	\$1, 677 82	\$415 18	\$14 35
Arizona.....		470, 887 13	200 00	61 25	18 90
Arkansas.....		2, 237, 209 18	3, 279 77	8, 184 71	471 85
California.....		4, 232, 214 24	1, 761 38	48 56	4, 722 42
Colorado.....		2, 741, 483 65	1, 977 47	224 33	1, 816 91
Connecticut.....		632, 005 00	3, 731 82	2 94	78 65
Dakota.....		907, 418 00	2, 225 75		303 18
Delaware.....		64, 924 75	274 22		2 00
District of Columbia.....		1, 031, 528 30			22, 207 20
Florida.....		1, 174, 946 24	1, 622 12		10 65
Georgia.....		2, 692, 113 84	551 23	111 71	1, 136 63
Idaho.....		539, 835 51	1, 360 60	257 00	705 00
Illinois.....		6, 322, 093 11	6, 131 47	555 21	5, 711 61
Indiana.....		2, 637, 250 10	2, 645 07	521 40	193 22
Indian Territory.....		103, 517 76	44 00		
Iowa.....		4, 086, 956 19	3, 701 63	270 32	492 60
Kansas.....		3, 003, 331 24	2, 472 85	1, 288 56	281 69
Kentucky.....		821, 099 58	690 59	96 19	15 83
Louisiana.....		3, 406, 561 72	900 34		4 29
Maine.....		929, 715 10	568 02		31 96
Maryland.....		467, 806 76	1, 040 97		25 43
Massachusetts.....		1, 390, 277 63	933 97		179 65
Michigan.....		3, 150, 966 24	1, 392 43	467 08	27 09
Minnesota.....		2, 623, 326 78	2, 608 37	62 45	23 65
Mississippi.....		1, 774, 684 13	544 00	10 00	20 40
Missouri.....		6, 019, 583 98	2, 110 50	542 98	7, 507 22
Montana.....		1, 193, 901 15			1, 171 36
Nebraska.....		2, 226, 674 97	1, 347 07	174 57	52 03
Nevada.....		547, 765 79	1, 749 56		
New Hampshire.....		292, 061 01	637 11	15 25	6 11
New Jersey.....		619, 658 04	148 04		457 32
New Mexico.....		760, 614 83	397 00		
New York.....	\$14, 544, 037 56	8, 680, 821 64	689, 685 01	43 55	49, 609 98
North Carolina.....		1, 489, 471 03	420 92		4 53
Ohio.....		3, 067, 593 45	3, 993 78	180 93	2, 847 21
Oregon.....		1, 801, 864 50	775 19		14 00
Pennsylvania.....		4, 289, 621 96	4, 747 20		2, 249 34
Rhode Island.....		347, 868 00	43 60		2 75
South Carolina.....		1, 562, 832 75	768 77	25 80	13 84
Tennessee.....		1, 623, 703 69	3, 627 68	66 25	609 79
Texas.....		8, 147, 399 26	4, 372 54	2, 695 62	3, 659 71
Utah.....		613, 921 09	208 00		333 45
Vermont.....		248, 932 00	735 65		2 70
Virginia.....		1, 879, 114 38	3, 051 42	19	33 26
Washington.....		531, 790 00	104 95		
West Virginia.....		319, 746 29	630 29		9 80
Wisconsin.....		3, 389, 075 97	1, 309 71	65 45	96 85
Wyoming.....		282, 398 00	22 00		
Total.....	14, 544, 037 56	99, 499, 091 63	762, 061 28	16, 307 54	107, 186 91

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No. 11.—Statement showing the transactions of the money-order offices, &amp;c.—Continued.

States and Territories.	Commissions on money-orders.	Commissions on postal notes.	Clerk hire.	Balance due the United States.	Miscellaneous items.
Alabama .....	\$6,906 02	\$301 46	.....	\$23,944 92	\$56 81
Arizona .....	1,222 05	126 97	.....	11,707 41	8 08
Arkansas .....	6,570 81	850 46	.....	30,707 96	127 37
California .....	11,131 99	1,483 51	\$14,131 34	87,009 11	96 98
Colorado .....	5,966 45	796 58	2,901 13	46,287 59	4 49
Connecticut .....	4,426 98	1,032 71	4,018 50	9,453 00	92 07
Dakota .....	4,357 52	1,206 94	.....	15,469 25	591 60
Delaware .....	323 05	95 39	450 00	9,327 00	3 24
District of Columbia .....	.....	.....	4,666 66	9,421 29	.....
Florida .....	5,057 52	687 52	.....	23,737 18	11 41
Georgia .....	6,775 13	1,624 64	4,620 19	31,905 93	325 06
Idaho .....	1,104 09	126 03	.....	30,373 42	8 10
Illinois .....	30,844 46	5,787 07	34,299 14	84,678 70	1,419 77
Indiana .....	16,765 33	3,927 54	3,690 00	37,812 85	298 49
Indian Territory .....	244 46	52 72	.....	1,742 54	.....
Iowa .....	22,921 54	5,800 53	3,910 00	62,088 32	899 50
Kansas .....	21,125 49	4,187 54	1,452 80	57,454 41	321 85
Kentucky .....	5,369 18	730 82	4,900 00	16,180 41	219 89
Louisiana .....	3,978 41	263 42	6,049 79	69,069 42	44 71
Maine .....	4,165 39	837 19	3,417 50	16,229 18	24 34
Maryland .....	1,917 92	453 07	5,247 83	6,666 54	12 65
Massachusetts .....	9,922 96	1,897 71	18,704 90	40,215 63	216 89
Michigan .....	17,904 84	3,744 70	7,549 99	54,601 91	387 38
Minnesota .....	7,571 90	1,609 07	4,895 00	36,495 27	120 41
Mississippi .....	7,493 36	711 08	.....	28,403 76	249 01
Missouri .....	12,996 82	2,608 42	21,004 58	63,321 28	646 58
Montana .....	2,086 67	310 44	.....	22,191 84	3 51
Nebraska .....	7,155 34	1,978 06	2,857 30	31,655 38	193 44
Nevada .....	1,557 52	151 36	.....	6,284 72	.....
New Hampshire .....	3,029 81	810 24	.....	6,260 13	79 66
New Jersey .....	5,805 64	772 11	2,235 00	11,133 38	135 23
New Mexico .....	1,303 74	196 05	.....	13,083 28	10 96
New York .....	19,761 80	4,515 08	90,640 93	151,382 06	642 94
North Carolina .....	6,149 84	1,119 18	.....	21,532 42	292 90
Ohio .....	21,068 40	4,520 12	20,015 38	49,509 68	592 05
Oregon .....	3,063 46	410 41	2,225 00	43,671 53	62 34
Pennsylvania .....	18,813 84	4,357 60	16,901 27	64,671 71	426 22
Rhode Island .....	1,112 77	145 86	1,370 00	4,939 49	9 06
South Carolina .....	3,630 57	559 35	1,390 00	17,503 67	66
Tennessee .....	6,418 43	757 85	5,040 00	37,791 16	358 92
Texas .....	22,508 76	2,477 56	3,772 76	137,462 44	311 78
Utah .....	1,633 04	188 06	.....	15,116 78	58 97
Vermont .....	2,728 49	762 48	800 00	7,035 77	33 79
Virginia .....	4,793 69	835 61	2,591 62	22,654 53	112 71
Washington .....	2,404 22	315 45	.....	10,263 71	22 21
West Virginia .....	1,732 00	420 69	535 00	7,467 30	19 22
Wisconsin .....	13,369 54	2,510 63	5,164 33	54,921 94	547 76
Wyoming .....	821 37	130 78	.....	6,798 28	123 39
Total .....	367,365 01	68,196 15	301,447 88	1,635,745 48	10,143 31





No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	Canadian.			Great Britain and Ireland.		
	Issued.			Issued.		
	Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama.....	123	\$2,325 18	\$32 15	573	\$8,488 98	\$128 75
Arizona.....	52	1,311 27	19 35	122	2,979 61	42 75
Arkansas.....	47	805 10	12 25	214	3,809 22	60 35
California.....	2,654	56,549 78	909 03	8,972	145,667 12	2,230 25
Colorado.....	1,197	28,979 31	408 75	8,248	157,504 23	2,258 50
Connecticut.....	874	13,771 33	215 00	7,378	80,060 03	1,358 03
Dakota.....	437	7,169 10	111 75	1,321	25,065 72	363 80
Delaware.....	49	819 36	12 85	441	5,359 28	86 20
District of Columbia.....	250	4,030 47	61 05	1,458	18,034 08	304 20
Florida.....	167	3,320 21	47 15	521	10,292 50	149 65
Georgia.....	325	7,866 37	114 10	921	18,289 99	268 40
Idaho.....	17	500 70	6 75	219	5,656 13	96 50
Illinois.....	2,940	49,275 17	743 05	16,257	209,212 42	3,431 45
Indiana.....	368	4,099 70	72 60	1,718	19,952 45	351 00
Iowa.....	430	5,081 70	91 35	2,211	26,112 25	450 20
Kansas.....	268	3,057 75	55 90	1,333	17,205 91	298 70
Kentucky.....	174	2,540 34	40 85	1,024	13,521 48	220 90
Louisiana.....	263	5,317 25	77 00	839	15,495 91	229 95
Maine.....	1,541	28,341 92	419 05	1,630	21,008 17	338 65
Maryland.....	215	3,517 11	55 10	1,801	24,220 76	390 50
Massachusetts.....	13,083	228,075 19	3,378 15	26,833	309,385 08	5,145 70
Michigan.....	4,961	72,228 34	1,129 20	6,237	71,353 77	1,195 15
Minnesota.....	1,787	32,019 06	483 25	2,471	31,846 61	555 60
Mississippi.....	40	501 96	9 45	116	2,107 04	32 75
Missouri.....	666	11,288 89	177 70	4,008	75,306 87	1,169 15
Montana.....	525	12,659 10	179 95	3,759	63,475 24	1,141 75
Nebraska.....	323	4,373 47	68 70	1,050	13,401 88	223 55
Nevada.....	729	2,558 35	38 20	672	12,963 62	190 05
New Hampshire.....	805	12,968 58	194 15	1,945	24,328 09	395 85
New Jersey.....	807	15,860 33	227 15	12,079	129,922 14	2,213 05
New Mexico.....	57	961 84	15 35	207	4,691 88	68 50
New York.....	7,580	119,973 88	1,836 05	58,054	605,812 21	11,393 05
North Carolina.....	84	772 60	11 65	212	3,274 82	52 00
Ohio.....	1,677	22,363 85	362 15	9,118	104,813 88	1,792 45
Oregon.....	406	7,832 64	119 15	1,022	19,323 60	287 40
Pennsylvania.....	1,773	29,046 13	447 60	24,014	275,256 24	4,669 75
Rhode Island.....	911	15,188 79	223 20	5,121	59,190 26	988 55
South Carolina.....	65	1,544 16	21 75	323	6,347 54	89 55
Tennessee.....	164	2,024 39	32 60	780	10,491 92	173 35
Texas.....	314	4,819 92	75 85	1,989	34,457 99	519 60
Utah.....	94	846 55	10 85	1,260	12,353 36	226 60
Vermont.....	421	4,787 69	81 90	1,142	17,916 78	274 70
Virginia.....	334	4,482 14	72 05	884	17,200 32	245 75
Washington.....	471	10,534 69	153 25	493	8,696 32	134 70
West Virginia.....	33	1,188 90	17 10	325	3,150 92	55 50
Wisconsin.....	1,088	19,048 07	280 05	2,324	31,422 31	523 80
Wyoming.....	91	1,845 29	27 05	509	9,224 96	134 05
Total.....	51,030	869,233 98	13,091 80	226,078	2,897,721 89	46,982 65

*Issued, paid, and repaid, and fees collected, during the fiscal year ended June 30, 1886.*

Germany.			Switzerland.			Italy.		
Issued.			Issued.			Issued.		
Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
507	\$9,118 56	\$134 80	29	\$336 10	\$5 65	78	\$2,231 89	\$29 95
116	2,234 43	32 80	4	61 00	75	86	1,146 90	14 65
423	6,381 68	96 85	50	381 25	8 35	26	314 08	5 00
8,147	152,535 04	2,223 00	1,119	22,218 71	314 30	1,169	27,303 59	371 45
1,259	23,248 78	347 90	275	6,443 87	83 05	404	14,355 02	189 80
2,570	32,340 40	531 80	267	8,170 18	48 35	1,341	28,212 54	390 15
413	6,584 81	100 95	34	1,035 71	15 65	82	2,498 17	32 50
185	2,185 21	36 30	30	701 29	10 15	61	1,624 65	23 60
1,107	19,735 75	291 15	96	2,134 98	29 85	283	5,223 47	79 00
308	6,415 33	94 40	9	180 00	2 60	187	6,786 70	61 70
784	16,355 89	237 00	41	1,086 12	15 05	69	1,830 55	26 10
89	2,479 44	36 65	23	309 78	5 55	6	58 00	1 10
10,101	258,537 17	4,133 10	3,222	52,120 94	806 35	2,537	69,224 57	968 70
2,789	32,122 19	547 50	181	2,042 88	44 60	122	3,203 82	45 60
2,745	34,845 40	583 30	184	3,134 52	48 35	49	867 02	13 65
1,057	12,639 07	216 30	106	1,707 58	25 65	42	743 31	11 00
1,383	19,681 44	313 20	187	3,356 24	49 80	139	2,914 18	39 00
1,235	23,678 38	344 20	280	8,411 96	103 00	2,712	74,211 10	990 75
334	6,171 54	95 35	16	256 15	4 40	83	2,065 13	27 75
2,914	37,347 63	616 60	277	4,263 34	64 05	609	11,120 00	159 70
4,916	73,651 40	1,145 75	504	8,672 61	122 55	3,359	80,282 32	1,119 85
5,148	55,842 93	987 05	433	7,275 27	109 25	411	11,843 71	166 40
2,861	35,934 63	601 50	247	3,499 47	54 85	195	4,245 10	61 60
140	2,333 86	35 00	6	152 09	2 05	92	2,944 39	40 05
4,647	65,001 48	1,042 65	764	14,248 39	203 55	905	24,299 22	342 50
899	8,062 40	116 40	26	475 83	6 00	182	6,851 92	94 40
1,266	15,834 21	259 75	102	1,261 74	20 30	72	2,051 09	27 65
140	4,127 75	53 55	39	1,483 37	21 45	49	1,181 57	18 10
287	3,757 94	61 05	8	73 81	1 35	40	889 19	11 55
7,581	160,984 88	1,622 90	553	8,364 81	128 10	1,090	25,745 10	352 95
130	3,110 50	43 15	8	185 40	2 90	24	382 63	5 65
46,591	656,983 23	10,340 10	4,938	80,171 69	1,187 90	1,950	42,895 71	605 85
379	10,647 94	140 35	2	12 70	20	5	173 25	2 20
8,469	168,072 28	1,774 25	1,168	14,405 22	234 35	1,052	28,296 52	387 60
1,070	21,328 81	309 80	124	2,978 74	41 05	74	1,042 83	27 95
10,620	142,967 81	2,289 55	1,177	21,629 88	364 35	2,140	54,060 89	732 30
637	10,025 51	157 65	164	1,572 10	23 60	198	3,655 91	54 70
504	13,200 50	180 50	6	96 00	1 15	58	917 36	13 90
455	8,246 59	122 80	211	3,236 42	47 90	164	3,209 97	45 75
2,023	47,574 65	727 00	421	8,004 30	114 80	442	10,621 44	142 85
253	5,016 52	73 60	32	441 98	6 20	8	231 14	3 70
114	1,806 12	29 20	17	336 66	4 90	38	985 87	14 85
521	10,015 14	146 55	12	256 95	3 20	233	6,061 47	84 80
413	8,585 45	122 95	13	286 78	4 05	14	370 00	5 80
215	2,554 16	42 10	21	488 09	7 40	31	655 56	9 20
7,385	80,939 20	1,453 60	850	17,882 02	186 75	185	5,565 43	77 25
156	1,885 55	29 50	11	263 00	4 10	6	184 00	2 30
155,426	2,261,520 19	34,936 80	18,167	365,111 80	4,530 35	28,052	576,737 28	7,972 95

No. 12.—Statement showing the number and amount of international money-

States and Territories.	France.			Jamaica.			New Zealand.		
	Issued.			Issued.			Issued.		
	No.	Amount.	Fees.	No.	Amount.	Fees.	No.	Amount.	Fees.
Alabama	45	\$367 04	\$6 95	1	\$23 99	\$0 30			
Arizona	32	817 88	9 95	2	39 98	50			
Arkansas	19	135 74	2 85				1	\$14 29	\$0 30
California	948	11,887 78	189 10	31	361 87	5 95	83	1,886 41	28 55
Colorado	91	1,769 75	25 20						
Connecticut	156	2,108 46	33 45				1	24 35	30
Dakota	16	327 99	4 90						
Delaware	9	105 68	2 00						
District of Columbia	240	4,424 07	67 80						
Florida	53	1,353 66	17 65	7	112 87	1 80			
Georgia	51	540 27	9 15						
Idaho	9	181 37	2 55						
Illinois	455	6,135 98	98 20	7	143 24	2 30	26	972 31	13 70
Indiana	106	1,519 84	23 90				3	98 70	1 10
Iowa	88	859 92	15 90	3	22 37	60			
Kansas	42	603 34	10 10	1	99	10			
Kentucky	101	1,759 03	27 90	1	9 74	15	1	1 70	10
Louisiana	732	12,636 82	182 70	4	31 29	60			
Maine	49	733 90	12 20	2	19 60	25	4	33 92	65
Maryland	151	2,058 07	31 25	8	185 18	2 65	3	146 10	1 50
Massachusetts	743	9,407 03	157 20	6	67 01	95	10	372 18	4 60
Michigan	90	1,155 94	19 10	2	74 35	1 20	5	134 35	2 65
Minnesota	93	1,547 37	22 90				4	104 71	1 30
Mississippi	16	234 79	3 45						
Missouri	204	2,667 37	41 90	3	69 37	1 20	1	4 87	10
Montana	30	519 88	7 55				1	10 00	15
Nebraska	16	187 36	3 40						
Nevada	8	107 10	1 75						
New Hampshire	22	189 98	3 80	3	97 40	1 50			
New Jersey	468	7,084 35	109 75	2	16 94	45	32	1,180 78	14 10
New Mexico	17	296 95	4 35	1	10 00	10	1	3 02	15
New York	3,715	55,663 05	856 80	72	1,025 45	15 55	36	609 13	9 60
North Carolina	25	448 47	7 15						
Ohio	316	5,028 51	70 40	2	26 95	60	4	129 22	1 45
Oregon	61	810 20	14 05				2	79 09	1 05
Pennsylvania	675	8,430 51	133 30	6	103 31	1 65	5	54 60	70
Rhode Island	182	3,107 50	47 70	1	4 87	15	1	9 74	10
South Carolina	40	558 80	8 20						
Tennessee	27	606 11	8 50						
Texas	268	5,594 08	79 95	22	342 35	4 75			
Utah	10	165 00	2 10				32	778 26	9 00
Vermont	24	291 26	4 20						
Virginia	85	1,819 58	26 25						
Washington	15	211 10	3 10				2	100 00	1 50
West Virginia	18	122 96	2 65						
Wisconsin	55	1,106 29	16 90				3	25 36	50
Wyoming	4	44 75	70						
Total	10,626	157,840 54	2,436 80	1 87	2,789 12	43 30	2 61	6,753 99	92 55

*orders issued, paid, and repaid, and fees collected, &c.—Continued.*

New South Wales.			Victoria.			Belgium.			Portugal.		
Issued.			Issued.			Issued.			Issued.		
No.	Amount.	Fees.	No.	Amount.	Fees.	No.	Amount.	Fees.	No.	Amount.	Fees.
						2	\$30 00	\$0 60	1	\$35 00	\$3 40
			1	\$8 00	\$0 10	1	25 00	45			
						6	64 38	1 45			
65	\$1,217 86	\$17 85	73	1,645 70	22 05	50	746 79	12 30	93	2,433 99	32 90
2	51 69	60	9	265 93	4 15	11	313 25	3 95	1	25 00	45
			5	34 98	60	18	245 84	3 55			
1	1 10	10				3	18 00	35			
3	17 13	60	6	235 47	3 75	17	256 79	3 45			
			1	2 25	10	2	45 00	50			
						2	3 18	30			
						1	99	10			
2	6 00	25	20	553 85	8 35	234	4,530 50	63 60	2	6 51	30
						55	874 30	12 40			
1	10 00	10	1	4 87	15	19	338 51	4 00			
			1	16	10	43	839 20	11 80			
						15	134 86	2 15			
						60	1,539 20	18 50	2	30 00	35
						3	169 62	1 70			
3	14 61	35	9	439 60	5 50	13	113 29	2 05	5	157 39	2 10
20	646 08	8 65	19	520 71	6 35	58	839 46	12 25	106	1,737 75	26 95
3	10 72	40	4	64 91	90	50	543 65	9 10			
3	19 69	45	10	258 12	3 45	7	116 04	2 15			
						6	193 80	2 00			
3	24 73	40	2	14 87	25	38	747 16	10 05			
						4	56 00	65			
6	181 33	2 75	5	84 93	95	1	25 00	30			
						1	20 00	30			
5	60 88	90	4	34 21	50	47	737 70	11 10			
1	4 99	15				17	395 14	4 50			
52	1,123 38	16 10	35	501 17	7 50	316	6,122 87	88 45	23	254 95	4 55
						1	3 95	15			
5	118 13	1 50	3	39 99	55	29	480 97	7 25	1	5 50	10
3	61 69	95				11	161 91	2 35	7	248 40	3 30
14	166 22	2 60	10	289 48	4 00	140	2,124 88	30 40	1	11 00	20
1	2 50	10	3	41 40	70	39	1,134 11	14 95	21	402 21	6 20
			1	14 00	30	2	98 76	1 00			
1	10 00	15	1	1 01	10	10	157 00	2 50			
						39	576 17	8 45	1	11 00	30
						2	98 76	1 50			
						2	50 00	70	1	20 00	20
			1	55	10	3	23 85	35	1	9 00	15
			3	104 87	1 60	2	50 18	65	1	5 50	15
			1	48 70	50						
1	2 01	10	1	2 01	10	25	518 68	6 95			
1	2 44	15									
205	3,756 35	55 20	235	5,211 79	72 70	1,405	25,524 74	363 05	267	5,394 10	78 60

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Sweden.			Tasmania.			Windward Islands.			Japan.		
	Issued.			Issued.			Issued.			Issued.		
	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	30	\$835 75	\$11 10									
Arizona	1	20 00	30									
Arkansas	2	30 00	30									
California	689	17,613 38	241 75	2	\$27 49	\$0 60	3	\$19 98	\$0 40	49	\$959 25	\$11 35
Colorado	297	8,449 30	111 00									
Connecticut	213	3,876 49	58 50							11	278 30	3 50
Dakota	61	1,179 93	17 85									
Delaware	4	22 99	60									
District of Columbia	26	564 87	6 25				2	11 95	25	5	130 00	1 70
Florida	23	421 00	5 15				3	119 99	1 30			
Georgia	41	1,157 37	17 00									
Idaho												
Illinois	816	11,572 26	170 10	5	40 97	75				7	76 00	90
Indiana	66	1,527 11	19 10									
Iowa	148	1,504 76	27 75									
Kansas	198	2,307 33	39 40									
Kentucky												
Louisiana	40	952 55	12 75									
Maine	26	578 50	8 70									
Maryland	41	648 00	9 50							2	40 00	40
Massachusetts	951	17,086 05	245 40				6	86 01	1 10	6	133 50	1 90
Michigan	388	8,069 67	118 95				1	50 00	50	1	35	10
Minnesota	273	4,134 38	62 70									
Mississippi												
Missouri	89	989 16	10 50							2	65 00	80
Montana	37	948 00	11 50									
Nebraska	75	1,058 21	17 15									
Nevada	2	20 00	30									
New Hampshire	10	84 00	1 40									
New Jersey	72	1,153 55	15 00				1	5 01	10			
New Mexico												
New York	615	10,964 24	156 10	2	32 96	60	42	707 04	10 85	11	213 75	2 65
North Carolina	12	438 56	7 05				5	234 72	3 75			
Ohio	19	285 52	3 85				5	48 70	80	2	60 00	90
Oregon	122	2,694 04	38 70							1	12 00	30
Pennsylvania	222	3,538 78	53 00				18	299 07	4 40	10	218 90	2 70
Rhode Island	148	1,912 63	42 45				1	4 00	10			
South Carolina	12	230 00	2 95									
Tennessee												
Texas	36	905 79	12 00				1	9 25	10	1	18 06	20
Utah	51	373 73	7 50									
Vermont	25	622 56	8 35									
Virginia	14	291 50	4 10							3	94 50	1 00
Washington	78	1,672 68	24 65				1	10 00	15			
West Virginia												
Wisconsin	94	1,764 25	25 45	2	100 00	1 00				1	40	10
Wyoming	2	14 50	25									
Total	6,069	113,473 60	1,633 30	11	267 42	2 95	89	1,606 62	23 80	112	2,300 10	28 50

order issued, paid, and repaid, and fees collected, &amp;c.—Continued.

Cape Colony.			Hawaiian Kingdom.			Queensland.			Leeward Islands.			Totals.		
Issued.			Issued.			Issued.			Issued.			Issued.		
Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.	Number.	Amount.	Fees.
												1,389	\$33,786 09	\$350 65
												367	8,644 07	121 60
												788	11,995 74	188 70
			83	\$1,344 57	\$18 45	4	\$158 70	\$1 85				24,234	444,578 01	6,531 15
							1	48 70	50			11,795	241,424 83	3,435 45
			1	3 00	10							12,775	164,145 90	2,643 35
			3	80 00	95							2,368	43,942 53	648 45
												782	11,039 46	172 05
1	\$7 31	\$0 15	1	50 00	50							3,495	54,796 94	849 70
												1,281	29,449 51	402 00
												2,234	47,129 74	287 10
												364	9,186 41	149 20
			3	102 88	1 25	3	39 10	60				45,643	657,555 87	10,443 05
			1	25	15							5,409	66,401 24	1,118 55
			5	116 60	1 30							5,884	72,897 98	1,237 55
												3,091	39,464 24	669 05
3	150 00	1 50				1	19 99	20				3,029	44,116 00	695 75
			1	5 00	15							0,188	142,269 40	1,959 95
						1	2 44	10				3,689	59,320 05	968 80
			3	150 00	1 50							6,114	84,420 48	1,342 75
2	5 60	25	9	72 00	1 35	1	99	15	1	\$4 90	\$0 10	50,642	731,066 05	11,379 30
			2	12 07	30							17,742	228,660 03	3,739 65
			1	15 00	20	1	25 00	30				7,933	116,365 35	1,850 25
												410	8,528 83	125 65
1	9 74	15	4	200 00	2 00	4	63 31	1 10				12,330	194,990 69	3,009 85
												4,910	113,012 11	1,557 85
			2	58 30	70							2,608	38,223 96	621 15
			1	1 00	15							1,053	22,814 37	328 10
1	50 00	75	3	55 00	1 00	1	29 00	30				3,122	42,429 89	671 10
			1	3 02	15							22,746	291,224 68	4,699 00
8	189 62	2 70	13	277 17	415	9	96 67	1 70	3	96 53	1 00	123,865	1,674,715 60	26,546 75
												675	15,427 01	224 50
1	1 95	10	1	1 92	10							21,812	284,199 17	4,644 40
			3	35 75	65							2,906	57,511 47	846 70
3	5 73	40	2	2 75	30	1	4 30	15				41,731	537,640 57	8,737 55
1	1 30	10	1	4 00	10							7,370	97,276 23	1,500 35
												1,011	23,043 18	319 30
			2	12 00	20							1,815	27,995 41	433 85
			1	50 00	75							6,458	112,985 00	1,686 80
			3	36 45	55							1,745	20,351 75	347 80
												1,784	26,816 38	419 00
												2,091	40,275 90	584 30
												1,506	30,627 55	452 55
												644	8,209 29	134 45
												12,014	155,316 03	2,577 95
			1	3 00	15							761	13,467 49	198 25
21	421 25	6 10	151	2,691 73	37 25	27	488 20	695	4	101 52	110	493,423	7,178,786 21	112,396 20

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Canadian.				Great Britain and Ireland.			
	Paid.		Repaid.		Paid.		Repaid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama.....	41	\$870 38			83	\$1,555 15		
Arizona.....	8	279 40			15	371 39	1	\$10 00
Arkansas.....	44	1,24 62	1	\$15 00	56	1,281 14		
California.....	3,565	83,401 21	19	208 85	1,789	33,512 82	28	319 17
Colorado.....	617	13,171 60	7	160 95	431	9,999 66	9	107 54
Connecticut.....	3,000	25,597 57	8	105 12	682	11,896 39	25	283 41
Dakota.....	566	18,556 82	6	134 22	225	5,885 67	3	96 01
Delaware.....	22	301 39			64	872 28		
District of Columbia.....	1,520	15,727 88	1	35 00	742	6,064 12	1	1 01
Florida.....	175	4,073 29	3	105 00	302	7,183 99		
Georgia.....	86	1,801 21	1	5 00	89	1,680 79	4	101 72
Idaho.....	18	620 65			38	1,289 83		
Illinois.....	7,844	84,165 37	23	436 30	3,391	54,528 28	41	761 08
Indiana.....	975	18,440 22	10	80 00	341	4,883 48	7	31 40
Iowa.....	571	10,609 75	6	139 61	604	12,708 76	3	81 80
Kansas.....	224	5,922 53	2	6 50	539	12,069 08	4	44 82
Kentucky.....	209	2,185 06	2	45 00	237	4,722 41	6	115 48
Louisiana.....	525	4,792 70			215	4,484 82		
Maine.....	2,843	39,411 72	6	48 95	239	8,104 35	3	14 75
Maryland.....	464	6,674 13	4	15 19	517	7,940 82	9	207 20
Massachusetts.....	13,368	173,906 20	61	775 75	3,353	48,841 11	56	704 23
Michigan.....	6,115	104,899 53	37	569 32	1,121	10,898 70	17	92 36
Minnesota.....	1,856	49,711 38	15	150 05	631	11,526 39	4	47 01
Mississippi.....	12	376 65	1	2 00	24	641 89		
Missouri.....	1,048	16,960 98	8	157 25	1,019	18,010 87	7	75 49
Montana.....	226	9,110 81			53	945 60		
Nebraska.....	218	5,932 15	5	5 76	374	7,929 45	6	49 39
Nevada.....	35	901 25	1	5 00	26	755 51	4	92 51
New Hampshire.....	341	6,222 59	5	168 66	123	1,608 04	1	4 87
New Jersey.....	1,181	17,766 16	7	121 75	1,695	27,844 67	29	245 75
New Mexico.....	15	494 40	1	25 00	29	713 29	2	89 98
New York.....	31,364	309,215 68	77	1,012 95	13,433	168,089 91	122	1,385 46
North Carolina.....	29	311 75			46	901 79		
Ohio.....	3,247	42,411 20	13	140 50	1,817	30,410 22	21	198 94
Oregon.....	1,082	28,958 02	1	10 00	199	4,154 60	2	68 69
Pennsylvania.....	5,729	58,177 60	19	320 41	4,915	71,495 48	58	577 32
Rhode Island.....	600	9,458 48	6	180 25	501	8,172 87	8	135 67
South Carolina.....	17	139 79			50	979 49		
Tennessee.....	105	1,688 98	2	9 78	129	2,570 07	1	2 50
Texas.....	148	2,956 17	6	98 60	727	16,477 95	2	29 73
Utah.....	145	5,807 38	3	140 00	227	4,632 05	3	60 96
Vermont.....	655	12,034 89	2	25 00	78	1,528 67	8	34 86
Virginia.....	149	2,614 44	1	3 75	369	7,408 38	1	22 10
Washington.....	776	18,617 96	5	47 60	79	2,172 00	1	50 00
West Virginia.....	14	168 80	1	5 00	63	1,181 71		
Wisconsin.....	1,170	24,563 89	8	191 50	605	11,135 45	10	102 70
Wyoming.....	45	1,319 90			24	514 31	1	19 96
<b>Total.....</b>	<b>92,507</b>	<b>1,241,981 39</b>	<b>384</b>	<b>5,725 57</b>	<b>42,809</b>	<b>656,634 70</b>	<b>503</b>	<b>6,166 02</b>

*orders issued, paid, and repaid, and fees collected, &c.—Continued.*

Germany.				Switzerland.				Italy.			
Paid.		Repaid.		Paid.		Repaid.		Paid.		Repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
111	\$3,445 01			8	\$103 33			2	\$76 32		
24	910 69	5	\$205 00	1	18 86						
221	6,666 30	2	30 00	67	2,471 09	1	\$10 00	4	82 03		
1,408	46,809 23	22	391 00	197	6,091 32			63	2,435 50	5	\$39 00
190	6,158 27	7	97 50	56	1,994 08	1	10 45	9	367 38	3	26 28
483	12,570 82	11	79 41	41	1,383 52	1	10 00	16	500 16	8	113 00
739	27,117 13			60	1,870 30			3	74 03		
58	1,571 78			3	75 81	1	41 55	1	21 04		
285	4,236 27	6	120 90	49	837 32			22	281 85		
110	3,907 93			5	114 86			7	238 50		
88	2,438 00	4	43 50	7	154 04	1	5 00	9	173 81	1	15 00
23	832 20			22	860 95						
6,478	194,009 74	83	1,137 98	601	16,677 09	4	21 56	114	4,117 12	7	96 88
941	27,096 85	10	106 78	111	3,441 10	2	53 00	9	170 06		
1,910	63,801 72	16	219 20	2,0	7,469 23	1	4 00	3	104 94		
930	32,175 31	11	104 95	198	6,682 32	1	5 00	4	120 50	1	2 07
360	10,707 06	1	1 50	113	3,185 83			7	276 66	1	3 00
377	10,849 68	3	43 00	43	1,170 62			98	3,398 33	14	565 00
32	734 57	1	20 00	3	50 99	1	99	1	38 16	1	2 00
883	22,769 53	12	177 91	46	1,024 87			18	448 80	3	27 37
640	14,722 28	17	177 15	77	1,518 16	2	12 85	59	1,483 51	13	258 32
1,885	58,755 98	30	181 09	97	2,633 76	3	29 15	7	132 01	1	40 00
2,063	68,003 58	26	230 00	273	8,466 83	1	10 00	1	4 77	3	100 00
38	1,219 03			1	10 00			6	218 04	1	50 00
2,514	72,534 48	2	344 47	373	11,183 05	3	12 00	42	1,363 48	4	65 00
65	2,189 73			12	471 69			2	1 48	1	19 75
1,158	40,994 25	13	114 50	229	7,711 58	2	12 90				
11	257 35	1	50 00								
27	910 67			1	23 31						
1,949	50,151 47	32	282 11	161	4,514 69	1	49 46	50	1,508 77	4	60 00
20	636 40			29	914 36			1	24 80		
11,652	277,369 70	150	1,809 18	1,164	24,430 93	16	251 65	457	10,188 80	7	49 82
45	1,312 30			8	145 50						
2,936	81,032 95	41	500 80	473	13,259 86	3	18 26	43	1,508 29		
269	7,983 01	3	82 00	57	1,975 21			14	578 88		
3,781	100,361 61	42	424 43	482	12,465 99	1	41 75	136	3,670 46	9	194 00
65	1,664 13	1	50	7	99 51			4	90 63	2	30 00
61	1,622 12	3	114 55	4	158 71			3	114 48		
95	2,552 46	3	102 13	69	2,465 42			11	401 64	2	40 00
1,254	41,168 65	14	292 25	231	8,610 00	2	23 61	47	1,760 92	5	88 88
32	862 20	3	73 00	14	376 06			1	6 09		
55	1,462 48	3	82 00	17	738 52			1	3 81		
72	1,658 02			13	109 03	1	3 80	8	225 64	1	10 00
141	5,167 40			28	1,098 92			4	152 64	2	60 00
88	2,539 13	1	5 00	13	264 52	1	9 52				
3,783	124,401 51	36	449 00	484	14,557 96	3	28 60	9	241 60		
22	713 51	1	13 95								
50,252	1,441,646 64	634	8,016 80	6,191	173,916 25	53	666 00	1,296	36,836 83	99	1,955 37



States and Territories.	France.				Jamaica.				New Zealand.	
	Paid.		Repaid.		Paid.		Repaid.		Paid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama	1	\$18 75								
Arizona	3	42 58								
Arkansas	13	480 67								
California	239	6,773 79	10	\$145 63		\$236 84			234	\$4,626 17
Colorado	13	502 88			2	29 22			9	160 90
Connecticut	39	661 64	1	5 00	10	326 42			22	255 96
Dakota	2	66 65				9 74				
Delaware	6	52 35							2	68 18
District of Columbia	58	643 80	3	66 63	16	672 16			4	3 51
Florida	8	172 23			15	596 02			2	29 22
Georgia	26	1,017 36	1	3 00					5	53 57
Idaho										
Illinois	150	2,964 89	7	98 93	23	631 56			86	1,101 76
Indiana	32	692 00	2	6 14	1	24 85			19	125 76
Iowa	26	452 72	5	15 47	1	9 74			10	221 55
Kansas	29	828 89	2	30 63					14	325 46
Kentucky	21	454 93				56 47			10	235 99
Louisiana	353	8,590 11	3	10 32	43	\$1,175 79			3	25 32
Maine	9	202 84	2	30 00	104	1,385 10			505	4,510 30
Maryland	60	1,162 39	1	49 32	32	1,073 00			8	303 88
Massachusetts	149	2,221 72	4	20 47	36	441 67			114	1,399 58
Michigan	48	1,326 00	2	16 91	7	192 42			17	174 07
Minnesota	34	889 75	1	10 00	1	14 61			3	44 67
Mississippi	4	29 15								
Missouri	89	2,268 27	5	138 51	8	174 64	1	\$19 70	27	469 91
Montana	3	125 94								
Nebraska	7	280 46							15	357 94
Nevada			1	12 00					3	43 83
New Hampshire	2	10 52				9 74	2	73 05		
New Jersey	92	2,007 78	4	63 59	21	423 41			26	672 79
New Mexico	18	772 34								
New York	1,793	29,613 23	41	517 01	1,206	40,706 15	1	9 74	628	6,763 16
North Carolina	15	201 67								
Ohio	135	3,232 66	4	109 07	6	40 97			40	512 42
Oregon	25	904 87	3	119 75					4	30 50
Pennsylvania	270	5,404 45	7	92 03	87	2,694 12			91	1,184 07
Rhode Island	29	725 47	1	1 19	4	31 12			3	48 69
South Carolina	3	64 49								
Tennessee	8	335 35							1	9 74
Texas	66	1,549 73	3	25 88	3	48 96			1	2 43
Utah			1	1 00					2	12 17
Vermont	17	147 39				4 87			2	15 57
Virginia	36	1,320 11			3	29 22				
Washington	7	200 16							2	22 60
West Virginia	4	61 71	1	10 00					1	48 70
Wisconsin	22	387 41			4	60 64			3	16 38
Wyoming										
Total	3,964	79,891 92	115	1,549 69	1,646	50,489 45	4	102 49	1,916	24,122 03

New South Wales.				Victoria.				Belgium.				Portugal.			
Paid.		Repaid.		Paid.		Repaid.		Paid.		Repaid.		Paid.		Repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
				1	\$4 87										
1	\$24 35							4	\$190 44						
23	6,550 91	1	\$4 99	165	4,433 26			46	1,396 63			24	\$376 25	1	\$15 00
1	6 35				79 97			6	192 85	1	\$46 50				
11	265 65			8	119 04			10	113 82			14	630 00	2	99 00
								6	254 72						
4	97 40							1	30 47						
7	71 88			3	40			13	167 27			2	29 00		
								13	561 91						
								2	57 13						
44	928 03			40	789 40			102	3,479 36			1	6 56		
11	66 82			13	177 74			21	599 61	2	6 90	6	15 42		
3	109 19			4	126 62			11	357 04						
4	92 53			3	21 34			34	1,361 20			1	28 30		
8	184 22							15	596 11						
				2	14 74			48	1,557 59			1	5 00		
227	2,841 35			159	1,592 94										
24	681 53			2	53 57			12	346 32	1	4 35	1	9 00		
60	1,248 63			43	782 90			55	876 18	1	9 88	432	21,272 74		
14	210 46			4	158 28	1	\$0 24	36	1,098 50						
4	72 50			1	4 87	1	48 70	12	327 65						
								7	277 10						
11	358 57			12	366 57			29	762 81						
7	306 81														
								25	1,101 66						
				1	14 61			1	38 09						
12	191 47			15	247 90			30	731 31						
								1	50 00						
385	6,666 97	3	15 32	318	5,169 55			270	3,558 03	3	60 38	42	681 94		
				2	97 40			8	187 57			1	515 00		
42	816 38			19	330 72			38	782 90			5	112 50		
14	496 74			3	78 32			7	271 93						
82	2,160 23			38	402 36			117	3,012 65			17	660 20		
6	250 80	1	4 87	10	258 84			2	57 14			2	46 00	1	25 60
1	2 43			2	97 40										
				1	9 74			1	50 00						
				1	9 74			39	1,454 59						
6	190 17			1	9 74										
								1	47						
1	24 35							1	19 04			4	105 02		
3	146 10			2	29 22	1	5 11	20	764 44						
1	18 38							9	352 25						
9	229 13			6	80 84			103	3,403 82			1	7 00		
1,236	25,313 36	5	25 18	886	15,562 79	3	54 05	1,156	30,380 60	8	128 01	554	24,550 98	4	139 00

No. 12.—Statement showing the number and amount of international money.

States and Territories.	Sweden.				Tasmania.		Windward Islands.		Japan.		Cape Colony.	
	Paid.		Repaid.		Paid.		Paid.		Paid.		Paid.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Alabama	1	\$20 00										
Arizona												
Arkansas	1	16 08										
California	17	482 43	1	\$10 00	5	\$80 37	20	\$689 01	112	\$3,399 52	2	\$20 22
Colorado	19	673 79										
Connecticut	12	389 48	1	40 00	1	73	4	32 61	4	123 06		
Dakota	41	1,282 68										
Delaware	2	31 50										
District of Columbia	10	121 00										
Florida	7	318 09					20	150 31	3	56 00		
Georgia							6	174 33				
Idaho									1	3 00		
Illinois	309	8,617 06			7	155 88	4	33 69	4	70 50	10	104 22
Indiana	9	274 58					1	15 21	2	16 10	3	102 27
Iowa	107	3,661 98					5	112 01				
Kansas	40	1,194 32					11	316 14				
Kentucky	1	1 99										
Louisiana	1	26 80					3	63 09				
Maine	1	4 99			38	400 68	107	797 17			31	222 65
Maryland	2	24 68										
Massachusetts	64	1,490 78			7	131 94	49	1,002 50	15	226 01	33	679 33
Michigan	48	1,420 83	1	5 00	1	4 87	5	102 82	6	93 38	4	30 55
Minnesota	274	8,488 27							1	5 00		
Mississippi	4	147 47										
Missouri	15	389 25			2	14 36			1	3 00	9	209 41
Montana	10	267 02										
Nebraska	55	1,766 67									1	24 35
Nevada												
New Hampshire	2	80 41							1	5 00	1	24 35
New Jersey	17	454 11	1	50 00			6	112 72	6	166 06	1	14 61
New Mexico												
New York	231	4,624 87	2	35 73	47	569 26	581	20,253 78	78	722 85	100	1,612 45
North Carolina					1	24 35						
Ohio	6	103 23			1	5 11	7	100 69	2	44 50	3	75 24
Oregon	9	258 02										
Pennsylvania	44	938 34			4	19 83	66	1,173 42	16	138 85	20	137 36
Rhode Island	4	76 39										
South Carolina												
Tennessee									1	5 00		
Texas	21	833 12					3	66 46	5	124 70		
Utah	8	198 33	2	42 50								
Vermont					1	14 00					1	2 43
Virginia							4	151 10	3	20 45		
Washington	2	76 66										
West Virginia	1	20 10							1	10 00		
Wisconsin	44	1,423 87	4	95 00					2	12 00		
Wyoming	1	3 53					1	45 57				
Total	1,440	40,404 74	12	278 23	115	1,491 38	897	25,432 03	250	5,253 12	219	3,268 44

orders issued, paid, and repaid, and fees collected, &amp;c.—Continued.

Hawaiian Kingdom.				Queensland.				Leeward Islands.		Totals.			
Paid.		Repaid.		Paid.		Repaid.		Paid.		Paid.		Repaid.	
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
										248	\$6,093 86		
										52	1,677 27	6	\$215 00
										411	12,415 32	4	35 00
1	23 25									9,167	221,502 19	87	1,191 64
1,025	18,026 72			37	\$750 80					1,366	35,484 55	28	1,455 22
5	94 00			2	53 57					4,283	55,160 66	57	734 04
25	194 26			2	50 28			2	\$25 25	1,643	55,117 74	9	230 23
										164	3,135 10	1	41 55
1	10 00									2,794	30,063 28	11	223 00
39	390 77			1	9 74					653	17,370 37	3	105 00
										314	7,350 16	12	173 22
4	10 25									101	3,609 63		
98	1,326 70			55	1,902 15	1	\$14 00			18,861	375,609 30	100	2,566 75
11	190 00									2,506	56,934 57	83	284 22
4	75 20			1	1 00					3,480	99,821 45	21	410 06
1	5 00			3	146 10					2,655	61,428 03	21	191 07
1	30 00									986	22,656 04	10	164 98
42	515 00							1	1 01	1,785	36,670 60	20	618 32
21	161 75			77	1,139 80			3	1 77	4,400	56,657 13	14	114 69
27	265 00			1	14 61			1	23 22	2,100	42,229 49	30	432 51
171	2,319 31			14	426 59			2	45 69	18,741	275,039 23	154	1,958 75
36	250 35			7	47 70					9,458	190,432 11	92	934 07
8	355 00			1	9 74					5,103	147,924 39	51	694 70
										96	2,949 29	2	52 00
21	368 70	1	\$2 50	9	197 23					5,229	125,655 64	49	814 92
4	150 00									382	13,775 08	1	19 75
3	58 00									2,085	66,135 51	26	182 55
8	79 30									83	2,037 24	7	139 51
4	98 10									565	9,205 44	8	244 58
17	347 25			7	142 80			2	15 00	5,288	107,275 48	78	872 66
										113	3,665 59	3	64 98
400	6,019 07	1	2 85	105	1,585 70			19	294 50	64,279	918,146 35	423	5,150 00
				2	58 44					157	3,245 98		
69	1,591 73			15	266 67					8,904	176,697 63	82	967 57
7	135 00									1,630	45,825 70	9	280 44
61	522 37			18	204 53					13,962	264,424 25	136	1,649 00
5	55 00									1,242	21,035 07	20	327 48
										141	3,168 91	3	114 55
				1	12 17					422	10,300 57	8	154 41
5	97 30			1	4 87					2,572	75,165 60	32	468 95
4	54 29									440	12,148 46	12	317 48
5	10 85									834	15,063 95	8	141 86
1	10 00									664	13,815 70	4	39 65
0	84 18			1	48 70					1,071	28,581 07	9	162 71
4	68 66									199	4,733 96	4	29 52
4	103 28									6,219	180,643 84	61	866 50
										93	2,596 87	2	33 94
2,154	34,975 64	2	5 35	360	7,093 28	1	14 00	30	407 04	209,387	3,919,532 61	1,827	24,825 76

No. 13.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1886.*

## RECEIPTS.

Balance in the hands of postmasters, June 30, 1886.....		\$1,806,093 60
Amount received for domestic money-orders issued.....	\$113,819,521 21	
Amount received for postal notes issued.....	11,718,010 05	
Amount received for international money-orders issued.....	7,178,786 21	
Total issued.....		132,716,317 47
Amount received for fees on domestic money-orders issued.....	921,777 03	
Amount received for fees on postal notes issued.....	180,333 15	
Amount received for fees on international money-orders issued.....	112,396 20	
Total fees.....		1,214,506 38
Amount of deposits received from postmasters.....	95,831,156 85	
Amount of drafts drawn on the postmaster at New York, N. Y.....	14,647,430 97	
Amount transferred from postage fund.....	576,733 58	
Amount of gain.....	678 12	
Amount of premium.....	326 82	
Balance due postmasters.....	15,091 10	
		111,071,417 44
Total receipts.....		246,808,334 89

## DISBURSEMENTS.

Amount of domestic money-orders paid.....	\$113,071,989 48	
Amount of postal notes paid.....	11,512,726 26	
Amount of international money-orders paid.....	3,919,532 61	
Total paid.....		\$128,504,248 35
Amount of domestic money-orders repaid.....	813,473 56	
Amount of postal notes repaid.....	154,204 47	
Amount of international money-orders repaid.....	24,825 76	
Total repaid.....		992,503 79
Amount of drafts paid by the postmaster at New York, N. Y.....	14,544,037 56	
Amount deposited at first-class offices.....	99,499,091 63	
Amount transferred to postage fund.....	762,061 28	
Amount of expense.....	107,186 91	
Amount of loss.....	16,307 54	
Amount paid for commissions on money-orders.....	367,365 01	
Amount paid for commissions on postal notes.....	68,196 15	
Amount paid for clerk-hire.....	301,447 88	
Miscellaneous items.....	10,143 31	
Balance in the hands of postmasters, June 30, 1886.....	1,635,745 48	
		117,311,582 75
Total disbursements.....		246,808,334 89

No. 14.—*Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1886.*

Amount transferred to money-order account.....		\$576,733 58
Amount transferred from money-order account.....	\$762,061 28	
Less balance due postage account, June 30, 1885.....	167,577 12	
		594,484 16
Balance due money-order account.....		17,750 58
		576,733 58

No. 15.—*Statement showing the money-order transactions with the United States assistant treasurer at New York, N. Y., during the fiscal year ended June 30, 1886.*

Balance in the hands of the assistant treasurer, June 30, 1885.....	\$1,883,070 90	
Amount deposited with the assistant treasurer. ....	1,785,671 85	
	<u>                    </u>	\$3,668,742 75
Amount of drafts paid by the assistant treasurer..	1,826,304 53	
Balance in the hands of the assistant treasurer, June 30, 1886.....	1,842,438 22	
	<u>                    </u>	3,668,742 75

No. 16.—*Statement showing the revenue which accrued on money-order and postal-note transactions for the fiscal year ended June 30, 1886.*

## DOMESTIC.

Amount received for fees on orders issued.....		\$921,777 03
Amount of gain.....		678 12
Amount of premium.....		326 82
		<u>922,781 97</u>
Amount allowed postmasters:		
For commissions.....	\$358,664 44	
For clerk-hire.....	234,387 61	
For incidental expenses.....	80,398 79	
For lost remittances and burglaries.....	4,441 35	
For bad debts.....	11,866 19	
	<u>689,758 38</u>	
Net revenue.....		233,023 59
		<u>922,781 97</u>

## POSTAL NOTE.

Amount received for fees on postal notes issued.....		180,333 15
Amount allowed postmasters:		
For commissions.....	\$68,196 15	
For clerk-hire.....	18,131 45	
For incidental expenses.....	23,787 70	
	<u>110,115 30</u>	
Net revenue.....		70,217 85
		<u>180,333 15</u>

## INTERNATIONAL.

## CANADA.

Amount received for fees on orders issued.....		13,091 80
Excess of commissions received.....		1,935 19
		<u>15,026 99</u>
Amount allowed postmasters:		
For commissions.....	\$1,612 01	
For clerk-hire.....	6,055 56	
For incidental expenses.....	303 37	
	<u>7,970 94</u>	
Net revenue.....		7,056 05
		<u>15,026 99</u>

## GREAT BRITAIN AND IRELAND.

Amount received for fees on orders issued.....		\$46,982 65
Amount allowed postmasters:		
For commissions.....	\$3,921 46	
For clerk-hire.....	19,997 21	
For incidental expenses.....	1,055 66	
		24,874 33
Amount paid Great Britain:		
For loss on exchange.....	1,193 95	
For excess of commissions*.....	16,833 01	
For incidental expenses.....	231 32	
		18,258 28
Net revenue.....		3,850 04
		46,982 65

## GERMANY.

Amount received for fees on orders issued.....		34,936 80
Amount of gain on exchange.....		8,286 57
		43,223 37
Amount allowed postmasters:		
For commissions.....	\$2,432 94	
For clerk-hire.....	17,390 49	
For incidental expenses.....	1,040 06	
		20,863 49
Amount paid Germany:		
For excess of commissions.....	5,663 82	
For incidental expenses.....	85 46	
		5,749 28
Net revenue.....		16,610 60
		43,223 37

## SWITZERLAND.

Amount received for fees on orders issued.....		4,530 35
Amount of gain on exchange.....		2,324 25
		6,854 60
Amount allowed postmasters:		
For commissions.....	\$283 63	
For clerk-hire.....	1,561 25	
For incidental expenses.....	176 62	
		2,021 50
Amount paid Switzerland:		
For excess of commissions.....		997 98
Net revenue.....		3,835 12
		6,854 60

## ITALY.

Amount received for fees on orders issued.....		7,972 95
Amount of gain in exchange.....		10,867 82
		18,840 77
Amount allowed postmasters:		
For commissions.....	\$216 07	
For clerk-hire.....	2,026 18	
For incidental expenses.....	142 94	
		2,385 19

\*In the report for the fiscal year ended June 30, 1885, the amount paid Great Britain for excess of commissions was erroneously stated as \$1,520.48. The correct amount was \$14,966.91.

**Amount paid Italy:**

For excess of commissions .....	\$4,061 86
Net revenue .....	12,393 72
	<u>18,840 77</u>

**FRANCE.**

Amount received for fees on orders issued .....	2,436 80
Amount of gain on exchange .....	1,414 19
	<u>3,850 99</u>

**Amount allowed postmasters:**

For commissions .....	\$115 45
For clerk-hire .....	1,096 79
For incidental expenses .....	120 80
	<u>1,333 04</u>

**Amount paid France:**

For excess of commissions .....	568 28
Net revenue .....	1,949 67
	<u>3,850 99</u>

**JAMAICA.**

Amount received for fees on orders issued .....	43 30
Excess of commissions received .....	357 54
	<u>400 84</u>

**Amount allowed postmasters:**

For commissions .....	\$4 24
For clerk-hire .....	120 55
For incidental expenses .....	24 59
	<u>149 38</u>

Net revenue .....	251 46
	<u>400 84</u>

**NEW ZEALAND.**

Amount received for fees on orders issued .....	92 55
Excess of commissions received .....	133 70
	<u>226 25</u>

**Amount allowed postmasters:**

For commissions .....	\$14 57
For clerk-hire .....	173 86
For incidental expenses .....	3 58
	<u>192 01</u>

Net revenue .....	34 24
	<u>226 25</u>

**NEW SOUTH WALES.**

Amount of fees received on orders issued .....	55 20
Excess of commissions received .....	186 45
	<u>241 65</u>

**Amount allowed postmasters:**

For commissions .....	\$10 15
For clerk-hire .....	76 54
For incidental expenses .....	3 13
	<u>89 82</u>

Net revenue .....	151 83
	<u>241 65</u>



## VICTORIA.

Amount received for fees on orders issued .....	\$72 70
Excess of commissions received .....	92 71
	<u>165 41</u>

## Amount allowed postmasters:

For commissions .....	\$6 31
For clerk-hire .....	77 65
For incidental expenses .....	3 21

Net revenue .....	87 17
	<u>78 24</u>
	<u>165 41</u>

## BELGIUM.

Amount received for fees on orders issued .....	363 05
Excess of commissions received .....	57 51
	<u>420 56</u>

## Amount allowed postmasters:

For commissions .....	\$27 22
For clerk-hire .....	20 73
For incidental expenses .....	20 47

Net revenue .....	68 42
	<u>352 14</u>
	<u>420 56</u>

## PORTUGAL.

Amount received for fees on orders issued .....	78 60
Excess of commissions received .....	141 23
	<u>219 83</u>

## Amount allowed postmasters:

For commissions .....	\$4 72
For clerk-hire .....	96
For incidental expenses .....	24 90

Net revenue .....	30 58
	<u>189 25</u>
	<u>219 83</u>

## SWEDEN.

Amount of fees received on orders issued .....	1,633 30
------------------------------------------------	----------

## Amount allowed postmasters:

For commissions .....	\$130 61
For clerk-hire .....	47 79
For incidental expenses .....	43 71

## Amount paid Sweden:

For loss on exchange .....	707 76
For excess of commissions .....	533 44

Net revenue .....	1,241 20
	<u>169 99</u>
	<u>1,633 30</u>

## TASMANIA.

Amount received for fees on orders issued .....	2 95
Excess of commissions received .....	15 24
	<u>18 19</u>

Amount allowed postmasters:		
For commissions .....	\$0 87	
For clerk-hire .....	5 00	
For incidental expenses .....	2 30	
		<u>\$8 17</u>
Net revenue .....		10 02

18 19

## WINDWARD ISLANDS.

Amount received for fees on orders issued .....	23 30
Excess of commissions received .....	178 87
	<u>202 17</u>

Amount allowed postmasters:		
For commissions .....	\$2 86	
For clerk-hire .....	6 98	
		<u>9 84</u>
Net revenue .....		192 33

202 17

## JAPAN.

Amount received for fees on orders issued .....	28 50
Excess of commissions received .....	28 40
	<u>56 90</u>

Amount allowed postmasters:		
For commissions .....	\$1 96	
For incidental expenses .....	7 19	
		<u>9 15</u>
Net revenue .....		47 75

56 90

## CAPE COLONY.

Amount received for fees on orders issued .....	6 10
Excess of commissions received .....	27 32
	<u>33 42</u>

Amount allowed postmasters:		
For commissions .....	\$0 95	
For clerk-hire .....	62	
		<u>1 57</u>
Net revenue .....		31 85

33 42

## HAWAIIAN KINGDOM.

Amount received for fees on orders issued .....	37 25
Excess of commissions received .....	314 77
	<u>352 02</u>

Amount allowed postmasters:		
For commissions .....	\$12 47	
For clerk-hire .....	269 70	
For incidental expenses .....	7 20	
		<u>289 37</u>
Net revenue .....		62 65

352 02

## QUEENSLAND.

Amount received for fees on orders issued .....	\$6 95
Excess of commissions received .....	56 38
	<u>63 33</u>

Amount allowed postmasters:		
For commissions .....	\$2 08	
For clerk-hire .....	96	
For incidental expenses .....	4 19	
		7 23
Net revenue .....		56 10
		63 33

## LEeward ISLANDS.

Amount received for fees on orders issued .....	\$1 10	
Excess of commissions received .....	2 78	
		3 88
Loss .....		12 62
		16 50
Amount allowed postmasters:		
For incidental expenses .....		16 50

No. 17.—*Recapitulation of net revenue.*

Revenue on domestic money-order transactions .....		\$233,023 59
Revenue on postal-note transactions .....		70,217 85
Revenue on transactions with—		
Canada .....	\$7,056 05	
Great Britain and Ireland .....	3,850 04	
Germany .....	16,610 60	
Switzerland .....	3,835 12	
Italy .....	12,393 72	
France .....	1,949 67	
Jamaica .....	251 46	
New Zealand .....	34 24	
New South Wales .....	151 83	
Victoria .....	78 24	
Belgium .....	352 14	
Portugal .....	189 25	
Sweden .....	169 99	
Tasmania .....	10 02	
Windward Islands .....	192 33	
Japan .....	47 75	
Cape Colony .....	31 85	
Hawaiian Kingdom .....	62 65	
Queensland .....	56 10	
	47,323 05	
Less loss on transactions with Leeward Islands .....	12 62	
		47,310 43
Total revenue .....		350,551 87

No. 18.—*Statement of assets and liabilities, June 30, 1886.*

## ASSETS.

Balance in the hands of the assistant United States treasurer at New York, N. Y., June 30, 1886 .....	\$1,842,438 22
Balance in the hands of postmasters, June 30, 1886 .....	1,635,745 49
Amount due from postage account .....	17,750 58
	3,495,934 28

## LIABILITIES.

Revenue on money-order and postal-note account .....	\$350,551 87
Unpaid domestic money orders, postal notes, and international money orders, and balances of unadjusted international accounts .....	3,145,382 41
	3,495,934 28

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1885.

Nationalities.	No.	Value.	Increase.		Decrease.	
			No.	Value.	No.	Value.
<i>International lists of orders of United States issue received, examined, registered, and checked.</i>						
Canada	312	\$577,320 33		\$52,783 15	13	
Great Britain and Ireland	352	2,795,288 21	150	135,835 75		
Germany	198	2,183,876 45	12			\$85,620 36
Switzerland	180	307,634 84	21	20,814 98		
Italy	186	578,931 22	45			7,861 19
France	12	157,503 48		15,172 18		
Jamaica	57	2,813 17	6	3 81		
New Zealand	32	8,147 51	2	1,844 73		
New South Wales	30	6,026 10		121 45		
Victoria	54	6,594 22	4			508 94
Belgium	132	25,949 88	26	4,511 70		
Portugal	145	8,056 25	41	2,435 54		
Sweden	191	112,813 40	148	94,097 67		
Tasmania	30	301 07	9	115 43		
Windward Islands	40	1,963 43	8	242 60		
Cape Colony	61	497 51	4	18 63		
Hawaii	52	3,092 98	15	870 47		
Queensland	20	610 44	6			274 05
Japan	15	2,350 09	15	2,350 09		
Leeward Islands	13	185 51	13	185 51		
Total lists issued	2,093					
<i>International lists of orders of foreign issue received, examined, registered, and checked.</i>						
Canada	416	1,267,107 06			88	26,244 85
Great Britain and Ireland	494	680,865 18	205	32,459 24		
Germany	159	1,415,188 60		68,977 75	33	
Switzerland	221	174,523 18	7	2,835 76		
Italy	104	36,255 03		1,640 92		
France	12	80,787 56				4,776 12
Jamaica	47	50,481 06	4			3,832 33
New Zealand	47	25,978 37		36 54	1	
New South Wales	34	30,888 53	6	7,618 26		
Victoria	28	18,951 18	1	3,943 51		
Belgium	157	3,535 79	1	3,033 35		
Portugal	87	26,967 79		23,163 35	33	
Sweden	371	41,691 60	278	27,064 68		
Tasmania	27	2,332 10	5	1,059 13		
Windward Islands	72	25,810 73	23	13,376 80		
Cape Colony	53	4,070 39	4	1,642 91		
Hawaii	103	40,319 22	60			78,912 33
Queensland	35	8,073 82	15	2,366 27		
Japan	28	6,137 07	28	6,137 07		
Leeward Islands	15	554 74	15	554 74		
Total lists paid	2,510					
<i>International accounts received, examined, registered, and adjusted.</i>						
Canada	4	2,085,192 44				54,853 10
Great Britain and Ireland	12	3,682,340 23				300,207 15
Germany	4	3,655,110 69				174,694 93
Switzerland	4	485,363 14		13,331 98		
Italy	4	619,457 90				1,908 62
France	4	240,078 22		10,473 98		
Jamaica	4	53,911 21				3,609 96
New Zealand	4	40,465 98		7,979 54		
New South Wales	4	37,506 22		8,112 49		
Victoria	4	25,925 62		4,559 27		
Belgium	4	60,105 27		7,621 85		
Portugal	4	35,207 84		25,651 55		
Sweden	4	155,663 78	3	122,071 06		
Tasmania	4	3,235 53		1,765 98		
Windward Islands	4	27,994 68	1	13,733 86		
Cape Colony	4	2,932 91		4 75		
Hawaii	4	43,936 04				78,428 92
Queensland	4	8,905 97		2,264 49		
Japan	3	8,594 55	3	8,594 55		
Leeward Islands	2	793 95	2	793 95		
Total accounts	85					

No. 20.—Statement showing date to which the postal accounts with foreign countries have been adjusted, and the balances due respectively to the United States and to foreign countries in settlements made during the fiscal year ending June 30, 1886.

Country.	Account stated to—	Balance due to the United States.	Balance due to foreign country.	Period covered by last payment.
England.....	Sept. 30, 1885	\$11,467 40	.....	Jan. 1, 1885, June 30, 1885.
British Honduras.....	Dec. 31, 1885	385 37	.....	Jan. 1, 1885, Dec. 31, 1885.
Bahamas.....	do.....	193 53	.....	Do.
St. Thomas.....	Dec. 31, 1884	.....	\$183 60	Jan. 1, 1884, Dec. 31, 1884.
Antigua.....	do.....	18 18	.....	Jan. 1, 1883, Dec. 31, 1884.
Hawaii.....	Dec. 31, 1885	1,903 71	.....	Jan. 1, 1885, Dec. 31, 1885.
France.....	do.....	.....	4,622 28	Do.
Tinian's Island.....	Dec. 31, 1884	19 24	.....	Jan. 1, 1883, Dec. 31, 1884.
Canada.....	Dec. 31, 1885	21,356 13	.....	Jan. 1, 1885, Dec. 31, 1885.
Costa Rica.....	do.....	197 52	.....	Do.
Hong Kong.....	do.....	252 53	.....	Do.
Newfoundland.....	Dec. 31, 1884	181 09	.....	Jan. 1, 1883, Dec. 31, 1884.
Trinidad.....	do.....	.....	18 59	Do.
Victoria.....	Dec. 31, 1885	212 40	.....	Jan. 1, 1885, Dec. 31, 1885.
Brazil.....	Dec. 31, 1884	.....	2,708 79	Jan. 1, 1883, Dec. 31, 1884.
Jamaica.....	do.....	644 91	.....	Do.
New South Wales.....	Dec. 31, 1885	375 98	.....	Jan. 1, 1885, Dec. 31, 1885.
Barbadoes.....	do.....	.....	159 85	Do.
Switzerland.....	do.....	161 55	.....	Do.
Russia.....	do.....	6 15	.....	Do.
Nicaragua.....	Dec. 31, 1884	32 88	.....	Jan. 1, 1883, Dec. 31, 1884.
St. Lucia.....	Dec. 31, 1885	5 49	.....	Jan. 1, 1883, Dec. 31, 1885.
United States of Colombia.....	Dec. 31, 1884	1,284 20	.....	Jan. 1, 1883, Dec. 31, 1884.
Netherlands.....	Dec. 31, 1885	113 76	.....	Jan. 1, 1885, Dec. 31, 1885.
New Zealand.....	do.....	1,014 97	.....	Jan. 1, 1884, Dec. 31, 1885.
Sweden.....	do.....	.....	2,165 20	Jan. 1, 1885, Dec. 31, 1885.
Germany.....	do.....	.....	12,167 44	Do.
Roumania.....	do.....	.....	437 32	Do.
Norway.....	do.....	.....	626 54	Do.
Belgium.....	do.....	.....	18,214 94	Do.
Argentine Republic.....	do.....	44 16	.....	Do.
St. Kitts.....	do.....	.....	67 10	Jan. 1, 1883, Dec. 31, 1885.
Austria.....	do.....	.....	500 89	Jan. 1, 1885, Dec. 31, 1885.
Japan.....	do.....	3,442 12	.....	Do.
Curaçoa.....	Mar. 31, 1886	542 31	.....	Jan. 1, 1885, Mar. 31, 1886.
British Guiana.....	Dec. 31, 1885	.....	20 98	Jan. 1, 1884, Dec. 31, 1885.
Straits Settlements.....	do.....	2 86	.....	Jan. 1, 1885, Dec. 31, 1885.
Italy.....	do.....	1,584 91	.....	Do.
Peru.....	do.....	837 96	.....	Oct. 23, 1883, Dec. 31, 1884.
Venezuela.....	Dec. 31, 1884	234 27	.....	Jan. 1, 1884, Dec. 31, 1884.
Spain.....	Dec. 31, 1885	8,609 57	.....	Jan. 1, 1883, Dec. 31, 1884.
Chili.....	Dec. 31, 1884	3,465 42	.....	Do.
Uruguay.....	do.....	61 88	.....	Do.
Queensland.....	Dec. 31, 1885	142 74	.....	July 1, 1882, Jan. 22, 1883.
Bulgaria.....	do.....	.....	436 26	Jan. 1, 1885, Dec. 31, 1885.
Haiti.....	do.....	36 00	.....	No payments made.
Turkey.....	do.....	2 41	.....	Do.
San Domingo.....	do.....	114 60	.....	Do.
Salvador.....	do.....	608 04	.....	Do.
St. Vincent.....	do.....	2 06	.....	Do.
Tobago.....	Dec. 31, 1884	3 61	.....	Do.
Guatemala.....	do.....	308 82	.....	Do.
Republic of Honduras.....	Dec. 31, 1885	81 69	.....	Do.
Ecuador.....	Mar. 31, 1886	238 01	.....	Do.
International Bureau.....	Dec. 31, 1885	.....	987 54	Jan. 1, 1885, Dec. 31, 1885.
Denmark.....	do.....	.....	8,352 05	Do.

No. 21.—*Weight of letters, newspapers, &c., sent from the United States to European countries during the fiscal year ended June 30, 1886.*

Steamship lines.	England.		Austria.		Belgium.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	Grams.	Grams.	Grams.	Grams.	Grams.	Grams.
Cunard .....	26,813,716	135,156,630	1,216,625	3,491,131	688,865	3,849,848
White Star .....	16,918,011	78,676,761	673,660	1,588,693	403,085	2,510,110
Liverpool and Great Western Steamship Company .....	9,235,755	43,916,515	700,495	1,563,284	190,895	1,146,306
North German Lloyd of Bremen .....	30,850,489	145,653,358	3,758,675	8,689,473	608,629	3,454,978
Hamburg-American Packet Company .....	199,837	1,138,574	656,610	1,782,897	6,490	33,659
Inman .....	3,003,204	14,384,384	204,645	574,864	92,410	452,310
Anchor .....	4,464,536	20,444,242	71,120	144,700	90,825	512,755
Canadian .....	179,490	889,067				
American Steamship Company .....	104,961	799,312				
National .....	1,256,162	5,795,478	3,785	3,195	21,915	178,625
Cunard (limited) .....	130,496	390,941			14,105	90,730
French .....						
Red Star .....					12,485	345
Netherland Steam Navigation Company .....						
Total .....	93,160,637	447,187,262	7,315,915	17,738,266	2,429,635	12,229,637
Compared with last fiscal year:						
Increase .....	3,436,740	24,268,886	525,096	926,440	159,530	1,200,122

Steamship lines.	Denmark.		France.		Germany.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	Grams.	Grams.	Grams.	Grams.	Grams.	Grams.
Cunard .....	593,215	1,373,305	3,847,721	17,379,192	10,041,489	34,937,703
White Star .....	316,836	627,110	1,291,800	5,351,430	5,319,720	18,275,513
Liverpool and Great Western Steamship Company .....	321,885	879,065	1,143,769	6,601,992	4,317,145	15,916,047
North German Lloyd of Bremen .....	1,573,170	3,830,085	4,145,438	20,307,710	25,331,938	86,721,987
Hamburg-American Packet Company .....	321,065	782,405	814,360	4,755,987	4,687,805	22,423,526
Inman .....	81,540	213,835	483,543	1,935,930	1,546,680	5,760,049
Anchor .....	35,495	85,345	473,358	2,330,535	551,542	1,491,924
Canadian .....						
American Steamship Company .....						
National .....	4,115	13,280	36,143	75,039	39,905	25,935
Cunard (limited) .....			13,705	48,540		
French .....			989,064	4,980,477		
Red Star .....						
Netherland Steam Navigation Company .....						
Total .....	3,249,321	7,804,450	13,238,431	63,736,832	51,827,277	185,552,684
Compared with last fiscal year:						
Increase .....		827,402	1,330,468	4,578,618		6,407,342
Decrease .....	97,239				311,351	

No. 21.—*Weight of letters, newspapers, &c., sent from the United States, &c*—Continued

Steamship lines.	Italy.		Netherlands.		Norway.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	2,096,330	11,755,561	763,515	3,065,255	1,215,875	2,308,305
White Star .....	1,375,870	6,077,985	425,210	1,502,370	563,700	895,560
Liverpool and Great Western Steamship Company .....	783,655	2,692,414	213,260	782,055	643,515	1,729,185
North German Lloyd, of Bremen .....	2,951,095	11,348,905	769,120	2,658,965	2,955,150	6,293,115
Hamburg-American Packet Company .....	25,555	124,395	6,465	42,620	650,030	990,820
Inman .....	235,248	1,194,730	92,125	325,485	161,095	356,090
Anchor .....	371,300	1,343,465	87,155	328,650	58,215	193,220
Canadian .....						
American Steamship Company .....						
National .....	100,065	304,014	23,705	82,350	6,280	20,420
Cunard (limited) .....						
French .....						
Red Star .....						
Netherland Steam Navigation Company .....			3,460	52,010		
Thingvalla .....					5,550	11,560
Total .....	7,939,178	34,841,409	2,385,015	8,830,760	6,265,410	12,858,335
Compared with last fiscal year:						
Increase .....	826,261	15,008,850	111,015	457,066	21,655	1,028,965

Steamship lines.	Portugal.		Prussia.		Spain.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	212,820	619,745	1,125,490	2,638,465	501,895	3,512,950
White Star .....	130,330	404,720	827,485	1,437,795	310,610	1,770,060
Liverpool and Great Western Steamship Company .....	77,755	169,565	468,700	721,780	165,060	981,725
North German Lloyd, of Bremen .....	324,995	683,535	1,711,160	2,597,110	598,625	3,393,205
Hamburg-American Packet Company .....	1,565	4,075	14,615	27,895	250	
Inman .....	19,330	95,455	111,005	314,680	63,720	377,035
Anchor .....	29,885	70,770	204,265	307,315	80,425	395,530
Canadian .....						
American Steamship Company .....						
National .....	9,400	13,590	48,670	83,540	18,835	108,120
Cunard (limited) .....						
French .....						
Red Star .....						
Netherland Steam Navigation Company .....						
Thingvalla .....						
Total .....	812,080	2,061,455	4,511,390	8,128,610	1,739,440	10,525,625
Compared with last fiscal year:						
Increase .....	21,855		586,510	1,292,028	164,685	1,329,615
Decrease .....		137,620				

No. 21.—*Weight of letters, newspapers, &c., sent from the United States, &c.—Continued.*

Steamship lines.	Sweden.		Switzerland.		Turkey.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	1, 079, 460	7, 155, 172	1, 305, 535	6, 508, 239	143, 259	1, 677, 670
White Star .....	1, 051, 175	9, 614, 315	791, 976	3, 662, 190	88, 718	1, 128, 345
Liverpool and Great Western Steamship Company .....	1, 102, 040	3, 900, 815	381, 170	1, 799, 724	43, 985	439, 465
North German Lloyd of Bremen .....	5, 315, 925	17, 446, 137	1, 572, 470	6, 682, 357	169, 730	1, 963, 980
Hamburg-American Packet Company .....	1, 239, 720	4, 204, 765	12, 460	66, 519	1, 560	23, 105
Inman .....	255, 255	1, 127, 895	155, 180	663, 740	15, 855	163, 370
Anchor .....	103, 760	461, 320	173, 125	760, 485	19, 780	244, 100
Canadiap .....						
American Steamship Company .....						
National .....	11, 490	124, 770	44, 060	191, 810	4, 935	50, 060
Cunard (limited) .....						
French .....						
Red Star .....						
Netherlands Steam Navigation Company .....						
Thingvalla .....						
Total .....	11, 114, 805	38, 091, 689	4, 415, 976	20, 335, 035	490, 810	5, 710, 155
Compared with last fiscal year:						
Increase .....		4, 825, 214	146, 346	974, 589	37, 060	272, 290
Decrease .....		18, 980				

## RECAPITULATION BY STEAMSHIP LINES.

Steamship lines.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>
Cunard .....	52, 577, 794	235, 329, 171
White Star .....	30, 485, 183	127, 522, 929
Liverpool and Great Western Steamship Company .....	19, 801, 114	83, 359, 537
North German Lloyd of Bremen .....	82, 669, 000	321, 748, 910
Hamburg-American Packet Company .....	8, 664, 417	36, 401, 224
Inman .....	6, 562, 815	27, 844, 372
Anchor .....	6, 814, 846	29, 114, 356
Canadian .....	170, 490	889, 067
American Steamship Company .....	104, 961	799, 312
National .....	1, 629, 485	7, 070, 286
Cunard (limited) .....	157, 806	530, 211
French .....	989, 064	4, 980, 477
Red Star .....	12, 485	345
Netherlands Steam Navigation Company .....	3, 460	52, 010
Thingvalla .....	5, 550	11, 560
Total .....	210, 594, 500	875, 654, 164

## RECAPITULATION BY FOREIGN COUNTRIES.

Countries.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>
England .....	93, 169, 637	447, 187, 262
Austria .....	7, 315, 015	17, 738, 296
Belgium .....	2, 129, 695	12, 239, 657
Denmark .....	3, 249, 391	7, 894, 450
France .....	13, 238, 431	63, 756, 632
Germany .....	51, 827, 277	185, 652, 684
Italy .....	7, 939, 178	34, 841, 409
Netherlands .....	2, 385, 015	8, 859, 760
Norway .....	6, 263, 410	12, 858, 335
Portugal .....	812, 080	2, 061, 455
Russia .....	4, 511, 390	8, 128, 610
Spain .....	1, 739, 440	10, 535, 625
Sweden .....	11, 114, 805	58, 094, 689
Switzerland .....	4, 415, 976	20, 335, 035
Turkey .....	490, 810	5, 710, 155
Total .....	210, 594, 500	875, 654, 164
Increase compared with last fiscal year .....	6, 939, 645	63, 450, 726



No. 22.—*Weight of letters, newspapers, &c., sent by sea from the United States to countries and colonies other than European of the Universal Postal Union during the fiscal year ended June 30, 1886.*

Countries and colonies.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>
Cuba.....	3,033,732	27,523,980
Australia, &c. (non-union).....	3,526,425	21,274,506
British Columbia.....	2,907,405	1,557,240
Hawaiian Islands.....	1,071,636	18,327,411
Japan.....	1,173,830	14,693,222
Windward Islands.....	1,111,404	10,561,636
United States of Colombia.....	1,024,046	15,549,204
Brazil.....	926,881	9,389,764
Hong-Kong.....	835,602	3,418,848
Bermuda.....	642,535	5,971,470
Jamaica.....	550,345	5,441,535
Argentine Republic.....	403,765	6,800,383
Chili.....	522,398	11,569,063
Guatemala.....	441,036	6,206,224
Mexico.....	466,687	4,736,215
Peru.....	390,778	9,607,551
Hayti.....	275,160	3,016,778
Bahamas.....	262,615	2,487,873
Republic of Honduras.....	261,581	2,921,909
Newfoundland.....	430,721	3,772,281
United States consul, Shanghai.....	423,662	4,125,924
British Honduras.....	202,975	1,532,205
Nova Scotia.....	457,740	
Venezuela.....	195,110	6,628,590
St. Thomas and Porto Rico, via Cuba.....	155,854	2,736,469
San Domingo.....	141,705	2,797,465
Nicaragua.....	152,735	3,199,070
Costa Rica.....	109,604	3,056,473
Salvador.....	102,693	2,919,522
Porto Rico (direct).....	152,580	1,217,185
Ecuador.....	108,236	2,956,446
Uruguay.....	120,595	2,238,430
Curaçoa.....	64,700	892,660
Tahiti.....	60,949	1,166,507
St. Pierre and Miquelon.....	45,335	452,075
Java.....	26,123	615,969
Manila.....	46,013	289,069
Turk's Island.....	25,640	244,772
Siam.....	15,764	240,500
Singapore.....	10,834	117,800
St. Thomas (direct).....	9,920	150,170
New Caledonia.....	4,652	93,132
Bolivia.....	4,958	142,630
Cochin China.....	3,237	22,811
Hong-Kong postal agency, Shanghai.....	1,353	2,207,660
Marquesas.....	3,336	85,178
Paraguay.....	2,735	50,860
Total.....	23,568,070	225,037,276
Increase compared with last fiscal year.....	1,429,406	11,304,178

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